ROYAL AIR FORCE

OPERATIONS

RECORD BOOK

FORM 540

HEADQUARTERS

AIR HISTORICAL BRANCH AIR MINISTRY.

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(*17020) Wt. 34712-2432 50M OPERATIONS RECORD **BOOK** B.A.F. Form 540 No. of pages used for day of (Unit or Formation)......No...9. (Bombing). Squadron.... Place. Date. Time. Summary of Events. Appendices. Extracts from Squadron History supplied by Historical Section, committee of Imperial Defence, copy attached. FERE-EN-TARDENOIS, Sept. A Wireless Unit was formed, which was enlarged in December, 1914, and became No. 9 Squadren. FRANCE. 1914. 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. No. 9 Squadron was formed, the original No. 9 (Wireless) Squadron having been BROOKLANDS. . 1.1V.'15. dispered amongst the squadrons overseas. Captain DOWDING returned from overseas to command this squadron. June'15. DOVER. The Squadron moved to Dover. A portion of the Squadron moved to France by sea. 16.X11: 15. 20.X11.'15. The machines (B.E.2 c's) were flown over and all landed safely at ST. OMER. ST. OMER. BERTANGLES. 23.X11. '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, Towards the end of the month Major WANKLYN was succeeded by Major A.B. BURDETT ALLONVILLE.. Mar '16. in command of the Squadron, which moved to ALLONVILLE. 1.V11,'16 The Squadron was raised to the higher establishment of 18 machines and 20 pilots CHIPILLY. 15.V11.'16. The Squadron poved to CHIPILLY. MORLANCOURT. 3.1x.'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 Squadren. 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. Š

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OPERATIONS RECORD R.A.F, Form 540 No. of pages used for day..... of (Unit or Formation)......No. 9 (Bombing) Squadron.... References Date. Summary of Events. Place. Appendices Extracts from Squadron History supplied by Historical Section, committee of Imperial Defence, copy attached. A Wireless Unit was formed, which was enlarged in December, 1914, and became FERE-EN-TARDENOIS • Sept FRANCE. 1914. 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. No. 9 Squadron was formed, the original No. 9 (Wireless) Squadron having been dispered amongst the squadrons overseas. Captain DOWDING returned from overseas. te command this squadron. June'15. The Squadron moved to Dover. A portion of the Squadron moved to France by sea. 16.X11: 15. The machines (B.E.2 c's) were flown over and all landed safely at ST. OMER. ST. OMER. 20.X11. 15. BERTANGLES. 23.X11. 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, Towards the end of the month Major WANKLYN was succeeded by Major A.B. BURDETT ALLONVILLE. in command of the Squadron, which moved to ALLONVILLE. 1.V1E. 16 The Squadron was raised to the higher establishment of 18 machines and 20 pilets. 15.V11.'16. CHIPILLY. The Squadron moved to CHIPILLY. The Squadren moved to MORLANCOURT. MORLANCOURT. 3.1x.'16. Sep. ! 16. The Squadren was re-equipped with B.E. 2 c's. Major I.A.E. EDWARDS took over command of the Squadron. Dec.'16 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 Caralry Corps. Reference:- AIR 22 COPYRIGHT OF THE PUBLIC RECORD OFFICE,

Place.	Date.	Time.	Suppose of Fronts References
11000	Date.	1,1110.	Summary of Events. to Appendices.
MORLANCOURT.	Apl.'17		"C" Flight moved to MONS-en-CHAUSSEE. A little later in the month the two
		į	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
	L.		for less than a week, when it returned to MONS-en-CHAUSSEE.
ESTREES-en-	мау.'17		The Squadron again moved to ESTRES-en-CHAUSSEE and commenced to re-equip with R.E.S.
CHAUSSEE.			Machines, reaching their establishment of 18 of this type by the 14th June.
PROVEN.	June. '17	•	Mejor H.J.F. HUNTER succeeded to the command of the Squadren, 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 the YPRES 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.	11.1V.'1	8.	No. 9 Squadron moved to CALAIS to form part of G.H.Q. Reserve.
ARGENVILLERS.	5.V1.'18	•	The Squadron moved to ARGENVILLERS, near ABBEVILLE, where they came under the orders
			of the 15th Wing, V. Brigade.
QUEVAUVILLERS.	17.711.	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
			serodrome at ATHIES.
PREMONT.	ıı.xı.'ı	8.	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.
H	Jan.'19.		It remained there until the beginning of January, 1919, when it moved East
Branksvin.			te LUDENDONF.
	Pab, 19	•	The Squadron commenced to refit with Bristel Fighter machines and was entirely
			equipped with this type in the following May.

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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

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

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

R.A.F. Form 540

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

Place. Date. References Summary of Events. Appendices. CASTLE BROMWICH . Aug. '19. No. 9 Squadron was reduced to cadre in August, 1919, and returned to ENGLAND, ٠, ٠. . where it was located at CASTLE BROMWICH. 31.12. 19. The Squadron was finally disbanded on 31st December, 1919, THE NEW SQUADRON. On the 1st April, 1924, the Squadron, consisting of Headquarters and one Flight, UPAVON. .4. 24. 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 commandathe Flight. The Squadron moved to MANSTON on the 30th April, 1924, and came under the orders MANSTON, KENT. of No. 1 Group, KIDEROOK, with effect from this date. One Avro was allotted to the Squadron in May, 1924, for the purpose of training "ab-initio" punils, of whom three were posted in June. Squadron Leader J.C. QUINNELL was promoted to Wing Commander and in August he was 1.7. 24 succeeded by Squadron Leader A.P.V. DALY in command of the unit. Sep. 124. 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. The second Flight of the Squadron was formed and the establishment new included Jone 25. 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.	eferences to opendices.
LANSTON.	Jan.'25.	command, vice Squadron Leader A.P.V. DALY.	
		The Squadron carried out its first practice bombing and started night flying	
š	Apl.'25.	training this month. 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	
	di di	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.	1
		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	
			3.
[Mar.	Oct.'25.		· .
:	4	The last Vickers Vimy was allotted away from the squadron. Two Avros collided in the air over the aerodrome. L.A.C. Dunn was killed and	
	16.12.'25.	통계 그 하는 사람들은 가는 사람들은 사람들은 사람들이 가지 않는 것이 되었다. 그들은 그렇게 모르다 나를 다른 사람들이 되었다.	
		L.A.C. Parrish escaped with injuries.	
	Mar.'25.	Wing Commander V. GASKELL-BLACKBURN, D.S.C., A.F.C. was posted to the Squadren	
4.2	1 .1	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.	4 - 11 - 2

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R.A.F. Form 540

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

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

References Place. Date. Time. Summary of Events. 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. . . An aerial escort to the Prince of Wales was provided on the occasion of his Nov. '26 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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			References	
Place.	Date.	Time.	Summary of Events to Appendices.	
7.				
MANSTON.	21.3.27	•	(S.S. PICKMERE) carried no wireless with the result that no news of the forced	
	-	#	landing and rescue reached the Equadron until midday on the 22nd.	
	19.4.'2	7.	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	1
		44.7	of Pilot Officer DOWDESWELL, Flight Sergeant ALDERTON and A.G2. DANIELS were killed.	Ĺ
	14-15.6	. 27.	The Squadron took part in the "Long Distance Event" which consisted of a competition	Ι.
			for reliability, Air Pilotage and wireless between all Night Bombing Squadrons in	
		1	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	. ! .
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			results. "B" Flight obtained 100% marks.	
1	29.6.'2	7.	Photographs were taken of the Eclipse of the Sun from a machine, which was flown	E.
		14	to CATTERICK on the evening of the 28th. The results were satisfactory and an	
			excellent view of the Corona was obtained from over DARLINGTON.	٠.
	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.	
	5.7.127	•	"A" Flight moved to NORTH COATES FITTIES Practice Camp for annual training in	٠.
			Bombing and Air Gunnery.	-
	ເາ.7.'ຂ	7.	Marshall of the Royal Air Force, Sir HUGH TRENCHARD, visited MANSTON to see the	÷
			Oxford University Air Squadron and No. 9 Squadron.	
	23.7.12	7.	"A" Flight returned from NORTH COATES FITTIES to MANSTON.	Ŋ.
	l6.ε.'2	7.	"B" Flight moved to NORTH COATES FITTIES.	
- 1 T	31.8.'2	1 1	"B" Flight returned to MANSTON.	1.
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References Place. Date. Time. Summary of Events. Appendices Squadron Leader D.E. STODART, D.S.O., D.F.C. was posted to this unit and took over MANSTON. .11.27. command of "B" Flight. Air Vice-Marshall Sir J.M. STEEL, K.B.E., C.B., C.M.G. carried out his amoual 11.27 inspection of the Squadron. Squadron Leader A. LEES left the Squadron on posting to No. 56 (F) Squadron, .2.28. ļ., ., to command. Squadron Leader H. STEWART posted to No. 9 (B) Squadron from S. of T.T. (Men). 15.3.28 and took over command of "A" Flight. Five Virginias took part in the display which was given at HENDON in the presence 7.3.28 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 fireextinguisher 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. "A" Flight moved to ANDOVER for practice bombing on the range at UPAVON. -12.5.28. No. 25 (F) Squadron was affiliated to this Squadron for the purpose of carrying 21-25.5.28. . out exercises in interception and attack. "B" Flight moved to ANDOVER for bombing practice at UPAVON. 29.5-2.6.28. 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.

Place.	Date. Tim	Summary of Events. References to Appendices.
MANSTON.	5.6.28.	The Squadron held their annual Sports Meeting.
	11.6-77.7.2	8. 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 craw 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
	2.4	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 HUCH 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.
	27.9.29.	Laurence Minot Trophy - Squadron represented by S/Ldr. KIREY 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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of (Unit or Formation).......No....9...(Bombar)...Squadron.....

Place.	Date	Time.	Summary of Events. Refere to Append	
MANSTON.	22-25.4	.30.	Long Distance exercise held.	
	28.4.30 24.5.30		Squadron proceeded to Practice Camp, , CATFOSS , YORKS.	
	2.6-17.		Co-operation with AIR DEFENCE EXPERIMENTAL ESTABLISHMENT at HYTHE.	
	30.6 - 27		Observer Corps Exercises. Command Exercises - Blue Forces.	
1	23.6-17	.8.30.	Co-operation with Searchlight Companies, Tyne - Essex Group - Surrey Group - Kent	1
	7.10.30	•	and Middlesex and 26th and 27th Batteries. Squadron Leader RYAN YOUNG posted to 70 Squadron, IRAQ.	a de la companya de l
The state of the s	20.10.30 2 4. 10.30		Squadron Leader LINNELL posted to "A" Flight from H.Q., A.D.G.B. 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.	
	26.11.30 27.11.30	1.0	This aircraft had no slots. Move to Boscombe Down. Road and Rail parties left. All aircraft were flown to Boscombe Down.	1
			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.	1
	20-23.6. 10.8.31.		A.D.G.B. Air Exercises. 26 raids on London - 122 hours night flying in 3 days. Squadron proceeded to CATFOSS - returned 6.9.31.	

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Place.	Date.	. Time.	Summary of Events. References to Appendices.
BOSCOMBE	Apl. 31		Squadron Leader E.J.D. ROUTH posted to command "B" Flight, vice S/L. J.A. SADLER.
DOWN.	June.31		Squadron Leader V.R. SCRIVEN posted to command "A"Flight vice S/L. F.J. LINNELL, promoted. 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.
	30.7-6.	8,32.	The former being carried out in Victoria Aircraft. Two aircraft took part in TIDWORTH TATTOO.
	19.9.32 7.11.32		Squadron Leader D.S. EARP posted to "A" Flight, vice S/L. V.R. SCRIVEN. Squadron Leader E.J.D. ROUTH assumed temporary command of the Squadron, vice
2			Wing Commander STENT, M.C. posted to E. Staff, W.B.A. During the summer pilots of the squadron tested experimental night bombers made
	, ₄	٥	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 undergarriage 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.
	22.11.3		Wing Commander W. SOWREY, D.F.C., A.F.C, assumed command of the Squadron.
	8.11.32 to 3.12.32	7	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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OPERATIONS RECORD BOOK

R.A.F. Form 540

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

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

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

DOWN. 3	3.11.32 to 3.12.32 9.12.32	!	this flight was carried out by hight. The cruise was highly successful and carried out without trouble of any kind. 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	
			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.	
29	9.12.32		promulgated by W.B.A Squadron Leader J. F. GORDON, D.F.C., posted to command the Squadron temporarily.	
			Squadron Leader J. F. GORDON, D.F.C., posted to command the Squadron temporarily.	
	1 1		over these duties from F/O. MATHESON on 1.11.32. On 30.1.33 F/Lt. F.E. NUTTALL	
8.	2.33.		assumed the duties of Squadron Adjutant. 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 gumer. 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.	7
27.	.2.33.		Wing Commander A.W. MYLNE arrived to take over command of the Squadron from	3
			Squadron Leader J.F. GORDON, posted to command No. 35 Squadron at BIRCHAM NEWTON.	
Mel	h.35.		F/Sgt. BEDSON, "B" Flight, posted away, and his place taken by F/Sgt. CHANDLER.	
		3	P/O. PALMER, R.A.A.F. posted to the Squadron from No. 2 F.T.S. for flying duties.	1:00
Арј	1.33.		Establishment changed. W.O.2. in place of Flying Officer for Armament duties.	.

Place.	Date. Time.	Summary of Events. References to Appendices.	
BOSCOMBE	17-23.4.33.	W.B.A. Tactical Exercises, in which the Squadron carried out 22 raids on Camera	'
DOWN.		Obscura targets at THRAPSTON, CARDINGTON and ANDOVER. This involved 852 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:	
April 1	May. 33.	The first week in May should have been devoted to preliminary bombing training at	1.
		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	
	us modern	and stores was to be made by road, to gain experience in that method. The advance	
=L		party only went by rail, therefore. The stores went in lorries - 1 Leyland Float,	1
		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	6
		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	-
ļ.		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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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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uctions for use of this form in K.R. and A.O.I.

OPERATIONS RECORD BOOK

R.A.F. Form 540

of (Unit or Formation)

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

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

	1		of (one of Formston)
Place.	Date.	Time.	Summary of Events. References to Appendices
BOSCOMBE	4-8.5.3	3.	Each was able to have only one night bombing practice of each type on account of
DOWN.			weather. 11 crews dropped live bombs.
the second			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
		i.	Sgt. Pilot HARTLEY in Virginia J.8912. The first was in a field near LINCOLE 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
	4		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.
	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."
		j.	The Vickers, B.19/27 did a camera obscura test, but results were not good on
		-	account of hazy conditions.
_ ,	.2.6,33		The Vickers B.19/27 was successfully flown at night under full war load.
b	3.6.33.		Sgt. Pilot SWEET joined the squadron for flying duties.
 	1.6.33.	1	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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Reference:- AIR 27 125

Place.	Date.	Time.	Summary of Events. Reference to Appendice
OSCOMBE	21.6.33		Sergt. Pilot BORLEY posted for Flying duties.
OWN.	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
		. 1	possible to employ 4 aircraft the last flew nights. New pilots gained valuable
	111		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
. 7			bad weather precluded any flying, but otherwise things were satisfactory and the
·	1 4		Squadron did 62 hours flying in connection with the exercises.
	10.7.33	,	One Officer, One F/Sgt. and 5 airmen of the Squadron represented the Station in
•	12.7.33	,	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 $6\frac{1}{2}$ hours
			flying by day and 12 by night.
••••	17-2d.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
		1	was a daylight one on the 20th. Though this aircraft did actually bomb, no results
			were reported by the Camers Obscura on either occasion. On the night of the 18/19th
. 1		. []	flying weather deteriorated at BOSCOMBE DOWN, and though there was light starlight
		1 1	TIJING HOUSE TOTAL BOAT TOTAL OF DODOUBLE BOAT, MILE SHOULD HOLD WAS TIGHT SEATTIFHE

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OPERATIONS RECORD BOOK

R.A.F. Form 540

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

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

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

Place.	Date.	Time.	Summary of Events.	References to Appendices.
BOSCOMBE	17-20.7	.33.	overhead, all aircraft had to land in a mist, which extended to 20 to 30 feet	
DOWN.			above the ground. Westher during the night of the 19/20th was good.	
	L - 28.8	33.	Squadron leave period.	1
			The Tidworth Tattoo 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	
]	19 - 28.8	.33.	received from the G.O.C. on the good performance put up by the aircraft. F.Sergt. WARWICK posted to F.A.A. and F.Sergt. DAVIES arrived to relieve him.	
0			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.	A
4	-22.9	33.	Searchlight and Sound Locator Co-operation with 1st A.A. Defence Brigade.	
			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	
	1	14	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.	9

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Place.	Date.	Time.	Summary of Events. Summary of Events. Appendices.	
BOSCOMBE DOWN.	11.9.3	1 :	Sgt.Pilot HONEY reverted to this basic trade and posted to CATTERICK as Sergt. W.Opr. 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 PYO. 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. Flying Officer SOMERVILLE left the Squadron on resigning his short service commission.	
	25.10. 1.11.3 15.11.	53.	Flight Lt. DAY posted to the Squadron for flying duties. F. Sgt. BRAMLEY (F.A.E.) posted to the Squadron - "A" Flight - as relief of	-
	20.11.	33.	S/Ldr. RICHARDSON posted to the Squadron to command "B" Flight, vice S/Ldr. YOOL. Sgt. Pilot DUFFY posted to the Squadron from 4 F.T.S. for flying duties. F/Sgt. SCHOFIELD posted to the Squadron for Armament training - especially flying	
	22.12 1934. 6.1.3		as bomb aimer. 75% of the Squadron personnel went on Christmas leave until 2nd January. P/O. BARWOOD posted to 824 Squadron, H.M.S. EAGLE, CHINA, for flying duties.	
	10.1. 14.1. 18.1.	34. 34.	F/O. OWEN posted to 70 (B.T.) Squadron, IRAQ, for flying and A.P. duties. P/O. KNOWLES joined the Squadron from CRANWELL for flying duties. P/O. BARWOOD posted from the Squadron to 824 (F.S.R.) Squadron, H.M.S. EAGLE-Far East.	
	11.2. 23-27	54. .4.34.	9/0. LOUDON joined the Squadron from 3 F.T.S. for flying duties. 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.

OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I.

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

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Place.	Date.	Time.	Summary of Events.	References to Appendices
BOSCOMBE	23-27.4	.34.	On the 24th 10 raids were carried out on a target at CRANWELL, scoring 10 hits;	
DOWN.			2 raids were abendoned, 8 on account of bad weather encountered and the other on	
		-	account of a forced landing for W/T failure.	
		i. [On the 27th, 3 raids set out for THRAPSTON. Two were re-called for bad weather	1.
	1.0	ا سفر	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	
1			Area units in an attack on the Fleet at anchor near PORTLAND. The position of the	
51 F			fleet was reported by Flying Boatds 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	\$
•	1		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	274
			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.
DOWN.	20-22-30.6.34.	The Station Athletic gports, 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
	The state of the s	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
	16-29.7.34.	and SANDOWN on the 20th. 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 arti-glare goggles which had been issued for trial, but
	23-29.7.34.	they were found to be useless against searchlights. 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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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.

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

R.A.F. Form 540

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

Place.	Date. Time.	Summary of Events.	References to Appendices.
BOSCOMBE	23-29.7.34.	aircraft were despatched on account of bad, misty, weather conditions, but all made	
DOWN.		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.)	· 12
	2.11.34.	Long Distance Night bombing 103 yards and 105 yards.	
	C*11.04.	S/Ldr. FINDLAY posted to command "A" Flight, vice S/Ldr. E. GRENFELL who is posted	
	30.33	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.	en e
BOSCOMBE	7.1.35.	F/Lieut. STRUDWICK appointed as Adjutant vice F/Lieut. NUTTALL, who is posted to	i Salah jabah kada
DOWN.		IRAC	
	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	
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1 1 1 1 1		unfavourable weather, practices were severly interferred with and results were,	
		under the circumstances, poor.	
-	4.5.35.	Squadron return to BOSCOMBE DOWN from CATFOSS.	152
OSCOMBE	5.5.35.	W/CmdrG.H. COCK, awarded the Jubilee Medal.	* 1
OWN.	29.6,35,	"B" Flight, under command of S/Ldr. RICHARDSON, took part in the "Skittles"	
		event at HENDON Display.	
LDENHALL.	1.7.35.	Squadron proceeding to MILDENHALL for the ROYAL REVIEW.	
	6.7.35.	Royal Reviewz	
SCOMBE	6.7.35.	Squadron returned to BOSCOMBE DOWN.	
WN.	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	
na in		0.C. 9 Squadron.	
DOVER.	15,10.35.	Squadrens moved to ANDOVER - move completed same day.	
	11.12.35.	·杜·马·基·马·克·马·马·马·克·克·克·克·克·克·克·克·克·克·克·克·克	1
	11.12.00.	F/Lieut. J.F.A. DAY handed over Adjutant's duties to F/O. J. McGHIE as he,	
ĺ	7 00 70 75	(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	
1		considerable amount of night flying was done.	
	1936.		
NDOVER.	10.1.36.	Squadron commenced move to ALDERGROVE.	
DERGROVE.	15.1.36 . h	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)	Squadron re-equipped with HEYFORD 111. Aircraft, the Virginias being flown to	the state of the s
1		ANDOVER to equip No. 214 (B) Squadron.	

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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 Appendices. 1936÷ "B" Flight formed ex "A" Flight and equipped with HEYFORD 111 Aircraft. ALDERGROVE 2.5.36 Flight was commanded by P/O. ROSE, pending the arrival of E/Ldr. ROUGH. 25th, 26th, Two aircraft co-operated with H.M.S. "RAMILLIES" off BANGOR on "Range Finding" tests 27.6.36 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 10 hours day flying was carried out. 21.7.8 Two machines detailed for MILDENHALL FOR SPECIAL DAY EXERCISES. On 8/7th they 7.6.36 took part in a formation flight of 12 machines over a sector on the East Coast at 12,000 feet. BIRCHAM NEWTON. One machine proceedate BIRCHAM NEWTON for co-operation with Air Observer Corps, 5.7.36 but became u/s owing to engine trouble. One machine proceeded to BIGGIN HILL for Air Observer Corps co-operation as relief BIGGIN HILL. 6.7.36 machine for machine u/s at BIRCHAM NEWTON. 7.7.36 Machine proceeded from BIGGIN FILL 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. Two new HEYFORD aircraft collected for the Squadron. ALDERGROVE. 24.7.38 For POSTINGS for period January/July 1936 - see overleaf.

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	Place.	Date.	Time.			Suṃm	ary of Events.			References to Appendices.
1		1936.				1				Appendices.
	-	POSTIN	GS duri	ng the period	i January/Ju	uly 1936 took pl	ace in the Sq	uadron as st	ated below:-	
	1	2.1.36	1	F/Lt. DAY p	aced on Ret	ired List.				
		6.1.36		s/Ldr. FINL	Y posted to	ANDOVER.		1 m		
		7.2.36		P/Os STICKNE	Y and HUTTO	N posted to the	squadron.	art and the		
1 4	Lb 94 4.	11.3.36		P/Sgt. CARRO	L posted to	Squadron.		ar i gʻyt-qayda		
	10 10 10 1	6.5.36		P/O. RIVETT-	CARNAC post	ed to GOSPORT.	and Substitution of the	- 4 4 4 6 8 6 8 8 8 8 8 8 8	មថាន នេះ ខេត្តធ្វើនៃញាញនៃទី មិត្តមែ មានការសំព័រ	
		23.5.36	,	P/Os DENNIS	and OVENDEN	posted to squa	dron.			
		25.5.36		P/Sgt. SAUN	EBS posted	to Squadron.		eginar et ek		
		31.5.36		P/Sgt. Ross	posted to s	quadron.		4, 4		
1	-	4.6.36		P/sgt. STEVE	NSON posted	l to Squadron, a	lso P/O. MITC	HELL.	والوازو ها مياراً للأوازية والوادة	
		11.6.36		P/Sgt. TURNE	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	A STATE OF THE STA				
		2.6.36		s/Ldr. ROUGH	posted as	Flight Commande	r "B" Flight,	after T.E.	conversion course No. 38 Squadron.	
		7.7.36		P/O. RICHARD	SON posted	to Squadron.	1.	# 1011	No. 35 Squadron.	
F	ARNBOROUGH.	29.8.36		One aircraft	of "A" Fli	ght detached to	FARNBOROUGH	for special	D/F wireless tests	
Α.	LDERGROVE.	26-27.8	36		4				ook part in night	
				co-operation	, but was u	nable to detect	forces owing	to fog - th	e exercise on the	
					and the second of the	cancelled owin	Note: An artist of the state of			
В	IGGIN HILL.	2.9.36				/F duties moved	O. ,	LL.	الم الم المساول الما	
ន	CAMPTON.	21.9.36		W/cmdr. cock	, F/Lt. DAB	INETT, and P/O.	DENNIS proces	eded to SCAM	PTON with Advance	5 1
7-				Party to pre	pare for ar	rival of Squadr	on at SCAMPTON	vi. 1. 1 - 1 - 1 - 1 - 1 - 1		
N	ORTHOLT.	29.9.36		"A" Flight m	achine on D	/F duties moved	to NORTHOLT.	فتياد فقاعم أالدعم		
s	CAMPTON.	1.10.3	5 : ====	Air Party mo			45			September 1
A	LDERGROVF.	5.10.3	3	Move of Squa	dron from A	LDERGROVE to SC.	AMPTON complet	. bec		
H	ORNCHURCH.	6.10.3	3	"A" Flight m	achine on D	/F duties moved	to HORNCHURCE	1.		
S	CAMPTON.	5.10.3	3	Tents on aer	odrome, for	use of Flight	Offices and St	ores, blown	away in a gale.	
				· ·						

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OPERATIONS RECORD BOOK

R.A.F. Form 540

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

References

Appendices

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

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

Summary of Events. Date. Time. Place. The Squadron's crest viz. a bat with the motto "Per NOCTEM VOLAMUS" was SCAMPTON. officially approved by H.M. the King. S/Ldr. SANDERSON posted to Squadron to command "A" Flight vice F/Lt. DABINETT. 25.12.38 P.O. Grant posted to the Squadron from F.T.S. 1937. The A.O.C. No. 3 (Bomber) Group, Air Vice-Marshal PLAYFAIR handed the Squadron 27.1.37 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. F/O. LOUDON and P/O's. KEEGAN, FEWTRELL, SCARF, KYDD, BARRETT, SULLIVAN, HOW, 20.3.37 & CROCKETT posted to Nos. 61 & 144 Squadrons, HEMSWELL. S/Ldr. ROUGH posted to No. 75 Squadron, DRIFFIELD. 31.3.37 The Squadron proceeded to Practice Camp at ALDERGROVE, S/Ldr. SANDERSON leading ALDERGROVE. 4.5.37 "A" Flight and F/O. ROSE leading "B" Flight. Practice Camp- little bombing was carried out owing to adverse weather conditions. 5-27.5.37. S/Ldr. SHAW posted to command "B" Flight. 10.5.37 SCAMPTON. 28.5.37. Squadron returned from Practice Camp. 108 members of the Observer Corps visited the Station and after being shown around 6.6.37 and given instructions, carried out simple exercises in relation to their work. 39 members of the Observer Sorps visited the Station, a similar programme as 27.6.37. that for June, 6th being carried out.

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Reference: AIR 27 125

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	T 1		References
Place.	Date. Time.	Summary of Events.	Appendices.
		One Heyford Aircraft attached to SEALAND for "observation dimming trials of	
SEALAND.	15-16-6-37.		
,		factory lighting" at night of the Imperial Chemical Industries factory at	
7		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	1
1.		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.	and the second section
SCAMPTON.	9-8-37.	Nine Heyford aircraft took part in the Sector and Combined Training Exercises	1
301		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	la de la servicio
		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 13#.2.	
SCAMPTON.	1-9-37.	P/O LEECH, whilst night flying had a remarkable escape with slight injuries	Appendix "C"
ŗ		when the machine he was piloting crashed into trees and a house on the	
		aerodrome boundary.	
SCAMPTON.	4-9-37.	A/P/O TURNER posted from No. 6 Flying Training School and A/P/O JACKSON posted	The second second
		from No. 2 Flying Training School.	
1			

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OPERATIONS RECORD BOOK

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

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

R.A.F. Form 540
No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
CAMPTON.	27.9.37		Two machines of each Flight commenced practice bombing of sea markers which were	
- 1	·-		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.	
CAMPTON.	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.	
AMPTON.	14.10.3	,		
			Three machines with full crews commanded by Squadron Leader SHAW, proceeded to	
		1	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	
	1.5		Air Force Staff Officers, on the occasion of their visit to this Country.	
AMPTON.	6.10.37	,	The A.O.C. Air Vice Marshal, P.H.L. PLAYFAIR, C.B., C.V.O., M.C., visited the	
		1	Station on his annual inspection. 100% serviceability of aircraft was attained	
				- 41,
			and participated in a "fly-past", level, in echelon to starboard.	
AMPTON.	.11.37	'. II	An experimental change in organisation of the squadron commenced, whereby "A"	
		1	Flight became the "Operational Flight" and "B" Flight became "Maintenance Flight",	544 A
n 1			with a view to increasing the percentage serviceability of machines and	1 42
			obtaining a higher standard of operational efficiency.	
AMPTON. 1	6.11.37		The Inspector-General of the Royal Air Force, Marshal of the Royal Air Force,	A
			Sir Edward L. ELLINGTON, G.C.B., C.M.G., C.B.E., P.s.c., visited the Station.	
		1	그리는 그 그 사람들이 되는 사람들이 되는 사람들이 되는 사람들이 되었다. 황화	
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		manifesta summer a series de la		
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.	
SCAMPTON.	1938. 4.1.38		Squadron commenced armament training practice camp at North Coates Fitties,	
SCAMPTON	4.2.38.		and operated from SCAMPTON owing to NORTH COATES FITTLES Aerodrome being unserviceable. Squadron completed practice camp having flown a total of 353 hours by day	
SCAMPION SCAMPION.	7.2.38.		and 77 hours by night. Pilot Officer D.B. ALLISON assumed duties as Squadron Adjutant vice Flying	
		1	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	
SCAMPTON.	18.2.38	1 1 1	months, proving unsatisfactory. Acting Pilot Officer BAILEY posted from No. 9 Flying Training School. Wing Commander H.A.SMITH, M.C., posted to command the Unit vice Wing Commander	
SCAMPTON.	10.3.38	•	C.H.COCK., M.O. 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 30.6.38		Squadron leave period.	g Avendaria

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Manston, on completion of Short Navigation Course. STRADISHALL. 17.6.38 to Squadron leave period. 30.6.3 (*1154) Wt. 26347—1934 15,000 12/35 T.S. 68 RECORD **OPERATIONS** R.A.F. Form 540 See instructions for use of this form in K.R. and A.O.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)..... References Summary of Events Date. Time. Place. Appendices. 1938 R.A.F. Stradishall sarted two-monthly trial of new routine whereby Nos. 9 and 148 STRADISHALL. 7.38. (Bomber) Squadrons alternated weekly with Day and Night Flying. Squadron took part in Home Defence Exercise. Only three raids were attempted however 5<u>.</u>8.38. STRADISHALL. owing to bad weather and none of them reached their objective. 7.8.38. Filot Officer LAMBERT posted from CADET COLLEGE, CRANWELL on passing out. STRADISHALL. 15.8.38 Filot Officer CROSSLEY posted from SCHOOL OF AIR NAVIGATION, MANSTON, on completion STRADISHALL. 22.8.38 of Short Navigation Course. Flight Lieutenant ROSE posted to Specialist Engineering Course at SCHOOL OF 28.8.38 STRADISHALL.

16.9.38

10.10.38

28.9.38

7.10.38

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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. 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 were attached to No. 148 (Bomber) Squadron, Stradishall. Squadron Leader SHAW attached to No. 38 (Bomber) Squadron, MARHAM. Squadron Leader SHAW returned to this Unit and re-assumed command of 'B' Flight. 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.

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.

Pilot Officer BALLEY, assumed the duties of Squadron Adjutant vice Pilot Officer

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1 2 3 4 5 6 Reference:- AIR 27 125

Place.	Date.	Time.		Summary of Events.		References to Appendices.
	1938					
STRADISHALL	14-11-3	8• I	Light Lieutenant LAMB pos	sted from No. 11 Flying Training School, SH	AWBBRY to command	
			'A' Flight.			
STRADISHALL.	14.11.3	3∙	Wing Commander H.A.SMITH.	.M.C., and Pilot Officer A.W. JACKSON both k	illed in accident	-
	•			ot undershot the flare path, hit the top of tside aerodrome. Aeroplane burnt out.	a tree and	
TRADISHALL.	15.11.3	3.	Wing Commander W.SANDERSC	N A.F.C., assumed command of the Squadron	vice Wing	
			Commander H.A.SMITH.M.C.,	(deceased).		
STRADISHALL.	28.11.3	8.		SON, A.F.C., posted to No. 214 (Bomber) Sq	uadron,	•
	19.3		FELTWELL to command.			
	28.11.3	8.		W assumed command of the Squadron vice Wir	g Commander	+ 74 /
			W. SANDERSON, A.F.C.,			
TRADI SHALL.	12.12.3	8.		with full crews. ght machines/to take part in No. 3 (Bomber) Group	
		,	Monthly Tactical Exercise	e. Owing to inclement weather however, no	raids were	
3.			attempted.			
STRADISHALL.	28.12.3	8.	During the month of Dece	mber, the number of aircraft in the Squadr	on was	
	1939.		brought up to full estab	lishment, 12 I.E. and 4 I.R. aircraft.		
STRADISHALL	2.1.39		Wing Commander, LLOYD, M	1.C. D.F.C., assumed command of the Squadro	on vice	
		- 1 - 1	Squadron Leader G.H. SHA	₩•		
STRADISHALL	27.1.39	,	Aerodrome put unservicea	ble.		
STRADISHALL.	31.1.39	,	Aerodrome put serviceabl	e again.		
STRADISHALL.	31.1.39	,	Squadron took possession	of its first Wellington aircraft.		
STRADISHALL	6.3.39			od by W/Cdr. LLOYD whilst taking off from s	STRADISHALL	
				ated on the aerodrome and 9 were removed fr		
			on landing at MILDENHALL			
STRADISHALL	17.3.3		The second secon	ERT assumed duties of Squadron Adjutant vio	e Pilot Officer	
PINADISTAND	1,.3.3	•		at abound days of Manus on Majuration		
			D.C.E. BAILEY.			
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See instructions for use of this form in K.R. and A.O.I., para. 2349, and War. Manual, Pt. II., chapter XX., and rates in R.A.F. Poolet Rock.

OPERATIONS RECORD BOOK

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
STRADISHALL	1.3.39		Four HEYFORDS alloted and flown to No. 19 Maintenance Unit, ST ATHAN.	
STRADISHALL	1. 2.	1 .	Four more HEYFORDS alloted and flown to No. 19 Maintenance Unit, ST ATHAN.	
STRADISHALL			Four further HEYFORDS alloted and flown to No. 8 Maintenance Unit, LITTLE RISSINGT	
STRADISHALL		. '	No. 9 Squadron affiliated to the town of IPSWICH under the Municipal Liaison	JN •
			Scheme 1939 (Air Ministry letter 743712/38/T.W.1 dated 28/3/1939).	
STRADI SHALL	17.4.39		One HEYFORD alloted and flown to ALDERGROVE.	
STRADISHALL	1		P/Offr. D.T. PARROTT posted to No. 4 A.O.S., WEST FREUGH.	
STRADISHALL			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	
STRADISHALL	4.0.00			
1		1:	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.	
STRADI SHALL	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	
į			Aviation Meeting which was to be held at EVERE aerodrome, ERUSSEIS on Sunday 9th	
	4 .5		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 or	
			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,	
1.11	1		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	1 6

				,
Place.	Date.	Time.	Summary of Events.	References to Appendices.
Place. STRADI SHALL STRADI SHALL	Date. 25.5.34		Summary of Events.	References to Appendices.
			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.	1
STRADISHALL STRADISHALL STRADISHALL	2.6.39 17.6.39		One Wellington was sent to BIGGIN HILL in connection with liaison with R.A.F. OBSERVER CORPS. F/O. J.O.BARNARD posted to No. 9 Squadron from No. 148 Squadron. S/Ldr G.H.SHAW posted to HQS No. 15 GROUP.	
STRADI SHALL	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	17.5.59	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
1 .		R.A.F. OBSERVER CORPS.	4, 5, 3, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6,

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OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.O.I., pages 2349, and War Manual, Pt. II., chapter XX., and

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

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

Place.	Date. T	ime.	Summary of Events.	References to Appendices
	1939			
RADISHALL	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	
1.			out our normal programme, but reduce our time on turns slightly, and so gut our	
			time down to 15 minutes.	
RADISHALL	5.7.39	1.5	Three formations of three Wellingtons (nine aircraft in all) flew twice over	interior de la companya de la compan
-			BURY ST EDMUNDS. They co-operated with the Borough of Bury St Edmunds Air Raid	
		.	Precautions Committee in connection with A.R.P. exercises.	
		. 1	المحافظة في المنظم المن	
RADISHALL	7.7.39	- 1	P/Offr. CLIFFORD-JONES posted to No. 9 Squadron from No. 75 Squadron.	*
RADISHALL	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	1.
	1 1		machines were wheeled out, suitcases and navigation equipment placed in the	
		6.	machines, and what was destined to be a long wait, was commenced. Weather	
	. !		reports started to come in:- Channel - ceiling zero,	
		j	Brussels- cloud 800' 10/10 visibility 700 yards.	
		1	Manston - 800' 8/10.	
			Each report showed clouds lower, and the spirits of the Squadron dropped with the	
		1	cloud height. Weather at stradishall cleared in the afternoon, but the reports	*
		10	from the Channel and Brussels showed no improvement. At 18.00 hours, the	
	·		machines were wheeled in and the Squadron "rethred 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	
		1.	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.
	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	
1			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	
i * .			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 GLAC	ES,
and the same of th			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 !	
SSELS	9.7.39		Sunday, the 9th July, was the day of the 'FETE' - as the Flying Display seemed	appe
-			to be popularly known. This was, undoubtedly, the most magnificent display of flying that has ever been staged. The crack Squadrons from four countries	هـ ا
			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	H La
		1 .	very manoeuvrable Morane Parasols, did aerobatics that prove their mastery of	
	1		their machines. The Belgians, in their Gladiators, did formation tied-together	
			aerobatics that rival our own squadrons. The Germans did thick rolls in their	المعاودات الم
			Bucker-Jungmeisters trainers that made one wonder how the machines held together	•
			Our own display of formation flying by the Wellingtons, and the high-speed	1.

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(*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

OPERATIONS RECORD BOOK

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tes in R.A.F. Pocket Book.

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

References Place. Date. Time. Summary of Events. 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. PRUSSELS. This day (Monday) was spent at the Water Exhibition at LIEGES. A really 10.7.39 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 ? ruuk si ayyaa califfaaa. Saacaas ca maasii saasii Tuesday morning. The delegation attended the bearing away of the German pilot BRUSSELS. 11.7.39 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 nominal roll of and P/Offr. P.C. LAMBERT, having to return to deal with a faulty oil gauge. A all officers atending gauge was borrowed from the Belgian Government and the machine flew back showing will be found in 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. 13.7.39 STRADISHALL Squadron proceeded to TANGMERE to take part in H.M.S. "CENTURION" Bombing Exercises

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-			Summary of Events.	References to			
	Place.	Date. Time.	Summary of pvents.	Appendices			
	PRADISHALL	13.7.39	Advance Party of No.9 Squadron moved to Honington. Squadron returned from TANGMERE to HONINGTON - the H.M.S. "CENTURION" Bombing				
H	ONINGTON	14.7.39	1. 그 그 그 그는 그는 이 이 사람들은 그는 그들은 사람들이 그 사람들이 되는 사람들이 되는 사람들이 그 그를 가장하는 것이 하는 것이다.				
			Exercises having been cancelled.				
H	ONINGTON	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. '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/Idr 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'.				
H	ONINGTON	15.7.39	Move of No. 9 Squadron from STRADISHALL to HONINGTON completed.	Sec. 1			
H	ONINGTON	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.				
H	ONINGTON	19th July '3	The Squadron successfully carried out a flight to MARSHILLES (France) and				
			returned without mishap. A total of 82 hours flying non-stop from MANSTON.				
			Petrol consumption worked out at approximately 2.6 m.p.g.				
Н	ONINGTON	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.	Aut.			
н	ONINGTON	19.7.39	Wing Commander H.P.LLOYD, M.C.; D.F.C., and a number of officers of the Squadron				
	1		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.

(*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 Manuel, Pt. II., chapter XX., and notes in R.A.F. Pooler Park.

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of (Unit or Formation) No. 9 Squadron.

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Place.	Date.	Time.	Summary of Events.	Reference
	1939.			Appendic
NINGTON	23.7.39	, `	The Squadron again successfully carried out a flight to MARSEILLES (France). This	1200
			time as the subsidiant sub-fermate.	
			time as the subsidiary sub-formation. Accent was laid on petrol consumption -	
			formation-flying was made a minor consideration. The consumption figures showed	
		5	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	
4.4			same place owing to an opened milet!	
•	'		same place owing to an opened pilot's hatch. A good time was had by all. They	
TNOMON			returned to HONINGTON the following morning.	
INGTON	5th & 6	th 39.	Bomber Command Tactical Exercises were carried out, and the Squadron participated.	
			The exercises for the 7th Aug. were cancelled owing to bad weather.	
INGTON	8th to			
	Aug. 19	39.	The Major Home Defence Air Exercises were carried out during the period 8th to 11th	1
		.	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

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of (Unit or Formation) No. 9 SQUADRON. No. of pages used for day..... Place. Date. Time. References Summary of Events. to Appendices HONINGTON. 1/9/39 squadron Mobilisation ordered. Aircraft despatched to Dispersal Points: The growth and the paper applications are the factor of the second HONINGTON. Squadron standing by for orders. 4 G.R. Observers attached to Squadron for recog-2/9/39 nition of Ships. P/O. CHAMBERS, P/O. ARKELL, P/O. COOK, and SCT. 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. The second control of the second seco 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. HANDERSON Control on them. with the Littermond .A. Bach les via 3. F/SGT. TURNER, SGT. JARVIS, SGT. WALTON, A.C. DAY, and A.C. שני בל מלות בל בל בל בל לאין בל בל בל בל בל בל בל BROCKING. 1. F/LT. GRANT, P/O. LAMBERT, P/O. ARKELL, F/O. TURNER, CPL. KIRCHER, and A.C. GRIFFITHS. 2. SGT. PURDIE, F/B. THOMPSON, A.C. GIBSON, A.C. MUSHAM, and

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A.C. TAYLOR.

WILKIN.

3. SGT. BOWEN, SGT. BALMER, A.C. NICHOLLS, A.C. LAMB, and A.C.

Cont /P.T.O.

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	1 - 1 -
		*	encountered heavy A/A. fire but succeeded in bombing a Battleship lying in	
ş	4		harbour. No's 2 and 3 of No. 1 Section did not return to base, and were reported	
			missing. First Squadron to draw blood.	
ONINGTON.	5/9/39	•'.	P/O. CHANTLER, P/O HARRIS, and P/O. JAGGARD posted to Squadron.	
ONINGTON.	6/9/39	•	All aircraft (12) flown to BOSCOMBE DOWN. First Wellington I.A. (Battles hip)	
			Aircraft arrived.	
ONINGTON.	8/9/39		Aircraft flown back from BOSCOMBE DOWN for Air Firing. During Air Firing practice	
•	1.15		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. PURD	Œ• ·
			Aircraft flown back Ersh BOSCOMBE DOWN after Air Firing.	
			S/Idr. L.S. LAMB had Audience with His Majesty King George VI.	
ONINGTON.	9/9/39	•	Aircraft flown back from BOSCOMBE DOWN for Air Firing and returned after completion	on.
ONINGTON.	10/9/39	•	4 Aircraft flown back from BOSCOMBE DOWN for Air Firing and returned after comple	ion.
	The state of the s		Funeral of P/OROSOFSKY, P/O. CLIFFORD-JONES, A.G.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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para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 9 Squadron.

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

References
to

Place.	Date.	Time.	Summary of Events.		References to Appendices.
HONINGTON.	13/9/3	9.	P/B. G.G. HEATHCOTE posted to squadron, Six Aircraft standing by.		
HONINGTON.	14/9/39	•	Six Aircraft standingby. 2 further Wellington 1.A. Aircraft delivered	l to Squadron.	
HONINGTON.	15/9/20		Six Aircraft standing by. All Aircraft flown from BOSCOMBE DOWN, and	nlaced in	
RONINGTON.	10/9/39		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.		
EONINGTON.	26/9/39		Formation flying practice carried out		

Command. F/O. CHALLES and P/O. LINES posted to squadron. NINGTON. 29/9/39. Formation flying practice carried out.	Place. Dat	e. Time.	Summary of Events.	References to Appendices.
NINGTON. 39/9/39. Formation flying practice carried out. NINGTON. 30/9/39. Formation, Low Flying attack practice carried out.	NINGTON. 27/9	/39•		
NINGTON. 50/9/39. Formation, Low Flying attack practice carried out.			Command. F/O. CHALLES and P/O. LINES posted to Squadron.	
NINGTON. 50/9/59. Formation, Low Flying attack practice carried out.	NINGTON. 29/9	/39•		
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	NINGTON. 30/9	/39.	Formation, Low Flying attack practice carried out.	the same of the sa
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R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

4320.		Duty.	Up.	Down.	Remarks.	
	S/Ldr. L.S.LAMB.		1605	2105	HEPORT BY SQUADRON LEADER LAMB - COMMANDING NO. 1 SECTION	•
	F/O. TORKINGTON-LEE	сн.			1 was ordered to carry out a Bombing Raid on warships ins	ide
+	P/O. J. CHAMBERS.	n ng wh			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				i jettisoned my three bombs "live and in stick" at 400 fe	
	518104. LAU. HAWKIN				in the south side of the Larbour. At the moment of Bombin	
268•	365199. F/S. BOKE	h	1.3		I felt sure there was no shipping in the vicinity, but ha	ring
2064	580160. Sgt. MillE				pressed the bomb release 1 saw a merchant Ship, approx 8,	
	524855. Cpl. rakk.				tons, athwartships. I climbed rapidly, still being attac	ked
	513093. LAC. DORE,				by fighters and succeeded in reaching cloud cover. It was	
				1	necessary for the safety of my crew that these bombs were	
	618765. AU2. HENDE				jettisoned as the decreased load enabled the machine to	
275•	7561939. F/S. TURNE	1	7		successfully evade the attack.	
	565602. Sgt. JARVI	1	1		Butchest ariy ovaco one woods	
	550292. Sgt. WALTO		1.			
	546065. AC2. BROCK	1				
	549741. AC2. DAY, I	1		1		
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Appendix.....

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DETAIL OF WORK CARRIED OUT

F/Lt. I.F.GRANT. F/O. R.W.TURNER. F/O. P.C.LAMBERT. P/O. ARKELL. 515103. Cpl.KIRCHER,C. 543756. LAU.GRIFFITHS,A. L.4267. L.4267. L.4267. F/O. R.THOMPSON. 556826. ACI. TAYLOR,T. 556826. Sgt. ROWEN, C. 56412Q. Sgt. BALMER,W. 610074. AC.1.NICHOLLS,B. 534596. ACI. WILKIRJ. 1540 2105. REPORT BY M.IGHT LIBUTENANT I.P.GRANT - COMMANDING The bombs were dropped at 1812 hours at a Battlesh at a point about 7/8 of a mile due South of the en at a point about 7/8 of a mile due South of the en to the KIII. (225° BRUNSBUTTEL I mile) Height 6-00 immediately after the release were forced to pull the cloud owing to the very high concentration of fire and turned for home without waiting to see th The expected error of my own bombs was probably 50 on the North bank of the river two shore batteries firing at us from positions about a mile and 1½ mile of BRUNSBUTTEL respectively. They were right dr river which flow in just West of the entrance to These batteries had 3 or 4 guns which were firing the bombs were dropped at 1812 hours at a Battlesh to the KIII. (225° BRUNSBUTTEL I mile) Height 6-00 immediately after the release were forced to pull the cloud owing to the very high concentration of fire and turned for home without waiting to see th on the North bank of the river two shore batteries firing at us from positions about a mile and 1½ mile of BRUNSBUTTEL respectively. They were right dr river which flow in just West of the entrance to These batteries had 3 or 4 guns which were firing the command of the comman	ip which rance)
at a point about 7/8 of a mile due South of the entrance to the KIIL. (225° BRUNSBUTTEL 1 mile) Height 6-00 for the KIIL. (225° BRUNSBUTTEL 1 mile) Height 6-00 for the KIIL. (225° BRUNSBUTTEL 1 mile) Height 6-00 for the KIIL. (225° BRUNSBUTTEL 1 mile) Height 6-00 for the KIIL. (225° BRUNSBUTTEL 1 mile) Height 6-00 for the KIIL. (225° BRUNSBUTTEL 1 mile) Height 6-00 for the KIIL. (225° BRUNSBUTTEL 1 mile) Height 6-00 for the KIIL. (225° BRUNSBUTTEL 1 mile) Height 6-00 for the KIIL. (225° BRUNSBUTTEL 1 mile) Height 6-00 for the KIIL. (225° BRUNSBUTTEL 1 mile) Height 6-00 for the Cloud owing to the very high concentration of fire and turned for home without waiting to see the Figure and turned for home without waiting to see the Figure and turned for home without waiting to see the firing at us from positions about a mile and 1½ mile and 1½ mile for home without waiting to see the firing at us from positions about a mile and 1½ mile for home without waiting to see the firing at us from positions about a mile and 1½ mile for home without waiting to see the firing at us from positions about a mile and 1½ mile firing at us from positions about a mile and 1½ mile for home without waiting to see the firing at us from positions about a mile and 1½ mile firing at us from positions about a mile and 1½ mile firing at us from positions about a mile and 1½ mile firing at us from positions about a mile and 1½ mile firing at us from positions about a mile and 1½ mile firing at us from positions about a mile enteries firing at us from positions about a mile enteries firing at us from positions about a mile enteries firing at us from positions about a mile enteries firing at us from positions about a mile enteries firing at us from positions about a mile enteries firing at us from positions about a mile enteries firing at us from positions about a mile enteries firing at us from positions about a mile enteries firing at us from positions about a mile enteries firing at us from positions about a mile enteries firing at us from po	rance ?
to the KIE. (225° BRUNSBUTTE 1 mile) Height 6-00 515103. Cpl.KIRCHER,C. 543756. LAC.GRIFFITHS,A. LACET. 564392. Sgt.PURDY, T. F/O. R.THOMPSON. 551702. ACl. GIBSON,R. 536826. ACl. TAYLOR,T. 536826. ACl. TAYLOR,T. 610074. AC.1.NICHOILS,B. 1008 to the KIE. (225° BRUNSBUTTE 1 mile) Height 6-00 1 mmediately after the release vere forced to pull the cloud owing to the very high concentration of fire and turned for home without waiting to see the fire and turned for home without waiting to see the fire and turned for home without waiting to see the fire and turned for home without waiting to see the fire and turned for home without waiting to see the fire and turned for home without waiting to see the firing at us from positions about a mile and 1½ miles. 610074. ACl. MUSHAR,A. 610074. AC.1.NICHOILS,B. These batteries had 3 or 4 guns which were firing fire and turned for home without waiting to see the fire and turned for home without waiti) feet.
515103. Cpl.KIRCHER,C. 543756. LAC.GRIFFITHS,A. 4267. 564392. Sgt.PURDY, T. F/O. R.THOMPSON. 551702. ACl. GIBSON,R. 536826. ACl. TAYLOR,T. 536826. ACl. MUSHAR,A. 610074. ACl.MICHOLLS,B. 610074. ACl.MICHOLLS,B. 536874. ACl. LAMB, R.	
515103. Cpl.KIRCHER,C. 543756. LAC.GRIFFITHS,A. 543756. LAC.GRIFFITHS,A. 564392. Sgt.PURDY, T. F/O. R.THOMPSON. 551702. ACl. GIBSON,R. 536826. ACl. TAYLOR,T. 536826. ACl. MUSHAM,A. 67 BRUNSBUTTEL respectively. They were right dr. 564120. Sgt. BALMER,W. 610074. AC.1.NICHOLLS,B. 5368264. ACl. LAMB, R. 1688 accuracy than the ships. Six or eight cruises.	up into
fire and turned for home without waiting to see the F/O. R.THOMPSON. The expected error of my own bombs was probably 50 on the North bank of the river two shore batteries firing at us from positions about a mile and 11 miles and 11 miles and 12 miles and 13 miles and 14 miles and 14 miles and 14 miles and 14 miles and 15 miles are right for BRUNSBUTTEL respectively. They were right for edge. The Easternmost one was on the west point of river which flow in just west of the entrance to floor4. AC.1.NICHOLLS,B. These batteries had 3 or 4 guns which were firing these batteries had 3 or 4 guns which were firing saccuracy than the ships. Six or eight cruises.	
F/O. R.THOMPSON. The expected error of my own bombs was probably 50 on the North bank of the river two shore batteries firing at us from positions about a mile and 1½ miles and 1½ miles. 536826. ACl. MUSHAM, A. Of BRUNSBUTTEL respectively. They were right dr. 562025. Sgt. ROWEN. C. 610074. AC.1.NICHOLLS, B. These batteries had 3 or 4 guns which were firing these batteries had 3 or 4 guns which were firing these batteries had 3 or 4 guns which were firing these batteries had 3 or 4 guns which were firing these batteries had 3 or 4 guns which were firing these batteries had 3 or 4 guns which were firing these batteries had 3 or 4 guns which were firing these batteries had 3 or 4 guns which were firing the same accuracy than the ships. Six or eight cruises the same accuracy than the ships. Six or eight cruises the same accuracy than the ships.	anti-aircraft
F/O. R.THOMPSON. 551702. AC1. GIBSON, R. 536826. AC1. TAYLOR, T. 536826. AC1. MUSHAIA, A. 610074. AC1.NICHOILS, B. 536874. AC1. LANB, R. The expected error of my own bombs was probably 500 on the North bank of the river two shore batteries firing at us from positions about a mile and 11 mile and 11 mile and 12 mile and 12 mile and 12 mile and 12 mile and 13 mile and 12 mile and 13 mile and 12 mile and 13 mile and 14 mile and 12 mile and 12 mile and 13 mile and 12 mile and 12 mile and 13 mile and 12 mile and 13 mile and 12 mile and 12 mile and 13 mile and 12 mile and 13 mile and 12 mile and 13	results.
551702. AC1. GIBSON,R. 536826. AC1. TAYLOR,T. 536826. AC1. TAYLOR,T. 61ring at us from positions about a mile and 1½ mile a) yards.
536826. AC1. TAYLOR,T. firing at us from positions about a mile and 11 mi 536183. AC1. MUSHAM,A. of BRUNSBUTTEL respectively. They were right or 562085. Sgt. BOWEN, C. edge. The Easternmost one was on the west point of river which flow in just west of the entrance to 610074. AC.1.NICHOLLS,B. These batteries had 3 or 4 guns which were firing 536874. AC1. LAMB, R. less accuracy than the ships. Six or eight cruises	dere
of BRUNSBUTTE respectively. They were right or 552025. Sgt. ROWEN. C. 610074. AC.1.NICHOLLS,B. 61088. Of BRUNSBUTTE respectively. They were right or edge. The Easternmost one was on the west point of river which flow in just west of the entrance to These batteries had 3 or 4 guns which were firing 536674. ACI. LAMB, R. 1ess accuracy than the ships. Six or eight cruiser	les West
edge. The Easternmost one was on the west point of river which flow in just west of the entrance to 610074. AC.1.NICHOLLS,B. 536674. AC1. LAMB, R. 1ess accuracy than the ships. Six or eight cruiser	
56412Q. Sgt. BALMER.W. river which flow in just west of the entrance to 610074. AC.1.NICHOLLS,B. These batteries had 3 or 4 guns which were firing 536674. ACl. LAMB, R. less accuracy than the ships. Six or eight cruiser	the small
610074. AC.1.NICHOLLS,B. These batteries had 3 or 4 guns which were firing 538674. ACl. LAMB, R. 1ess accuracy than the ships. Six or eight cruise.	
538674. ACl. LAMB, R. less accuracy than the ships. Six or eight cruises	
534598. ACI. WILKIN, J.	
	N
All three machines dropped their bombs at the same	7 4 1 1 1
(Signed) I.P.GRANT . Flight Lie	utenant.

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R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

Aircraft pe and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks. References.
.4320.	S/Ldr. L.S.LAMB. r/O. TURKINGTON-LE r/O. J. CHAMBERS. 550416. Sgt. SMITE		1605	2105	REPORT BY SQUADRON LEADER LAMB - COMMANDING No. 1 SECTION. 1 was ordered to carry out a sombing Raid on warships inside ERUNSBUTTEL HARBOUR. Towards the end of a righter attack carried out by 9 German Fighters at approx. 1835 hours on
126e•	590534. Sgt. BRYAN 518104. LAU. HAWKI 365199. F/S. BOHLL 580160. Sgt. MILLIE 524855. Cpl. PARK, 513093. LAC. DORE	T,C. NS,S. EY, I. ER, G.			I jettisoned my three bombs "live and in stick" at 400 feet in the South side of the marbour. It the south of someting I feet sure there was no shipping in the vicinity, but having pressed the bomb release I saw a Merchant Ship, approx \$,000 tons, athwartships. I climbed rapidly, still being attacked by fighters and succeeded in reaching cloud cover. It was
4 275•	618765. AUS. HENDE 561939. F/S. TURNE 565602. Sgt. JARV	ERSON, ER, A.	R	, b.,	necessary Io. the safety of my crew that these bombs were jettisoned as the decreased load enabled the machine to successfully evade the attack.
	550292. Tet. WALTO 546065. AC2. BROOM 549741. AC2. DAY,	KING,G.			

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Wt. 14975-G1409. 20,000. 11/26. T.S. 128

Appendix.....

All three machines dropped their bomba at the same time.

(Sirned) I.P. GRANT . Flight Liertenant.

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

By. no. 9 squadron. No. of pages used for day. Two From 1540 4 / 9 / 39 to 2110 hrs. 4 / 9 / 39 Time References Aircraft Remarks. Crew. Type and No. REPORT BY FLIGHT LIEUTENANT I.P. GRANT - COMMANDING No. 4 SPOTTON. 1540 2105. F/Lt. I.P.GRANT. F/O? R.W.TURNER. The bombs were dropped at 1812 hours at a Pat+lechip which at a point about 7/8 of a mile due south of the entrance P/O. P.C.LAMBERT. to the KTM. (225° BRUNSBUTTEL 1 mile) Height 6-000 feet. P/O. ARKELL. Immediately after the release were forced to pull up into 515103. Cpl.KIRCHER,C. the cloud owing to the very high concentration of anti-aircraft 543756. LAC. GRIFFITHS, A. fire and turned for home without waiting to see the results. 564392. Sgt.PURDY, T. L.4287. The expected error of my own bombs was probably 500 yards. F/O. R.THOMPSON. On the North bank of the river two shore batteries were 551702. ACL. GIRSON, R. firing at us from positions about a mile and 1 miles West 536826. AC1. TAYLOR, T. of BRUNSBUTTEL respectively. They were right on the water's 536183. AC1. MUSHAM, A. edge. The Easternmost one was on the west point of the small 562025. Sgt. BOWEN, C. L.4262. river which flow; in just West of the entrance to the Canal. 564120. Sgt. BALMER, W. There batteries had 3 or 4 guns which were firing with far 610074. AC.1.NICHOLLS,P. 536874. AC1. LAMB, R. less accuracy than the ships. Six or eight cruisers were firing at us as well as the battleshap. We were hit 3 times. 534598. AC1. WILKIN.J.

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OPERATIONS RECORD BOOK

R.A.F. Form 540

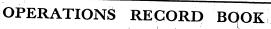
notes in R.A.F. Po	cket Book.		of (Unit or Formation). No. 9 Squadron.	No. of pages used for day
Place.	Date.	Time.	Summary of Events. \emptyset	References to Appendices
HONINGTON.	1/10/39	•	Bombing practice at BERNERS HEATH carried out.	
		•		
HONINGTON.	2/10/39.		Formation flying by Sections carried out.	
		. 4		
HONINGTON.	3/10/39.	. 1	Air Firing and Bombing practice carried out at BERNERS HEA	THE Photography of Assessment
				In Photography of Aerodrome.
HONINGTON.	4/10/39.		Photography of Agradage and Games and James	
IGNINGION	1,10,03		Photography of Aerodrome and Surrounds carried out.	
	/20/20			
HONINGTON.	5/10/39.		Air Firing and Bombing practice cartied out (TRACER BULLET	S) at BERNERS HEATH.
	1 2 3- 1	٠.	Photography of Aerodrome.	
HONINGTON	6/10/39.	•	Photography Pin Points. Night Flying Practice.	
HONINGTON.	B/10/39.		Formation practice carried out. P/O. CAMERON and P/O. CRAI	GEN posted to squadron.
•	1			
HOMINGTON.	11/10/39	•	Air Firing at BERNERS HEATH. Practice in the use of Tracer	
				Burraca.
			F/O. FORDHAM posted to Squadron.	
HONINGTON .	15/10/39	•	Formation Flying Practice carried out.	
•	= 1,3=+11	•		
ONINGTON.	16/10/39.		Formation Flying practice carried out.	
ONINGTON.	17/10/39.		Dive Bombing and Air Firing practice at BERNERS HEATH. Cir	cuits and Landings for
		.	2nd. Pilots carried out.	Sature and Landings 101
	1.			

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		References
Place.	Date. Time.	Summary of Events. Appendices
·	18/10/39.	Air Firing and Bombing Practice at BERNERS HEATH.
NINGTON.		
NINGTON&	19/10/39.	Air Firing, using Tracer Bullets, and Dive Bombing Practice at BERNERS HEATH.
	20/10/39•	PRACTICE BOMBING carried out at BERNERS HEATH.
ONINGTON.	20/10/05•	Dive Bombing practice and Air Firing practice, using Tracer Bullats, at BERNERS HEATH.
NINGTON.	21/10/39.	Dive Bombing practice and Air Firing practice,
ONINGTON.	23/10/39.	P/O BOURNE posted to Squadron.
ONLNGTON.	24/10/39.	Formation Flying practice carried out. Circuits and landings for 2nd pilots carried out.
onington.	25/10/39.	3 Flights, 3 Aircraft, each to Dig Orn and return.
onington.	26/10/39.	Practice Low Flying attack on Aerodrome.
ONINGTON.	27/10/39.	Low Flying practice attack. Section drill in co-operation with Fighter Aircraft
		and photography earried out.
ionington.	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,
1000		P/O. CAMERON. SGT. BRYANT, L.A.C. HAWKINS, A.C. S GRANT, CHARLES
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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R.A.F. Form 540 . No. of pages used for day......

			of (Unit or Formation). No. 9 Squadron.	No. of pages used f	or day
Place.	Date.	Time.	Summary of Events.		References
	1939	2			Appendices.
ONINGTON.	1.11.		Squadron standing-by in accordance with H.O. 3 Group Form. B.60 a	t one hour's r	etice.
	=	1520.	Squadron stood down.		appendex
ONINGTON.	2.11.	. 0900	1200. Air Firing Practise carried out at BERNERS HEATH.		ADD #11".
		1430.	Funeral of S/Ldr. L.S.LAMB. F/O. P.E.TORKINGTON-LEECH. F/O. F. CH.	ANDI.ER.	App. D.
i			P/O. C.C.CAMERON. and 518104 L.AC. S.HAWKINS held at HONINGTON CH	UPCH with	
			full AIR FORCE HONOURS.		
ONINGTON.	3.11.	0730.	Squadron standing-by in accordance with U. W.		
A Section 1		1309.	Squadron standing-by in accordance with H.W. 3 GROUP FORM R.50.		appendix. "1
			and Test of Heating System.	Photography	, = i,
•	-, •,				
ONINGTON.	4.11.	-	No Flying carried out. Notification received from Eritish Red C 561939 F/Sgt. A.J.TURNER and 565602 Sergeant D.E.JARVIS, previousl	ross that	
•			missing now reported killed, after the raid on BRUNSBUTTEL, 4th Se	y reported ptember, 1939.	
MINGRON					
NINGTON.	5.11.		F/O. J.FORDHAM. F/O. R.W.TURNER and F/O. T.W.La.B.BAMFORD detached		
			Squadron, F正中W可L for Operational Crew Course. 0900-1130 Squadron		
NINGTON.	6.11.	0930	1230. Air Firing Practice carried out at BERNERS HEATH.		App. "E".
NINGTON.	7.11.	0000	Squadron standing-by on H.Q. 3 Group Form. B.50.		App. "E".
	,	1445	Squadron stood down.		appendix "B
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		Property and the second			
	Place.	Date.	Time.	Summary of Events.	References to Appendices.
НС	NINGTON.	8.11.	A.M.	Photography and Z.Z. Approach Flying carried out. 3 Group Operation Order No. 20	received.
,	оитистой.	9.11.	0900	Squadron at and ing-by in accordance with H.Q. 3 Group Form. R. 51.	App. "A".
			1355.	Six Wellingtons carroied out a sweep in accordance with the above Operation	appendix A.1
	-			Order, over the North Sea; area covered by position VLPA. 0000 to VLTA. 5000 and return to base.	
E	HON INGTON.	10.11.		Aircraft as detailed set out for CATFOGS but were forced to abandon practise	App. '⊡".√
	-			owing to low cloud base. Formation practise carried out. 3 Group Order No	us received.
H	ONINGTON.	11.11	•	Squadron Stand-down. No flying carried out.	
H	ONINGTON.	12.11		Formation Flving and Test Landings carried out.	
H	ONINGTON.	12.11		- 0902. Squadron standing-by at one hour's notice on H.Q. 3 Group Form B.51.	Oppendix "A1"
	Honington.	74.11		Pin nointing for D'F calibrations carried out. Formation Flying practise. Ferrying aircraft to VICKERS, WEYBRIDGE.	App. "G".
				Pin pointings for D/F calibration carried out.	
	HONINGTON.	15.11	0900	- 1501. Squadron standing-by at one hour's notice on H.Q. 3 Group Form B.51.	
			1.5		
	HONINGTON.	16.11.	1000	Bombing practise carried out at CAMPOSS and return to HONINGTON.	App. "H".
	HONINGTON.			Cross Country Flying Practise, Photography and Navigation Exercises carried a	it. App. "H.2."

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HONINGTON. 17.11

OPERATIONS RECORD BOOK

R.A.F. Form 540

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

of (Unit or Formation) No. 9 Squadron.

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

Place.	Date.	Time.	Summary of Events.	References to Appendices.
ONINGTON.	18.11		New Type Bombing Teacher instruction at MARHAM.	
ONINGTON.	19.11	40	Collecting M.rk ? A. aircraft from MILDENHALL. Headquarters 3 Group	
,i.11,010-0			Form B/WX.2. received.	
	.1	0830 -	1300. Squadron stood-by on 3 Group Form B.51 at one hour's notice.	appuser "A
		08:0 =		,,
			Transport No. 74 Possitred	r Pilo
IONINGTON.	20.11		Headquarters 3 Group Operation Instruction No. 34 received.	
	.)		Mark 1 A aircraft ferried from MILDENHALL.	
1				011
ONINGTON.	21.11	0830	- 1430. Squadron stood-by at one hour's notice on Form B.51.	affunice : A
			Headquarters 3 Group Form B/WX.1. received.	
ONINGTON.	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.	la the straight
			TWO at 1901.	
			No flying carried out. Headquarters 3 Group Operation Order Form B.52 received.	
ONINGTON.	23.11	•	No flying carried out. Headquarters 3 Group Operation Order Form B.52 received.	
4.				011 . *1
ONINGTON.	24.11	0630	1323 Squadron stood by at one hour's notice on Form B.52. Form. B.54. redeived.	appendex 1
1		1		
ONINGTON.	25.77	0630	0754. Squadron stood by at one hour's notice on Form B.54. 3 Group Form B/WX.4. red	deived.
	1		advection about at one from a montre our Lorm D.D.E.	appendix "1
ONINGTON.	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 scood-by on 3 Group Form B./WX.4.	
HONINGTON.	26.11	0845.	Six Fellingtons took off to carry out exercise in accordance with 5 Group Form B/WX.4. and proceeded to first randezvous (UPPER HEXPORD). Co-ordination	NAPENDY
i diga diga diga diga diga diga diga dig			was good and Wing formed up after S minutes: 1.0. No. 9, 37, 58 and 115 Squadrons, and proceeded to second rendezvous (NHYL). Heavy reinsterms were encounsered on	
		1	on passing over coset at him, wing was still in good formation, and chimbed steadily up to 10,000 feet. Visibility was fair with cloud below 6/10, 2000 feet.	
			on approaching target, clouds because more intense. A decision had to be made, either to deliver a high evel Attack with a chance of maps or to come fown below 8000 feet. As the main object of this marrise 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 Westh Hills (NEWL) 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 some learned: 1. A force of 84 aircraft could put in a co-ordinated attack.	
	f •		First Squarron to attack : No. 9 Squadrin. Time over Target : 1200 hours. Lief Squadron to attack : No. 115 Squadron. Time over Target : 1218 hours.	and the second s
			This time could be reduced under more favourable weather conditions. 2. Rendezvous of Squadrone can be carried out successfully provided care is	
			taken in co-ordination prior to exemples and if Squadrons are not rushed. It will appear at the moment that we shall have to accept he fact that a sing is unable to form up again quickly after an attack. Flights of	
		-	eix will have to keep together for support after the attack. MOTE On completion of attack, No. 9 squadron turned quickly off target, and	

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eix will have to keep together for support after the attack. HOTE On completion of attack, No. 9 Equadron turned quickly off target, and

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

OPERATIONS RECORD BOOK

R.A.F. Form 540

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

of (Unit or Formation) No. 9 [gradron;

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

+	Place.	Date.	Time.	Summary of Events.	References
1					Appendices.
1	HUNINGHON	28.11		CONTINUED when clear of A.A. fire, reduced to 140 m.p.h. and cont inued	
. 1			-		
1				for thirty minutes at this speed, but still remaining Savadrone did not close up.	
				4. The most difficult aspect of the whole exercise, under trying weather condition	n i
1			;	was the selecting of a target and passing order to attack to the Wing. Unless good	1 K 1.
			2	weather condition prevail one is on top of the target before any definite action	3
5	44			can be taken, so the passing of an order selecting the target, becomes a nearly	
			11	impossibly task.	
				5. It is considered essential that good field or sea glasses should be provided	1
				for this type of commitment.	
				GENERAL COMMENTS.	/ .
		1 1	•	1. Squadrons should be much closer in Wing Formation, for support on outward	<u> </u>
				journey.	1
	' ">			2. Considered that one type of formation should be adopted in Wing Formation	
	!			i.e. No. 37 Samedronflew in pairs and other Samedrons in 'Vic'.	
				3. Wind and Attack Signal's passed by W/T.	
-				"I'm and Anger Striats passed by W.T.	
	WONTHOMON	00 11		Agenta a superior of the super	
	HONINGTON.	26.11.		BOMBING Practise carried out at BERNERS HEATH.	App. "L"
		1			
	HONINGTON.	70.11	·	R/T and W/T Tests in the air.	
			25.10		
				林华拉林林林林林林林	7 E
	ti karantah l	43:4:4	14.6	Tringstone and the second seco	i i
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Appendix....A•

R.A.F. FORM 541.

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OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

Aircraft ype and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
LINGTON I N.2941.	A. F/O. ALLISON. P/O BAILEY. 580848. Sgt.BRISTE	North Sea	1490	1815.	shipping of any description was sighted. Visibility throughout the Patrol was very poor, and heavy rain was	
	521698.LAC.TURNBUL	Lnaissa	nce.		encountered in patches. The Renconaissance was carried	· · · · · · · · · · · · · · · · · · ·
	567249 · Cpl · BLACK ·		1		out without any opposition.	
	533017 . LAC . GOODENO	UGH.				
N.2940.	P/O LINES.	Ditto	135 5	1810.		
	563436 .F/S.FEARNSI	DE.				12. 34. 24
	551731. AC1.POLHIL	1.	. '			
	566708.LAC. DICKIE					
	580718.sgt. MASON.					
N.2939.	F/O. CHALLES.	Ditto	น่ฮธธ	1805		
. 1	P/O. BOURNE.	,				
	524025.LAC.ENGLISH					·
	566740.AC1.CO%.					
	531938.A.C.1.TELFE	IR.		111		
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Appendix. A.

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT By No. 9 Squadron.

14 00 Fromhrs.	9 11 39 to 1830 s	9//		By	o. 9 Squadron.		No. of pages used for o	day.
'Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	/	Remarks.		References.
ELLINGTON N.2898.	IA. S/LDR& HUTTON.	North	1355	1815.				
	P/O. LAMBERT.	Sea						
	550416.sgt.HARGRAV	ERecco-						
•	543756.LAC.GRIFFIT		1					
	515103.Cpl.KIRCHER		1					
	627855.AC2.JOWETT.			-				
N.2986.	F/O. SMALLEY.	Ditto	1355	1825				· · · · · · · · · · · · · · · · · · ·
	F/O. THOMPSON.							
	551702.LAC.GIBSON.						ر آگر آن از آخر آخر آخر در این از این از معاملات این از این	Haraman a sanga mengangan
	536183.LAC.MUSHAM.							ilia Maria kalangan kan
	536826.AC].TAYLOR.		1					di dinikiri
W 0007	562025.sgt.BOWEN.	pitto	1355	1815				
N.Sac.	564120.Sgt.BALMER.	В						
	the section is a section of the sect	-						
	610074.LAC.NICHOLLS 536814.LAC.LAMB.	3				on and the second s		
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OPERATIONS RECORD BOOK 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.
HONINGTON.	1/12•	1000-	235. 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 -	Three Wellington aircraft co-ordinated with No. 37 Squadron in carrying out	
		1605.		
*		1000.	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. 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.	10 July 10 Gr
1			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 Bonbing and A' Firing carried out at BERBERS HEATH.
		1	Landings for 2nd Pilots practised.
	4		Weather: N. to N.W. 10-20 mph. Squally showers. Visibility: 3-8 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
• .	•	1	No. 214 Squadron. (See appendix).
		1	
TOW TAXONON	0/10		Squadron stood down. No flying carried out. Wind: 20-30 miles. Vis. 3-5 miles. Slight rain.
HONINGTON.	6/12·		Squadron stood down. No riving control out. Whitehold mirror
HONINGTON.	9/12.	0730	Squadren stood by for coastal Duties at one hour's notice.
HON'S NGION'		1400	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.
HONINGION	10,120	1	Weather: SW. 10-15 mph, veering West later. Fair at first rain later.
-			Visibility: 4-5- miles.
HONINGTON.	11/10	100	Squadron stood down. No flying carried out.
HONINGION •	11/12.		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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E. to N.E. 10-20 mph. Mainly overcast, occasional slight drizzle. weather: Visibility 4-6 miles.

OPERATIONS RECORD BOOK

R.A.F. Form 540

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No. of pages used for day..... No. 9 Squadron. of (Unit or Formation)..... References Place. Date. Time. Summary of Events. Appendices. HONINGTON. 12/12. Headquarters 3 Group Operation Order Form B.58 received. (See appendix) App. "E". √ 1345 1500 Night Flying Tests. HONTNOTON. 13/12 Weather: North Easterly 10 mph. Occasional light rain or drizzle. Visibility: 4-8 miles. 14/12 0800-150 hrs. Squadron stood by for operations under instructions received from 3 Group.st 1 hour's HONINGTON. No flyingn carried out. weather: Wind North Easterly less than 15 mph. Overcast with occasional slight drizzle or sleat. Visivility 2-4 miles. H.Q.3 Group Operation Order Form B.59 rectived. 1310. Squadron stood-by at 2 hour's notice on H.Q. 3 Group Operation Order Form E.59. HONINGTON. 15/12. 0730 No Flying carried out. Weather: Wind: Light, variable E.-SE. less than 15 mph. up to 6-000 feet. 1050 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. HONINGTON. 17/12 WING COMMANDER COLE, SQUADRON LEADER A.J.GUTHRIE and Fit. I.P. GRANT. called to MILDENHALL for conference at 1900 hours. H.Q. 3 Group Operation Order Form. B.60 received. (See appendix).

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Place.	Date.	Time.	Summary of Events.		References to Appendices.
HONINGTON.	י8/12.		Amendment to Form B.60 received.		App. "H":
	1		H.Q. 3 Group signal Ops. 923 dated 17/12 detailed No. 9 S	Scadron to stand by	
•	1	100	for coastal duties on 18th December - 9 aircraft to part	icipate and to carry	
		0900	No. 5 Series Bombs. Squadron to stand-by at 2 hour's not Nine Wellington aircraft took off for Operations in account	tice from 0730 hours.	
-		OSCC	3 Group Form B.60.	7 () () () () () () () () () (
• 1	1 43.	1600	Two Wellington aircraft N.2964 (D) and N.2981(F) landed.		
1		1730	Wellington 1A. N. 2871 (B) landed at (North Coates.) NORTH	COATES.	
		1730	Wellington 1A. N.2873.(C) landed at (Sutton Bridge) 54875	8 TA.AC. BALCH, G.,	
•			SUMMON BRINGE.		
			and 551263. AC.1. KEMP, F.S. reported wounded in the cre	w of N.2873.	
			Complete crews of N.2872., N.2983., N.2941., N.2939., and		
			on Casualty Signal as Missing.		
* *** *			For detailed crews and report see relevant Form 541.		App. "1".
•			Local Weather. Wind E.N.E. 10-20 mph. Mainly overcast.	Cloud mainly 10/10 1-20	00 fet
			Visibility: 2-4 miles.		
in Agriculture •	111				
HONING ON .	19/12	. 1150	It was reported that the undermentioned crew of N.2983 h	and been picked up in	dige. y to
			the North Sea and were in GRIMSBY HISPITAL.	Champotonia III a megatonia Kalendari	
•		1	562599. Set. RAMSHAW, J.R. 521236. Set. R.HE 531023. L.AC. CONNLLY, P.J. 626742. AC. 1. DRI	IVEP, C.P.	
2012 no - *		•	No news was received of: 538024. L.AC. W.LILLEY the rema Local Weather. cloud mainly 10/10 decreasing to Mil after Wind N.W. 5-10 mph. Weather cloudy. Visibi	r 1900 hours.	• W •
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OPERATIONS RECORD BOOK

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

R.A.F. Form 540

No. of pages used for day..... of (Unit or Formation). No. 9 Squadron. References Date. Time. Place. Summary of Events. to Appendices HONINGTON. 20/12 Information received that 521236. agt. R. Huwlmm. 2nd pilot of N.2983 had gunahet App. "J". 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.LHLRY rear gunner of N.2983 had been killed in action 18th December, 1939. 39198. FLICHM LIEUMENANM J.W.FORDHAM and S/Ldr. L.E.JAPMAN posted to the Squadron. Authority received for 74466 PILOT OFFICER A.N. DAVID PAFVR/ASD. to be posted to the Squadron with effect from 30th October 1939 to fill post as ASSISTANT ADJUTANT. AIR CHIEF MARSHALL SIR EDGAR R. LUDLOW-HEWITT, K.C.B. C.M.G., D.S.O., M.C. 21/12. 0920. HONINGTON. 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. CRANT. D.F.C. 39089. F/O. W.J.MACRAE. D.F.C. .563599 . Sgt . J . RAMSHAW . D. T. M. 626752. AC.1. C.P. DRIVER. D.F.M. The undermentioned airmen were recommended as worthy of Mention in Despatches 565932. Sgt. F.C.PF 531023. L.AC. D. CONOLLY. Local Weather E. Wind. less than 10 mph. Cloudy with scattered showers. Visibility poor.

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	,		References	
Place.	Date.	Time.	Summary of Events. References to Appendices.	
HONINGTON.	22/12.		531093. L.AC. ACH/AC. H.DORE. previously reported Missing after operations App. "K"	1
		: : 1	undertaken on 4th September, 1939 new reported by REXEXMAXRES CEPMAN Official	
			Sources as killed in action, information received from Air Ministry.	
	1		Local Weather. E to N.E. wind 10-20 mph. Occasional light rain. Visibility 2-4 miles.	i i
HON IN COM •	23/12.		No Flying carried out and nothing of importance occurred.	
MONTH OHO	1		Local Weather. W. to g.W. Migt persistent over most of area. Visibility below	
1			500 yards in places.	
				:
HONINGTON.	24/12.	1 1	W/m Air Test and Flying practice carried out. Nothing of importance occurred.	
			Local Weather. Light variable wind. Visibility poor. Mist persisting.	4
* · · · · · · · · · · · · · · · · · · ·		١	No Flying carried out. Nothing of importance occurred. Mist prevailing.	
HONINGTON.	25/12.		No Flying Carried out. Mothing of importance control.	:
•			DECORATIONS. H.M. THE KING was graciously pleased to confer the DISTINGUISHED	
HOWINGTON.	26/12.		DECORATIONS. H.M. THE KING was graciously pleased to center the Distinctions. FLYING MEDAL on No. 626752, AC.1. C.R. DRIVER&	1
			Local Weather. N. Wind. 10 mph. Local rain or showers. Vis. mainly 3-5 miles.	
HONINGTON.				. 1. j.
	00 /2 2	1	Three aircraft stood by for Coastal Duties at one hour's notice from 0800 hours	
HONINGTON.	27/12.	•	in accordance with 3 Group Operation Instruction No. 20. Alternative instructions	
	1 : .		issued in the event of ano 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	
150		1	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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Squadron stood down.

Local Weather. N.W. to N. 10-20 mph. Visibility poor. Slight showers.

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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.	to to ppendices
HONINGTON.	28/12.	A.M.	Wellington Mark 1A. N. 3015 ferried from Wattiaham.	
			Local Weather. Wind w.W. to W. 5-15 mph. Snow later in day. Vis. 3-6 miles	
			falling in snow showers.	
		-		
ON INGTON.	29/12.	A.M.	Two hours rlying Practice carried out.	
			Local Weather. Mortherly 10-15 mph. Snow showers. Vis. mainly 2000-4000 yards.	1
,				
ONINGTON.	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 rargets, Squadron to stand by for Sweep in accordance with	
			3 Group order no. 21.	
		0935	squadron stood down from Sweep Duties.	1
		1323	squadron stood down.	5
4			no Flying carried out. nocal weather. Variable wind. Sleet showers. visibility 3-6mil	ев.
HON INGTON.	31/12.		no Flying carried out. nothing of importance occurred.	
			Local Weather. Wind mainly S.W. 10-15 mph. mist pursisting locally. Visibility 2-4 311	es•
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Appendix C.

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

By No. 9 Squadron. From 1200 hrs 3 / 12 / 39 to 1605 hrs. 3 / 12 / 39 No. of pages used for day 1. Aircraft Type and No. Time Time Crew. Duty. 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 741039. SGT& DOUGLAS. Terschelling Island, thence along Dutch Coast 580754. SGT. BETTS. to HTRA. 3000 to YRA 000 to Base, in accordance 532409. LAC. JACKSON. with instructions issued by Headquarters No. 3 566797. LAC. GRATTON. Group. Apart frem one neutral merchantman, no 546575. ACI. WILL TAMS. shipping was sighted , and the sweep was carried out without any opposition. 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. LAT. LILLEY. 636742. AC1. DRIVER. ಚಿ

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Appendix

R.A.F. FORM.541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

No. of pages used for day 3. By No. 9 GOUADRON. From 0855hrs 18 / 12 / 39 to 1600rs 18 / 12 / 39 Aircraft Type and No. Time Crew. Duty. Remarks. References. Down. WELL INCOON 1A. N.2964 F/L+. GRANT, I.P. 0900 1600 Operations as detailed in Headquarters, 3 Group 741039.Sgt.K.DOUGLAS. Operation Order Form B.60 dated 16th December, 1939. See narative report attached. 532049. L.AC.R. JACKSON. 566797. AC.1. L.GRATTON. 546575. AC.1. C.L.WILLIAMS N.2981. 564392. Sgt. T.PURDY. 0900 1600 580055. Set. W.S.KImSON. 550389. Sgt. W. WHEATLEY. 550757. L.AC. G.O'NEILL. 591187. Cpl. J.WAPF. 619397. L.AC. J.PETERS. N.2983. 521236. Sgt. R.HEWIMM. 0900 1530. Forced landed into sea lat.500 16' North, long. 10 15' 30" East at 1530 hours, and members of the crew 562599. Sgt. J.PAMSHAW. were picked up by trawler "ERILLAG" (ckipper c.GENCLAIR.) 531023. L.AC. D. COMOLLY. 538024. L.AC. W.LIILEV. 626742. AC.1. C.R. DRIVER&

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OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

$F_{rom}^{0.855}_{hrs.}$	18/to 1600 hrs	8./12./.	39.	Ву	No. 9 Squadren.		No. of pages used for d	ay
Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	ď	Remarks.		References.
Wellington								
N.2941.	F/Off. D.R.ALLISON.		0855	-	Failed to return.	Reported Missing p.m.	18.12.39.	
1.	F/Off. D.C.BAILEY.	200.00						
	Set. J.A.PRISMER. 5 521698. Set. J.R.MU	·- 'ji		,				
	567249. Cpl. R 디							
	533017. L.AC. A.C.	OODENO!	i∩H.					
N. 2939.	F/off. J.T.I.CHALLE	s.	0855	-	Failed to return.	Reported Missing p.m.	18.12.39.	
	P/Off. A.H.R.BOURNE							
	580718. Sgt. F.M.MA 524025. Sgt. T.H.EN			-				
	566740. L.AC. C.E.C	ox.						· · · · · · · · · · · · · · · · · · ·
	531938. AC.1. A.TEL	PER.			7 *(
N.2940.	D 680	1						
w.shan.	P/off. E.F.LINES. 563436. F/Sgt. FEAFI		0855.	-	Failed to return.	Reported Missing p.m.	18.12.39.	
	551731. AC.1. E.M.C	1.1			**************************************			
	566708. L.AC. A.M.D	1						<u>*</u>
and the second s	627354. AC.2. C.WAL	nen.	1					 ⇔
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Appendix....

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks. References
ellington k. 1 A.		i			
2873.	565932. agt. F.C.PH	TTS.	0900	1600	Forced landed at SUTTONM BRIDGE. The starboard wing to
	Pilot Offr.G.HEATHCOT	E.			the rear of the mid cell of wing tanks badly shot up.
	551263. AC.1. F.S.KEM	P.		- 1	and had been on fire, but the fire was lecalised.
	514815. Sgt. P.W.ROBE	RISON			Armour plating kept fire from tank. The armour plating
	548758. L.AC. C.BALCH	I.		***************************************	was pierced but the tank was not heled. Starbeard side of fuselage freely peppered. Aircraft in hands of 43 Maintenance freep.
2872.	S/Ler. A.J.GUTHRIE.	2	0900		Failed to return. Reported missing p.m. 18/12/39.
	P/Off. J.E.ATKINSON.				
	516328. Sgt. H.W.TVRE	LL.			
	550205. L.AC. ".L.MAR				
	580809. Sgt. B.J.PICK	ESS.			
	520262. L.AC. J.M.F.K	цv.			
8871.	F/Off. W.J.MACRAE.	İ	0900	1600	Forced landed at NORTHCOATES FITTIES. The armour plating
	P/Off. J.A.PRITCHARD.				to the rear of starboard wing tank had been pierced and ragged
	580800. Sgt. C MURE	HY.		. '	edge had turned forward and holed tank. Rudder control red
	619094. AC.2. B.A.FAW	CETT		٠].	pierced and roller bracket shot away causing partial jamming of
	520155. L.AC. F.HORRY				rudder control. Starboard tail plane and fuselage peppered.
	627240. AC.2. R.W.SMI	4			Aircraft in hands of 43 Maintenance Group.

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(*3182-1154) Wt. 15795-553 20,000 6/97 T.S. 667

See instructions for use of this form in K.R. and A.C.I.

OPERATIONS RECORD BOOK

R.A.F. Form 540

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

of (Unit or Formation) No. 9 Squadron.

HONINGTON. 1/1/40. HONINGTON. 1/1/40. HONINGTON. 2/1. Nothing of importance occurred and no flying was carried out. Squadron importance occurred and no flying was carried out. Squadron stood by at one hour's notice with three aircraft in accordance with 3 Group Operation Instruction No. 2/1. Squadron instructed to stand by at 1030 for Sweep. Squadron instructed to stand by at 1030 for Sweep. Squadron instructed to proceed on sweep. Three aircraft, N.2895, N.2895, and 2897 proceeded on Sweep in accordance with 3 Group Operation Instruction No. 21. With 3 Group Operation Instruction No. 22. Hording Operation Instruction No. 22. With 3 Group Operation In	Place.	Date. Time.	C
Mothing of importance occurred and no flying was carried out. 2/1. 8/1	-	1940	
HONINGTON. 2/1. 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. Squadron instructed to stand by at 1035 for Sweep. Three aircraft, N.3888, N.3885, and 2897 proceeded on Sweep in accordance with 3 Group Operation Instruction No. 21. over area Base - VLLZ 1200 - ** attached as Apper VLCT.5855 to Base. Weather for Sweep; see relevant F.541.* N.2897. landed at 1430 hours. N.2898 landed 1523 and N.2895 at 1525 hours. SQUADRON. 3/1. 1000 - 1600 High Level Bombing and Air Firing carried out at BERNERS HEATH. N.3014 left for NORTHOCOARS FITTIES to photograph damage caused to N.2871 N.3014 left for NORTHOCOARS FITTIES to photograph damage caused to N.2871 NONINGTON. 5/1. 1000 - 1800 Bombing and Air Firing practice carried out at CATFOSS. Appendix "Connection of Partice Carried out at CATFOSS. Appendix "Connection of Partice Carried out at CATFOSS. Appendix "Connection of Partice Carried out at CATFOSS. No flying carried out and nothing of importance occurred.	HONINGTON.	1/1/40.	
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. Squadron instructed to stand by at 1030 for Sweep. Three aircraft, N.2898, N.2895, and 2897 proceeded on Sweep in accordance with 3 Group Operation Instruction No. 21. "over area Base - VLLZ 1200 - "" attached as Apper WLCT.5855 to Base. Weather for Sweep: see relevant F.541." N.2897. landed at 1430 hours. N.2898 landed 1523 and N.2895 at 1525 hours. HONINGTON. 3/1. 1000 - 1800 High Level Bombing and Air Firing carried out at BERNERS HEATH. N.3014 lert for KORTHECOATES FITTIES to photograph damage caused to N.2871 NONINGTON. 5/1. 1000 - 1800 Bombing and Air Firing practice carried out at CATFOSS. Appendix "Conington. 6/1. No flying carried out and nothing of importance occurred.	•	6/2	and no flying was carried out.
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. Squadron instructed to stand by at 1030 for 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 - VLLV 1200 - ** attached as Apper VLCT.5855 to Base. Weather for Sweep: see relevant F.541.* N.2897. landed at 1430 hours. N.2898 landed 1523 and N.2895 at 1525 hours. 1001 1600 High Level Bombing and Air Firing carried out at BERNERS HEATH. N.3014 left for Northcoares Fitties to photograph damage caused to N.2871 N.3014 left for Northcoares Fitties to photograph damage caused to N.2871 No flying carried out and nothing of importance occurred.	HONINGTON.		Squadron stood by at one hour's notice with three aircraft in accordance
Squadron instructed to stand by at 1030 for Sweep. Three aircraft, N.2898, N.2895, and 2897 proceeded on Sweep in accordance with 3 Group Operation Instruction No. 21. Three aircraft, N.2898, N.2895, and 2897 proceeded on Sweep in accordance with 3 Group Operation Instruction No. 21. With 3 Group Operation Instruction No. 21. What is a see a contract of the seed of the se		,	with 3 Group Operation Instruction No. 20. Alternatively in event of no.
Squadron instructed to stand by at 1030 for Sweep. Three aircraft, N.2898, N.2895, and 2897 proceeded on Sweep in accordance with 3 Group Operation Instruction No. 21. "Over area Base - VLLZ 1200 - "" attached as Appe VLCT.5855 to Base. Weather for Sweep: see relevant F.541." N.2897. landed at 1430 hours. N.2898 landed 1523 and N.2895 at 1525 hours. HONINGTON. 5/1. 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. N.3014 left for RORTHCOATES FITTIES to photograph damage caused to N.2871 HONINGTON. 5/1. 1000 - 1800 Bombing and Air Firing practice carried out at CATFOSS. Appendix "." ONINGTON. 6/1. No flying carried out and nothing of importance occurred.			executive order being issued for fleeting targets, three aircraft to stand by
Squadron instructed to stand by at 1030 for Sweep. Three aircraft, N.2898, N.2895, and 2897 proceeded on Sweep in accordance with 3 Group Operation Instruction No. 21. over area Base - VLLZ 1200 - ** attached as Appe VLCT.5855 to Base. Weather for Sweep: see relevant F.541.* N.2897. landed at 1430 hours. N.2898 landed 1523 and N.2895 at 1525 hours. HONINGTON. 5/1. 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. N.3014 left for NORTHCOATES FITTIES to photograph damage caused to N.2871 HONINGTON. 5/1. 1000 - 1800 Bombing and Air Firing practice carried out at CATFOSS. Appendix "." ONINGTON. 6/1. No flying carried out and nothing of importance occurred.	• 1	0943	For Coastal Duties in accordance with 3 Group Operation Instruction No. 21.
VLCT.5855 to Base. Weather for Sweep: see relevant F.541.* N.2897. landed at 1430 hours. N.2898 landed 1523 and N.2895 at 1525 hours. HONINGTON. 5/1. 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. N.3014 left for RORTHCOATES FITTIES to photograph damage caused to N.2871 HONINGTON. 5/1. 1000 - 1800 Bombing and Air Firing practice carried out at CATFOSS. ONINGTON. 6/1. No flying carried out and nothing of importance occurred.	· · ·	1038	Squadron instructed to stand by at 1030 for Sweep.
VLCT.5855 to Base. Weather for Sweep: see relevant F.541.* N.2897. landed at 1430 hours. N.2898 landed 1523 and N.2895 at 1525 hours. 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. N.3014 left for KORTHCOATES FITTIES to photograph damage caused to N.2871 HONINGTON. 5/1. 1000 - 1800 Bombing and Air Firing practice carried out at CATFOSS. ONINGTON. 6/1. No flying carried out and nothing of importance occurred.		1101	Three aircraft, N.2898, N.2895, and 2897 proceeded on Sweep in accordance
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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. N. 3014 left for NorthCoates Fittles to photograph damage caused to N. 2671 HONINGTON. 5/1. 1000 - 1800 Bombing and Air Firing practice carried out at Catfoss. ONINGTON. 6/1. No flying carried out and nothing of importance occurred.	•.		VLCT.5855 to Base. Weather for Sweep: see relevant F.541.
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. N. 3014 left for NorthCoates Fittles to photograph damage caused to N. 2671 HONINGTON. 5/1. 1000 - 1800 Bombing and Air Firing practice carried out at Catfoss. No flying carried out and nothing of importance occurred.			Ampendix "a
HONINGTON. 4/1. 1200 - 1600 High Level Bombing and Air Firing carried out at BERNERS HEATH. Appendix " N. 3014 left for Northcoates Fittles to photograph damage caused to N. 2871 BONINGTON. 5/1. 1000 - 1800 Bombing and Air Firing practice carried out at CATFOSS. ONINGTON. 6/1. No flying carried out and nothing of importance occurred.			N.2897. landed at 1430 hours. N.2898 landed 1523 and N.2895 at 1525 hours.
HONINGTON. 4/1. 1200 - 1600 High Level Bombing and Air Firing practice carried out at BERNERS HEATH. Appendix " N. 3014 left for KORTHCOATES FITTIES to photograph damage caused to N. 2871 BONINGTON. 5/1. 1000 - 1800 Bombing and Air Firing practice carried out at CATFOSS. Appendix "C" ONINGTON. 6/1. No flying carried out and nothing of importance occurred.	ON INGTON.	3/1. 1000 -	
N.3014 left for NORTHCOATES FITTIES to photograph damage caused to N.2871 BONINGTON. 5/1. 1000 Bombing and Air Firing practice carried out at CATFOSS. No flying carried out and nothing of importance occurred.		4	La Carlo Car
by enemy fire. Returned 1526. No flying carried out and nothing of importance occurred.	ONINGTON.	4/1. 1200 -	1600 High Level Bombing and Air Firing precioe commit
ONINGTON. 5/1. 1000 - 1800 Bombing and Air Firing practice carried out at CATFOSS. Appendix "c" ONINGTON. 6/1. No flying carried out and nothing of importance occurred.		0908	TOUTE TOUT TOUR SON WILLIAM AND
ONINGTON. 6/1. No flying carried out and nothing of importance occurred.	ONINGTON.	5/1. 1000	그렇게 많은 아이들은 사람들은 그들이 그는 것들은 사람들은 사람들이 가지 않는 것이 되었다. 그는 사람들이 살아보는 사람들이 되었다. 그 사람들이 되었다.
No flying carried out and nothing of importance occurred.			Appendix "u"
<u>요 </u>	NINGTON.	6/1.	No flying carried out and nothing of importance occurred
oar led out and nothing of importance occurred.	NINGTON.	7/1.	그는 회사 사는 속사를 하면 하다. 그 전환 이번 수 있는 것이 되는 생생님이 나는 모양을 가고 있다고 그 생활했다. 보충 전기로 다쳤다.
		**************************************	arried out and nothing of importance occurred.

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Place.	Date.	Time.	Summary of Events.	References to
				Appendices.
ONINGTON.	8/1.	A.M.	Local flying carried out. Nothing of importance occurred.	
ONINGTON.	9/1.		Local flying and ground training carried out. 3Group Operation Instruction 22 r	actived Ann
0111101011•	,		Three Commissioned Gunnery Lenders, PILOT OFFICER W.J.McINTYRE, PILOT OFFICER	Appendix "D"
			H.M.ASHTON and PILOT OFFICER J.H.TOZER, were posted to the Squadron.	
		-		
	20/2			Appendix "E"
HONINGTON.	10/1.		Bombing and Air Firing carried out at BERNERS HEATH.	
•		-		
HONINGTON.	11/1.		Local flying carried out. 39103 FLYING OFFICER T.G.KIRBY-GREEN and	
$(\underline{t},\underline{t},\underline{t},\underline{t},\underline{t},\underline{t},\underline{t},\underline{t},$	34	1	40392 PILOT OFFICER J.M.HILLIER posted to the Squadron for flying duties.	Applendix "F"
Ţ.	1	4.1.) 2 程以代表 程。26
HONINGTON.	12/1.	5.77	Local Flying - Formation practice carried out. Nothing of importance occurred.	
			[- Bang	
HONINGTON.	13/1.		Local Flying carried out. Nothing of importance occurred.	
101111111111	70, 10			
HONINGTON.	14/1.		Air Firing practice carried out, and local flying. Nothing of importance occurred	
101111111101011	1 -/		All Filling placetod during out 1994 Monthly of Importanted Country	
	1			
HONINGTON.	15/1.		39337. FLYING OFFICER H.W.POULTNEY posted to the Squadron for flying duties.	Appendix "F"
	1		No flying carried out.	Appendix F
			Ace to the second se	
, HON INGTON.	16/1.		SQUADRON LEADER A.MCKEE posted to the Squadron from No. 99 SQUADRON.	Appendix "G"
			No flying carried out.	
	de la c			1.000
HONINGTON.	17/1.		SOUADRON LEADER A.McKEE assumed command of the Squadron vice WING COMMANDER	Appendix "G"
• •			R.A.A.COLE.	
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OPERATIONS RECORD BOOK

See instructions for use of this form in K.R. and A.O.I., para. 2349, and War Manual, Pt. II., chapter XX., and

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.
HONINGTON.	18/1.		Wellington N.2964 and N.3000 flown to VICKERS for armour plating of port tanks.	Appendix "H".
	1	-1	Wellington N.2895 and N.2942 flown to FELTWELL for armour plating to gun turrets.	
		0920	1100 Photographic trials carried out.	Appendix "h".
		1700	1945 Night Flying trials and Searchlight co-operation carried out. (See Appendix)	Appendix "i".
HONINGTON.	10/1.		FORM 8.66 - Operation Order received from Mb. 5. dicap.	Appendix "J".
		0930	1240 & 1240 - 1500. Bombing and Air Firing practice carried out at BERNERS HEATH. Squadron stood by (two aircraft) for NICKELS Operations in HAMBOURG, BREMEN and	Appendix "K".
			HANOTER, ERUNSWICK area, in accordance with 3 Group Operation Order B.66.	
		1652	Wellington N.2982, Captain Sgt. LEEKE took off for NICKILS Operations.	
		1655	Wellington N.3015, Captain S/Ldr. McKEE took off for NICKELS Operations.	
		2255	Wellington N.2982 landed, 2357 hours N.3015 landed.	₹ppendix "L" ∨
			For detailed crews see relevant form set . At to see report advantage as Approximately	Appendix "" .
* * * * * * * * * * * * * * * * * * *			WING COMMANDER R.A.A.COLE posted to No. 75 Squadron, HARWELL.	
HONINGTON;	20/1.	1015	1255. Three aircraft of this Sanadron 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 "0".
HONINGTON.	21/1.		3 Group Operation Order Form B.68 received. Form B.58 destroyed by fire.	Appendix "R".
			No flying carried out.	
•				
HONINGTON.	22/1.		No flying carried out. Nothing of importance occurred.	4

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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. ** Appendix "Q".
•	67		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. **
	•	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 - YAAA 0000 to Base. Appendix "R"
•	14	1400	N. 3014 and N. 3016 landed. Nothing of consequence was reported. N. 3017 landed 1403 hours.
			그들이 그리는 이 그는 그리고 하는 것 같아. 아이는 그 문에 하는 그가 불편했다는 내용 생각 수 없다.
HONINGTON.	25/1	A.M.	Fighter Co-operation - evasion tactical exercises carried out.
		3	
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.
1,		0950	Three aircraft instructed to proceed on sweep - area HTAA to VLAA to Base. Appendix "S"
4.		1027	Weblington 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. Filot Officer W.H.ARNOLD, 518025 Sergeant Filot C. LAWSON, one Air
	1	3	Observer, one Wireless Operator and two Air Gunners. attached from
· · · · · · · · · · · · · · · · · · ·			214 Squadron for operational training.
			No Flying carried out.
	1		
			<u>네트 그리고 있는데 선생님은 무</u> 리는 이번 사람들은 모든 모든 말을 하고 살아왔다. 그렇게 되었다.

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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...... <u> 1,494,...</u>,

	Place.	Date.	Time.	Summary of Events.		References to Appendices.
	HONINGTON.	29/1		No Flying carried out. Nothing of importance occurred.		ı
	HONINGTON.	30/1		Local Flying carried out. Nothing of importance occurred.		
	HONINGTON.	31/1	.4	No William counted out mathing of imput		
	HOMINGION.	31/1		No Flying carried out. Nothing of importance occurred.		ng a sa ting pangalan Ng a sa ting pangalan
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Appendix.....An

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT
No. 9 Squadron.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.		References.
WELLINGTON	MARK 1A.			1			
N. 2298.	s/Ldr. E.P.HUTTON.		1101	1523	Proceeded on sweep in accordance with 3 Gr		<u>,</u>
Ne Zeno-	P/O. P.C.LAMBERT.				Instruction No. 21 over area Base - VLLZ 1	200 -	
	sergt. R. HARGRAVES	•			VLCT 5855 - BASE. Nothing of importance	was observed.	
-	L.AC. A.GRIFFITHS.				Weather over area : melt of low cloud 2000	ft. 10/10ths	talitikasi. Suura ja kanta sa saara sa a
	Corpl. C.KIRCHER.				running North and South, extending for 5 m	iles.	
	L.AC. C.WILLIAMS.				Visibility 10-20 miles. Slight sea haze. U	Loud 12000 ft	
-					4/10ths to 6/10ths. Bright sunshine at in	tervals.	
w 0005	F/O. J.R.SMALLEY.	1.	1101	1525			
N. 2895.	Sergt. N. BUCKLEY.						
1. 1	sergt. F.SMITH.	1					
	L.AC. R.GIBSON.						
	L.AC. A.MUSHAM.		1				
	AC.1. T.L.TAYLOR.						
	sergt. C.R.BOWEN.	1	1101	1430			
N.2897.	sergt. W.BALMER.		17-01	1400			
	Sergt. L.ROSEKILL	,					
	Land Taylor and the second					وروان کا حواظمی کرده در به بیداری در در در د	11
	AC.2. R.JOWETT.	1: "		-			
	L.AC. R.LAMB.			1			1-
	AC.l. J.L.WILKIN	•					4
	The second second						₩ 55
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Appendix "L" .

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

Appendix. "O"

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

By No. 9 Squadron.

### HTAA to YXAA and return to bare. Nothing of consequence to report. ###################################	Aircraft ype and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.		References.
Consequence to report. 580743 Srt. WATSON, F. 550757 LAC. O'NEILL, J. 631014AC.2. CLAYER, N. 628277 AC2. COWELL, W. 2981. 564392 Srt. PETTS, T. 7075 L255 P/O. PRITCHARD. 514815 Srt. ROBERTSON, P. 624066 AC2. WHITHAM. D. 548758 LAC. PALCH, C. 627981 AC2. PRASER. A 2898 568599 Srt. PAMSHAW, A 741039 Sot. DOUGLAS. K 538409 ACU, JACKSON, R 826748 LAC. DRIVER. C. 546575 LAC. WILLIAMS, C	N.3017.	S/Ldr. JARMAN.		1015	1255	Carried out sweep of the North Sea over area		
550757 LAC. O'NEILL, J. 631014AC.2. CLAYBS N. 628277 AC2. COWELL W. 2981. 564392 Set. PETTS. T. 7075 1255 P/O. PRITCHARD. 514815 Set. ROBERTSON.P. 624066 AC2. WHITHAM. D. 548758 LAC. PALCH. C 627981 AC2. TRASER. A 2898 562599 Set. PALCHAW. A 1075 1255 741039 Set. DOUGLAS. K 532409 ACU, JACKSON. R 628748 LAC. DRIVER. C. 548575 LAC. WILLIAMS, C	llington	F/O. KIRRY-GREEN.				HTAA to YXAA and return to bare. Nothing of		
550757 LAC. O'NEILL, J. 631014AC.2. GLAYES N. 628277 AC2. COWELL; W. 2981. 564392 Sat. PETTS, T. 10'5 1255 p/O. PRITCHARD. 514815 Sat. ROBERTSON,P. 624066 AC2. WHITHAM. D. 5446758 LAC. PALCH, C 627981 AC2. TRASER A 2898. 562599 Sat. PAMSHAW, A 10'5 1255 741039 Set. DOUGLAS. K 553409 ACH. JACKSON, R 626748 LAC. DRIVER C. 546575 LAC. WILLIAMS, C	1A•	580743 Sgt. WATSON	F.			consequence to report.		
628277 AC2. COWELL, W. 2981. 564392 Set. PETTS, T. 7075 1255 P/O. PRITCHARD. 514815 Set. ROBERTSON.P. 624066 AC2. WHITHAM. D. 548758 LAC. PALCH, C 627981 AC2. PRASER. A 2898 562599 Set. PAMCHAW. A 1075 1255 741039 Set. DOUGLAS. K 538409 ACU, JACKSON, R 626748 LAC. DRIVER. C. 546575 LAC. WHILIAMS, C		550757 LAC. O'NEILI	., J.					1
P/O. PRITCHARD. 514815 Sat. ROBERTSON.P. 624086 AC2. WHITHAM. D. 548758 LAC. PALCH, C 627981 AC2. PRASER. A 2898 562599 Sat. PAMCHAW. A 1075 1255 741039 Sat. DOUGLAC. K 532409 ACU. JACKSON. R 626742 LAC. DRIVER. C. 548575 LAC. WILLIAMS, C		631014 _{AC.2} . CLAVES 628277 AC2. COWNLL	N. w.					
P/O. PRITCHARD. 514815 Sat. ROBERTSON.P. 624086 AC2. WHITHAM. D. 548758 LAC. PALCH, C 627981 AC2. PRASER. A 2898 562599 Sat. PAMCHAW. A 1075 1255 741039 Sat. DOUGLAC. K 532409 ACU. JACKSON. R 626742 LAC. DRIVER. C. 548575 LAC. WILLIAMS, C			•		7			
514815 Sat. ROBERTSON,P. 624066 AC2. WHITHAM. D. 548758 LAC. PALCH, C 627981 AC2. PRASER. A 2898 562599 Sat. PAMSHAW, A 1015 1255 741039 Sat. DOUGLAS. K 532409 ACU, JACKSON, R 626748 LAC. DRIVER C. 546575 LAC. WILLIAMS, C	2981.	564392 Sgt. PETTS,	T.	פיסי	1255			
624066 AC2. WHITHAM. D. 546758 LAC. PALCH, C 627981 AC2. PRASER. A 2898 562599 Sgt. PAMSHAW. A 1075 7255 741039 Set. DOUGLAS. K 532409 ACU. JACKSON, R 626748 LAC. DRIVER C. 546575 LAC. WILLIAMS, C		P/O. PRITCHARD.						5
548758 LAC. PALCH, C 627981 AC2. PRASER A 2898 562599 Sgt. PAMCHAW. A 1015 1255 741039 Sgt. DOUGLAS. K 538409 ACH. JACKSON, R 626748 LAC. DRIVER. C. 546575 LAC. WILLIAMS, C		514815 Set. ROBERTS	ON.P.	1				
627981 AC2. PRASER A 2898	1	624066 AC2. WHITHAL	1. D.	. ,				
2898 562599 Sgt. PAMSHAW. A 1075 1255 741039 Sgt. DOUGLAS. K 538409 ACU. JACKSON, R 626748 LAC. DRIVER. C. 546575 LAC. WILLIAMS, C	ļ	548758 LAC. PALCH,	C					i i v
2898 562599 Sgt. PAMCHAW. A 1075 7255 741039 Sgt. DOUGLAS. K 538409 ACU. JACKSON, R 626748 LAC. DRIVER C. 546575 LAC. WILLIAMS, C		627981 AC2. FRASER.	A					
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741039 Sot. DOUGLAS. K 538409 ACU. JACKSON, R 626748 LAC. DRIVER. C. 546575 LAC. WILLIAMS, C	2898	562599 Sgt. PAMSHAW	. A	1075	1255			
538409 ACTI JACKSON, R 626748 LAC DRIVER C. 546575 LAC WILLIAMS, C		The second second						
626748 LAC. DRIVER. C. 546575 LAC. WILLIAMS, C		- Joseph						
546575 LAC. WILLIAMS, C		- 1 T T T - 1						
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Reference:- AIR 27 125

(*871) 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.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down,	Remarks. Re	ferences.
WETT, INGTON	S/Ldr. JARMAN.		1057	1400	Carried out special sweep in accordance with	
1 A.	F/O, KIRBY-GREEN	•			3 Group Instruction over area LOWNSTOWN - HTAA 0000	
N.3074.	580743 Set. WATCO	n ,F			- YXAA 0000 to BACK. Nothing of importance was reported.	خيسا
	550757 LAG. O'NEI	IL, J.				
	631014 AC.2. CL AY	ES. N.	i \			
	628277 AC2. COWE	LL, W.				
N. 3016.	564392 Sot. PETTS	T.	1057	1400		
	P/C. PRITCHARD.			1 1		
	5'48'5 Sgt. ROPER	SON.F.				
	624066 AU2. WHITE	IAM, D.				
	548758 LAC. RALCE					
	627081.AC2. FRASE	Α.				
	j.,					
N.3017.	F/O.MAQPAR.		1057	1403		
7.	P/O. PRITCHARD.		4			
580800	Sgt. MUPPHY,	9.				
619094	AC2. FAWCETT,	s.				
520158	LAC. HORRY.	F.				
627240		R.w.				
".						_
						5
	1					

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1 2 3 4 5 6 Reference:- AIR 27 125

(*871) Wt. 14975-G1409. 20,000. 11/26 "S". Appendix..... R.A.F. FORM 541. OPERATIONS RECORD BOOK. DETAIL OF WORK CARRIED OUT no 9 Squadron. ../.... tohrs......./.... No. of pages used for day..... Time Up. Time References. Aircraft Type and No. Remarks. Duty. Crew. Down. "HLLINGTON 1A. roce ded on sweep over area mTAA to VLAA to BASE. 1027 1315 n . 2898; • s/dr. HUTTUN, E. mothing of consequence was reported, and no resistance met ./Off. LAMBERT, P 580775. SGT. MAKGKAVE. M

543756.

515103.

550416.

551702.

536183.

536826.

N.2897. 562025. SGT.

564120.

565022.

540110.

536874

534598

N.2895.

LAC. GRIFFITHS.

KIRCHER, C.

SMALLEY, J.

POULTNEY, H

SMITH, F.C

GIBSON, R.

MUSHAM, A.

TAYLOR, T.

BOWEN, C.

BALMER, W.

AITCHISON,

RICKETTS. P

LAMB, R.

WILKIN, J.

1315

1320.

1027

1027.

opl.

F/0.

F/0.

SGT.

LAC.

AC1.

SGT.

SGT.

AC1.

LAC.

AC1.

LAC.

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OPERATIONS RECORD BOOK

R.A.F. Form 540

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

of (Unit or Formation)....I. NO.2-91 SQUADRON.

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

Place.	Date.	Time.	Summary of Events.	References to Appendices.
		in the second		
HONINGTON.	172.	0700	Six aircraft stood by for Coastal Duties in accordance with Headquarters,	
			No. 3 Group signal Ops. 221 (App. U.1.)	U.1.
			H.Q. 3 Group Operation Order Form B.70 received.	1
		to gain	PILOT OFFICER W.THIMELETHORPE (COMMISSIONED AIR GUNNER) posted to the Squadron.	F.1. 2
- 4		1147	Squadron stood down. NO ELYING CARRIED OUT.	
			WEATHER. Wind E. 5-10 m,p.h. Overcast, slight drizzle. Cloud 10/10 at 300=500'.	
- H	7 "	i tr	Visibility mainly 500-1000 yds.	
	1			
		100		
			6 aircraft stood by for Coastal Duties, instructions contained in 3 Group	
ONINGTON.	2/2.	0700		
A-		-	ops. 221 to be repeated. (See App. C.1.)	
7.	1 33	1317	Squadron stood down. NOT ING OF IMPORTANCE OCCURRED. Weather. N. E. 5 m p.h.	
		1137	Teather overcast. Slight snow. Cloud 10/10 at 800. Visibility: 100 yds.	
				3.5
ONINGTON.	3/2 3/2	0900	1500. Air Firing and Bombing carried out at BERNERS HEATH.	в.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 la	ter.
		2006	to make a virt areas.	
=				
IONINGTON.	4/2	0700	Six aircraft stood by in accordance with H.O. 3 Group Signal Opp. 244 (App. C.2)	0.9.
		1105	Squadron ctood down. NO TAYING CARRIED OUT.	4
r tarij	1	1	WEATHER. E. 15 m.p.h. Weather evercast, slight rain or drizzle until evening.	
			Cloud 10/10 at 2000 falling to 300' by 0900 hrs. Visibility: 2000 yds. falling to !	o later.



:	1 .			
Place.	Date.	Time.	Summary of Events.	References to Appendices.
		7- 1		- 100
HONINGTON.	5/2.	0800	Six aircraft stood by for Coastal. Duties in accordance with 3 Group Signal Ops.249	. 0.3.
•			Headquarters 3 Group Operation Instruction 22 received.	
		1028	Squadron stood down. NO FLYING CARRIED OUT.	
	5		WEATHER. Light .W. wind. Fog. Cloud 10/10 surface to 400', Visibility m inly 50-1	00 yda
			the transfer of the first of the same of the first property of the first section of the	1. The
HONINGTON.	6/2	0800	Six aircraft stood by at one hour's notice in accordance with 3 Group Signal	C.4.
	-,-		Cps. 260 (See Appendices C.4 and B.8.)	B. 2.
	•	1147	Squadron stood down.	
		,	SQUADRON LEADER G.E. PEACOCK posted to Squadron. (App. F.2.)	F.2
	:	1	NO FLY ING CARRIED OUT.	
	-		WEATHER, Light S. Wind. Overcast with fog. Cloud 10/10 surface to 400 yds.	
			Visibility mainly 100 yds.	
			Viaitility in mily 100 year.	
WANTED N	7/2	1.0	NO FTWING CARRIED OUT. NOTHING OF IMPORTANCE OCCURRED.	* es
HOMINGMON.	7/2			
,		ζ, .	WEATHER. S.E. wind veering S.W. 5 m.p.h. Overcast with intermittent slight	
-			rain with cog after mid-day. Cloud 10/10 at 300-800 ft. Visibility	.1.
			1000 yds. falling to 500 yds.	la gradina
	. '	, P		•
HONING TON.	8/2	0800	Six aircraft atood by for Coastal Duties in accordance with 3 Group signal.	0.5.
			Opa. 268. (App. C.5. and B.8).	В.8.
	==	1033	Squadron stood down. NO FLYING CARRIED OUT.	-
4	. 1		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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4 4

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

R.A.F. Form 540

para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) NO. 9 SQUADRON.

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

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.)	r de la companya de l	C.6
		1438	Squarron stood down. NOTHING OF IMPORTANCE OCCURRED. WEATHER. N.F. 15 m.p.h. Overcast. Slight drizzle until	noon. Cloud 10/10. at	
	J		3000 ft. gradually lifting to 1000 ft. with a	lmost complete clearance	- 1.
			towards midnight. Visibility mainly 2000 yds.	at first, becoming 4 miles	Bate r.
HONINGTON.	10/2		Local Flying, Section Drill etc. carried out.		
			WEATHER. E. Wind 5-10 m.p.h. Weather fair. Little or no Garage Fair. Vigibility: 4 miles becoming 8 miles det		
		j) -			
ONINGTON.	11/2	0800	Six aircraft stood by for Coastal Duties in accordance	with 3 Group signal	C.7.
			ops. 282. (App. C.7. and B.4.)		в
		0938	Six aircraft took off for Special Sweep in accordance w	ith 3 Group Operation	
		4	Instruction No. 21. (See relevant Form 541 for detail.)	
<u>.</u>		1220	All aircraft returned.		
			A/SQUADRON LEADER E.P.W. HUTTON posted from the Squadron	to No. 75 CONADDON	
					F.3.
			WEATHER. Light S.W. wind veering through N.W. to N.E. 1		# 1 P
			cloudy. Cloud 10/10 at 1000 to 2000 after moon	. 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.	
	2 12		WEATHER. Light N.E. Wind backing N.W. 10 m.p.h. Slight snow, variable cloud.	•
•			Visibility mainly 4-8 miles.	
	1	a		
	1			
HONINGT ON.	13/2	0800	Six aircraft stood by for Coastal Dt ies in accordance with 3 Group Signal	
			Ops. 289. (App. C.8.)	C.8.
		1030	Telephonic communication from Group confirmed Routine Sweep to be carried	C.9.
			out at Station Commander's discretion. (See App. C. 9)	
		1106	Three aircraft took off for routine sweep as detailed(See relevant F.541)	
		1415	All aircraft returned	
			FIGHT LIGHT MANT I.P. GRANT posted from the Squadron to 214 Squadron.	App. F.4.
	_		FIGHT LIEUTENANT E.R.BERRILL posted to the Squadron from 214 Squadron.	App. F.4.
			WRATHER. N. wind 5-10 m.p.h. Continuous slight snow. Cloud as inly 10/10 at	
			1000 feet with occasional breaks. Viribility 2000 yds. becoming 4-8 mile	
				į.
HON1NGTON.	14/2		Local Flying carried out. NOTHING OF IMPORTANCE OCCURRED.	
		4 21 35	3 Group Operations order No. 73 received.	
1 	, ,		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	
A CONTRACTOR OF THE CONTRACTOR		-	4-8 miled then deteriorating to 2 miles.	
HONINGTON.	15/2	0800	Six aircraft stood by at one hour's not ice in accordance with 3 Group Signal	
			ups: 297 13/2 (See App. u.10.) 1045 hrs. Sweep detailed by u.10 cancelled.	J.10.
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OPERATIONS RECORD BOOK

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

R.A.F. Form 540

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

notes in R.A.F. Po	cket Book.	i	of (Unit or Formation)NO. 9: SQUADRON. No. of pages used for d	lay
Place.	Date.	Time.	Summary of Events.	References to Appendices
HONINGTON.	15/2.	-	Squadron standing by for Pleeting Targets. 1400 hrs. Squadron stood down.	
		1145 -	- 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.	
		See 18	Visibility 2 miles improving to 6 miles becoming 2000 yds. towards midnight	
HONINGT ON.	16/2.		Program in the Control of the Co	B .5 .
			received that no cross country Mights were to be carried out, and that Sweep was	
			not to proceed.	
#		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.	
			loud 10/10 at 2000-3000 becoming cloudless later. Visibility 2000 yds.	
			deteriorating to 500 then becoming mainly 2 miles.	
HONINGTON.	17/2.	-	Local rlying carried out. Night Flying in accordance with App. B.b.	в. 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.	
	-			

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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.....

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٠.	Place.	Date.	Time.	Summary of Events.	References to Appendice
HC	NINGTON.	15/2.	10 4 5 11 4 5 -	Squadron standing by for electing Targets. 1400 hrs. Squadron stood down.	
				Cloud 10/10 mainly at 2000-4000 with partial clearance towards evening. Visibility 2 miles improving to 6 miles becoming 2000 yds. towards midnight.	
HO	NJNGT ON.	16/2.		received that no cross country Flights were to be carried out, and that Sweep was not to proceed.	3.5.
. "			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. Local 10/10 at 2000-3000 becoming cloudless later. Visibility 2000 yds.	
			<u>-</u>	deteriorating to 500 then becaming mainly 2 miles.	
HO	NINGTON.	17/2.		WEATHER. E. Wind 20 m.p.h. failing light towards midnight. Slight sleet or snow	
1		,i •		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.	
					c

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
ONINGT ON.	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	7 1
	- 1		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.	. √*A *
1	2		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. U.11.) cancelled operations.	C.II
		1	Local Flying carried out during day.	
ONINGTON.	19/2.		Headquarters 3 Group Operation Forms B.79 and 80 received.	0
			Squadron stood by for operations in accordance with 3 Group Form B.79.	
		2248	Squadron stood down.	
	* .		3 Group Operation Order No. 76 received.	
			ကြုံသည်။ သည်သည် သို့သည် သို့သည် အများသမ္မာမေးမြော့ ရေသည်ကို သို့သောကြောင့် သည် သည် သို့သို့သို့သို့သည်သည်။ ကြို့သည် သည် သို့သည် သည် အများအသည် သည် ကြို့သည် မြောက်သည် မြောက်သည် သို့သည် သို့သည် သို့သည့် သို့သို့သို့သည် သ	
NING TON.	20/2.	-	Squadron stood by in accordance with a con-	
		1800	Squadron stood by in accordance with 3 Group Operation Instruction no. 79. Squadron stood down. NO FLYING CARRIED OUT. WEATHER. S.E. Wind 10-15 m.p.h. Overcast with slight main or drizzle between	
			0500 and 1000 hours. Fog from 0800 hrs. onwards. cloud 10/10 at 1000 ft.	
76.		1	at first, gradually lowering to 300-600 ft. Visibility 2000 yds.	
dl .	-		deteriorating to 500 yds. at 0800 hrs. and to 200 yds. at 1600 hrs.	
				light for

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of torating to 500 yes. at 0800 hrs. and to 200 yes. at 1600 hrs.

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

OPERATIONS RECORD BOOK

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

of (Unit or Formation) NO. 9 SQUADRON.

R.A.F. Form 540

Place.	Date.	Time.	Summary of Events.	References to Appendices.
-, 			the same of the second of the	
HONINGT ON.	21/2.		Squadron reverted to normal training. NO FLYING CARRIED OUT.	
, a	1		WHATHER. S. wind 5-10, m. p.h. mainly overcast with fog before 1000 hrs. and aft	er
1	1324	11	2100 hrs. Cloud mainly 10/10. 200 ft. at first gradually lifting to	
	1,32-1		1000 feet. Visibility: 200-500 yards becoming 2000-4000 yards deteriors	ting
			to 100 yds. at midnight.	
ONINGTON.	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 r.541.) (See also App. s.4)	₽. 4.
materials Bank	°es/∵•		WEATHER. S. wind 10 m.p.h. rpg at first. cloud mainly 10/10 surface to 300 ft.	
			at first lifting to 4000 ft. towards noon, then little or no cloud.	
4.3			Visibility: 50-100 yds. at first then mainly 2-4 miles deteriorating	
		:	to 1000 yds. towards evening.	
	1			
	1			
ONINGTON.	23/2.	1800	Three aircraft standing by at one hour's notice from 1800 hrs. in accordance	
		(3±2 x	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	,
	h		slight rain in late afternoon. Continuous rain in evening. Cloud a in	l v
		-		
1			10/10. 1000' at first lifting to 4000 ft. in afternoon and falling to	
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	HONINGTON.	2172.	1.5		Cloud mainly 10/10 to 10		ъ. еј.
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OPERATIONS RECORD BOOK

R.A.F. Form 540

Place.	Date.	Time.	Summary of Events.	Reference to Appendice
NINGTON.	27/2.	2.	1000 yds. at 1000 hra. 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. P. 10.	B.10.
	1. 1			
NINGTON.			6 aircraft of Squadron standing by for operations on Form B.84.	
N I INCIT CAN	28/2.	1200		
		1321	Squadron stood down.	
	ļ.		WEATHER. S.S.W. wind 10-20 m.p.h. but veering N. towards midnight. Cloud	3 g/ u 3 l l l l l l l l l l l l l l l l l l
71	1.		to 10/10 at 1000 ft. Visibility 2-6 miles. Drizzle from 2000 hr	onwarda.
NINGTON.	29/2.	1010	Three aircraft took off on Special Sweep.	
		1350.	All aircraft returned (See relevant Form 541.)	
		· ·		Name of the Control o
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Appendix

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

By No. 9 SQUADRON. 40 1220 11 / 2 / 40. No. of pages used for day..... Aircraft Type and No. Time Down. Duty. Remarks. References. WELL INGTON 1A. S/Ldr. JARMAN. N. 3014. 0938 1215 Special sweep in accordance with 3 Group Sergt. RAMSHAW. Operation MXXXX Instruction No, 21. over area Sergt. WATSON. Corridoor to 530 N. (Lat.) 20 39' (Long) to LAC. O'NEILL. 55° N. (Lat.) 2° 39' E. (Long) direct to Wells to base P/0. MCINTYRE. Raid Serial No. D.C.F. 117. AC.2. COWELL. N,3018. Sergt. PETTS. 0938. 1216. sergt. LAWSON. Sergt. ROBERTSON. AC.2. WHITHAM. L.AC. DALCH. . AC.2. FRASER. N. 3017. F/o: MACRAE. 0938 1209. P/0: PRITCHARD. Sgt. MURPHY. AC.2. FAWCETT. L.AC. HORRY. AC.2. SMITH. R.

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Alternate Type and No. Crew. Duty. Time Time Down. Remarks. References.								
N. 2895. S/Ldr. PEACOCK. F/O: LAMBERT. Sgt: HARGHAVE. LAC. GRIFFITHS. P/O: TOZER. Sgt: KIRCHEN, E. 2860. E. 2000. Sergt. BOWER. Sergt. BAMER. Sergt. AITCHISON. AC.1. RICKETTS. L.AC. LAMB. AC.1. WILKIN. O938 1213 Special Sweep in accordance with 3 Group Operation Instruction No. 21 over area Corridoor to 55° N. (Lat) 2° E (Lon) to 55° N. (Lat) 2° E (Lon). to	Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.		References.
P/O: LAMBERT. Sgt. HARGRAVS. LAC. GRIFFITHS. P/O: TOZER. Sgt. KIRCHEN. P/O: POULTNEY. Sgt. SMITH, F. L.AC. GIBSON, R. L.AC. MUSHAM. AG.1. TAYLOR. N. 3000. Sergt. BALMER. Sergt. BALMER. Sergt. LAC. LAMB. AG.1. RICKETTS. L.AC. LAMB. AG.1. WILKIN.			,		24.24			
P/O. LAMBERT. Sgt. HARGRAVE. LAC. GRIFFITHS. P/O: TOZER. Sgt. KIRCHER. Raid Serial No. C.C.F. 116. E. 3880. F/O. SMALLEY. F/O. POULTNET. Sgt. SMITH, F. L.AC. GIBSON, R. L.AC. MUSHAM. AG.1. TAYLOR. N. 3000. Sergt. Bolmer. Sergt. Balmer. Sergt. AltCHISON. AG.1. RICKETTS. L.AC. LAMB. AG.1. WILKIN. AG.1. WILKIN. AG.1. WILKIN. AG.1. WILKIN. AG.1. WILKIN. Instruction No. 21 over area Corridoor to 55° N. (Lat) 2° E (Long). direct to Walls to bare. Towns of the Walls to bare. Raid Serial No. C.C.F. 116. Instruction No. 21 over area Corridoor to 55° N. (Lat) 2° E (Long). direct to Walls to bare. Towns of the Walls to bare. Raid Serial No. C.C.F. 116. Instruction No. 21 over area Corridoor to 55° N. (Lat) 2° E (Long). direct to Walls to bare. Raid Serial No. C.C.F. 116. Instruction No. 21 over area Corridoor to 55° N. (Lat) 2° E (Long). direct to Walls to bare. Raid Serial No. C.C.F. 116. Instruction No. 21 over area Corridoor to 55° N. (Lat) 2° E (Long). direct to Walls to bare. Raid Serial No. C.C.F. 116. Instruction No. 21 over area Corridoor to 55° N. (Lat) 2° E (Long). direct to Walls to bare. Raid Serial No. C.C.F. 116. Instruction No. 21 over area Corridoor to 55° N. (Lat) 2° E (Long). direct to Walls to bare. Raid Serial No. C.C.F. 116. Instruction No. 21 over area Corridoor to 55° N. (Lat) 2° E (Long). direct to Walls to bare. Raid Serial No. C.C.F. 116. Instruction No. 21 over area Corridoor to 55° N. (Lat) 2° E (Long). Instruction No. 21 over area Corridoor to bare. Raid Serial No. C.C.F. 116. Instruction No. 21 over area Corridoor to bare. Raid Serial No. C.C.F. 116. Instruction No. 21 over area Corridoor to bare. Raid Serial No. C.C.F. 116. Instruction No. 21 over area Corridoor to bare. Raid Serial No. C.C.F. 116. Instruction No. Element Serial No. C.C.F. 116. Instruction No. Element Serial No. C.C.F. 116. Instruction No. Element Serial No. C.C.F. 116. In	N 2895.	SAdr. PEACOCK.		0938	1213	Special Sweep in accordance with 3 Group	Operation	
Sgt. HARGRAVE. LAC. GRIFFITHS. P/O: TOZER. Sgt. KIRCHEN. E. 3560. F/O. SMALLEY. F/O. POULTNEY. Sgt. SMITH, F. L.AC. GIBSON, R. L.AC. MUSHAM. AC.1. TAYLOR. N. 3000. Sergt. Bolmer. Sergt. AITCHISON. AC.1. RICKETTS. L.AC. LAMB. AC.1. WILKIF.				1_		Instruction No. 21 over area Corridoor to	530 N. (Lat)
LAC. GRIFFITHS. P/O: TOZER. Sgt: KIRCEEN. Raid Serial No. C.C.F. 116. R. 2000. F/O. SMALLEY. F/O. POULTNEY. Sgt. SMITH, F. L.AC. GiBSON, R. L.AC. MUSHAM. AC.1. TAYLOR. N. 3000. Sergt. BOWEB. Sergt. BALMER. Sergt. AITCHISON. AC.1. RICKETTS. L.AC. LAMB. AC.1. WILKIN.				· .				
P/O: TOZER. Sgt: KIRCHEN, P/O. SMALLEY. F/O. POULTNEY. Sgt. SMITH, F. L.AC. GIBSON, R. L.AC. MUSHAM: AG.1. TAYLOR. N. 3000. Sergt. BOWES. Sergt. BALMER. Sergt. AITCHISON. AG.1. RICKETTS. L.AC. LAMB. AC.1. WILKIN.					1			
Sgt. KIRCHER. Raid Serial No. C.C.F. 116.					,	to WELLS to bare.		
E. 2000. F/O. SMALLEY. F/O. POULTMEY. Sgt. SMITH, F. L.AC. GIBSON, R. L.AC. MUSHAM: AC.1. TAYLOR. N. 3000. Sergt. BOWES. Sergt. BALMER. Sergt. AITCHISON. AC.1. RICKETTS. L.AC. LAMB. AC.1. WILKIN.		P/O: TOZER.						
F/O. POULTNEY. Sgt. SMITH, F. L.AC. GİBSON, R. L.AC. MUSHAM: AG.1. TAYLOR. N. 3000. Sergt. BOWEM. Sergt. BALMER. Sergt. AITCHISON. AG.1. RICKETTS. L.AC. LAMB. AC.1. WILKIN.		Sgt: KIRCHER.				Raid Serial No. C.C.F. 116.		
F/O. POULTNEY. Sgt. SMITH, F. L.AC. GİBSON, R. L.AC. MUSHAM. AG.1. TAYLOR. N. 3000. Sergt. BOWEB. Sergt. BALMER. Sergt. AITCHISON. AG.1. RICKETTS. L.AC. LAMB. AC.1. WILKIN.								
F/O. POULTNEY. Sgt. SMITH, F. L.AC. GİBSON, R. L.AC. MUSHAM. AG.1. TAYLOR. N. 3000. Sergt. BOWEM. Sergt. BALMER. Sergt. AITCHISON. AG.1. RICKETTS. L.AC. LAMB. AC.1. WILKIN.	B. 2580.	F/O. SMALLEY.		0938	121%			
Sgt. SMITH, F. L.AC. GIBSON, R. L.AC. MUSHAM: AG.1. TAYLOR. N. 3000. Sergt. BOWEM. 0938 1217 Sergt. BALMER. Sergt. AITCHISON. AC.1. RICKETTS. L.AC. LAMB. AC.1. WILKIN.	3							
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L.AC. MUSHAM: AC.1. TAYLOR. N. 3000. Sergt. BOWES. Sergt. BALMER. Sergt. AITCHISON. AC.1. RICKETTS. L.AC. LAMB. AC.1. WILKIN.			1					
N. 3000. Sergt. BOWES. Sergt. BALMER. Sergt. AITCHISON. AC.1. RICKETTS. L.AC. LAMB. AC.1. WILKIN.	10.0							
N. 3000. Sergt. Bower. Sergt. Balmer. Sergt. Altchison. AC.1. Ricketts. L.AC. LAMB. AC.1. WILKIN.		L.AC. MUSHAM.						
Sergt. BALMER. Sergt. AITCHISON. AC.1. RICKETTS. L.AC. LAMB. AC.1. WILKIN.	, ,	AC.1. TAYLOR.			100			
Sergt. BALMER. Sergt. AITCHISON. AC.1. RICKETTS. L.AC. LAMB. AC.1. WILKIN.			İ					
Sergt. BALMER. Sergt. AITCHISON. AC.1. RICKETTS. L.AC. LAMB. AC.1. WILKIN.	N 3000.	Sergt. BOWEN.		0938	1217			
Sergt. AITCHISON. AC.1. RICKETTS. L.AC. LAMB. AC.1. WILKIN.	n. 0000.		1	1000				
AG.1. RICKETTS. L.AC. LAMB. AC.1. WILKIN.			-					
L.AC. LAMB. AC.1. WILKIN.								
AC.1. WILKIN.								
		L.AC. LAMB.						
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Appendix....

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

S/Ldr. JARMAN. Sgt. RAMSHAW. Sgt. WATSON. L,AC. O'NEILL. P/O. McINTYRE. AG.2. COWELL. 1106 1412 Carried out routine sweep over area Corridoor to Lat. 530 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. Nothing of importance was reported. 1106 1411 P/O. PRITCHARD. Sgt. MURPHY. AG.2. FAWCETT. L.AC. HORRY. AC.2. SMITH, R. 3016. Sgt. PETTS. Sgt. LAWSON. Sgt. ROBERTSON. AG.2. WHITHAM. L.AC. HALCE. AG.2. FRASER.	erences
Sgt. RAMSHW. Sgt. WATSON. L,AC. O'NEILL. P/O. McINTYRC. AC.2. COWELL. 1106 1411 F/O. PRITCHARD. Sgt. MURPHY. AC.2. FAWCETT. L.AC. HORRY. AC.2. SMITH, R. 3016. Sgt. PETTS. Sgt. LAWSON. Sgt. ROPEPTSON. AC.2. WHITHAM. L.AC. FALCH.	
Sgt. WATSON. L,AC. O'NEILL. P/O. McINTYRG. AC.2. COWELL. 3017. F/O. MACRAE. P/O. PRITCHARD. Sgt. MURPHY. AC.2. FANCETT. L.AC. HORRY. AC.2. SMITH, R. 3016. Sgt. PETTS. Sgt. LAWSON. Sgt. ROBERTSON. AC.2. WHITHAM. L.AC. BALCH.	
L,Ac. O'NEILL. P/O. McINTYRE. AC.2. COWELL. 3017. F/O. MACRAE. P/O. PRITCHARD. SRt. MURPHY. AC.2. FAWCETT. L.AC. HORRY. AC.2. SMITH, R. 3016. Sgt. PETTS. Sgt. LAWSON. Sgt. RORERTSON. AC!2. WHITHAM. L.AC. RALCE.	
P/O. McINTYRG. AC.2. COWELL. 3017. F/O. MACRAE. P/O. PRITCHARD. Sgt. MURPHY. AC.2. FAWCETT. L.AC. HORRY. AC.2. SMITH, R. 3016. Sgt. PETTS. Sgt. LAWSON. Sgt. ROBERTSON. AC.2. WHITHAM. L.AC. BALCH.	
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1106 1411 F/O. MACRAE. P/O. PRITCHARD. SKt. MURPHY. AC.2. FAWCETT. L.AC. HORRY. AC.2. SMITH, R. 3016. Sgt. PETTS. Sgt. LAWSON. SKt. ROBERTSON. AC.2. WHITHAM. L.AC. BALCH.	
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P/O. PRITCHARD. Sgt. MURPHY. AC.2. FAWCETT. L.AC. HORRY. AC.2. SMITH, R. 3016. Sgt. PETTS. Sgt. LAWSON. Sgt. ROBERTSON. AC.2. WHITHAM. L.AC. BALCE.	
Sgt. MURPHY. AC.2. FAWCETT. L.AC. HORRY. AC.2. SMITH, R. 3016. Sgt. PETTS. Sgt. LAWSON. Sgt. ROBERTSON. AC.2. WHITHAM. L.AC. BALCE.	
AC.2. FAWCETT. L.AC. HORRY. AC.2. SMITH, R. 3016. Sgt. PETTS. Sgt. LAWSON. Sgt. ROBERTSON. AC.2. WHITHAM. L.AC. BALCH.	
L.AC. HORRY. AC.2. SMITH, R. 3016. Sgt. PETTS. Sgt. LAWSON. Sgt. ROBERTSON. AC.2. WHITHAM. L.AC. BALCH.	
AC.2. SMITH, R. 3016. Sgt. PETTS. Sgt. LAWSON. Sgt. ROBERTSON. AC.2. WHITHAM. L.AC. BALCE.	
Sgt. PETTS. Sgt. LAWSON. Sgt. ROBERTSON. AC.2. WHITHAM. L.AC. BALCH.	
Sgt. LAWSON. Sgt. ROBERTSON. AC.2. WHITHAM. L.AC. BALCH.	
Sgt. LAWSON. Sgt. ROBERTSON. AC. 2. WHITHAM. L.AC. BALCH.	
Sgt. ROBERTSON. AC. 2. WHITHAM. L.AC. BALCH.	
AC.2. WHITHAM. L.AC. RALCH.	
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Appendix

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Aircraft pe and No.	4.	Crew.	Duty.	Time Up.	Time Down.	1.5	· .	F	Remarks.				Refe	rences.
.3014.	s/Ldr.	JARMAN.		1010	1314.	Special	вwеер о	ver area	Lat. 53	o N. Lon	z. 20 E	•		
	Set.	RAMSHAW.				to Lat.	550 201	N. Long	. 1º E.	to WHLLS	to BAS	SE.		â
	Sgt.	WATSON.				Nothina	of impo	rtance w	as repor	ted.				
	L.AC.	O'NEILL.												
	P/0.	MCINTYRE.				1				• .	_			
	AC.2.	COWHLL.												-
.3016•	Sgt.	PETTS.		1010	259					· · · · · · · · · · · · · · · · · · ·				
.00 .00	Sgt.	LAWSON.			200									
·	Sgt.	RORERTSON.			1			· .						L.:
	AC.2.	WHITHAM.					1			e viene				:
	L.AC.	BALCH.		7									1	
	ÁC.Ż.	fraser.					1 to 1							
2982	P/0.	HEATHCOTE.		1,010	1300.	_			ţ,					
	Sgt.	WOOD.												
	Sgt.	ROSERILLY.	ı .			1.				e e e e e e e e e e e e e e e e e e e			. Hat had	
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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.		Remarks.		References
N. 3017.	F/O. MACRAE.		10100	1310	Se rever			
	P/O. PRITCHARD.			-				
	Sgt. MURPHY.							
	AC2. FAWCETT.							
	L.AC. HORRY.							
	AC.2. SMITH, TR.						2000年,李明·李	N. Carlotte
						*. * 1		
	49,000		, and					
N. 2981.	Sgt. PURDY.		1010"	1314.				
S	sgt. KITSON.			-\	· · .			
	Sgt. BETTS.						*	
:	AC.1. GANNON.			- 10	1			
	Cpl. WARE.							
d #	L.AC. PETERS.		-					
	H.AO. FELENS.							
N.3018.	F/O. BAMFORD.		1010	י314.				
	P/O. ARNOLD.		1			•		
	sgt. BRADFORD.							
* * *	AC.1. COSTAIN.							
	L.AC. GRATTON.							
	AC.2. COOPER.				-			
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Appendix.....

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Aircraft		Crew.	Duty.	Time Up.	Time Down.		1.		Remai	ks.	;				References.
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3015.	,			, , ,			1.1								1
		WANKLYN.		1 1 1		t.e 55° 2	25' N.	(Lat)	to 1° 2	5' E. I	iong. t	o WELLS	to		
	Sgt.	TURNER.				BASE.	Noth	ing of	importa	nce wa	repor	ted.			
	L.AC.	NICHOLLS.								. :	, i .				
	AC.2.	PATTERSON.							1		1				
	P/0.	THIMBL ETHORPE								- 1	1				
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	- /o	munan'			3435										
2942.		TURNER.	•	1005	1,415					1			ha di	•	-:
-	P/0.	GRAIGEN.							The state of the s						
	Sgt.	ROGERS.											N.		
	RAC.2.	POWIS.		,			İ					gar Tale			3. 1
	AC.2.	WHITTLE.													
	AC.2.	GIBB.				÷.									
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2090		BUCKLEY.										*			2
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	Sgt.	SEYMOUR.		.											
		JOWETT.									I				1
	•	KELSALL.			1						,				
	AC.2.	LISTER.				1	1						\		, a
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 ${\bf Appendix}....$

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Aircraft ype and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.		References.
.2897.	Sgt. BOWEN.		10'0	1345. XXXX	Special sweep over area Corridoor C to		
	Sgt. BALMER.				Long. 2° E. to 55° 20' N. (lat) 1° E.	(long).	
	Sgt. AITCHISON.				to WELLS to BASE.		
	AC.1. RICKETTS.				Nothing of importance occurred.		
	L.AC. LAMB.						
	AC.1. WILKIN.			1			
	G & 3 D:14000V		1010	1345.			
2520.	s/Ldr. PEACOCK. P/O. LAMBERT.			1040.			
	Sgt. HARGRAVE.						
	L.AC. GRIFFITHS.			, t	•		
	P/O. TOZER.						
	Sgt. KIRCHER.	-					
.2523.	F/O. SMALLEY.		1010	1.3 4 5			
	F/O. POULTNEY.			- *			
	Sgt. SMITH.						
	AC.1. TAYLOR.						
			1.			1	

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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.

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.
	1940.		OPERATIONS.	
ONINGTON.	1/3.	0950.	6ix aircraft took off for Special Sweep.	
		1245.	All aircraft returned. For detailed crews and machined see relevant F.541.	
			Form B.86 received	
e k		1845.	Two aircraft took off for operations in accordance with Ferm B.86.	App. C14.
•	2/3.	0204.	One aircraft landed at Honington.	
	2/0.	0230.	One aircraft forced landed at UPWOOD through inability to obtain H/F bearings.	
- 1			For full report and detail see relevant Form 541.	
+ (*			標準 사람들은 하는 사람들이 가장 하는 사람들이 되었다. 그는 사람들이 가장 가장 가장 하는 사람들이 되었다.	
t de		ŀ	WEATHER.	
			Surface Wind N.E. to E. 15 - 25 mph.	
			Weather: mainly fair but cloudy early and later during day.	
• •			Gloud: 10/10 at 200' at first, clearing from 0500 until 1800 and then	
		1	9/10 to 10/10 at 500 to 1200 feet.	
			VISIBILATY: Mainly 4-12 miles.	
1.0				
ONINGTON.	2/3.		Nothing of importance occurred.	
Juluaton.	270.		WEATHER.	
		ľ		
			Surface Wind: N.E. to E. 10 to 20 mph.	
	*		Weather : Mainly fair.	
			Visibility : Six miles:	
	1			
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Place.	Date.	Time.	Summary of Events. References to ' Appendices.
HONINGTON.	3/3.		Nothing of importance occurred.
· .		- 1	WEATHER.
	;		Surface Wind: Light variable.
		. 1	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.
			rloud : mo 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: E.W. 10-25 mpli.
			weather : Some snow showers in the evening.
•			Cloud: Variable above 2000' falling to 1000 in snow.
			Visibility : 2-12 miles.
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1			그리아 들어 보다 그 사람들은 중에 가는 사람들이 되었다는 생활을 모대했다. 모든
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OPERATIONS RECORD BOOK

of (Unit or Formation).

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. 9 SQUADRON.

R.A.F. Form 540

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

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	6/3		OPERATIONS.	
		1 m .1 m	3 Group Form B.88 received.	App. C35 .
		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.	• • • • • • • • • • • • • • • • • • • •
	٠,	and the	WEATHER	
	1.	32	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.	Š.
HONINGTON.	7/3.		Amendment to 3 Group operation instruction No. 22 received.	
~ =			WEATHER. Surface Wind: W.to N.W. 5-10 mph.	
		1	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	APPENOIX. F.8
			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.	
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Place.	Date.	Time.	Summary of Events.	References to Appendices.
		į į	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.	
	- T.		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.	
				py tala
HONINGTON.	9/3.		TRAINTILE. Bombing and Air Firing practise carried out at Berners Heath.	
			OPERATIONS. : NO. 3 Group operation order No. 85 received.	
÷			PERSONNAL. F/O. C.R.C. HOWLETT, and Sgt. H.E. WOOD proceeded R.A. J. FARNBOROUGH. for	
	1		oxygen course.	App. E5.
			WEATHER: Wind: W. to S.W. 5/15 mph.	
			Weather: Fair becoming cloudy with continuous rain after 1800 hours.	rain gan
			Cloud: 8/10 to 10/10 at 1000 to 2000 feet.	#**
			Visibility: Mainly 3-6 miles.	
		All Artist		
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See instructions for use of this form in K.R. and A.O.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

R.A.F. Form 540

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

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	10/3.		PERSONNEL.	4
		1	F/LT. J.W. FORDHAM. proceeded R.A.F. BOSCOMBE DOWN For V.H.F. Course.	App. F5.
		٠.	WEATHER. Surface Wind: W. to S.W. less than 10 miles per hour.	
	1 de 1 de 1 de 1 de 1 de 1 de 1 de 1 de	÷	Weather : Continuous slight rain till 0800 hours, then fair.	
			Cloud · · · : 10/10 atb2000 feet, at first then breaking to NIL at 1600 then	. / - 5
			increasing to 10/10 at 3000' by 2300 hours.	
			Visibility: 2000-4000 yds, improving to 6 miles at 1500 hrs. falling to 400yds	later.
HONINGTON.	11/3.		nothing or importance occurred.	
			WEATHER. Surface wind: S-7 5-15 mph.	
		1	Gloud : Variable with rain between, 1100 and 1400 hours,	
	-		Visibility : 2-6 miles.	
HONINGTON.	12/3.		PERSONNEL. P/O. G.W. NICHOLSON and F/LT. HIVETT-CARNAC posted to the Squadron from R.A.F.	
			Station, STRADISHALL.	app. ED.
			WEATHER. Surface Wind. S. to S.W. 5 mph. increasing to 1520 mph, gusty in evening	3 .
			Weather: Fair becoming cloudy and slight rain later in day.	
			Cloud r Variable becoming 10/10 at 1000 feet after mid-day.	
•			Visibility: Mainly 2-4 miles.	
•	7 .			
				6



Place.	Date.	Time.	Summary of Events.	References to Appendices
HONINGTON.	13 2/3		OPERATIONAL TRAINING.	•
. *4			1010 hours. 3 aircraft took off for Special Sweep.	
· · · · · · · · · · · · · · · · · · ·		1350.	All aircraft returned week Fel evant Fuetl-for details.	4.1.
e je i je i je i je i je i je i je i je			OPERATION INSTRUCTIONS CICHE CAR A CO. 18-	
			No. 3 Group Operation Mattruction No. 24 received.	
#.e	-		No. 3 Group Operation Instruction No. 25 received.	
	A work of the first		METHER. MIN and PAT. KIVETT-CARIAC posted to the Statement of the	
			Surface Wind: S.W. 10 mph. Veering N. towards mid-day, falling to 5mph.	
	=	ŀ	Weather : Mainly overcast almost continuous slight tain 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.	
ONINGTON'.	14/3	-	OPERATIONAL INSTRUCTIONS:	
ONTINGTON.	TEX D		No. 3 Group Operation Order No. EXT. received. 100 100 100 100 100 100 100 100 100 10	
			DEPCONNET	
				App. If
				App. E.
			Surface Wind: N.E. 5-15 mph. backing to W. in evening.	
	1		Weather : Continuous snow till midday, occasional showers later.	•
	1		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.	
				ماده د ۲ سول

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

Place.	Date.	Time.	Simmary of Events.	References to Appendices.
HONINGTON.	15/3		OPERATIONS.	
		1012	Three aircraft took off in accordance with No. 3 Group Operation Order EM. 7.	App. C.W.
		1550. 1432.	All aircraft returned. For details, Crews and machines see relevant F. 541. Three aircraft carried out Special Sweep.	
Walter Commence		1815.	All aircraft returned. For details, Crews and machines see relevant F.541.	
enger av green det en			WEATHER.	
			Surface Wind: N-NW. 5-10 mph.	- raga a da a ch.
		-	Weather : Mairly cloudy.	
	'		Cloud : 7/10-10/10 at 2000-4000 feet.	
			Visibility : Mainly 24 miles. were quarted pare sour	
. 4.			name and the comme of the man and and	
HONINGTON.	16/3	1915-2	BOO: TRAINING.	- 7l.s
មួនទៅការប្រា ំ	T~'		Night Tying carried out in accordance with Appendix B.11	App. P. 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 farst, Variable. 1/10-5/10 at 3000-3000 feet from middly	
		1-1	to evening. Then 10/10 falling to 1800 feet.	
	100	1	Visibility : Mainly 4-6 miles deteriorating to 2 miles in evening.	
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San San San San San San San San San San		1	
Place.	Date.	Time.	Summary of Events. References to Appendices.
HONINGTON.	17/3		Nothing of importance occurred.
	. 101		WRATTION.
	1.	4	Surface Wind: SE'ly 10-15 mph.
			Weather : Overcust with continuous rain until mid-afternoon, and rain and fog
2			Gloud : 10/10 大東京 Front at first lowering to 800 feet, Sky, obscured
		1	Vielbility : 2-4 mile deteriorating to 500 yards in late evening.
HONINGTON.	18/3	-31 -31	Nothing of importance occurred.
			Surface Wind: SSI veering SSW mainly 10-15 mph.
er en en en en en en en en en en en en en		Į.	Weather : Mainly overcast. Rain during late norming until hidday and also
	****		between 1800 and 2000 hours.
		1	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.
			The compact of the control of the co
EONINGTON.	19/3	4 4	OPERATIONAL TRAINING. One program years.
i		1019.	Six aircraft took off for Special Specep.
		1305.	All aircraft letumes. See relevant F. 541.
			Surface Wind: Mainly SW'ly 10-15 mph. at first increasing to 35 mph. and reaching
	** ;	l;	gale force in gusts. 20 mph. in evening.
-			Weather : Fair ir cloudy. Heavy showers from midday until evening.
			Cloud: Variable mounts. 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.

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

notes in R.A.F. Pocket	Book.	· · · · · ·	of (Unit or Formation)		References
Place.	Date.	Time.	9 00.11h 4 4.02minist 2 0. Transc		Appendices.
HONINGTON.	20/3		OPERATIONS.	anantian E B	05 4mm C
	21/3	1900 0139.	Two aircraft took off for operations in accordance with No. 3 Group One aircraft returned. OR56 hours remaining aircraft returned.	o operation r.b.	50. App.0
			See relevant F.541 for detailed report.		
			WEATHER. Surface Wind: WSW: 715-25 mph. with stronger gusts.		
			Surface Wind: Wow House he was surface Weather : Occasional showers.		
		Ir.	Cloud : Nil to 8/10 at 2000-4000 feet. Vicibility : 6-12 miles.		
			the last of his out to		
юйтиелои.	21/3		OPERATIONS. See our upone hyper	т н o7•	App. C.
	· ·	1920	Two aircraft took off on operations in accordance with No. 3 Group	r. • D. • D.	
	22/3	0135	One aircraft returned. 0221 hours remaining aircraft returned.		
			WEATHER. : Little gonital in bounted to you out the		
	1		Wawface Wind: WSW, 10-20, mph.	f area in	
			Weather : Slight rain and drizzle spreading to Southern half o morning and later to Worthern half.		-
	1		Cloud : 5/10 to 9/10 above 3000 feet but 8/10 to 10/10 at 60		
		, i	Visibility : 42-8 miles but I mile at times in drizzle and less in	occasional for	5
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·					References
Place.	Date.	Time.	Summary of Events.		to Appendices
HOMINGTON.	20/3 20/3	. (CITALITICAS.		
		0700	Six aircraft Stood By at one hours notice for Coastal Duties in accordance	e with	
			No. 3 Group instructions, For I male by 31 or in		
		1500	Squadron Stood down to any mean poor to a president with the state of the squadron stood down to any mean poor to a president and the squadron stood down to any mean poor to a president and the squadron stood down to any mean poor to a president and the squadron stood down to any mean poor to a president and the squadron stood down to any mean poor to a president and the squadron stood down to any mean poor to a president and the squadron stood down to any mean and the squadron stood down to any mean and the squadron stood down to any mean and the squadron stood down to any mean and the squadron stood down to a sq		
			WEATHER. Surface Wind: SW - W. 15 mph. early, becoming light.		
			weather : Mainly fair, some light firizzl in late atternoon.		a particular and the second se
	-		Cloud . : Fine early, becoming 10/10 at 3000-5000 feet.		
		-	Visibility : Good. The sec ared bepone.		
HONINGTON.	23/3		TRAINING. Squadron carried out Night Flying and Bombing and Air Firing at Berners l	leath.	
		1900			App. B.12.
k, ·			in accordance with app. B.R.		
		-	WEATHER.: Surface Wind: SW. 5-10mph.		•
			20 - Maria M		
F.			Cloud: 9/10-16/10 at 2000-4000 feet, with breaks after middley. Visibility: 2-4 miles.		
HOMINGTON.	24/3.		OPERATIONS.		
ECHINOZCI			No. 3 Group open spicing order F. B. 100 received.		
			F/LT. FORDHAM returned from BOSCOMBE DOWN. (App. F.7.).		App. F.M.
			WEATHER.		
			Surface Wind: W. becoming S. after 1700 hours.		
			Weather : Mainly fair.		
• • • • • • • • • • • • • • • • • • • •			Gloud : Mainly 9/10 to 10/10 at 2000 to 3000 feet, rising to 5000	feet	
			towards midhight. 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 midhight. Visibility: 6-10 miles.

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of (Unit or Formation)...

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

NO. 9 SQUADRON.

R.A.F. Form 540

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

Place.	Date.	Time.	Summary of Events.	Reference to Appendice
NINGTON.	25/3		OPERATIONS.	
		1.87 ()	Headquarters No. 3 Group F. B. 101. received.	1.
•			Eight aircraft were detailed to carry out recommaisance and Nickels Operations,	
	2		in accordance with No. 3 Group Form B,101.	C.19.
		1915	Tight aircraft took off in pairs at ten minute intervals and all, with the	€.(4 .
			exception of aircraft N. 3016, had taken off by 1953 when weather conditions	
-		1	deteriorated, and the aircraft were recalled.	
	-	2017-2	045 All aircraft received the "Return To Base" and acted upon it and landed	
ransas ·			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.	
		400	Visibility : Mainly 4-6 miles.	
	.			
AINGTON.	26/3		Nothing of importance occurred.	
	,	11	WEATHER.	
			Surface Wind: N'ly 10/20 mph.	1
			Weather : Continuous rain from 0400 hours to 1800 hours.	
			Cloud: 10/10 hairly at 500 feet.	
17 3			Visibility : Myinly 2000-4000 yards.	[=
1	1	. [France and a first second second from the first second from the fi	ာ



-	Place.	Date.	Time.	Summary of Events.	References to Appendices
HON	INGTON.	27/3		OPERATIONS.	
		198	0-2000	Two aircraft carried out reconnaisance over Cermany 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.	i signa
	i eMar	o 14	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 guets.	
	4.	1 -		Cloud: Variable 4/10-10/10 mainly at 3000-4000 feet.	
				Visibility : Mainly 6-12 miles.	
				and the control of th	
. H O!	NINCTON.	28/3		Nothing of importance occurred.	
		17	1	WEATHER. Surface Wind: N.W'ly 15-25 mph, falling to light after 1800 hours.	
				Weather : Fine.	
		* 1		Cloud : Variable, 2/10-8/10 et 2000-4000 feet, clearing after dark.	
			F	Visibility : Mainly 6-12 miles.	\$ 100
HO	илкетои.	29/3		STAND-BY.	Janes Janes
			0800	Six aircraft from Mo. 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	
	4.4			issued for fleeting targets, in accordance with Mo. 3 Group Operation Instruction	
	• * •			No. 31 datad 33/12/39.	
	The second second		1806.	Squadron Stood-Down.	
				WEATHER. See next sheet.	

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HOLO SULDRON.

R.A.F. Form 540

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

of (Unit or Formation) ... Summary of Events. Time. Date. Place. Appendice 29/3 HONINGTON. WEATHER. Surface Wind: W. 2-5 mph., backing to S. 20-30 mph. from 0800 hours. : Fair until 0800 hours, then becoming cloudy with rain and drizzle Weather from 1400 hours onwards. : Wo.low cloud until 1300 hours then 6/10-10/10 until end of period. Cloud : 2-6 miles. Visibility 30/3. Nothing of importance occurred. HONINGTON. WEATHER. Surface Wind: W'ly 20-35 mph, backing to 5 mph, after 1800 hours. : Drizzle and rain at first, becoming cloudy and then fair from noon onwards . Weather : 10/10 at 600 feet at first, gradually decreasing to Mil from 1600 hrs. **∪**loud Visibility: 2000 yards in rain, then 4-6 miles generally. 31/3. Nothing of importance occurred. HONINGTON. WE'ATHER. 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. : Nil at first then variable 3/10-10/10 at 2000-4000 feet. Cloud Visibility: 2 miles at first becoming 6 miles during late morning but 4 miles after midday.

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Appendix

R.A.F. FORM 541.

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DETAIL OF WORK CARRIED OUT.

Aircraft ype and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
Well ington	F/O. SMALLEY.		1845	0230	Aircraft took off for Nickels Operations over LUBECK	
I.A.	F/O. LAMBERT.		1		in accordance with No. 3 Group Form B.86.	App. C.14.
2.2523.	Sgt. HARGRAVE.				For detailed report see attached Appendix D.1.	App. D.1.
	L.AC. GRIFFITHS.				Aircraft forced landed at UPWOOD and returned 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.	* P			in accordance with No. 3 Group Operation Form B.86.	App. C.14.
	Sgt. SMITH.		1		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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I.A. P.	7/0. BAMFORD 7/0. ARNOLD.	•		1810			
E.3 018.					2314	Aircraft took off for Nickels Operations in accordance	
	c+ BBADEOB	1				with No. 3 Group Form B.88.	App. C.15.
L.	Arte Duranton	D.				For detailed report see attached Appendix D.2.	App. D.2.
	AC. COSTAIN	• •				NICKELS: EM.306. (23 packets).	
	AC. GPATTON	1		. ' 			
AC.	.2. COOPEP.		j				
P.9231. S/I	Ldr. JARMAN				-		
Sgt				1810	0015.	Africant took off for Nickels Operations in accordance	
Sgt		i		I		with No. 3 Group Form B.88. For detailed report see attached Appendix D.2.	App. C.15.
L.A				ı	' ' '	NICKE'S: E2.306. (83 packets).	App. D.2.
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1	.2. COWELL						
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(806) Wt. 16262-715 18,000 7/38 T.S. 700 (1431 806) Wt. 19786-2038 15,000 11/38 T.S. 700

Appendix

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Aircraft Fype and No.	Cr	œw.	Duty.	Time Up.	Time Down.		
WELL INGTON	I.A.						
	a t a w				1		
N.2942.	•	ARWOOD-ELTO) eN .	1010	1354		
	F/0. T	-	-			with No. 3 Group Operations Instruction No. 21.	
	Sgt. RC	OGERS.				Area: N.53° E.2° to N.55° E.1°	
	AC.2. PC	owis.				No bombs were carried. Nothing of importance was	
	AC.2. WE	HITTLE	1			reported.	÷
	AC.2. G	IBB.	1		٠.		
							,
P.2520.	Sgt. L	CEKE.		1010	1201		
	Sgt. BU	JCKLEY.	,-				
	Sgt. SH						
	AC.2. JC						
					-		7
* *	AC.2. KE		-				
	AC.2. L1	ISTER.					
N. 2897.	Sgt. BO	WEN.		1010	1254		
	F/Lt. HU	ISH. (Med)					
	Sgt. BA	LMER.					
	Sgt. Al	TCHISON.					
	AC.2. RI	CKETTS.					
	L.AC. LA	.1		,	3		
	L.AC. WI						•
	7						
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1 2 3 4 5 6 Reference:- AIR 27 125

(8a6) Wt. 16363—715 18,000 7/38 T.S. 700 (1431 8a6) Wt. 29786—2038 15,000 11/38 T.S. 700

Appendix

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks. References.
VELL INGTON	. I.A.				
P.9232.	s/Ldr. PEACOCK.		1012	1550	Aircraft carried out Operations as detailed by No. 3 Group
	F/O. LAMBERT.				Operation Order No. EX. 7. App. C.16.
	Sgt. HARGRAVE.				Area: N.56°30' to W.00° 30' to N.56.30' to 01.20' E.
· ,	L.AC. GRIFFITHS.				to N.52°20' to 01.20' E. to N.55°20' to W.00°30'
	Sgt. KIRCHER.	,			For detailed report see Appendix D.3. App. D.3.
	AC.2. READ.				
.2523.	F/O. SMALLEY.		1012.	1550.	
	Sgt. WOOD.				
	Sgt. SMITH. L.AC. GIBSON.	j			
	L.AC. MUSHAM.				
	AC.1. TAYLOR.	1			
.2897.	Sgt. BOWEN.		1013	1550.	
	Sgt. BALMER.				
	Sgt. AlTCHISON. AC.1. RICKETTS.				
	L.AC. LAMB.				
	L.AC. WILKIN.				
j.		1			

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Appendix.....

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

	.15./3/40 tol815hrs	19/.3	· · · · ·	7	o98qua	AGE ON					100), OI]	pages u	seu 101	day	
$\begin{array}{c} {\rm Aircraft} \\ {\rm Type \ and \ No.} \end{array}$	Crew.	Duty.	Time Up.	Time Down.				Rei	narks.						Refe	rences.
ELL INGTON	s/L. Jarman.		1432	1815.	Airoraf	t carrie	d out S	pecia	l Swee	p i n	a.ccord	enoe	witl	1		
1A.	SGT. RANSHAW.				No. 3 G	roup Ope	ration	Inst	uction	s No	. 21.					
P.9231.	SGT. WATSON.			-		s were c										
	L.A.C. O'NEILL.					of impo						- 5			4 4	
	P/O. ECINTYRE.	-	1	:	Area:	N.56.30'	-0030	W. t	o 56 ⁰	O'IN.	01020	E.	to			
	A.C. COWELL.	1				N.55.20'	01020'	E. t	0 5502	0'n.	00030	w.		\$		
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		İ					1			-				in it	-	
.2981.	SGT. PETTS.		1432.	1815.		7	. 1									
ť.ď	SGT. ROBARTSON.	` .		,							1		: M			
			1						į							
	A.C. WHITHAM.						1		+ 4							
	L.A.C. BALCH.		İ			_	1		1						1	.
1 4 .	A.C. FRASER.		1													
				1			٠									
2964.	P/O. HEATHCOTE.		1432.	1815.	٠,											
	SET, DOUGLAS.										- 1				_	1
l e	SGT. ROSEKILLY.		1		. [- 11 -		
	A.C. FAWCETT.					-										
	L.A.C. WILLIAMS.			[•											
	L.A.C. HORRY.			-	1									A. A		*
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(\$06) Wt. 16162—715 18,000 7/38 T.S. 700 (1431—506) Wt. 29786—2038 15,000 11/38 T.S. 700

Appendix.....

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

P/O. WARKINE. SGT. TURNER. L.A.C. BICHOLLS. A.Q. PATTERSOB. P/O. THIMELSTRORPE. 1019. 1505. F/O. GRAIGEN. SGT. NOGERS. A.C. POWIS. A.C. WHITTLE. A.C. GIEB. N.SSSS. SGT. BUCKLEY. SGT. RITCHIN. SGT. SEYMOUR. A.C. KEISAL. A.C. LISTER.	References.	R								<u>; </u>	narks	Rer							Time Down.	Time Up.	Duty.		Crew.	Aircraft Type and No.
IA. W/Cadr. Nokes. P/L. FORDHAM. P/Q. WANKLYN. SUT. TURBER. L.A.C. PATTERSOB. P/O. TRINELSTRORPS. N.SE42. F/O. TURNER. SOT. NOGERS. A.G. POWIS. A.G. WHITLE. A.G. GIBB. N.SE98. SOT. BUCKLEY. SOT. STYCOUR. A.G. KELSAL. A.C. LISTER. A.C. LISTER. A.C. LISTER. No. S Group Operation Instructions No. 21. No bombs were carried. No bombs were carried. No bombs were carried. No bombs were carried. No bombs were carried. No bombs were carried. No bombs were carried. No bombs were carried. No bombs were carried. Area: 53°00' N. 02°30' E. to 54°00'N. 02°05' E. Area: 53°00' N. 02°30' E. to 54°00' N. 02°05' E. Area: 53°00' N. 02°30' E. to 54°00' N. 02°05' E. Area: 53°00' N. 02°05' E. Area: 53°00' N. 02°05' E. Area: 53°00' N. 02°05' E. Area: 53°00' N. 02°05' E. Area: 53°00' N. 02°05' E. Area: 53°00' N. 02°05' E. Area: 53°00' N. 02°05' E. Area: 53°00' N. 02°05' E. Area: 53°00' N. 02°05' E. Area: 53°00' N. 02°05' E. Area: 53°00' N. 02°05' E. Area: 53°00' N. 02°05' E. Area: 53°00' N. 02°05' E. Area: 53°00' N. 02°05' E. Area				,			-		:					i		Ţ., '								TET T. TEGGYNN
H. 3016. F/L. FORDHAM. P/O. WARKLIN. SGT. TURNER. L.A.O. BICHOLLS. A.Q. PATTERSOB. P/O. THINELSTEORPE. B. 53°00' N. 03°30' E. to 54°00'N. 03°05' E. L. SCH. B. C. POWIS. A.C. POWIS. A.C. POWIS. A.C. WHITLE. A.C. GIBB. N. 6898. SGT. BUCKLEY. SGT. SETMOUR. A.G. JOWEST. A.G. KLISAL. A.G. LISTER.	a desir	1	3	1th	10 W	lenc													305.	1019,	-		9-4-5 T. R	
P/Q. WANKLYB. SGT. TURBER. L.A.C. BICHOLLS. A.Q. PATTEBSOB. P/O. THINELSTHORPE. 1019. 1305. F/O. CRAIGEN. SGT. NOGERS. A.C. POWIS. A.C. WHITLE. A.G. GIBE. R.SESS. SOT. BUCKLEY. SOT. RITCHIS. SGT. STROUR. A.G. KEISALL. A.G. LISTER.							1.	. 8	No	ons	ict:	lotr	in I	rat:	Opi	roup	3 (No.		4 .			ndr. Nokes.	
P/Q. WANKLYE. SET. THREER. L.A.C. BICHOLLS. A.Q. PATTEBSOB. P/O. THINELSTHORPE. 1019. 1305. F/O, GRAIGES. A.C. POWIS. A.C. WHITLE. A.O. GIBB. B.SSSE. SET. BUCKLEY. SOT. RITCHIE. SOT. SETMOUR. A.G. JOHNT. A.G. KEISALL. A.G. LISTER.				,						ted	apor	is r	30 Y	rta	1mp	of	hin	Not				. :	. Fordham.	N. 3016.
SGT. TURNER. L.A.C. BICHOLLS. A.C. PATTEBROE. P/O. THINELSTRORPE. N.SE42. F/O. TURNER. F/O. GRAIGEN. SGT. NOGERS. A.C. POWIS. A.C. WHITTLE. A.C. GIPB. N.SESS. SGT. BUCKLEY. SGT. RITCHIE. SGT. SETMOUR. A.C. JOHSTT. A.C. KELSALL. A.G. LISTER.									•		-								1 1				. WANKLYN.	I
L.A.C. BICHOLLS. A.Q. PATTEBOOE. P/O. THINELSTHORPE. N.SE42. F/O. TURNER. JOIG. 1305. F/O. GRAIGNE. SOT. NOGERS. A.C. POWIS. A.C. GIBB. N.SES8. SOT. BUCKLEY. SOT. RITCHIN. SOT. SETHOUR. A.G. JOHNT. A.G. JOHNT. A.G. LISTER.					ē.	5 F	500	0	o'n	54 ⁰ 0	to	E.	030	i. Of	01	53 00	a:	Are			-			
A.Q. PATTEBSOB. P/O. THINK STHORPE. B. SE 42. F/O. TURNER. F/O. GRAIGEN. SOT. ROGERS. A.C. POWIS. A.C. WHITTLE. A.C. GIBB. N. SESS. SOT. BUCKLEY. SOT. RITCHIE. SOT. SEYHOUR. A.G. JOWSTT. A.C. KELSALL. A.C. LISTER.									·	_		_					_				·	9.	36 C. C. C. C. C. C. C. C. C. C. C. C. C.	
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B.SE42. F/O. TURNER. 1019. 1305. F/O. GRAIGEN. SGT. NOGERS. A.C. FOWIS. A.C. WHITLE. A.C. GIBB. N.GESE. SOT. BUCKLEY. SGT. RITCHIE. SGT. SETRIOUR. A.G. JOHNT. A.C. KELSALL. A.O. LISTER.														1										
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F/O. GRAIGEM. SQT. NOGERS. A.C. FOWLS. A.C. WHITTLE. A.O. GIBB. N. SESS. SQT. BUCKLEY. SQT. RITCHIE. SQT. SEYROUR. A.G. JOHNT. A.C. KELSAL. A.C. LISTER.	· 1 3			, "u	- 145. - 155.																	,		
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A.C. GIBB. N. SSSS. SOT. BUCKLEY. SGT. RITCHIE. SGT. SEYMOUR. A.G. JOHNTT. A.C. KELSAL. A.C. LISTER.	a - 1 - 1																					v	POW15.	A
N. 9898. SOT. BUCKLEY. SGT. RITCHIE. SGT. SEYMOUR. A.G. JOHNTT. A.O. KELSAL. A.O. LISTER.	1		1			4)									*	1.5		Į.			: [_	. WHITTLE.	A
N. SEGE. SOT. BUCKLEY. SGT. RITCHIE. SGT. SETKOUR. A.G. JOHSTT. A.G. KELSAL. A.C. LISTER.				eriya. Seriya		7.		•						•		1.						.		
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SOT. SETHOUR. A.G. JOWETT. A.G. KELSALL. A.G. LISTER.				w.Y											. ;								+ 2020 to 1	
A.G. JOUNT. A.G. KEISAL. A.G. LISTER.										1.													KITUHIN.	
A.O. LISTER.					7														. 1				SEYMOUR.	S
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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks. References:
WALL INGTO	s/L. Jarman.		1019	1,508.	
MK.1A.	SGT. RANSHAW.		ļ	t þ	with No. 3 Group Operation Instructions No. 21.
N.2981.	SGT. WATSON.			[·]	Nothing of importance was reported.
	L.A.G.O'NEILL.				
	P/O. MCINTYBE.				
	A.C. COWNLL.				
,,	COM TOWNS		1019.	1305.	
N. 3016.	șcț. Petts		70.10.	1000	
	SGT. LAWSON.	1.		,	
	SGT. ROBERTSON.		1	1 : -	
	A.C. WHITHAM.			. ,	
	L.A.C. BAICH.				[1] - [경기 : 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
*	A.C. FRASER.				[10] [10] 그 아이는 아이는 아이를 되었다고 하다
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e e e e			1		
N. 2984.	P/O. HEATHQOTE.		1010.	1305.	
	SOT. DOUGLAS.				
	SOT. ROSEKILLY.		1.		
	A.C. FAWGETT.			•	
ting the second	L.A.C. WILLIAMS.				
	L.A.C. HORKY.	- 1		1" 1	
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Appendix

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

Aircraft ype and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.		References.
ellin e ton.	F/O. KIRBY-GREEN.		1900	0256	Aircraft carried out Operations in accordance	with	
lA.	P/O. HILLIER.				No. 3 Group Operation Order B.95.		App. C.17.
N.3018.	SGT. HUNTLEY. A.C. LYONS.				For detailed report see appendix D.4.		Arr. D. 4.
	A.C. MOFFETT.				NICKELS. : 12 pkts. of EHWB.10.		
	A.C. CLAYES.				5 pkts. of EH. 306.		
v 0007	COM POWER		1900.	0139.	Aircraft carried out Operations in accordance	∍ with	App. C.17.
N.2897.	SGT. BOWEN. F/. HUISH (MED).		1500.	0100.	No. 3 Group Operation Order R.95.		
4	SGT. BALMER.				For detailed report see appendix D.4.		a serve A serve
	SGT. AITCHISON.				NICKELS.: 12 pkts. of EHWB. 10.		
	A.C. RICKETTS. L.A.C. LAMB.				5 pkts. of EH. 306.		
	L.A.C. WILKIN.						
			: -				

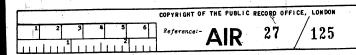
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Appendix

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

e and No.	Duty.	Time Up.	Time Down.	Remarks.		Refere	ences.
LLINGTON S/. PEACOCK.		1930.	0221.	Aircraft carried out Operations in accordance	with		
1A, F/O. LAMBERT.				No. 3 Group Operation Order Form B.97:		App. (C.18
9252. SGT. HARGRAVE.				For detailed report see appendix D. 5.		App.	D.5.
L.A.C. GRIFFITHS.			L "	NICKALS. : 2 packets of H.			
SGT. KIRCHER.		-		15 parkets of EH.306.			
A.C. READ.							*
. 2942. F/O. TURNER.		1930.	0135.	Aircraft carried out Operations in accordance	with		
F/O. CRAIGEN.				No. 3 Group Operation Order Fomm B.97.			
SGT. ROGERS.				For detailed reporty see Appendix D.5.			
A.C. POWIS.				NICKELS : 3 packets of H.			
A.C. WHITTLE. A.C. GIBB.				14 packet 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 19.15 hrs 2	i/3/.40 to0225hrs26	i/.3,	/. .40.	Ву	No. 9. Squadron.	No. of pages used for day
Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
well ington	F/L.RIVETT-CARNAC	-3	1915	2034.		
lA.	P/O. PRITCHARD.					
P.9231.	SGT. JONES.					
	A.C. OLIVER.		!			
	P/O. ASHTON.		1			
	A.C. SMITH.					
			!			
P. 9239.	S/L. JARMAN.	Δ	1915.	2036.		
	SGT. RAMSHAW.					
	SGI. WATSON.					
	L.A.C. O'NEILL.		i			
	P/O. HOINTYRE.		1			
	A.C. COWELL.					
						. 그 사람들이 보겠다고 보고
N. 2898.	F/L. FORDHAM.		1915.	2040.		
	P/O. WANKLYN.					
	SGT. ROGERS.		1.			
	B.A.C. NICHOLLS.					
	A.C. PATTERSON.					
1.	•					
	P/O. THIMELETHORPE		-		<u> </u>	
	· · · · · · · · ·	:				

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Appendix.....

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

		1 .			10.50	
Aircraft Type and No.	Crew.	Duty.	Time Up. Time Down.	Remarks.		References.
MLL INGTON	SGT. PETTS.	Did	not take of	. Eight aircraft were detailed to carry	out reconnaisance	
14.	SGT. LAWSON.			and Hickel Operations in accordance wit	a No. 3 Group	<u> </u>
. 5016.	SGT. ROBLETSON.			Form B. 101, dated 24th, March. The air	oraft commenced	App. 0.19.
	A.C. WHITHAM.			to take off in pairs at 1915 hours at t	en minute interval:	
	L.A.C. BALCH.			and all had taken off by 1953 hours with	그 그 이 그는 일 소급하셨다." 각	}
	A.C. FRASER.			of N. 3016, Sgt, Petts and Grew, when we		
				deteriorated, and the aircr ift were rec	alled.	
3018.	F/C. BAMFORD.		1915 2017	All sircraft received this message and	they all sated	
	P/O. ARNOLD.			upon it with the exception of P.9228, S		
		-				
8	SGT. BRADFORD.			This aircraft proceeded to the reconnai. RIVER WESER - PETERSHAVER - to HIMDER a		1 7
	A.C. COSTAIN.	* *		the recommaisance. This aircraft lander		
	L.A.C. GRATTON.			on the 26th. March.		
	A.C. COOPER.	1		NICKELS. 3 packets of EH. 307.		
				For more detailed money and attend to		
2964.	P/O. HEATHGOTE.		1915. 2025.	For more decarred report see attached Ar	pendix D.6.	App. D.6.
	SGT. DOUGLAS.					
	SGT. BOSEKILLY.			For remainder of crews see two following	g pages.	
	A.C. PAWCETT.					
	L.A.C. WILLIAMS.					
	A.U.1. FINCH.					-
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-						4
	1.4					

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(806) Wt. 16262-715 18,000 7/58 T.S. 700

Appendix

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Frombrs.	25 / 3 /40 to 255 hrs. 2	6 / 3 /	40.	Ву	No. 9 Squadron.	No. of pages used for day
Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON	SCT. BULL.		1915	2045.		
là.	SGT. KITSON.					
n.2981.	SGT. BETTS.					
	A.C. GENNON. OPL. WARE.			-		
	L.A.C. PETERS.					
P.9228.	SGT. BUCKLEY.		1915.	2045.	And the second s	
	SGT. RITCHIE.					
	SGT. SEYMOUR.					
,	A.C. HJOWETT. A.C. KELSALL.					
	A.C. LISTER.					
						ा । । । । । । । । । । । । । । । । । । ।

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1 2 9 4 5 6 Reference:- AIR 27 125

(806) Wt. 16262-715 18,000 7/38 T.S. 700

Appendix......

R.A.F. FORM 541.

HAM F. WORM ME.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

_{om} 1930 _{hrs} 2	7 / 3 / 40 to 0445hrs. 2	88/3/	40.		O. 9 SQUADRON. No. of pages use	od for day
Aircraft pe and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
ELLINGTON	F/L. RIVETT-CARNAC.		2000	0245	Aircraft undertook a reconnaisance over Germany	
la.	P/O. PRITCHARD.		2000	0.310	on the night of March 27th to 28th in connection	
2.9231.	SGT. JONES.				with No. 3 Group Form B.102 dated 25th. March.	Appendix C.
	A.C. OLIVER.		1		Area: CPRR 5511 to NIENBURG.	
i i	P/O. ASHTON.				At cast of the Coll to Himpones	
	A.C. SMITH.					
2964.	P/O. HEATHCOTE.		1930	0445.	N. W. W. W. W. W. W. W. W. W. W. W. W. W.	
2804.			1930	U445.	Area: NIENBURG to PETERSHAVEN.	
	SGT. DOUGLAS.					
	SGT. ROSEKILLY.					D.7. Appen
	L.A.C. WILLIAMS.				For detailed report see Appendix D.7.	
	L.A.C. HORRY.	•			NICKILS: 3 packets of EH. 307.	
	DEALOS HOMES			1		
				Ì		
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		41.1				

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

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. /

See instructions for use of this form in K.R. and A.C.I., para. 2343, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) 9 SQUADRON.

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

		 		<u></u>	
Place	Date	Time	Summary of Events		References to Appendices
HONINGTON.	pl. 1.		Squadron detachment moved from HONINGTON to LOSSIEMOUTH in acc	ordance with	
HOHINGION	7 - 3, 7 -		instructions received from H. O. 3 Group (See Appendix C.21)		0.21.
en no de la companya de la companya de la companya de la companya de la companya de la companya de la companya			Move undertaken in accordance with No. 9 Squadron Operation Ord	er No. 1.	
	1 1 1		(See Appendix B.13).		B.15. /
	11		1 DOG APPOLICE DE L'ACTOR		
HONINGTON &	8.	. 1			
LOSSIEMOUTH.		g9 .nn .	12 aircraft took off for LOGST MOUTH (See Appendix B.13).		B.13. ✓
		13.00.	All aircraft landed at LOSSIEMOUTH, Wing Operational Headquart	ers was formed,	
			at LOCCIEMOUTH from personnel of R.A.F. Station, HONINGTON und	er the command of	
ı	ľ	'	Group Captain P. HAPPISON. No. 9 Squadron at LOSSIEMOUTH and No	. 115 Squadron at	
	Τ.		KINIOSS formed a Bomber Wing. Each Squadron had a stpength of	12 Wellingtons.	
i in anny arrang			The Wing was intended to operate under the orders of the A.O.C	. In C., Coastal	
•			Commerd against enemy ships and was controlled operationally by		
.			No. 18 Group at DONIBRISTLE.		
		1 .			
		·			
LOSSIEMOUTH.	5.		Instructions received from No. 19 Group to be bombed up and av	ailable by	
		1	07.00 hours on Arril 4th.		
	l				
LOSSIEMOUTH.	4.	10.10.	12 aircraft took off for exercises as detailed by No. 18 Group	(See relevant	
			form 541).		
	1				
LOSSIEMOUTH.	5.	o7.20. Standin	g by and ready to take off at one hour's notace.		
	1.	19.20.	Squadron stood down.		<u></u>
		1			~ ~
LOSSI EMOUTH.		07.00.	Squadron stood by at one hour's notice.		
IN SOLDMOUTH	,	P1	offerent off passed by an one nout a notice.		

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				Page	No. 2.
Place	Date	Time	Summary of Events		References to Appendices
	1841)	[<u>]</u>			
ossiemouth.	Apl. 6.	1	Squadron but back to two hours' notice.		
		19.20.	Squadron stood down.		
· · · · · · · · · · · · · · · · · · ·	1		ک این معرفی به کار کرد و باشد با در در در است. در این این در در این در این در این در این در این در در در در در در معرفی در در در در در در در در در در در در در	00410-	
ossiemouth.	7.	05.25.	Orders received from No. 12 Group for Squadron to stand by for strike	WOT TOU	
		1	from 07.30 hours.		·
		10.43.	Instructions amplified by a message that all available aircraft would		1
• •			to attack a force of one enemy cruiser and six destroyers reported to		
			way in a position about 60 miles from the coast of DENMARK. The execut	tive order	
			to go was issuef at the same time.		
:		11.25	No. 9 Squadron took off in company with 115 Squadron and set course (See	
			relevant form 541).		F
					V. 100 11 11
OSSIEMOUTH.	s.	07.30	Squadron was standing by.		Para di
∵∩ vor triin∩n⊥#•			Squadron brought to absolute readiness.		
		08.30.			l:
		19.00.	Squadron stood down		ļ
		1. 1			
OSSIEMOUTH.	θ.		INTERNATIONAL SITUATION.		
	1	1	The invasion of NORWAY and the occupation of DENMARK by GERMANY broug	of change	1
		1 1	in the known situation in the NORTH SEA and an alteration in the roll		
			IVISKI EMPOTH BOWDOW WITH STATE		
			OPERATIONS.		ļ-
•		07.40.	squadron ordered to change its loading from "B" bombs to 500 lb. "SAP"	bombs.	
			PFP SONNEI.		
			During the night of 8-9th April, 19 Naval Observers joined the Wing f	or Navigatio	nal
			duties in individual aircraft. A few were trained Observers but the m	najority	
			Sub-Lieutenants and Midshipmen and inexperienced in air work. 9 were	located at	
		1.	LOSSIEMOUTH at 10 at KINLOSS.		

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Sub-Lieutenants and M-dsnipmen LOSSIEMOUTH at 10 at KINLOSS.

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R.A.F. Form 540

OPERATIONS RECORD BOOK

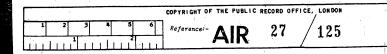
Page No. 3.

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.

of (Unit or Formation) 9 SQUADRON.

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

Place	Date 1940 .	Time	Summary of Events	References to Appendices
		[, [OPERATIONS.	
OSTEWOUTH.	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	
	1.		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 xoonly information from a really reliable source gave out	and the transference of a second
			that two named British cruisers and five destroyers would be in BERGEN at 13.00 ho	urs.
		12.10.	One aircraft took off for reconnaissance (See relevant form 541).	
			그리아 아이들 아이들 아이들 아이들 아이들 아이들 아이들이 아이들 때문에 가는 그 모두 바라를 가는 맛을 잃었다. 그 모든 사람들이	
	1	14.0%.	One aircraft took off flor reconnaissance (See relevant form 541).	
		14.25.	Two aircraft took off for reconnaissance (See relevant form 541).	
	1	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	Ţ.
			places. The crews' reports and photographs taken indicated the position and	
				. 1
			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	1
		15.40.	Two sections from No. 9 Squadron took off (See relevant form 541).	+
.=		21.00	All airxraft returned safely.	
				2
SIEMOUTH.	10/4.	08.00	Squadron stood by at one hour's notice.	~
	1	1.		



Place	Date 1940 .	Time	Summary of Events		References to Appendice	
		24.05	Stand by reduced to "short notice":			
OSSIEMOUTH.	10/4.	14.20	Operation order received giving instructions to attack with all ava	ilable aircraft		
		14.52	operation order received giving institutions to an enemy warship of cruiser or battleship type at anchor near CHRIS	TIANSAND.		
			an enemy warship of cruiser of sassacraft and company with 6 aircraft 11 aircraft from No. 9 Squadron took off in company with 6 aircraft	from 115 Sqdn.		
		15.20				
		15.25	Information received that aircraft were being recalled.	but wore	a a far a france.	1
		13.15	All aircraft returned. Squadron refuelled and came to "awailable",	Dur Mer.e	4	
			released at 19.15 hours.		* * * * * * * * * * * * * * * * * * * *	
		00.00	Squadron standing by at "ready".			
LOSSIEMOUTH.	11/4.	08.00	two costions to be held in readiness to	attack a		11.
		10.50	troopship reported in a position North of BERGEN. Aircraft to be le	paded up with		
•						. :
	.		500 lb. "SAP" bombs.	received.		
		12.59	A sighting report giving a description of the ship, "Levante", was			
	,	13.25	. 2 Sections took off (See relevant form 541).			
		20.10	. All aircraft returned.			
2.0						
	/-	05.45	. All available aircraft ordered to stand by to attack a target at s	ea and three		ļ <u>.</u>
LOSSIEMOUTH.	12/4.	115 .45	sections of the Squadron were brought to a state of readiness.	- 11 20 20 20 20 20 20 20 20 20 20 20 20 20	<u> - </u>	ļ
4	4		sections of the Squadron were brought of a course, spe 2 Battle Cruisers and one Cruiser were indicated with a course, spe	ed and position		ļ
	4.	08.20	obtained from a shadowing aircraft.			
			. Shadowing aircraft lost touch with the target which was in a posit	ion S.W. of		
	3-	09.15	• Susdowing strengt o rose formy "			
			NORWAY.		1	,
	refer	09,25	. 3 sections took off (See relevant form 541).			
*		16.11	. 8 aircraft returned.		- F	
N. B.			AWARD. H.M. the King has graciously approved the award of the D.F.	.c. to #3007	F•Q	/
	1		s/Ldr. PEACOCK.			
	1 1				1	ļ
en en en en en en en en en en en en en e		-03	. No. 9 Squadron was released for 24 hours for necessary maintenance	inspections to	be done.	
LOSSI EMOUTH.	13/4.	01.55	3. NO. 2 Didestrout was 10700000 7-1			l
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of (Unit or Formation).....9. SQUADRON.

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

LOSSIEMOUTH. 34/4.				Appendices.
CONTENOUS PARTY				. 11
USSIEMOUTH. USE/4	08.00.	Instructions received from H.Q. Bomber Command for No. 9 Squadron as Squadron to return to their parent stations.	nd No. 115	
	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 Airms	n of your	
	:	Squadron my appreciation and thanks for the most excellent work they	have done."	
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OPERATIONS RECORD BOOK

Page No.

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.

of (Unit or Formation) No. 9 Squadron.

No. of pages used for day.

Place	Date	Time	Summary of Events		References to Appendices
nOningTon.	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 3/19 -	8/10. Vis. 6.	12 miles.
	·				
HONINGTON.	16/4.		Nothing of operat onal interest occurred.		
			PERSONNEL. FLYING OFFICER H.W.POULTNEY attached to 214 SQDN pending posting.		App. F.9.
			WEATHER. Fairearly becoming cloudy with rain later. Vis; 6-12 mil	es•	
HONINGTON.	17/4.		Nothing of operational interest occurred.		
MONTANO TOMA	21,7-4		WEATHER. Fair mainly. cloudless in early morning and after 1900 hr	8.	1 2 2
, -, -, -, -, -, -, -, -, -, -, -, -,			Visibility: 6-12 miles after 0800 hours.		
	ļ				
HONINGTON.	18/4.		STAND-BY.		
		0930	Six aircraft standing by at 1 hours notice .		
		1940	Squadron stood down.		
<u> </u>			PERSONNEL.		1
* * * * * * * * * * * * * * * * * * * *			PILOT OFFICER W.S.THIMELETHERPE (COMMISSIONED GUNNERY LEADER) poste	d to	
			No. 215(NEW) Sq. adron. (See Appendix F.9.)		App. F.9. /
			WEATHER. Fair at first, rain later. Wind calm at first becoming £.20 mph. Cloud mainly high ar	d modelum	
			Visibility: 4-8 miles falling to 1-2 miles in rain.	MACTOR	
AND AND AND AND AND AND AND AND AND AND		1	The second of th		11.00
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				Page	No	
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 5-10 mph. after dark. Visibility	: 2-6 mile	8	1
HONINGTON.	20/4.		OPERATIONS.			-
		1700.	Six aircraft stood by at one hou's notice in accordance with 3 Group Ope	ration	0.00	
			Order Form B.114. (See Appendix C.22)		C.82.	\dashv
		1901-19	37, Six aircraft took off to attack STAVANGER in accordance with Form B.	114.		-
	- ' -		(See relevant Form B.514.)			
	21/4	0250.	All aircraft returned.	<u> </u>		-
			WEATHER. Cloudy with light rain. Wind calm becoming SEE. 5-10 mph. V	1s: 4-8 mi	108.	
			PERSONAL. PILOT OFFIC R F. C. J. BUTL M. posted to the Squadren from 214		App. F.10.	,
	•		FINAL PROPERTY OF THE PROPERTY		- ^{- 7}	-
HONINGTON.	21/4.		Nothing of importance occurred.		ļ	_
HONINGTOR.	21/20		WEATHER. mainly fair. Wind S.E. veering S.W. 5-10 mph. Visibility: 4-	8 miles.	1	
		t	WEATHER. MSILLY LOILS WITH BOLL SOUTH COLD IN STREET			-
HONINGTON.	22/4.		STAND-BY.			
HOWING TON-	20/4.	6700	Six aircraft stood by for possible operations in accordance with 3 Group	Operation	1 1	_
		0,00	Order Form B. 116.		•	
		1648•	Squadron stood down down due to unfavourable neteorological conditions.			
			WEATHER. Fair. Wind E. 10-20 mph. Cloud 4/10 at 2100-3000 ft. Vis.: 4-8			-
		1	TELEPOOL OF THE PROPERTY OF TH			
			on them tolk			
HONINGTON.	23/4.		OPERATIONS. Executive order issued for six aircraft to operate in accordance with 3	CMOUN		
<u> </u>		1332	Operation Order Form B.117. (See Appendix C. 23)	GIOUP	C.23.	
management on the second secon					V .	
-		1835	Executive order confirmed.			
	<u> </u>					

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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.	23/4	1945 -	2020. Six aircraft took off to attack WEST_FLAND aerodrome in accordance with	# T 1
			Form B.117. (See relevant Form 541.) (App. C.23)	App. C.23.
	24/4	0115-0	215. All aircraft returned.	
* *			WEATHER. Fair, with slight rain at 2200. Wind E. 10 mph. veering W. later.	
			Cloud slight. Visibility 4 miles.	
	1.1:			
HONINGTON.	24/4.		Nothing of importance occurred.	
			WRATHER. Cloudy with intermittent elight rain. Wind W. 5-10 mph.	
			Cloud 10/10 at 1500-4000 ft. falling to 800 ft. in rain.	
	F 7		Visibility: 1000-2000 yds. falling to 300 yds. later in day.	
		-		
HONINGTON.	25/4		bothing of importance occurred.	
	T :		WEATHER. Fog at first cleared about 0900, becoming cloudy towards midnight.	
	1		Cloud mainly 6/10 - 9/10 at 25,00 to 65-00 ft.	
			Visibility: 4-6 miles after 0900 hrs.	•
		1 , 1	STAND-BY.	
HOMINGTON.	26/4	1,50	wine aircraft standing by for operations in accordance with 3 Group Operation	
		2 .	Order Form B.122 (App. C.24.).	pp. C. R.
		2245 ∙	Squadron stood down.	
			WEATHER, Cloudy e/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.		<u> </u>
			WARTHER. Mainly fair until 1600 then stormy with heavy showers.		1
			Visibility: mainly 2 miles.		
HON1NGTON.	26/4.		Nothing of importance occurred.		138
HOH THO TON			WRATHER. N.E. wind less than 10 mph.		
			uloud 10/10 but breaking in afternoon.		
			mainly overcast. Visibility: 1000-2000 yds. rising to 4 miles.	during day	y •

HONINGTON.	29/4.		Nothing of importance occurred.	2,500	<u> </u>
TONTHO TON		. 1	WEATHER. Surace Wind - Northerly at first, veering to East less than 10 m	1 - 4 - 1 - 1 - 4	
•			Cloud - Mainly 10/10ths. below 1000 feet, rising to 2000	feet	
			temporarily at 1800 hours.	•	
		1	Visibility - Below 1000 yards in early morning improving 4 - 6	miles.	
			Fog earlym becoming cloudy with occasional drizzl		
HONINGTON	30/4.	1755.	3 Aircraftxxxxxxxxx took off to attack STAVANGER aerodrome in accordance w	ith	
103 134 101		f 4	S Group Form B.426. (See relevant Form 541) App. C.25.		App. C.25
***	1	-		•	
	1/5	0054-0	130, All aircraft returned.		241 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
			WEATHER. Surface wind - E, to E.N.E. mainly 5 - 10 m.p.h.	.,	. viii - (*) 1 (*)
		· .	Fog developing during early morning clearing slowly.		
			Thunderstorm at 20.00 houts. Cloud mainly 8 - 10/10ths at 500	feet	
and the second s		1 - 7	lifting to 1500 feet but falling during storm and clearing tow		
		1	midnight. Visibilty 2 - 4 miles but detiorating towards end of		
. 1					

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•				Appendix D: R.A.F. Form 541.
			OPERAT	TIONS RECORD BOOK.
	2.4.40. to 14.4	.40.	DET	AIL OF WORK CARRIED OUT.
From hrs	/ tohrs.	//	Ву	No. 9 Squadron (Wellington) No. of pages used for day
Aircraft Type and No.	Crew.	Duty.	Time Time Up. Down	
- September 1		2•4•40.		Wing Operation Headquarters formed at Lossiemouth from personnel at R.A.F. Station, Honington.
				No. 9 Squadron consisting of 12 Wellingtons arrayed at Lossiemouth.
				The wing was controlled operationally by A.O.C. No.18 Group, Donibrist
		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		No. 9 Squadron off to attack enemy cruiser off the coast
				of Denmark No contact was made ever and the aircraft returned at
		9.4.40		1830 hours. Owing to invasion of Norway, the Squadron was allotted reconnaisance
				duty. Five reconnaisance flights were made over the Norwegian Coast
,		1		and valuable information as to enemy forces obtained.
May	Mand tain, Commanding		151	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.
	S. MIDDLE WALLOP	11.4.40	132	Aircraft were detailed to attack enemy cruisers. This there North of Bergen, the target could be located.
	# · · · · · · · · · · · · · · · · · · ·	2.4.40		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.
			. [

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Appendix

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

Aircraft pe and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References	s.
llington				1940.	Aircraft carried out exercises consisting of search	for	
. 9239 .	S/L. JARMAN.		10.50.	14.40.			
	Sgt . RAMSHAW.				small island after several changes of course in the	grea	
,	Sgt. WATSON.				N.W. of the ORKNEY ISLANDS. The exercises were		
	A Company of the Comp				successfully completed.		
	LAC. O'NEILL.						
<i>1</i>	P/9. McINTYRE.						
	AC2. COWELL.	1.	10.50.	14.40			
. 2983.	Sgt . PETTS.						
	sgt . LAWSON .						
	Sgt . ROSEKILLY.		1	· .		[38] (A) 4 L	
• 1 •	AC. WHITHAM.						
	LAC. BALCH.						
1	AC. FRASER.						
_	P/O. HEATHCOTE.		10.50.	14.40			Si.
N. 2964 ·							
	Sgt. DOUGLAS.		1	1.6			
	sgt. WHEATLEY.	1,		!			
• 42 11	AC. FAWCETT.		1.4.				. ,
	LAC. HORRY.	1					
	LAC. WILLIAMS.]					
F. 9231.	WEORIHEKEKNAC	.\	10.50.	14. 40			
	F/O. PRITCHARD.				The second of th		
	Sgt. JONES.		,				
•			-				
	AC. OLIVER.			-			Ċ
	P/O. ASHTON.	1	1	1 .	1	of early and active	

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	997						
Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.		References.
WELLINGTON	• •				ntinued.		
N. 2981.	Sgt . BULL.		10.50.	14.40	•		
	Sgt . KITSON.	5					
	Sgt. BETTS.						
•	AC. GANNON.		•				
	Opl. WARE.						
	LAC: PETERS.	٠.					
	F/O. BAMFORD:		10.50.	14.40.			
N. 3018.			3.0.00				
	P/O: ARNOLD.						
	sgt . BRADFORD.		, ,				
	AC. COSTAIN.		•				
	AC. GRATTON.	1.					
	AC. COOPER.						
P. 9232.	S/L. PFACOCK		10.50.	14.40			
21 020	F/O. LAMBERT.						
-	Sgt . HARGRAV E	i					• 1
ne sant	LAC. GRIFFITHS.	·				a thair i	
	**** / (V) 1:3.*						
	AC. MURTON.	-					
	AC. READ.		-				
F. 2523.	F/O. SMALLEY.	1,	10.50	14.40			
	Sgt. WOOD.						
,	Sgt. SMITH.						
	✓ • 2.421 • ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;						
Carbaragian B							
	AC. MUSHAM.						
	AC. TAYLOR.	-	a	. 100			
P. 2520.	Sgt . BOWEN.	٠.	10.50.	14.40.			
	Sgt . BALMER.						
	Sgt . AITCHI SON.						
-	LAC. LAMB.						
. ,	LAC. WILKIN.						
	AC. RICKETTS.					199	<u> </u>

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minimizer.		

!

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

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Appendix

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

The ban	tohrs	//		Ву9	QUADRON			No. of 1	ages used fo	or day
Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Turk of state of the control of the	Section of the sectio	Remarks.			References.
	_			0 - com	inued.	•				
WELLINGTO N. 2898.	F/Lt. FORDHAM.		10.50	14.40				¢ .		
,	P/O. NICHOLSON.					1.00	* 1			
	Sgt . ORCHARD.						· .			
1	AC. NICHOLLS.									
	AC. PATTERSON.	-						t., .		
			1							
	Sgt. KIRCHER.				and a second					
N. 2942.	F/OL TURNER.		10,50	14.40	•			•	9 25 416.	
	F/OL CRAIGEN.					1 1 4 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				
	SEt . ROGERS.		1					* _ ***		
	AC. POWIS.	1								
	AC. WHITTLE.	1	1.					y 100 y 100		
	AC. GIBB.				The second second		4			
P. 9238.	Sgt , BUCKLEY.		10 .50	14.40						
E. Sugar	Sgt. RITCHIE.						100			
	Sgt . SEYMOUR.	1.				14	to the first of th			
- 1	AC. JOWETT.									
*, *	AC. KELSALL.									
•	AC. LISTER.									
• • • • • •	e w					* ** 1/2 **	. 4			
•	·		/1940 -				onerstions	inhaccordance	with	
P. 0239			11.25		Aircrait C	er. i. Ted. ode	from No. 1	A Group. West	her over	
N. 2883	I I		11.25	18 • 35	instruction	ns received	i irom no. n	t a see the	MAR HTGOM	- contd.
N. 2964			11.25	18.35	Scotland W	as good, bu	nt deteriora	ted over the	ROWIH OHR	
			.			Same and the		Tanan sa sa sa sa sa sa sa		

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Aircraft Type and No.	Crew.		Duty.	Time Up.	Time Down.	Remarks.	References.
Wellington.				7/4/4	0 - 001	Adams to a second of the secon	
P. 9831.:	F/Lt: RIVETT-CA	irnac. 8	à Crew.			and sections and individual circumt were forced to	
P. 9278.	Sgt. BULL & Cre	∍w.		11,25.	18.35.	separate. After flying through an on lusion, 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 15,40 and conti mued	
P. 2520.	Sgt . BOWN & Or	·ew.]	11.25.	18.35.	in an Easterly direction until the position was checked	
N. 2898.	F/LT. FORDHAM &		7	11.25.		by sighting the coast of DENNARK about 30 miles ahead.	
N. 2942.	F/O+ TURNER & C	1		11-25		In accordance with the signals organisation, listening	
P. 9 228 .	Sgt . BUCKLEY &	Crew.		11.25.	18 .35 .	그 마바다 지하는 일한 마른 경에 대통하다 하는 것 같아. 사람들은 없네요 우리 사랑이 나를 다고 있어야?	
				1		aircraft. This arrangement did not work satisfactorily	
	• • .				1	partly because the operators left their sets to load	
				i		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	
			. 1	. 1		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 tende	a
						to give the impressions that the intended target was changing its composition and position in arhighly irregrashion.	uler
				. 1.		The two Squadrons working on the original reported	
-				-		position conducted a search for la hourszin flight	
_						formations but failed to sight the target or any	
						shadowing aircraft. On two occasions a small unidentifi	eđ
•			6			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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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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Appendix OPERATIONS RECORD BOOK.

	F-1	8/4/19 4	0 - con	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
				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
				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
		-		for their bases when three or four enemy fighters, LE
* *			N Car	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 year of No.
		dam man		9 Equadrons The leader of No. 8 Squadron throttled down with the Intention of allowing the flight selected for attack
Marin de la companya				joining up and secure mutual support; but the dastance was not leasoned sufficiently for that guns to be brought into action. The combat seems to have lasted for 10 to 15 minutes.
A Automotive				in passing through a belt of ba weather with low clouds.
				Many of them succeeded in joining up again before resching their bases and the Squadrons landed between 18 it and 18.34 with an average flying time of 71 hours. The failure of the Fellingtons to intercept the enemy force must have been due mainly to a lapse of several

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& Crew. Strong air activity was observed but interception was avoided:								
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 chip seem in the search area and a patrol of ME. 110°s. 9/4/1240. 12.10. 18.50 Aircraft covered the area allotted and messages were truncated the the sir and a mass of valuable arrormation brought back. Flying down to 50 feet observed OMEGTANEAND and covering ENVANCES and REGGER at higher attitudes, remarkably accurate detail was obtained donaldering that the Strike grow commoned the filight in almost complete impresses of the moragism situation. Headthoote a		Crew.	Duty.	Up. D	own.		References.	
It is considered possible that the fighter interesption was secured by oc-operation between the small black chip seen in the search area and a patrol of ME. 110°s. 9/4/1940. 12.10. 18.30 Aircraft covered the area allotted and messages were transmitted from the sign and a mess of valuable information brought back, Fight down to 50 feet over CHRISTIANSAND and covering STAYANGER and BENGER, at higher attitudes, remarkably accurate detail, was obtained considering that the STASSER over companded the flight ones dering that the STASSER over companded the flight in almost complete ignorance of the novegian situation. P/O. HEATHCOTE A: 14.03 20.45 Hecommandations over ARESHAL to GRIENIA, and ORBITIANSAND. The Grow is accorded in the sirecast reported on whiping seen in great detail and a number of photographic exposures wave made. P. 9878. Sgt. BULL a Crew. 14.25. 20.45. Carried out successful recommandations in the area from placement of the successful recommandations of the successful recommandations of the successful and VARHAUG. FIG. RIVERT-CARNAC 14.25. 20.45. Carried out successful recommandations in the area from placement of the successful recommandations of the successful and variable to reach the objective. At 16.35 before resolving BENGER and the objective. At 16.35 before resolving BENGER appeared to be disabled, but was not identified, Enemy, appeared to be disabled, but was not identified, Enemy,				7/4/13	940 -	contd.		
P. 9239. S/L. JARMAN & Crow. 12.10 18.30 Aircraft covered the area allotted and messages were transmitted from the sair and a mass of valuable information brought back. Flying down to 50 feet ofter CHRISTIANSAND and covering ETMYANGER and BENGER, at higher altitudes, remarkably scourage detail, was obtained considering that the higher area supported spreamed of the lowestem studied considering that the higher area companied to GRISSTANS BAND. The alternat reported on the plant and option of the sair and a mass of valuable considering that the higher considering that the higher area companies of the lowestem studied considering that the higher considering that the fitting that						and the time of arrival at the datum point.		- "
p. 9238. S/L. JARMAN & Crow. 12.10 18.50 Afteratt covered the area allotted and messages were transmitted from the sir and a mass of valuable information brough back. Flying down to 50 feet offer CHRISTANSAND and covering STAVANORN and BERGEN, at higher attitudes, remarkably accurate detail was obtained considering that the straight crew commonced the flight in almost complete ignorance of the pervenian situation. 14.03. 20.45 Recommalisance over ARRUPAL to GRIEGAD and CHRISTIANS SAND. The aircraft encountered heavy but insocurate Flat fire-st ordinates of the provides officer carried in the aircraft renountered heavy but insocurate Flat fire-st ordinates of photographic exposures were made. 14.03 20.45 Carried out successful recommalisance in the area from FLEKKERFJORD to PERROND and VARHAUG. 14.25 20.45 Carried out successful recommalisance in the area from FLEKKERFJORD to PERROND and VARHAUG. 20.45 Strong air activity was observed but interception was sevoided. 14.35 20.45 Aircraft detailed to proceed to BERGEN but failed to reach the chiective. At 16.58 Sector reaching BERGEN enountered that was possibly an action between an enext already and was not identified, PREMY appeared to be disabled, but was not identified, PREMY appeared to be disabled, but was not identified, PREMY	! "					It is considered possible that the fighter interception		
P. 8239. 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 deep CHRISTIANEAND and covering STAVANOR and BENGEN, at higher altitudes, remarkably accurate detail was obtained considering that the fitting crew commenced the flight in almost complete innormace of the Norwegian attuation Recommenced to Christian and Christian attuation Recommenced to Christian and Christian SAND. The aircraft encountered heavy but insocurate SAND. The aircraft encountered heavy but insocurate carried in the aircraft reported on shipping seen in great detail and a number of photographic exposures were made. P. 9276. Sgt. Bull & Crew. 14.25. 20.45. Carried out successful recommensance in the area from FLEXMENT-JORD to ECCENSUR and VARHAUG. Carried out recommensance over STAVANGER AND HAUGESIND. Strong air activity was observed but interception was swoided. 15. 5018. F/O. BANFORD & Crew. 16. 35. 20.45. Aircraft detailed to proceed to BERGEN but failed to reach the objective. Air Beritah destroyer. The destroyer appeared to be disabled, but was not identified, Ensemy.						was secured by co-operation between the small black shi	Þ	
P. 9239. S/L. JARMAN & Crow. 12.10. 16.30 Afforatt covered the area allotted and messages were transmitted from the air and a mass of valuable information brought back. Flying down to 50 feet obserced the information brought back. Flying down to 50 feet obserced the information brought back. Flying down to 50 feet obserced the information brought back. Flying down to 50 feet obserced the information brought back. Flying down to 50 feet obserced the information brought back. Flying down to 50 feet obserced the information brought back. Flying down to 50 feet obserced the first strength passages and beauty and beauty and beauty and beauty and considering that the first transmitted from the first transmitted from the first transmitted from the first transmitted from the first transmitted from the first transmitted from the first transmitted from the first transmitted from the first transmitted from the first transmitted from the first transmitted from the first transmitted from the first transmitted from the first transmitted from the first consideration of first transmitted from the first constant from the first firs						seen in the search area and a patrol of ME. 110 s.		
transmitted from the air and a mass of valuable information brought back, Flying down to 60 feet over CHRISTIANEAND and covering ETMYANGER and BERGEW at higher altitudes, remarkably accounts detail, was obtained considering that the intent crew commonced the flight in almost complete ignorance of the covergam situation. Recommissioned over AREMAL to CRIESTAD and CERISTIANS SAND. The aircraft encountered heavy but inaccurate Flak fire. CHRISTIANSAND, The "roup lisison 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 recommassance in the area from FLEKKEEFJORD to EGERSUND and VARIAUG. Corve. 20.45. Carried out recommassance over STAYANGER AND FAUCESUND. Strong air activity was observed but interestion was avoided. Acrew. 14.35. 20.45. Aircraft detailed to proceed to BERGEN but failed to reach the objective. At 16.58 before reaching BERGEW encountered what was possibly an action between an encountered what was possibly an action between an encountered what was possibly an action between an encountered what was possibly an action between an encountered what was possibly an action between an encountered what was possibly an action between an encountered what was possibly an action between an encountered what was possibly an action between an				9/4/1	940.	で <mark>し、大変な、1994年を</mark> 他のでは1994年を発展しました。 1994年によっては新聞のは1994年によると、1994年によっては1994年によっては、1994年によっては、1994年によっては、1994年によっては、1994年によっては1994年によっては、1994年によっては19		
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 Stages crew commenced the filight in almost complete ignorance of the Norwegian situation. Recommalecence over AREMBAL to GRIEGIAD and CHRISTIANSAND, The alroratt encountered heavy but inaccurate Flak fire-at CHRISTIANSAND, The "roup lisison difficer carried in the aircraft reported on chipping seen in great detail and a number of photographic exposures were made. F. 9278. Sgt. BULL & Crew. 14.25. 20.45. Carried out successful recommaissance in the area from FLEKKERFJORD to EXERSIND and VARHAUG. Corw. 14.25. 20.45. Carried out recommaissance over STAVANGER AND HAUGESUND. Strong air activity was observed but interestion was avoided. Aircraft detailed to proceed to BERGEN but failed to reach the objective. At 16.55 before reaching BERGEN encountered what was possibly an action between an construct and a British destroyer. The destroyer specared to be disabled, but was not identified, Ensury	P. 9239.	s/L. JARMAN & Crew.		12.10. 1	8.30	Aircraft covered the area allotted and messages were		
ORIGINARAND and covering STAVANGER and BERGEN at higher altitudes, remarkably accurate detail was obtained considering that the altitude considering that the altitude considering that the altitude considering that the altitude considering that the altitude considering that the altitudes crow semmonced the flight in almost complete ignorance of the Norwegian estuation. Recommissance over ARENDAL to GRIEFIANA and ORIGIFIANA SAND. The alternatt emocurate which is alternate the alternate reported on which plant seem in great detail and a number of photographic exposures were made. P. 9278. Sgt. BULL & Crow. 14.25. 20.45. Carried out successful recommalssance in the area from FLEKKERFJORD to EGERSUND and VARRAUG. P. 9281. F/Lt.RIVETT-CARNAC & Crow. 14.25. 20.45. Carried out recommalssance over STAVANGER AND FAUGESUND. Strong air activity was observed but interception was swoided. 14.25. 20.45. Alternate the chief to proceed to BERGEN but failed to reach the objective. At 16.58 before reaching BERGEN encountered what was possibly an action between an energy alternate and a British destroyer. The destroyer appeared to be disabled, but was not identified, Energy.	!					transmitted from the six and a mass of valuable		
higher altitudes, remarkably accurate detail, was obtained doneidering that the stight crew commonced the flight in almost complete ignorance of the Norwegian situation. N. 686. P/O. HEATHCOTE & 14.03. 20.45. Recommalspance over ARRNMAL to GRIEGAD and CRRISTIAN- SAND. The aircraft encountered heavy but inaccurate Plak fire. CHRICHIANSAND, The Group listson Officer carried in the aircraft reported on chipping seen in great detail and a number of photographic exposures were made. P. 9278. Sgt. BULL & Crew. 14.25. 20.45. Carried out successful recommalspance in the creation FLEKKERFJORD to EXERCISED and VARHAUG. P. 9231. F/Lt.RIVETT-CARNAC A.25. 20.45. Carried out recommalspance over STAVARGED AND HAUGESUND. Extra graph of a crew and a second out interception was avoided. 14.25. 20.45. Aircraft detailed to proceed to ERRGEN but failed to reach the objective. At 16.58 before reaching PERGEN encountered what was possibly an action between an encountered what was possibly an action between an encountered what was possibly an action between an encountered what was possibly an action between an encountered to be disabled, but was not identified. Enemy						information brought back, Flying down to 50 feet over		
considering that the fitting crew commonced the flight in almost complete ignorance of the Norwegian situation Recommandered Engrance of the Norwegian situation Recommandered Engrant of Control of Sand. The aircraft encountered heavy but inaccurate Plak fire of Cheristaneand. The coup lister officer carried in the aircraft reported on shipping seen in great detail and a number of photographic exposures were made. P. 9278. Sgt. Buil & Crew. 14.25. 20.45. Carried out successful recommandered in the creat from PLEKKERFJORD to EXERSUND and VARHAUG. P. 9231. F/Lt.RIVETT-CARNAC & Crew. 14.25. 20.45. Carried out recommandered but interception was swoided. Acrong air activity was observed but interception was swoided. A ircraft 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 energy stronget and a British destroyer. The destroyer specared to be disabled, but was not identified Reserve.						CHRISTIANSAND and covering STAVANGER and BERGEN at		
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in almost complete ignorance of the Norwegian situation. Recommaissance over AREGIAL to GRIESTAD and CERTIFIAN— SAND. The aircraft encountered heavy but inaccurate Plak fire at CERTIANSAND, The Touth lister 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 recommaissance in the area from FLEKKERFJORD to ECERSUND and VARHAUG. P. 9231. F/Lt.RIVETT-CARNAC A Crew. 14.25. 20.45. Carried out recommaissance over STAVANGER AND HAUGESUND. Extrong air activity was observed but interception was avoided. 14.35. 20.45. Aircraft detailed to proceed to BERGEN but failed to reach the objective. At 16.58 before reaching BERGEN encountered that was possibly an action between an energy strongt and a British destroyer. The destroyer appeared to be disabled, but was not identified Premy						considering that the allers crew commenced the flight		
P/O. HEATHGOTE & 14.03. 20.45. Recommals caree over ARENDAL to criminal and deristians. SAND. The aircraft emountered heavy but inaccurate plak fire. The crown liaison deficer 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 recommals caree in the area from FLEKKERFJORD to EXERCIDE and VARHAUG. P. 9231. F/Lt.RIVETT-CARNAC 14.25. 20.45. Carried out recommals camee over STAVANGER AND HAUCESUND. Strong air activity was observed but interception was avoided. 1. 3018. F/O. BANFORD & 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 encountered what was possibly an action between an encountered what was possibly an action between an encountered what was possibly an action between appeared to be disabled, but was not identified. Encountered what was not identified. Encountered what was possibly an action between an encountered what was possibly an action between an encountered what was possibly an action between an encountered what was not identified. Encountered what was not identified.						na na magana na na makatan katan katan katan katan katan na na katan katan katan katan katan katan katan katan		
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P. 9278. Sgt. BULL & Crew. 14.25. 20.45. Carried out successful recommaissance in the area from FLEKKERFJORD to ECERSUND and VARHAUG. P. 9231. F/Lt.RIVETT-CARNAC			. `			carried in the aircraft reported on shipping seen in		
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P. 9231. F/Lt.RIVETT-CARNAC Accepted out recommander over STAVANCE AND HAUGESUND. Strong air activity was observed but interception was avoided. 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 encountered what was possibly an action between an encountered what was possibly an action between an encountered to be disabled, but was not identified. Enemy						were made.		
P. 9231. F/Lt.RIVETT-CARNAC 20.45. Carried out recommands and VARHAUG. Strong air activity was observed but interception was avoided. 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 energy aircraft and a British destroyer. The destroyer appeared to be disabled, but was not identified. Energy	P. 9278.	Sgt. BULL & Crew.		14 .25 . 20	.45	Carried out successful recommanders in the area from		
P. 9231. F/Lt.RIVETT-CARNAC & Crew. 14.25. 20.45. Carried out recommals same over STAVANCES AND HAUCESUND. Strong air activity was observed but interception was avoided. 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 encountered what was possibly an action between an encountered to be disabled, but was not identified. Enemy						PLEKKEPELINER +A PREPORTING and VARHATICS.		
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avoided. 14.35. 20.45. At least to proceed to BERGEN but failed to reach the objective. At least of personal and a pritish destroyer. The destroyer appeared to be disabled, but was not identified. Bremy	P. 9231.	F/Lt .RIVEIT-CARNAC		14,25, 20	.45 .	그림 귀한 아님 어느 그 있는 그 사람들이 하셨다. 그리아를 하고 말을 통하는 말을 하는 그 점점 경하고 말을 모음을 하셨다. 기학자	"·	
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 siroraft and a British destroyer. The destroyer appeared to be disabled, but was not identified. Brancy		& Crew.				그는 돈이 무슨 사람들이 하는 것이 모든 사람이 되는 것은 것이 되었다. 그리 한쪽밖에 없는 그		
reach the objective. At 16.58 before reaching BERGEN on 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			(X),	C.nb/		avoided.		
encountered what was possibly an action between an energy aircraft and a British destroyer. The destroyer speeded to be disabled, but was not identified Energy	N. 3018.	F/O. BAMFORD & Crew.	4,141,	14 .35 . 20	.45 .			
appeared to be disabled, but was not identified. Energy		10				reach the objective. At 16.58 before reaching BIRGIN		
appeared to be disabled, but was not identified. Energy						encountered what was possibly an action between an		
						sopered to be disabled, but was not identified Enemy		
		1						
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encountered what was possibly an action between an energy alreraft and a British destroyer. The destroyer speed to be disabled, but was not identified. Energy 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.O.I., para. 2349, and War Manual, Pt. II., chapter XX., and

of (Unit or Formation). CARRIED OUT.

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

Place	Date.	Time.	Time	CREW.	Summary of Events. References to Appendices.
ireraft No.	F	UP 9/4	1940 - c	ontd.	being forced to take cover in the clouds on two occasions,
					the aircraft returned to its base without sighting BERGEN.
1		11/	4/1940.		
ellington.					
. 9239.		13.25.	20.10.	S/L. JARMAN	The two sections were air borne at 13.25 and set course for a
•				& Crew.	point on the Norwegian coast just north of PERGEN. The intention
9278.		13.25.	20.10.	Sgt. PETTS	war to search the waterways between that town and the Datum point;
• • • • • • • • • • • • • • • • • • • •				& Crew.	then to continue in a Northerly direction if the troopship had
. 29 64 •		13,25	20,10.	P/O.HEATEN	left its anchorage. The weather was not good with poor
20024				COTE & Crew.	visibility and clouds 9/10 at 800 feet down on to the
ie i i		13.25	20.10.	F/t. RIVETT	mountain tops. One section made a landfall a intended at
. 9231.		10.00	. i		is 42 and searched the Fjords to the North of BERGEN in
			00.30	TAN BANCOPD	accordance with the prearranged plan, but this was carried out
. 3018.		13.25	80 410 4	& Crew.	under great difficulties and becuase of the nature of the
			ļ	, 0.000	gountry could not be conclusive. Before returning the section
			1.		
					went South again along the coast and made a recommaissance of
					BEACENE The other section having become deteched, recommoitred
	1 1 10	y T.			the coast and had some difficulty in avoiding interception by
					unidentified aircraft.
		-			The target could no be located and both sections returned to
****					their base at MOSSIEMOUTH.
1.	1				
1 •.	- '				
				4 - 18	사용, 등 이 내가 되는 것으로 하는 것으로 가장됐다고 있다. # # # # # # # # # # # # # # # # # # #
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Appendix....

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Aircraft ype and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks. References.
P.9232.	S/f.dr. PEACOCK.		0920	1500	Aircraft took off to attack a force of 2 Battle Croisers and 1 Cruiser in a position S.W. of NORWAY.
P.2523.	& CREW. F/O. SMALLEY.		0980	1605	In the area to be searched the cloud base was 10/10
P.2520.	& CREW.	•	0920	Failed to	at 600 feet and rain and sleet accompanied thos low cloud. The horizontal visibility was down to one mile.
	& CREW.	•,		Return.	Two sections were forced to split up during the search
N.2898.	F/Lt. FORDHAM & CREW.		0930	1455	because of difficulty of keeping in touch under the adverse weather conditions.
N.2942.	F/O. TURNER		0930	14 55	No trace of the target was seen and it is thought that
P.9228.	& CREW. Sgt. BUCKLEY	,	0930	1445	the ships may have taken cover in the "front" deliberately to avoid air observation. Eight aircraft returned to
· -	& CREW.				LOTSIEMOUTH. One aircraft, Wellington P.2520.
P.9231.	W/Cdr. MOKEE: F/Lt. RIV_TT-CARNA	3	0920	1530	Captain Sgt. BOWEN did, not return. (See App. F.11) App. F.11. A single Wellington thought to have been the missing
	& CREW.	*			one was seen at 1305 hours a few miles from the Southern
N.3018.	F/O. BAMFORD. & CREW.		0920	1530	Coast of NORWAY by the crew of another aircraft in a section of the Squadron who had also lost the section
P.9278.	Sgt. PETTS.		0920	1530.	formation.
	& CREW.				
			-		
					요요 하는 사람들은 사람이 살아 그렇게 모양했다.

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

OPERATIONS RECORD BOOK

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

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

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

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

		21 16 T			*	
Plece XXXX Alecraft No.	Date.	Time.	TIME DOWN.	CRISW.	Summary of Events.	References to Appendices
P. 9239	20/21	H^{-1}	2250.	S/Ldr. JARMAn	Aircra't took off inn accordance with Headquarters	
. 8500	177			& UNISW.	3 Group Form B.114. (AFF. G.22.), to attack STAVANGER	0.22.
.2964.		1910	2250.	P/O. HEATHCOTE	Ashulkons. Weather was good over the Southern North	
47		17		& UREW.	Sea, except for a belt of rain or drimmle which was	
.9878.	10	1915	0200-	sgt. PETTS	lying just off the English Coast. On the route to	
				& UNEW.	STAVANGER a front, giving heavy clouds with base between	à
.9231.	f he	1920	0255.	P/Lt.RIVETT-	500-1,000 ft. had to be crossed after which the weather	
1	# #	1		CARNAU & UREW	oleared. In Southern Norway the weather remained good	1 x
.3016.		1940	0210.	Sgt. BULL	but on the west coast low clouds were met with rain and	
	1 /			& CREW.	mist inland and practically no visibility. Attempts	, 4 2
.2523.	1	1935	2145	F/O. BAMFORD	to locate the objective were foiled by low cloud.	
•υαυα•	1 1	1000	22.0	a UHEW.	various methods were used to find STAVANGER including	
					calculations of E.T.A. from KVITINGSO light.	
				The state of the s	P.9831 located and bombed the target. Aircraft arrived	
				SERVICE STATES	over area at 7,000 ft. and saw and bombed the aerodrome	i- i-
		Ì		the state of the s	through a hole in the clouds. No activity was reported	
			ŀ		at STAVANGER. All aircraft returned undamaged.	
				, Section 1	3. 250LB. Mk.1V and 2 250 LB Mk.III with 3 and 18 hour	
				And the state of t	delay fuses were dropped.	
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Appendix...

R.A.F. FORM 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Aircraft ype and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks. References.
WEILL INGTO	N. MK. =1.A.				
P.9278.	F/Lt. FORDHAM		1945	0115	Carried out bombing raid against WESTERLAND AEPONROME
1.96,00	P/O. NICHOL SON.				in accordance with 3 Group Form P.117. App. C.23
-	Sgt. ORCHARD.				All aircraft carried two 250 lb. Mk. IV and two 250 lb
	L.AC. NICHOLLS.	· · · ·			Mark III G.P. bombs, and two containers of 41b incendiary
	AE.2. PATTERSON.				bombs were carried by three aircraft and remaining three
	Sgt. KIRCHER.				carried 40 lb. G.P. bombs (two containers).
· • • •					With exception of N.3018, all aircraft successfully
D 0508	F/O. SMALLEY.		2005	0115	attacked the target.
P.2523.	Sgt. WOOD.		2000	0.110	Captains of aircraft report that they located
	Sgt. SMITH.				WEST RAND AMPODROME and three claim to have lit it
	AC.2. FINCH.				with all their bombs. Searchlight activity prevented
	L.AC. MUSHAM.		1		the remaining tow aircraft from definitley establishing
**	AC.1. TAYLOR.			i	exact fall of their rombs.
	ACCIT TRIBOTT				WEATHER Weather conditions were good with thin Righ
			2000	0105	cloud about 3/10ths at approx. 10,000 ft. over most of
N.2897.	F/O. TURNER.		2000	0.105	the route. The target was attacked between 22.28 and
	F/O. CRAIGEN.				
	Sgt. ROCERS. AC.2. POWIS.				23.50. hrs. and the moon gave sufficient light to make identification of the target fairly easy.
	AC.2. WHITHILE				[
	AC.2. GIRP.				
•					
		1-		1	

				,	
Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks. References.
P.9228.	Sgt. RUCKLEY.	E	≠ 950	0135.	Navigation was by DR. assisted by MF. fixes.
	nSgt. RITCHIE.	3 1 ap			Flame floats were constantly used throughout the
	Sgt. SEYMOUR.		,	1	flight for checking drifts.
	AC.Z. JOWLTT.		l :		Intense searchlight activity was reported on the
	AC.2. KELSALL.			1.1	ISLAND OF SYLT which considerably reduced the
	AC.2. LISTER.				accuracy of bombing. They were blue and whate in
•					dolour and very accurate.
P.9231.	F/O. KIRPY-GP.EN.		2015	0215.	A Considerable amount of light flak and heavy
, .	P/O. HILLIAR.				A.A. fire was met over the vicinity of the target.
,	agt. Huntley.		* * .		No aircraft were damaged.
	AC.S. LYONS.				- The strain cores of a core to a second t
	AC.2. MOTFETT.				
	AC.2. CLAYES.	-			and the second of the second o
•:	· /· · · · · · · · · · · · · · · · · ·	4.			
N.3018.	F/O. TAMFORD.		2000	ספיס.	The first of the contract of t
	P/O. ARNOLD.				Country to the term of the first of the contraction of the first of th
	Sgt. BRADFORD.				- TO A NOTE OF A STAT
	AC.I. COSTAIN.				
	L.AC. GRATTON.				The problem of the second of t
٠.	AC.2. COOPER.				The market seed of the control of th
	eN at the fifty of		211	J 1	
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OPERATIONS RECORD BOOK.

Aircraft			Time	Time	Remarks. References.
pe and No.	Crew.	Duty.	Up.	Down.	ivelerences.
WELL ING	ON MARK IA-				
N.30-15.	F/Lt. FORDHAM.		1755.	0058.	Carried out bombing raid against STAVANGER AERODROME in
	P/O. NICHOLSON.				accordance with 3 Group Form B.126. App. C.25
	S/Ldr. GRAHAM&	, i			Aircraft left HONINGTON at 18.80 hours and joined up with
	L.A.C. NICHOLLS.				No.99 Squadron over WHLS. From this point they proceeded
	A.C.2. PATTERSON.				direct to target arriving there at approximately 21.25 hrs.
	SGT& KIRCHER.	1			The target was successfully attacked, but as each arcraft
					only carried one N.D bomb, the actual fall of each bomb
L.7789.	F/O. TURNER.		1755.	0130.	could not be pin-pointed.
	F/O. CRAIGEN.	ĺ			Each Captain claims, however, to have actually hit the
	SERGT.ROGERS.				serodromes with the one bomb which was seen to burst.
`	A.C POWIS.	:			It is assumed that the remaining delayed action bombs were
	A.C.2.WHITTLE.				dropped on the aerodrome.
	A.C.2.GIBB.				The target was easily located due to a bright fire burning
					S.E. of the aerodrome, which was visible for approximately
8.2897	SERGT.BUCKLEY.		1755	0054	25 miles.
N	SERCT. REPRESE				Attack. A losing height was made between 9000 and 7000 feet.
	SERGT. SEYMOUR.				BOMB LOAD.
- "	A.C.S. JOWETT.				Aircraft. N.D.T. 3 hr. 6 hr. 2 hr. 12 hr. TOTAL.
-	A.C.2. KELSALL				L.7789. 1. delay. delay. delay. le. 6.
	A.C.2. LISTER.	5			N. 3015. 1. 1. 2. 1. 1. 6. N. 3697. 1. 1. 1. 2. 1. 6.
	Wedge Dinime	1			

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R.A.F. Form 540

OPERATIONS RECORD BOOK

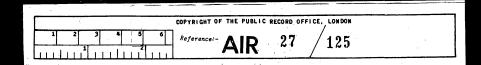
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See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 9 Squadron.

No. of pages used for day

	Place	Date	Time	Summary of Events on a contract of the second of the secon	. References to Appendices
_		1940.		The second of th	
HON!	INGTON.	1/5,		Nothing of importance occurred.	
				WEATHER. Wind: N.E. becoming 5-10 m.p.h. A LATE OF SCHOOL WILL SECTION WIND	
		•		cloud: 10/10 at 1,000' falling to 400' in fog, lifting and becoming	
				cloudless during evening.	
				"eacher: - Fog early clearing cowards noon.	
	s t	3		visibility:- 2,000 yards, deteriorating 100-200 in fog, 4 miles later.	
				ာ ရေးကရာက် ကြောင်းသည်။ မေလျှင်း ရေးသည် မေလျှင်း မေလျှင်းမှာ မေလျှင်းမှာ မေလျှင်း မေလျှင်း မေလျှင်းမော် မြောင်း	
		- 1		માં કાર્યો છે. આ ભાગમાં આવે કરાય મહત્વન કાર્યનન કાર્યો હાર્યો છે.	
		2/5.	1755.	OPERATIONS: Six aircraft took off in accordance with 3 Group Operation order	
				form B.125, dated 30/4/40 (appendix C. 30) to carry out a bombing	C.30
	1			raid against RXE aerodrome.	
			0120.	All aircraft returned safely. (See relevant F.541 for detailed report.)	
				WEATHER: Wind - N.N.E. 5-IO m.p.h., Weather - fair or cloudy.	
			1	cloud: Nd1 becoming 4/10 - 9/10 at 2,000' - 4,000' and becoming	
		1	- 	Mil laterisibility: 2-6 miles	
		3/5.		PERSONNEL: Pilot Officer A.P. WALSH posted to the squadron from 11 0.T.V.	F. 30
	- · · ·	-		Nothing of operational importance occurred.	1
· ·				WEATHER: Wind: N. 5-15 m.p.h. Weather: Fair becoming cloudy later.	
				cloud: variableisibility: mainly 2-6 miles.	<u> </u>
		4/5.	A.M.	TRAINING: Air firing carried out over the WASH.	
			1	Nothing of operational importance occurred.	9
	A	1		WEATHER: Wind: N. 3-15 m.p.h. Weather: Cloudy becoming fair from 0900 onwards.	
				the state of the s	



'	T	 	Pa	ge No.
Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	4/5.		WEATHER Continued:- Cloud: variable. Visibility: 2 miles early becoming mainly	1 - ppondaces
		İ	6-12 miles.	1
HONINGTON.	5/5.		Captain H.H.Balfour, M.C., M.P., Under-Secretary of State for Air, visited the St.	
			PERSONNEL: Flying Officer T.W.La. B.BAMFORD posted from the Squadron to 11 0.T.U.	ř.20.
			Nouning of operational importance occurred.	
			WEATHER: Wind: N. 5-15 m.p.h., veering s.E. 3-5 m.p.h. towards dusk.	
			"eather fair. cloud: Nil to 4/10 generally at 2,000 to 4,000 feet.	
			Visibility: 4-10 miles.	
	o/5.		Nothing of operational importance occurred.	
			WEATHER: Wind: Light variable, becoming N. 5-10 m.p.h. towards noon.	
]	uloud: 10/10 at 600-1,000 ft. clearing later to Nil.	l
			Weather: slight continuous rain in morning, clearing in afternoon.	
			Visibility: 4-8 miles, but 3-5 in rain.	
	İ			
				8
	7/5.		FATAL AUGIDENT:	
		0935.	624835 A.C.1. SETTLE, F.G. was killed by revolving airscrew whilst engaged in	
			starting up wellington aircraft m. 298%. An investigation was held and found the	
			accident to be purely accidental and attached no blame to any person.	
	1840	- 2100	UPERATIONS: Six aircraft were ordered to carry out a security patrol over DORKUM,	
			NORDENY, SYLT and the coast of DENMARN. 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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	11111	1 1 1 1 1	AIK 21	/ 123

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

OPERATIONS RECORD BOOK

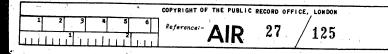
Page No.

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

of (Unit or Formation)

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

Place	Dațe	Time	Summary of Events		References to Appendices
	7/5 -	Contin	10 d. .		
HONINGTON.	8/5	0245.	All aircraft returned safely. (See relevant form 561 for detailed r	eport).	
			WEATHER: Wind: Light w. becoming S. 5 m.p.h. in early evening. Clou amounts at 4,000 clearing in evening but becoming 10/10,	4,000 towards	
	1		: midraght. Weather: fair. visibility: mainly 6 miles, excep	t for early	
and the second second			morning mist.		
				1 3 3 5 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	
			Transfer that		
	8/5	7	gothing of operational importance occurred.		
			WEATHER: Wind: light variable. Loud: 6/10 - 10/10, 3,000 - 4,000',	dispersing	11.
			in early evening, but becoming 10/10 at 4,000 by midnight.		- Ti
	1		weather: slight continuous rain at first, clearing after C	900.	
	 		visibility: mainly 4-8 miles.	(25712 h:	* * * * * * * * * * * * * * * * * * * *
<u> </u>			ASMONIA AND THE PARTY OF THE PA	nyamu: 3/20 76	
	9/5.		nothing of operational importance occurred.	<u> </u>	
	13,93	1	WEATHER: wind: light w.E. cloud: mainly cloudless, but 10/10 down t	o 900° before	
	1		OSOO mours. Weather: fair. visibility: 6-12 miles.		•
	-	-	7 710M 3: 10 10 10 10 10 10 10 10 10 10 10 10 10		
	175		To grow the control of the control o		
	10/5.	1	INTERNATIONAL SITUATION: Invasion of HOLLAND and BELGIUM by GERMAN	.	
	10,0.				
3	1	20.00	OPERATIONS: Six aircraft carried out operations in accordance with order, form p.132, dated 10th may against WAALHAVEN as	erodrome.(See	
			relevant form 541 for de-	ailed report)	C.31.
		2300	All aircraft returned safely.		
			WEATHER: surface wind light, becoming Nil, 5-10 m.p.h. Weather:	fair.	20



			Page	No.
Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	Contin	ued:	Cloud: variable. Visibility: becoming 12 miles towards mid-day, but deteriorating	
		a sah	to 4 miles. Occurrence in the control of the contro	
	G			j
	11/5		Nothing of operational importance occurred.	
			PERSONNEL: S/Ldr. J. P.S. MONYPENNY posted to the Squadron from No. 11 O.T.U.	()
* <u>*</u>			C(See Appendix F.21).	F.21
			VISITS: DAir Vice Marshal J.E.A.BALDWIN, C.B., D.S.O. visited the Station and	
			presented the Distinguished Flying Medal to 562599 Sgt. RAMEHAW, J.R.	
			WEATHER: Wind: N.E., 5-10 m.p.h. Weather: cloudy, fine at night. Cloud: 6/10 to	
,		11	9/10 at 2,000 to 4,000', but dispersing after dark. Visibility: 4 to 8	
			miles.	
			TEVENS: ADD : 50 C. C. C. C. C. C. C. C. C. C. C. C. C.	<u> </u>
	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	F.22
	1	†	No. 214 Sqdn. and P/O. J.R.McDIARMID from No. 11 O.T.U., posted to	
		† ** '**	the Squadron.	, !
<u> </u>	1		WEATHER: Twind: calm at first, then N.W. to N.S. 5 to 10 m.p.h. Calm towards	
	+	1.	midnight.cloud: mainly 6 to 10/10, 2,000 to 4,000 feet, clearing in	
· .	+		evening. Weather: fair. Visibility: 6 to 12 miles.	
	1-1/2-1	Const	THE SECTION OF THE PROPERTY OF	
	 	ाउ <i>ं</i> स्ट्रान		
	13/5.		nothing of operational importance occurred.	
	,	1	WEATHER: Wind: mainly westerly, 5-15 m.p.h. Weather: fair. Cloud: variable.	
	1	1	Visbility:- 4 to 8 miles.	
	-	1		
			La Company of the Com	

r				
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R.A.F. Form 540

OPERATIONS RECORD BOOK

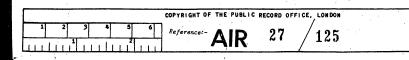
Page No.

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.

of (Unit or Formation) NO. 9 SQUADRON.

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

Place	Date	Time		Summary of Events		References to Appendices	
НОй 1 и СтОи.	14/5	d .	INTERNATIONAL S	ITUATION: Surrender of Dut ch army.	#####################################		,
			Nothing of oper	ational importance occurred.			
			MEATURE Winds	mainly S.W. 5 to 10 m.p.h. Weather: fair.	uloud: wariable.	•	
				lity: 2 to 6 miles.			
		1.					
							1
	15/5		PERSONNEL: 2722	7 S/Ldr. L.E.JAHMAN posted to H.Q. No. 20	Group. 40136 4/Q.		
				PHITCHARD posted to 214 Sqdn: 39070 r/0. K			P 72 - *
		utor.	W.S.	THIMBLETHORPE (75698) and P/O. H.F.A.LEES	posted to the Squadron		
		14	from	215 Sqdn. (See appendix r.23&24)		F.23 & 24	4.
		2100		aircraft carried out operations in accord	lance with 3 Group		
				rations order, form B.135, dated 15th may			14.55
		<u> </u>		relevant form 541 for detailed report).		·	
		-		crait were put out of action by electrical			
		ļ		ced landed at SHUREHAM and one at MAZEING,			
			: whi	ch forced landed at NAZEING was badle dama	ged and did not return.		
			The	aircraft which forced landed at SHOREHAM	returned safely to base.		
			was a my to a Da a wales	d mainly s.E. becoming E. 5'to 15 m.p.h.	7-017	i i	
				iable. Visibility: 2 to 6 miles.	vestner: Imir. Cloud:		
		-	Var	Table, Algiotitica, 5 00 0 miles.			
					3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	1	
		0100	DOD ARTONGA GA-				
	16/5.	8100		aircraft took off for operations in accor		-	
20 M - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		 	1	rations order form 5.136 dated 16th May (s lington 5. 3015 forced landed at CHERBOURG		93	
		1 .			이 중에도 하는 경찰에 되었다.		l



	· ·		Pa	ge N	
Place	Date	Time	Summary of Events		to ppendices
INGTON.	16/5		10 get homing bearings and landed at STRADISHALL, returning to base later.		
2	20,0		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.		
	ļ.		gramma : while to receive a fixed trap.) gettien rain. 6168 fig.		
	17/5		nothing of operational importance occurred. The pase.		
			WEATHER: n. 5 to 15 map.h. whoud: becoming overcast at: 600 toul,000 feet, and		
÷ .			dispersing after 0700 hours. visibility: 4 miles, improving to 8.		
•			who are a serious and a second a south and a second and a second a		
		0070	OPERATIONS: 12 aircraft carried out operations in accordance with 5 Greup		-
	18/5	2030	operations order forms, 140 dated 18th may (See Appendix C., 33.	С.	33
		17	and relevant form 541 for detailed report).		
	10/5	0400	All alreraft returned safely. /1'-33 .c 30 fo file generally	1-	
	19/5	0400	WEATHER: M.E. to E. wind, 5 to 15 m.p.h. Cloud: early fog; dispersing after		
			0900 hours to mil, to 4/10ths. visibility; 2290 yards, aturitet,		
	-	·	improving at 0900 hours to 8 miles.		
	1				
· · · · · · · · · · · · · · · · · · ·	4			-	
	19/5.		FERSONNEL: B/O. L.A. VAUGHAN and P/O. L.H.KAY posted to the Squadrom from 215 Sqdn	• F.	25.
			Nothing of operational importance occurred.		
			WEATHER: Wind: Light N.E. Weather: fine. cloud: little or no low cloud.		
			Visibility: 12 to 18 miles.		-
			The base of the second	4	ļ <u> </u>
1.				-	

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R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No.

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.

of (Unit or Formation) SQUADRON SQUADRON

No. of pages used for day.

Place	Date	Time	Summary of Events	eferences to ppendices
HONINGTON.	20/5.		PERSONNEL: P/O. M.T.STEPHENS posted to the Sqdn. from 215 Sqdn.	7. 26.
		2100	OPERATIONS: 12 aircraft = carrage out operations in accordance with 3 Group operations	
	1		order formB.144 & 145; (See appendices C.34 and relevant form 541 for detailed report).	C. 34 & 35.
		0230	All aircraft returned mafely: " " " " " " " " " " " " " " " " " " "	
	1.		WEATHER: Wind: 11 ht N.E. Weather: rine. Cloud: small amounts at 4,000 during	
			evening. Visibility: good.	
	21/5		Nothing of operational importance occurred.	
i i di i i i i i i i i i i i i i i i i	21/0		WEATHER: Wind: E, to N.E. 5 to 15 m.p.r. Cloud: little or no low cloud.	1
		Let QC 1	Visibility: geod;	· - - - - - - -
			The state of the s	•
	22/5	2100	OPERATIONS: Six aircraft took off for operations in accordance with 3 croup	C. 36
			operations order form B.147, dated 22nd May. Wellington L.7777 came	
V (1)			home considerably South of the track and eventually forced landed at ABINGDON. The aircraft was severely damaged and placed in Category 3.	
		0230.	All other aircraft returned safely.	
		- t	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. Viribility: mainly	
			6 to 12 mile but falling to 2,000 yards later.	•
				<u> </u>
			1 그 그는 그는 그 그는 그를 가는 그를 가는 그는 그를 가는 그를 가는 것이 그 사람들은 사람들	H

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			Pag	e No	
Place	Date	Time	Summary of Events	References to Appendices	
HONINGTON	23/5		nothing of operational importance occurred.		
HONINGION			WEATHER: "ind: calm, mainly S.W. 2 to 8.m.p.h. cloud: mainly 9/10-10/10 at 2,000		F
			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.		
	1		12 aircraft carried out operations in accordance with 3 Group operations order		
. :	24/5.	2100	form B.149, dated 24th may (See Appendix C.37 and relevant form 541 for detailed		
			report).		
	25/5	0 4 00	All aircraft returned safely. WEATHER: Surface wind S. light at first, increasing 10 to 15 m.p.h. Weather: fair.		
		.2.11	Cloud:mainly 6/10 to 9/10, 2,000 to 3,000'. Visibility: 2,000 yards,		
•	. !		increasing to 4 to 6 mtles.		ं <u>.</u> इस
	25/5•		Nothing of operational importance occurred.		
	20,00		WEATHER: Surface wind E. mainly 10 to 15 m.p.h., decreasing to 4 to 6 m.p.h. later	•	-
			Weather: fair. oroud: considerable medium and high cloud, no lew cloud		
			below 800'. Visibility: 3 to 6 miles, increasing to 12 and decreasing		
	4		3 to 6 in the evenings		
	٠				
				12	•

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R.A.F. Form 540

OPERATIONS RECORD BOOK

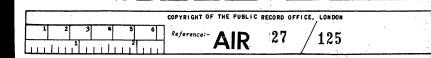
Page No.

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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
TO NAME	mov.	26/5	2300	OPERATIONS: In accordance with No. 3 Group operations order form B.151 dated	
HONING	TUN.	20/0	2500	Section 1 and 1 an	
				26th May, four aircraft carried out raids against JUMET Aerodrome (See Appendix	C.38.
				C.38 and relevant form 541 for detailed report).	0.00.
		27/5	0430	all aircraft returned safely.	H
				PERSUNNEL: 42480 P/O. P.E.BERRY and 42587 P/O. N.E. CANTON posted to the Squadron	F. 27.
				from 214 Sqdn.	
				WEATHER: Surface wind: light S. becoming W. in evening. Cloud: much medium and	<u> </u>
				high cloud, 2/10 to 5/10 at 2,000 to 3,000 feet, increasing to 8/10 to 10/10 at	<u> </u>
			1	1,000 to 9,000 feet in rain. weather: light rain until 0400, then fair, but	
			 -	becoming showery in afternoon. rair at night. visibility: 2 to 8 miles.	and the same
		-			
				UPERATIONS: In accordance with No. 3 Group operations order form B. 152 dated 27th	
		27/5.	2100		
		1		may, four aircraft carried out raids against road and rail movements between	
1 .				BRUSSELS and TOURNAI and six aircraft were detailed to carry out raids on the	
				road junctions at COUNTRAI.	
1		28/5	0400	All aircraft returned safely (See Appendix 0, 39 and relevant form 541).	C. 39.
			,		
			H	WEATHER: Wind: S.W. 5 to 10 m.p.h. Weather: shewery with thunderstorm at 14.50.	
				Cloud: small amount before surrise, becoming 10/10 at 2,000 feet at 14.00 hours,	
			 	then slowly decreasing. Visibility: mainly 12 miles, falling to 4 miles in	
				pre-ipitation.	
	•				2,
	*				<u> </u>
1		28/5.		Nothing of operational importance occurred.	
1	the second second		1		



Commence of the Party of the Pa	The second	A. S. S. S. S. S. S. S. S. S. S. S. S. S.	Pag	ge No. References
Place	Date	Time	Summary of Events	Appendices
TINGTON.	28/5 c	ontd. V	INTERNATIONAL SITUATUON: king Leopold of Belgium surrenders and orders withdrawal	
		The W	of Belgian army.	
•			with and variable, mainly S.W. Weather: whethy, with	
			thereas and thunderstorms. Cloud: low cloud, increasing to 8/10 to 10/10	<u> </u>
			at 2,500 feet, falling to 1,000 feet in precipitation. Visibility: good.	
		F 1		
	1			
	29/5		Nothing of operational importance occurred.	
	1.5-7-5	1	PURCONNAL 42635 P/C. M.I.NICHOLLS posted to the Squadron from 214 Squadron.	F, 28.
_			+ + + + + + + + + + + + + + + + + +	
			39070. F/O, K.H.V.DAY posted from the equation will be added and died of FATAL ACCIDENT: 613210 A.C.2. MIDDLETON, W.E. was accidentally shot and died of	
		ļ · · · · · ·	Year of the second of the seco	
			WEATHER: Wind: light variable. Weather: mainly fair. Cloud: little or no low	
			cloud. Visibility: mainly 6 to 12 miles.	
s	1 200			
	20 1-		Nothing of operational importance occurred.	
. we consider the second	30/5	#	othing for wind: N.W. to W. 5 to 10 m.p.n.	•
			WEATHER: Fair to cloudy atter early meaning 4 to 8/10ths at 2,000' to cloud: 10/10ths, surface to 1,000', becoming 4 to 8/10ths at 2,000' to	11
		1	4,000'. Visibility: less than 100 yards in fog at first, improving to	
		1		
			3 to 6 miles during morning.	
				· · · · · · · · · · · · · · · · · · ·
	2			
	-		OPERATIONS: 12 aircraft carried out operations in accordance with No. 3 Group	
	31/5	2140	operations order form B. 156, dated 31st May (See Appendix C.40 and relevant	C.40.
<u>, </u>		$\ldots \downarrow_{I_{k}} \ldots_{I_{k}} \ldots$		
.1	1		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 10% office as	
	٠		2,000 to 5,000, generally increasing later with much high cloud. Visibility:	
			2,000 to 5,000, generally increasing 1	and frança in the second

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form 541 for detailed report).

All aircraft returned safely.

WEATECR: 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.

We astroname 100M, 1/40, H.G.S. 51-6059

0355

Appendix..

R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Trom 1806rs.	2/ 5 / 40 to 0130hrs. 3	/5/.40.	By No.	9 Squa	dron. No. of pages used	for day	
Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	Refere	ences.
ellington	W/Cdr.McKEE.		18.00	01.30	The formation left HONINGTON at 18.00 hours and		
7778.	s/Ldr.PEACOCK.				proceeded direct to 56.000N., 07.000E. One		
	Sgt. HARGRAVE.				aircraft returned to base after reaching a point		
	AC. BRENNAN.				100 miles out from the English coast, owing to a		
	AC. MURTON.				leak in the hydraulic system, which made all		1
	AC. READ.				turrets unserviceable. The Danish coast was		
7785.	F/O. SMALLEY.		18.00	01.25	sighted at 21.15 hours, approximately 5 miles		
	SGT. WOOD.				South of VORUPOR, but an accurate pinpoint could		
!	SGT. SMITH.		. !		not be made until KLITMONNER was sighted. From		
	AC. FINCH.			ļ ,	here a course was set direct to RYE. The E.T.A.		
	LAC. MUSHAM.				at target was 2144 and although a search was		
	AC. TAYLOR.				made, RYE aerodrome could not be located. The		
7789.	F/O. KARBY-GREEN.	4 2	18.00	01.15	formation then proceeded to the East coast and		
	P/O. HILLIER.	•			xx an accurate pinpoint was made at 55.45°N.,		
	SGT. HUNTLEY.				10.05°E. Here the formation separated, each		
	AC. LYONS.				aircraft setting a course from this point to RYE	•	
	AC. MOFFETT.				Two aircraft found the target and carried out	1	1
	AC. CLAYES.	* * * * * * * * * * * * * * * * * * * *			attacks. The remaining aircraft searched the are	a	
9231.	F/Lt.RIVETT-CARNAC.		18.00	01.20	for approximately one hour, between 1,500 and		٠.
	P/O. WANKLYN.				and 8,000 feet, but were unable to find the		
	SGT. JONES.	:			target, and therefore returned to base with full		
	AC. OLIVER.		л.		bomb loads.		
1, 1	P/O. PEACE.	. ,			The attack made by the two aircraft was carried		
	AC. SMITH.				out at 1,500 and 10,000 feet respectively. The	1 13	96
	ata di kacamatan kacamatan di kacamatan kacamatan di kacamatan kacamatan di kacamatan kacamatan kacamatan kaca	,		1			

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| 1 | 2 | 3 | 4 | 5 | 6 | Reference:- AIR 27 | 125

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

R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From1840ars	7 / 5 / 40 to 245hrs.8	/ 5 / 40	Ву	No. 9 S	No. of pages used for day
Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight. References.
ellington	SGT. BULL.	•	18.40	23.15	Operations on the night of \$/8th May, 1940, were
7787	SGT. KITSON.				directed against enemy mine laying aircraft
	SGT. BETTS.				operating from BORKUM, NORDERNEY, SYLT and from
	AC. GANNON.				the coast of DENMARK. Sux aircraft from No. 9
	CPL. WARE.				Squadron were ordered to carry out these security
	LAC. PETERS.				patrols and to attack all airborne aircraft
. 2898.	FALT. FORDHAM.	1.1	19.50	02.45.	showing navigation lights, and to bomb flying
	P/O. NICHOL SON.			-	boats and seaplanes alighting and taking off from
-	SGT. ORCHARD.				the water.
	LAC. NICHOLLS.				There was a front lying in a N.E. to S.W. direction
	AC. PATTERSON.	ı			across SCOTLAND and NORTHERN IRELAND; another
	SGT. KIRCHER.				front lying from NORWAY to WESTERN FRANCE,
2942.	F/O. TURNER.		20.10	02.10	approximately 60 miles from the DANISH coast.
	F/O. CRAIGEN.	· .,			Both fromts were moving slowly Eastwards.
	SGT. ROGERS.				Visibility before this front was excellent, but
	AC. POWSS.	. 1			over DENMARK it deteriorated to about 500 yards
4	AC. WHITTLE.				with a cloud ceiling 150 - 1,000 feet.
	AC. GIBB.				The first aircraft away wirelessed back a report
7778.	SGT. BUCKLEY.	٠	21.10	22.25.	of the weather conditions and upon this all air-
	SGT. RITCHIE.	i.			craft were recalled to base. Two aircraft, the
	SGT. SEYMOUR.				Wireless Operator of one having been sent into
	AC, JOWETT.		.		the front turret, and the other because of wire-
	AC. KELSALL. AC. LISTER.	*		-	less failure, did not receive the recalk and carried
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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight. References.
Wellington	P/O. HEATHCOTE.		19.30	22.45	out the entire patrol. Both these aircraft were
L. 7777	SGT. WHEATLEY.				unable to observe any activity upon the ground, although they flew at an average of 1,000 feet.
	AC. FAWGETT.	·			Searchlights were active un HUSUM, FLEMSBURG and
	LAC. WILLIAMS.		1		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.

7 1050	10 / 5 / 4 0 to 2315 rs. 10	0, 5, 40		o. 9 S	nuadron. 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.	3.	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
L. 7785.	LAC. GRIFFITHS. AC. MURTON. AC. READ. F/O. SMALLEY		1950	2255°	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.
L. 7760	SGT. WOOD. SGT. SMITH. AC. FINCH. LAC. MUSHAM.				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
L. 7789.	AC. TAYLOR. F/O. KIRBY-GREEN. P/O. HILLIER.		1950	223 9	dropped and every Captain claims to have dropped his bombs on the aerodrome. The weather on the route was very hazy, but no
	SGT. HUNTLEY. AC. LYONS. AC. MOFFETT.	ů,			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.
P. 9278.	SGT. LAWSON. SGT. ROSEKILLY.		2010	2240	No searchlights were observed at the aerodrome. One or two with blue beams were observed approximately 10 miles away to the North, but
· · · · · · · · · · · · · · · · · · ·	SGT. WHITHAM. SGT. PARKIN. SGT. READ.		1		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

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight. References.
Wellington			2020	2245	received a slight shrapnel wound in his left leg.
b. 7780	SGT. CANTON. SGT. BRUCE.				
	SGT. COSTAIN. P/O. VAUGHAN.				
	SGT. COOPER.				
L. 7777.	SGT. DOUGLAS.		2000	2250	
	SGT. COOLING.				
	SGT. GILMOUR. SGT. OLIVER.				
	SOT. HORRY.				
	SGT. WILLIAMS.				
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Appendix.....

R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Eron2050hrs.	15 / 5 / 40 to 0320hrs. 16	/ 5 / 4 0	Ву	No. 9 S	Squadron. No. of pages used for day.
Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight. References.
Wellington	S/L.MONYPENNY.		2050	0200	In accordance with H.Q. No. 3 Group instructions,
L. 7795.	P/O.MAUDE-ROXBY.				form B.135, dated 15th May, 1940, six aircraft of
	SGT. WATSON.				No. 9 Squadron carried out a raid against target A.
-	SGT. COWELL.				69. Aircraft proceeded singly, taking off at
	P/O.LEES.				irregular intervals between 2050 and 2235 hours.
. !	SGT. COOK.				On the route out between the English and Dutch
L. 7796.	SGT. DOUGLAS.	1	21.05	0110	coastsm weather was hazy up to 5,000 feet. Above
20 ,,00	SGT. COOLING.				that it was fairly clear. Between the Dutch coast
· - :	SGT. GILMOUR.	The state of the s			and target, clouds gradually formed varying between
	SGT. OLIVER.	· Line			2/10ths and 8/10ths., between 5,000 and 11,000 feet.
. 6	SGT. HORRY.				over the target area, the first four aircraft found
	SGT. WILLIAMS.				a cloudless sky, but very hazy. The last two air-
P. 9278.	SGT. KITSON.	,	2110	0140	craft, arriving at approximately 00.45 to 01.15
1. 92/0.	SGT. LAWSON.				hours, encountered 8/10ths. cloud at 10,000 feet.
÷	SGT. ROSEKILLY.				Due to thick haze and clouds, the target was very
	SGT. WHITHAM.				difficult to locate.
* 14 t 142 * .	SGT. PARKER.				Four aircraft encountered a violent thunderstorm
e de	SGT. READ.				between the Dutch and English coasts on the route
P. 9231.	F/LT. RIVETT-CARNAC	v .	2130	0225	home. One aircraft DCF. 179, was badly struck thres
	P/O. WANKLYN.				times by lightning, causing a valve to be fused in
	SGT. JONES.	1			the wimeless set, also terrific sparks shot off
•	SGT. SMITH.				from the leading edge of the main planes, airscrews
	P/O. ASHTON.			,	and front turret of the aircraft. The other three
*	SGT. CROUCH.				aircraft complained of receiving brush discharge

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight. References.
	D.O. WAT CIT			-	
Wellington L. 7788.	P/O. WALSH.		2210	0310	of a less violent nature The wireless sets
1. 1.00	SGT. CANTON.				in the aircraft of FCF. 175,LCF.177 and DCF.179
٠.	SGT. BRUCE.				were put out of action by the electrical storms.
	SGT. COSTAIN.	•			Due to this, two aircraft were unable to definitely
	P/O. VAUGHAN.				locate themselves. FCF.175 made a forced landing
	SGT. COOPER.	!			at SHOREHAM, and LCF.177 made a forced landing on
P. 9239.	SGT. BULL.		2230	0320	a dummy flare path at NAZEING, near EPPING. IN
	SGT. BROOKS.				connection with this forced landing the Captain
	SGT. BETTS.				states that at the time he was flying in heavy
	SGT. GANNON.				rain, and as the W/T. set was unserviceable, he
	SET. PETERS.				could not locate his position. On locating this
	SGT. DOBSON.				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
		-		7.	
			(-)		ground, which is correct for a dummy flare path.
			i		High level bombing was carried out by all air-
		Í	.		craft 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
			/	i	on what they considered was the secondary target
					A.267. Intense searchlight activity was
-					encountered, but A.A. fire, which was fairly
	•		ĺ		plentiful, was inaccurate. There was no opposition
					from enemy fighters.
	*			1	
				-	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.

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Appendix.....

R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

rom20 45 rs_	16 / 5 / 40 to0325hrs. 17	/5/. 4 0	•	9 Squa	No. of pages used for day
Aircraft	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight. References.
llington	F/O. SMALLEY. SGT. WOOD. SGT. SMITH.			landed	six aircraft of this Squadron carried out raids
i. 2897.	SGT. FINCH. P/O. PEACE. SGT. TAYLOR. P/O. BUILER. SGT. ELLIOTT.		2045	01250	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 2126 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
gg.00	SGT. KELLY. SGT. BRENNAN. P/O. THIMELETHORPE. SGT. LEGG. F/O. KIRRY-GREEN.		2045	0055	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
. 7789	PO. HILLER. SGT. HUNTLEY. SGT. LYONS. SGT. MOFFETT.		. `		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
. 2898.	SGT. CLAYES. F/LT. FORDHAM. P/O. NICHOL SON. SGT. ORCHARD.		2120	0325	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
n Tan	SGT . NICHOLLS. P/O. MARSHALL. SGT. PATTERSON.				unable to pinpoint their position on the coast owing to low clouds. All four aircraft eventually arrived at, or near, LONDON. Two homes on HONINGTON

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P/O. McDIARMID. SGT. MURGATROYD. * at Stradis- hall. SGT. HOEY. P/O. STEPHENS. SGT. KELLY. 2120 0245* * at Stradis- hall. 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		The state of the s			
SGT. MURGATROYD. SGT. MURGATROYD. SGT. PITT. SGT. HOEY. F/O. STEPHENS. SGT. RITCHIE. SGT. SEYMOUR. SGT. JOWETT. SGT. LISTER. 2120 C245* * at Stradis- 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 secondary targets. 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 damage4, but no personnel	Aircraft Type and No.	Crew.	Duty.		
SGT. MUNCATABLE. SGT. PITT. SGT. HOEY. P/O. STEPHENS. SGT. BUEKLEY. SGT. BUEKLEY. 2120 O305 Two Captains consider that they made attacks on the correct target. The remainder made attacks on secondary targets. 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. WCF.181 received homing bearings from HONINGTON, but eventually forced landed in the sea at CHEREOURG. Due to the errors in navigation, only two Captains consider that they made attacks on secondary targets. 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 CHEREOURG was severely damaged, but no personnel	ellington	P/O. McDIARMID.			de la companya de la
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. SGT. RITCHIE. SGT. SEYMOUR. SGT. JOWETT. SGT. KELALL. SGT. LISTER. 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 secondary targets. 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	. 7786	SGT. MURGATROYD.			
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. SGT. RITCHIE. SGT. SEYMOUR. SGT. JOWETT. SGT. KELEALL. SGT. LISTER. Due to the errors in navigation, only two Captains consider that they made attacks on secondary targets. 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		•		narr.	
SGT. KELLY. SGT. BUEKLEY. SGT. BUEKLEY. SGT. RITCHIE. SGT. SEYMOUR. SGT. JOWETT. SGT. KELBALL. SGT. LISTER. 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. 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					
the correct target. The remainder made attacks on secondary targets. SGT. SEYMOUR. SGT. JOWETT. SGT. KELEALL. SGT. LISTER. the correct target. The remainder made attacks on secondary targets. 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					
sgt. RITCHIE. Sgt. SEYMOUR. SGT. JOWETT. SGT. KELBALL. SGT. LISTER. the correct target. The remainder made attacks on secondary targets. 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	. 7778.	SGT. BUEKLEY.	A. e.	2120 0305	
A large amount of accurate searchlight activity SGT. KELEALL. SGT. LISTER. 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		SGT. RITCHIE.	-		·
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		SGT. SEYMOUR.			
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		1 -			
encountered from enemy fighters. Wellington N. 3015, which landed in the sea at CHERBOURG was severely damaged, but no personnel					
Wellington N. 3015, which landed in the sea at CHERBOURG was severely damaged, but no personnel	1.	BOX : DAD ISSU			
		•	,		Wellington N. 3015, which landed in the sea at
were injured.		•			CHERBOURG was severely damaged, but no personnel
					were injured.
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Appendix.....

R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2039 rs 18/5/40 to 0355 hrs 19/5/40.

By No. 9 Squadron.

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

Aircraft	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight. References.
Type and No. Wellington P. 9232.			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.
. 7789	P/O. WEBSTER. SGT. MURTON. F/O. KIRBY-GREEN.		2055	0115.	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
• / •	P/O. HILLIER. SGT. HUNTLEY. SGT. WYONS. SGT. MOFFETT.		_		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,
. 2898.	F/LT. FORDHAM. P/O. NICHOL SON.	·	2055	0145	but HONINGTON aerodrome remained fit throughout the period.
	SGT. ORCHARD.				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
. 7786.	P/O. MARSHALL. SGT. PATTERSON. P/O. McDIARMID.		2055	0240	one found no difficulty in locating and bombing the target. The aircraft which failed to locate
	SGT. MURGATROYD. SGT. PITT. SGT. HOEY.				its primary target carried out an attack on a secondary target. No, opposition was encountered from enemy aircraft,
	P/O. STEPHENS. SGT. SELLY.				while searchlight and A.A. activity was very small.

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight. References.	
	. P/o. BUTLER.		2055	0135		
N. 2897.	SGT. ELLIOTT. SGT. KELLY.	:				
	SGT. BRENNAN. P/O. THIMBLETHORPE	•				
	SGT. LEGG.		2055	0220.		
L. 7778.	SGT. BUCKLEY.		2000	02201		
	SGT. SEYMOUR. SGT. JOWETT.	,				
•	SGT. KEL SALL.		320			
L. 7795.	s/L. MONYPENNY.		2350	0330.		
	P/O. MAUDE-ROXBY. SGT. WATSON.	:				
	SGT. COWELL.	4.				
	P/O. LEES. SGT. COOK.	: ·				•
L. 7796.	SGT. DOUGLAS.		2335	0355		
	SGT. GILMOUR.	+				
	SGT. HORRY.		70			
P. 9278.	SGT. WILL IAMS.		2335	0315		
	SGT. LAWSON.			•		
	SGT. WHITHAM.					
	SGT. PARKIN. SGT. READ.					

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Wt. 44796[4514. 190M. 1/48. H.G.S. 51—9959	 f ·	 					·				
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and the same or the	SGT. PARKIN.							13 - 14 - 14 - 14 - 14 - 14 - 14 - 14 - 14				
	SGT. ROSEKILLY.											
	SGT. LAWSON.		1			1.5						*.

OPERATIONS RECORD

DETAIL OF WORK CARRIED OUT.

Aircraft	8 /5 / 40 to 355 hrs. 19 Continued.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.		References.
pe and No.	<u> </u>			0050			
llington	F/LT. RIVETT-CARNAC	,	2050	0050			
3173.	P/O. WANKLYN.						
	SGT. JONES.						
	SGT. SMITH.						
· · · · · · · · · · · · · · · · · · ·	P/O. ASHTON.						
	SGT. CROUCH.						
			2300	0305	l,		
9239•	SGT. BULL.		1				
	SGT. BROOKS.						
	SGT. BETTS.						
	SGT. GANNON.		l				
	SGT. PETERS.	2		ļ			
	SGT. DOBSON.			1			
7788.	P/O. WALSH.	N 1	2325	0350			
	SGT. CANTON.			1			
	SGT. BRUCE.						
	SGT. COSTAIN.						
	P/o. VAUGHAN.	1 .			la contraction of the contractio		
	SGT.COOPER.	, ,		1 .			
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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.

' No. of pages used for day... By No. 9 Squadron From 2046 rs 20 / 5 / 40 to 0425 rs 21 / 5 / 40 Time Time References. Details of Sortie or Flight. Aircraft Duty. Crew. Down. In accordance with H.Q. No. 3 Group operations Well ington F/O. KIRBY-GREEN. 2150 0145 instructions, form B. 144 and 145, dated 20th P/O. HILLIER. L. 7789. May, 1940, twelve aircraft were detailed to carry SGT. HUNTLET. out bombing raids against the targets and in the SGT. LYONS. SGT. MOFFETT. area detailed in the above orders. Aircraft ZCF. 202 was forced to return to base shortly after SGT. CLAYES. leaving, owing to a fractured pipe, wausing the 2130 0145 B/O. BUTLER. N. 2897. hydraulic system to become completely unserviceable. SGT. ELLIOT. When landing, the Pilot had to use the emergency SGT. KELLY. system to put the undercarriage down. Aircraft ZCF. SGT. BRENNAN. 200, after 1h. 20m. out, encountered an enemy P/O. THIMELETHORPE fighter. After being chased in and out of clouds, SGT. LEGG. and after running into several heavy concentrations S/L. PEACOCK. 2225 0425 P. 9232. of A.A. fire, got so far off his track that it was P/O. JAMES. not possible to arrive over the area during the SGT. HARGRAVE. time allotted, so returned to base. SGT. GRIFFITHS. The weather was fine over EAST ANGLIA and the P/OL WEBSTER. western half of the NORTH SEA. Low clouds 10/10th SGT. MURTON. below 1,000 feet over eastern half of NORTH SEA F/O. TURNER. 2230 0240 N. 2942. and Dut ch coast. Over the target area it was a P/OL BERRY. cloudless moonlight night up to approximately SGT. ROGERS. 01.30 hours, when low clouds began to form. The SGT. POWIS. weather over EAST ANGLIA remained cloudless SGT. WHITTLE. throughout the night. SGT. GIBB.

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1 2 3 4 5 6 Reference:- AIR 27 125

	DATE OF THE PARTY				
Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight. References.
Wellington	F/LT. FORDHAM.		2240	0405	High level, or shallow dive bombing attacks were
N. 2898.	P/O. NICHOL SON.				made by all aircraft between 1,000 and 3,000 feet.
	SGT. ORCHARD.	*			One aircraft, ZCF. 200, reports having been
	SGT. NICHOLLS.				attacked by one enemy fighter, type unidentified
	P/O. MARSHALL.				near BRUSSELS. It made six stern attacks, coming
	SGT PATTERSON.			V	into approximately 800 yards and firing bursts of
L. 7786.	P/O. McDIARMID.		2245	0320.	tracer. The rear Air Gunner returned the fire,
1	SGT. MURGATROYD.		,	, .	getting off approximately 400 rounds. The
;	SGT. PITT&			,	engagement lasted about 20 minutes and was
	SGT. HOEY.		J		eventually broken off by the Wellington entering
	P/O. STEPHENS.				a bank of clouds. There was a considerable
	SGT. BELLY.			-	quantity of light flak and S.A.A. over the target
L. 7795.	S/L. MONYPENNY.		2040	0045	area, which was fairly accurate. A number of
	P/O. MAUDE-ROXBY.				searchlights were observed at OSTEND, ANTWERP
	SGT. WATSON.				and BRUSSELS. In the target area only three or
	SGT. COWELL.				four searchlights were observed, but were ineffective.
	P/O. LEES.		13.	1	
	SGT. COOK.				
L. 7796.	SGT. DOUGLAS.		2040	0030	
	SGT. COOLING.				
	SGT. GILMOUR.			1.	
	SGT. OLIVER.				
	SGT. HORRY.			V	
	SGT. WILLIAMS.		1	100	
L. 7777.	F/O. DAY.]	2010	2340	
	SGT. COOK.				
	SGT. READ.				
	SGT. McMAHON.			1	
	P/O. KAYE.				
	SGT. BOWEN.				
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	SGI. GUUN.									
	SGT. READ.				e etteres	1.0				
	SGT. McMAHON.		-	* *						
				**					1	
	P/O. KAYE. SGT. BOWEN.	: <u> </u>								
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			DETAI	L OF	WORK CARRIED	OUT.				
From2040hrs	20/5/40 to 0425 rs. 21	5 / 40.	Ву	No. 9	Squadron.		No. o	f pages used	for day	
Aircraft	: L'	Duty.	Time	Time		Details of Sortie or I	light.		Reference	æs.
Type and No.	Crew.	Daty.	Up.	Down.	<u> </u>		· · · ·		- C	
Wellington	. F/LT. RIVETT-CARNAC	•	2040	0040						
R. 3173.	P/O. WANKLYN.									
	SGT. JONES.									-
,	SGT. SMOTH.									
	P/O. ASHTON.				· .		ŧ .			
	SGT. CROUCH.								And the	
P. 9239.	SGT. BULL.		2130	2215						
	SGT. BROOKS.									
	SGT. BETTS.		1							
	SGT. GANNON.									
	SGT. PETERS.									
	SGT. DOBSON.			-						
L. 7788.	P/O. WALSH.		2130	0210						
	SGT. CANTON.						•			
	SGT. BRUCE.						* # # * * * * * * * * * * * * * * * * *			
	SGT. COSTAIN.									
	P/O. VAUGHAN.									
	SGT. COOPER.				* 1					
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Appendix...

R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Aircraft ype and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight. Reference	es.
ellington	SGT. KITSON.		2115	0020	In accordance with H.Q. No. 3 Group operations	: 7
, 9278.	SGT. LAWSON.				instructions, form B. 147, dated 22nd May, 1940,	
4.5	SGT. ROSEKILLY.				twelve aircraft were detailed to carry out raids	
	SGT. WHITHAM.				against the targets stated in the above order.	
	SGT. PARKIN.				As fog was forecasted for 02.00 hours, it was	
	SGT. READ.				arranged to despatch six on early missions, and	
. 7796.	SGT. BULL.		2125.	0025.	six on late missions, in order that the late	
. //80.	SGT. BROOKS.				missions could land in daylight if fog occurred.	
	SGT. BETTS.				The last six, however, were cancelbedon instructions	
	SGT. GANNON.				from H.Q. No. 3 Group. All aircraft returned safely	
2.0	SGT. PETERS.			i.	except L.7777, which forced landed at ABINGDON,	
	SGT. DOBSON.	· · · · · · · · · · · · · · · · · · ·			damaging the aircraft.	
. 7777.	F/O. DAY.		2120	0150	Weather was good, but hazy, over most of the route.	
	SGT. COOK.				Over the target area there were 5/10ths clouds at	
	SGT. READ.				about 10,000 feet. Aircraft were despatched at	
	SGT. McMA HON.				irregular intervals. Two aircraft carried out	10
	P/O.KAYE.				attacks on the bridge at NAMUR and three on AL.	
	SGT, BOWEN.				19. All aircraft found and bombed the targets.	
. 9232.	S/L& PEACOCK.		2105	0240.	High level or shallow dive bombing attacks were	
	P/O. JAMES.	e Lit		1	made by all aircraft between 1,500' and 11,000'.	
	SGT. HARGRAVE.				All aircraft made between two and four runs over	
	SGT. GRIFFITHS.		[the target and dropped their bombs in str ks.	
	P/O. WEBSTER.				Intense light flak was met at ANTWERP and NAMUR,	٠,
	SGT. MURTON.				which was fairly accurate up to 9,000'. At several	

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Reference:- AIR 27 125

Aircraft		Duty.	Time	Time	Details of Sortie or Flight. References.
Aircraft Type and No.	Crew.	Duty.	Up.	Down.	
ellingtom	F/O. SMALLEY.	1	2135	0130	other places innthe area, scattered light flak
L. 7788-	SGT. WOOD.		,		
	SGT. SMITH.		' '}	F	encountered at NAMUR and were quite effective.
	SGT. FINCH.			1 , [.]	in and perpant would be
	P/O. PEACE.		1	1 . j.	The post of the po
	SGT. TAYLOR.	1	1	1 : 1:1	் நக்கையாக இரும் இரும் விருந்திரும் இரும் இரும் இரும் இரும் இரும் இரும் இரும் இரும் இரும் இரும் இரும் இரும் இர
L. 7778.	SGT. BUCKLEY.		2100	0210	A - The lighted sign ormatical officers
= 1	SGT. RITCHIE.			11:1	Andrew Township despetute Tensor
	SGT. SEYMOUR.		1, 1	1.	A Store 1 25 3/1 1923 (30 Line)
	SGT. JOWETT.		'	1	the second of th
* 2 * * 4	SGT. KELSALL.				
	SGT. LISTER.	 	•		orneil andst at Usin Day
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Appendix...

R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

No. of pages used for day.... By No. 9 Squadron. From 2045 84 / 5 / 40 to 0435 hrs. 25 / 5 / 40 Time Time Down. Details of Sortie or Flight. References. Aircraft Duty. Up. Type and No. In accordance with H.Q. No. 3 Group, form B. 149, 0025 2045 P/O. BUTLER. Wellington. dated 24/5/40, 12 aircraft carried out raids against SGT. ELLIOTT. N. 2897. the targets stated in the above order. All 12 SGT. KELLY. aircraft completed their missions. SGT. BRENNAN. Weather was good but hazy up to about 7,000', P/O. THIMBLETHORPE making it difficult in the moonlight to define SGT. LEGG. objects on the ground. Over most of the route 2230 0245 S/L. PEACOCK. P. 9232. there were 4/10ths. high clouds above 10,0001. P/O. JAMES. The moon did not rise until 23.30 hours, but as SGT. HARGRAVE. the intention was to interfere with the enemy SGT. GRIEFITHS. movements and to prevent both rest and activity of P/O. WEBSTER. troops in and about the target areas throughout the SGT. MURTON. hours of darkness, four early missions were des-2235 0240 F/O. KIRBY-GREEN. L. 7789. patched to be over the target area between the P/O. HILLIER. hours of 22.25 and 23.10. Two of these raids were SGT. HUNTLEY. successful in finding and bombing convoys and SCT. LYONS. road movements. Owing to the darkness, the third SGT. MOFFETT. aircraft was unable to locate the target, so SGT. CLAYES. bombed the last resort target. The remaining 9 P/O. McDIARMID. 2255 0310 L. 7786. aircraft carried out attacks between the hours SGT. MURGATROYD. of 00.20 and 02.30. Seven were able to locate SGT. PITT. and bomb the primary targets, the remaining two SGT. HOEY. bombed secondary targets. P/O. STEPHENS. SGT. SELLY.

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



	P/O. MAUDE-ROXBY. SGT. WATSON. SGT. COWELL. P/O. LEES. SGT. COOK.								
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		OPI	ERATIO	ONS	RECORD	BOOK.		K.A.F.	Form 541.
			DETAIL	OF W	ORK CARRIED OUT	•	•		
From2045 rs.2	34 / 5 / 40 to 0435 rs. 2	5/ 5 / 40	Ву	9 S	quadron.		No. of page	s used for day	7
Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Det	tails of Sortie or Fligh	nt.	Re	eferences.
Wellington	F/LT. RIVETT-CARNA	c.	2210 01	135	$A = A_{ij}$				
R. 3173.	P/O. WANKLYN.	*		.'					
	SGT. JONES.		1.						
	SGT. SMTTH.								
	P/O. ASHTON.	. -							
	SGT. GROUCH.								
L. 7799.	P/O. WALSH.	??	2210 02	300	<u>.</u>				
	SGT. CANTON.				1				
1	SGT. BRUCE.		•						
v	SGT. COSTAIN.				4				
	P/O. VAUGHAN.		-						
	SGT. COOPER.		2220 02	300					
L. 7796.	SGT. DOUGLAS.	ν	0220	300		1.5			
	SGT. COOLING.								
	SGT. OLIVER.		-				-		
	SGT. HORRY.	ı.		'	ari Arita	1 1			
	SGT. WILLIAMS.	7			. 9				
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Appendix

R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

By No. 9 Squadron.

From 2340 2	6 5 40 to 0435 27		ByNo	• 9 Squa	No. of pages used for	or 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.		2350	0320	In accordance with H.Q. No. 3 Group form B. 151 dated 26th May, 1940, four aircraft carried out	
:- . ===	SGT. BRUCE.				raids against JUMET aerodrome. Three aircraft found and bombed the target, the fourth aircraft	
	P/O. VAUGHAN.				was unable, due to darkness, to locate the target.	
P. 9239.	SGT. COOPER.		2340	0250	At the time of take-off the weather between HONINGTON and the ENGLISH COAST was good,	
	SGT. BROOKS.		•		visibility being about 6 miles. From the ENGLISH COAST to the target, slightly hazy, average	
• 	SGT. GANNON. SGT. PETERS.				visibility, 5/10ths. high clouds at 10,000°. These conditions remained throughout the period.	
	SGT. DOBSON.				Two aircraft carried out high level bombing, one	
N, 2942.	F/O. TURNER. P/O. BERRY.		0005	0345	at 10,000 feet, one at 7,000'. The third aircraft carried out a gliding approach attack from 10,000'	
	SGT. ROGERS.				to 5,000'. Thus type of attack proved very successful as very little opposition was met	
	SGT. WHITTLE.				from A.A. guns. The bombs were dropped in sticks, two to three runs being made by each aircraft.	
N. 2898.	F/LT. FORDHAM.		2340	0435	Two aircraft made full use of delayed action	
	P/O. NICHOLSON. SGT. ORCHARD.			- 17	parachute flares and these again proved highly successful in that not only did they light up	
	SGT. NICHOLLS. P/O. MARSHALL.				the target area, but attracted a considerable amount of A.A. fire.	
	SGT. PATTERSON.			1		&

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1 2 3 4 5 6 Reference:- AIR 27 125

Aircraft		-	Time	Time	
Type and No.	. Crew.	Duty.	Up.	Down.	Details of Sortie or Flight. References.
	•				About 30 searchlights were seen in the target area,
			i		which were very accurate, A.A., fire was average,
					and fainly accompate Ainonaft N 2000 magained
					slight damage to the tail/by a 20 m.m. shell.
		N., N.	1.43		slight damage to the tail/by a 20 m.m. shell. This shell was found lodged, unexploded, in the
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Appendix.....

R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Aircraft pe and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
ellingto	. BAL-PEACOCK.		2110	0045	In accordance with H.Q. No. 3 Group order, form	
. 9232.	P/O. JAMES.				B. 152- dated 27th May, 1940, four aircraft were	
	SGT. HARGRAVE.			1	detailed to carry out raids against road and rail	
	SGT. GRIFFITHS.				movements between BRUSSELBSand TOURNAI and six	
	P/O. WEBSTER.			ŀ	aircraft were detailed to carry out raids on the	
	SGT. MURTON.				road junctions at COURTRAI. All aircraft, except	
0000	SGT. HEWITT.		2050	0015	one completed their missions. Weather was good	
7787	SGT. HEWITT.		2000	/ /	throughout the period, but with a slight haze up	
	SGT. ROUTLEDGE.			-	to 6,000°. There were 5-6/10ths. high clouds above	
	SGT. YOUNG SON.				10,000. The moon did not rise until 01.15 hours,	
	SGT. ROWLANDS.		4			
	SGT. HARDY.				and the Pilots state the night was very dark, making it difficult to locate their objectives.	*
	SGI. HARDI.				Attacks were carried out at irregular intervals,	
2897.	P/O. BUTLER.		2045	0100	사용하다 그 사람들은 사람들이 되었다. 그 그 그 그 그 이 전에 되었다니?	
	SGT. ELLIOTT.				in order to create the greatest disturbance throughout the night. High level, or shallow dive,	1
	SGT. KELLY.				or gliding approach attacks were made by all	Maria Bayarina Santan
	SGT. BRENNAN.	i i		ļ	aircraft between varying heights of 1,000' to	
	P/O. THIMBLETHORPE	•			[[[[[[[[[[[[[[[[[[[
	SGT. LEGG.	•			10,000'. The average bombing height was approximate	ly
7786 •	P/O. McDIARMID.		2145	0245.	5,000'. Seven aircraft found and bombed the primary	
	SGT. MURGATROYD.	į.			targets. Two aircraft bombed secondary targets.	
	SGT. PITT.				Intense heavy and light flak fire was encountered	
• .	SGT. HOEY.				at COURTRAI by the early raids. Captains of aircraft	t i
	P/O. STERHENS.				on later raids state that they met very little A.A.	10
1 1	SGT. SELLY.			1		•



and the same of th		× 1				
Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington	SGT. BUCKLEY.		2225	0320	fire in this area. Considerable A.A. was also	
L. 7778.	SGT. RITCHIE.				encountered in the ANTWERP and BRUSSELS area.	
	SGT . SEYMOUR.				There were heavy concentrations of searchlights	
	SGT. JOWETT.		na.u		at COURTRAI which were very accurate.	
	SGT. KELSALL.		in a New			
	SGT. LISTER.					
L. 7788.	F/O. SMALLEY.		2330	0350		
	SGT. WOOD.					
	SGT. SMITH.			- ;		
	SGT. FINCH.		30-13			
	P/O. PEACE.		0.3 1.3			
	SGT. TAYLOR.					
L. 7789.	F/O. KIRBY-GREEN.		0010	0255		
**	P/O. HILLIER.			/ .		
	SGT. HUNTLEY.		·			
	SGT. LYONS.		7083	1. 1.		
	SGT. MOFFETT.					
	SGT, CLAYES.	1. 1. 1.				
L. 7795.	s/L. MONYPENNY.		2340	0250		
	P/O. MAUDE-ROXBY.			-	Continued:	
· -, -, -, -, -, -, -, -, -, -, -, -, -,	SGT. WATSON.				Aircraft Crew. Time up. P. 9278. ScT. KITSON. 2250.	Time down.
	SGT. COWELL.		311C		P. 9278. SCT. KITSON. 2250.	0325.
	SGT. COOK.				SGT. ROSEKFLY.	
D #10#	-		2250	0225	SGT. WHITHAM.	
R. 3173.	F/LT. RIVETT-CARNA	. w	U088	Caau	SGT, PARKIN.	
	P/O. WANKLYN. SGT. JONES.				SGT. READ.	
				.5		
	SGT. SMITH.			1 1 1		
-	P/O. ASHTON.	14.				

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SGT. JONES.

SGT. SMITH.
P/O. ASHTON.

.... 44707/4924 30036 3/40 H.G.S. 51-6059

Appendix...

R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Aircraft ype and No.	1 /5 /40 t 9 355 hrs. 1 /	Duty.	Time Up.	Time Down.	Details of Sortie or Flight. 4 References.
ellington . 7795.	S.A. MONYPENNY. P/O. MAUDE-ROXBY. SGT. WATSON. SGT. COWELL. P/O. LEES. SGT. COOK. SGT. DUGLAS. SGT. COOLING. SGT. GILMOUR. SGT. OLIVER. SGT. HORRY. SGT. WILLIAMS.		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. Name aircraft found and bombed the correct target, two aircraft bombed the roadway 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 NIEUFORT. The weather throughouts the night was reasonably good. At HONINGTON 10/10ths. clouds at 4,000' persisted throughout most of the evening. Over
. 9278.	SGT. PURDY. SGT. COOK. SGT. READ.		2140	0010	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
R. 3173.	SGT. McMAHON. SGT. PARKIN. SGT. BOWEN. F/LT. RIVETT-CARNAC		2250	0130	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'.
# 1	P/O. WANKLYN. SGT. JONES. SGT. SMITH. P/O. ASHTON. SGT. CROUCH.		,		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.

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					i,		
Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.		Details of Sortie or Flight.	References.
Wellington	SGT. BULL.		2305	0115	7.4		7
P. 92 3 9.	SGT. BROOKS.						
	SGT. BETTS.						
	SGT, GANNON,		1	1.			
A	SGTPETERS.		1				
	SGT. DOBSON.			1			e
7799	P/O. WALSH.		2330	0245			
	SGT. CANTON.		2000	Carao			
	SGT. BRUCE.						
1.2	SGT. COSTAIN.	•					
	P/O. VAUGHAN.		3140			and the second second	
-	SGT. COOPER.			7-			
	P/O. BUTLER.						
. 2897.	• Property Compe		2215	0045			
м	SGT. ELLIOTT.						
, IXI	SGT. KELLY.						
	SGT. BRENNAN.			· · · · ·	and the second second		
6	P/O. THIMBLETHORPE.		7.40	- 1		and the second s	
	SGT. LEGG.			. 11	1	dura in the War for	
. 7787.	SGT. HEWITT.	4.5	2230	0050			
	SGT. EDWARDS.						
11951 F	SGT. ROUTLEDGE.						tana arawa da da da da da da da da da da da da da
1 43 F 15 F	SGT. YOUNGSON.		3140				
	SGT. ROWAANDS.		X 2.7		i kanang	ere de la companya de la companya de la companya de la companya de la companya de la companya de la companya d	
	SGT. HARDY.	-].				
7786	B/O. McDIARMID.		2345	0220			
	SGT. MURGATROYD.			-			
	SGT. PITT.					The state of the s	
	SGT. HOEY.						
	P/o. STEPHENS.						
	SGT. SELLY.						

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SGT. PITT. SGT. HOEY. P/O. STEPHENS. SGT. SELLY. R.A.F. Form 541. Appendix OPERATIONS RECORD BOOK. DETAIL OF WORK CARRIED OUT. No. of pages used for day. From 140brs. 31 / 5 / 40 t0 355 hrs. 1 / 6 / 40 By No. 9 Squadron. Time Down. Time References. Details of Sortie or Flight. Aircraft
Type and No. Duty. Crew. 0325 0050 F/L. FORDHAM. Wellington P/O. NICHOL SON. N. 2898. SGT. ORCHARD. SGT. NE HOLLS. P/O. MARSHALL. SGT. PATTERSON. 0355 0055 SGT. BUCKLEY. L. 7778. SGT. RITCHIE. SGT. SEYMOUR. SGT. JOWETT. SGT. KELSALL. SGT. LISTER. 0115 0330 F/O. MIRBY-GREEN. L. 7789. P/O. HILLIER. SGT. HUNTLEY. SGT. LYONS. SGT. MOFFETT. SGT. CLAYES.

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R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No.

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

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

	_	1			100
Place	Date	Time	Summary of Events	References to Appendices	
	1940.			Appendices	ſ.
MONINGTON.	1/6.	.1	Nothing of operational importance occurred.		
			WEATHER! Cloudy, clearing during evening. Wind: light, W - N.W.		i.
			Visibility: 2-4 miles, but 6-12 miles around noon.		14
			and of the first and the first		H
					H
	2/6.		Nothing of operational importance occurred.		H
			WEATHER: Surface wind: light and variable. Weather: fair to fine. Cloud: no low		-
	2.00		cloud in early morning, then 6/10-9/10, 2,000-3,000 ft. from 0900 hrs.		H
4.5		1	GMT, decreasing to nil in evening. Visibility: 2,000 yds. at sunrise,		
			then improving to 12 miles.		
	<u> </u>	+			
				- PE W	
			Section 1. The section of the sectio	1000	
	3/6	21.30	Twelve aircraft carried out operations in accordance with No. 3 croup Operations	98	
		1.0	order, form B. 161, dated 3/6/40 (See Appendix U) and relevant form 541)	E . 1.	
		04.40	All aircraft returned safely.	A CONTRACTOR	
			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 and or		
	1 1 1		evening, 3/10-7/10 Cumulus at 3,000 ft. during afternoon and Træer during		
3.			late morning. Visibility: 2-6 miles in early morning, improving from		H
			0800 hrs. onward to 12 miles.		
			16 In 18 In		
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4/6		Nothing of operational importance occurred.		
			Weather: Surface wind: HE'ly veering E'ly 5-12 m.p.h. Cloud: sky obscured in early	<u> </u>	
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			Page	No.
Place	Date	Time	: Summary of Events	References to Appendices
Contin	ued:		and the section of the gether her 1700 hours CUT	
HONINGTON	4/6		morning, later cloud lifting and finally dispersing alto gether by 1300 hours.GMT.	- 1, 1, 11
			Weather: fair to fine apart from morning fog. Visibility: 500 yards from 0400 to	
			0700 hours GMT. improving to 12 miles during day.	4_3,
		1		1
				The state of the s
	5/6		PERSONNEL: F/Lt. T.S.RIVETT-CARNAC posted from the Squadron to No. 37 Squadron.	F. /
1	5/6		Twelve aircraft carried out operations in accordance with No. 3 Group operations	
	-	21.25	Twelve gitting to darity of the compandix of the and relevant form 541).	C 2
			order form B.163 dated 5/6/40(See appendix C.2. and relevant form 541).	
		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	
	1	1	during aftermoon, and decreasing again at night. Weather: fine, except	
			for the period 0400-0600 GMT. when overcast by North Sea cloud. Cloud:	
		1	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.	
	1	1,		
		<u> </u>	PERSONNEL: P/O. M.T. STEPHENS posted from the Squadron to No. 37 Squadron.	F.1.
•	6/6	ll		
		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.	
		-		
1			and the accordance with No. 3 Group operations	
	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 appendias 3/4 and relevant	6.3.4
			order form B.100 and form B.100, dated 1/0/30 (500 apparenaso 5 th and forest	

form 541).

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R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No....

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.

of (Unit or Formation) NO. 9 SQUADRON.

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

Place	Date	Time	Summary of Events	Reference to Appendice	
HONINGTON.	7/6		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;		
291	-	i -	6 miles in early morning and late at night, 12 miles during remainder		
			of day.		
		<u> </u>			
				1	
	8/6.	x	Nothing of operational importance occurred.		
	1777		WEATHER: Surface wind: light variable at first, becoming SE'ly 5-10 mph. decreasing		<u> </u>
1			at night. Weather: sky obscured by thick fog, dispersing at 0700 fmr. Weather then fine, becoming cloudy in late evening, with slight shower after 2100 GMT. Cloud: Ground fog bifting and lasting for 1 hour as 10/10		
			stratus at 300 ft. then dispersing. 1/10-2/19 cumulus in afternoon	74	
		 	increasing to 4/10-8/10 in late evening. Visibility: 50-100 yards at		
		i	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 operations in accordance with No. 3 Group operations		
			order form B.168, dated 9/6/40 (See appendix C.4 and relevant form 541)	6,64	
	<u> </u>	03.25	All aircraft returned safely.		
			WEWTHER. Surface wind: light and variable. Weather: fine. Cloud: Traces of Cumulus at 4,000 ft. and variable amounts of high and medium clouds. Visibility:	13	
•			good.		

			•						:					
1.2		1				COPYR	IGHT OF THE PUB	LIC RECOR	D OFFICE,	LON DON	-		-11	I
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	Place	Date	Time	Summary of Events	References to Appendices
HON	NINGTON.	10/6	1 1 1	PERSONNEL.P/O. W.C.HOEY and F/Lt. C.S.OLSSON posted to the Squadron from Bassingbourn.	F.2
		<u> </u>		Nothing of operational importance occurred.	
		1		WEATHER: Surface wind: calm or light variable, Weather: fine in late morning.	
		1	1, 1	Otherwise fair, with a momentary fall of rain at 1600 GMT. Cloud:	<u> </u>
name - Z	11	1.77		3/10-6/10 at 3500-5000 ft. till 0600 GMT. Nil-1/10 at 3000 ft. to above	
	1 1	1	1	8000 ft. for remainder of day. Visibility: 2-6 miles increasing at 0500	
		1	1	GMT. to 4-8 miles, and decreasing at 1900 GMT. to 2-4 miles.	
	1	t	1	INTERNATIONAL SITUATION, Italy declared war.	
		f	1		Fare Francisco
·	1	11/6.		Nothing of operational importance occurred.	V
		1-1/0.	1	WEATHER: Surface wind: light variable. Weather: Faur or fine apart from heavy.	
<u></u>		l	·	thunderstorm in evening. Cloud: No low cloud at first, becoming 4/10-8/10	(
	·	t		at 3000-4000 ft. during afternoon, but 8/10-10/10 at 500-1000 ft. during	
		1		thunderstorm. Cloud dispersing at night. Visibility: 1000-2000 yds. at	
<u> </u>		l		first improving to 3-6 miles, but 1000 yds. in thundery rain in evening.	1
	i		1 1		1
	1		1 :		
	1	12/6	1	PERSONNEL: F/O. WJ.E. CRAIGEN and F/O. R.W.TURNER posted from the Squadron to	F.2
			1	Bassingbown.	
		T	· 1	Nothing of operational importance occurredd	
		1	1	WEATHER: Surface wind: S.W W, 5-10 mph. Weather: Fair becoming cloudy with	
		T	1.	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 farst, becoming 6-12 miles.	
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R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No.

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

of (Unit or Formation) NO. 9 SQUADRON

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
TONT VOMON	1940.			
HONINGTON.	13/6	21.50	Twelve sircraft carried out operations in accordance with No. 3 Group operations order form B.173, dated 13/6/40 (See appendix C b and relevant form 541)	4. b
		04.42.		
	,	04.48.	to return.	
~			PERSONNEL: P/O. L.G. BULL and F/O. F.W.PAGE posted to the Squadron.	_F .3
		•	WEATHER: Surface wind: W-NW, 5-12 mph. veering N'ly in afternoon. Cloud: much high	1
			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.	
7.				
1 2	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.) and relevant form 541)	6.7.
	- 1	06.10	All aircraft returned safely-	
			WEATHER: Surface wind: WANW, 10 mph. veering N'ly in afternoon. Cloud: 2/10-4/10	
			at 3000 ft. during max early morning, then 2/10-5/10 Gumulus at 3000 ft.	
	<u></u>		during day, followed by 9/10 at 4000-6000 ft.in late evening. Weather:	
			fair to fine. Vasibility: 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, 2000-3900 ft. descending to 1000-1500 ft. at 0500-070 GMT. clearing to 1/10-3/10 in late afternoon and increasing again to 9/1	0 114
			at 20.00 GMT. Much medium cloud. Visibility: 5-10 miles, decreasing afte	

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Place	Date	Time	Summary of Events	References to Appendices
	tinued 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.	
<u> </u>			Weather: cloudy with intermittent light rain and drizzle in morning and	
			towards midnight. Cloud: 10/10 below 1000 ft. early lifting and breaking	
	- GE	1	to 2/10-5/10 at 2000 ft. falling to 10/10 at 500' at midnight. Visibulity	
	1,	139	: 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	F.ಕ.
			P/O. J.A.ROGERS and P/O. S.CRAWFORD-MARKS posted to the Squadron from	
			Bassingbourn.	
		91.45	Seven aircraft carried dut operations in accordance with No. 3 croup operations	
	***		order form B.178, dated 17/6/40 (See appendix C 8 and relepvant form 541)	C.8
			All aircraft returned safely.	-
name of the state		00.00	WEATHER: Surface wind: N-NE 10-15 mph. Weather: overcast proming 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.	
		1. 1. 4	Visibility: Good except for short period in early morning.	
			VISIONITO, GOOD SHOPE TO	
	<u> </u>			
	18/6	20.45	Seven aircraft carried out operations in accordance with No. 3 Group operations	0.0
-			order form B. 179 dated 18/6/40 (See appendic C. 9. and relevant form 541).	0.9
		03.00	Six aircraft returned safely. Aircraft N. 2897 (P/O. BUTLER and crew) was forced	
7			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

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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.

of (Unit or Formation) NO. 9 SQUADRON

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

Place	Date	Time	Summary of Events		to Appendice	
Co	ntinued			8		
ONINGTON	18/6.		WEATHER: Surface wind: NNE. 10-15 mph. Weather: fine. Cloud: small a	amounts of	<u> </u>	
			cloud at 3000 ft. in early morning. Visibility: good.			
	•				1, 1	
- 1	19/6.	- 5	Aircraft L. 7789 (P/O. NICHOLSON and crew) was conducting a search fo	or the crew		
			of Wellington N. 2897 which had forcedlanded in the North Sea in the	early morning,		
		1	hen the starboard engine caught fire. The aircraft was obliged to la			<u> </u>
			at GRANG- FARM, HESGRAVE M.6863, but no injury was sustained by any			
		f :: . · ·	crew.			
			WWATHER: 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 isxidixmenx 1800 ft. at sunset onwards. Muc			
			high cloud. Visibility: good.			
	20/6		Nothing of operational importance occurred.			
	20/6		WEATHER: Surface wind: NNE. 10-15 mph. Weather: Cloudy becoming fai	r unt 11 1700		
		-	BST. when again cloudy. Slight drizzle about 1900 BST. Clo			
			10/10 at 2000 ft. dispersing in afternoon, but 10/10 at 60			
			a supplied to the supplied of			
		+	late evening. Visibality: good, except in precipitation.			
		 				
						
	21/6	21.05	2 Eight aircraft carried out operations in accordance with No. 3 Gro			5
	2 20 1 3		order form B.182 dated 21/6/40 (See appendix C.10 and relevant for	rm 5 41)	C/o	

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			Page	e No
Place	-Date	Time	Summary of Events	References to Appendices
Continu		05.40	Seven aircraft returned safely. Aircraft L. 7807 (P/O. NICHOLSON and crew)	
HONINGTON&	21/6	05.40	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	
		1	interrupted and not fully received by the aircraft. Subsequently the wireless	
. A marini marini marini marini marini marini marini marini marini marini marini marini marini marini marini m			receiver appears to have become unserviceable, and the pilot, then completely	**
		1	- 10-12-12-12-12-12-12-12-12-12-12-12-12-12-	
			lost, and having nearly run out of petrol, made a forced landing in the North Sea,	<u> </u>
			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.	
		1	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	ī
			: 2500 ft. breaking and lifting finally dispersing about 1800 BST.	
		1	Visibility: good.	
) ::				
	22/6		Nothing of operational importance occurred.	
The second secon			WEATHER: Surface wind: SW. veering NW'ly. mainly light and becoming calm after	
I I I I I I I I I I I I I I I I I I I			dark. Weather: fair, becoming cloudy with light rain after dark. Gloud:	
			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 NB'ly and increasing to 10 mph. at dawn.	
	1	-	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

OPERATIONS RECORD BOOK

Page No.....

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

of (Unit or Formation) NO. 9 SQUADRON.

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

Place	Date	Time	Summary of Events	Keferences to Appendices
HONINGTON.	24/6	21.50	Eleven aircraft carried out operations in accordance with No. 3 Group operations	
<u> </u>			order form B.186 dated 24/6/40 (See appendix C. n. and relevant form 541)	C .m
		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.	PERSON	Nal: P/O. W.J. McINTYRE posted from the Squadron to No. 15 O.T.U. Harwell.	F.4
ii earan T			Nothing of operational importance occurred.	
		h	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	į .
			at 4000 ft. Visibility: 12-18 miles.	
	26/6.		Nothing of operational importance occurred.	
7			Air firing and bombing practice carried out at BERNERS HEATH.	
		-	WEATHTR: 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.	
				<u> </u>
	27/6.	-	PERSONNEL: P/O. K.W.ROBINSON posted to the Squadron from 15 O.T.U., Harwell.	F.4.

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1	1	2			*	5		6	Reference:- AIR 27 125	
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	•		Pag	e No.
Place	Date	Time	Summary of Events	References to Appendices
HONINGTON	nt inued 27/6	d: 21.40	Twelve aircraft carried out operations in accordance with No. 3 Group operations	
tier Kering		04.30	order form B.190 dated 27/6/40. (See appendix C /2 and relevant form 541) All aircraft returned safely.	c. 12.
•	. 1		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,	
	<i>i</i>		clearing in late evening. Cloud: small amounts at 4000 ft. early, 7/10-9/at 3000-4000 ft. during day, small amount at 3000 in evening.	10
		1	Visibility: mainly 6-12 miles, but 12-18 miles in afternoon and evening.	14 July 1990 1980 F 18 18 18 18 18 18 18 18 18 18 18 18 18
	28/6		Not hing of operational importance occurred. WEATHER: Surface wind: calm until 0800 GMT. then S-SE 5-10 mph. Weather: fair km	
		1	becoming cloudy. Cloud: little low cloud early but 9/10 at 4000-5000 ft.	
			during day dispersing at midnight. Visibility: 6-13 miles.	
-	29/6.	21.25	welve aircraft carried out operations in accordance with No 3 Group operations	
			order form B. 189 dated 29/6/40 (See appendix C /2 and relevant form 541)	U.12
]		Eleven aircraft returned safely. Aircraft P. 9239 (P/O. BULL and crew) was	
,,	انه د د ا		obliged to forceland near MANSTON Aerodrome after carrying out operations, as a	
		4	result of engine trouble. None of theorew sustained any injury.	
			WEATHER: Surface wind: S.E'ly 5-15 mph. Weather: fair becoming cloudy in late after- noon. 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.	ه ه

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

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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.

We 4470514974 10030 1740: H.G.S. 51-8050

Appendix

R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2130rs. 3 / 6 / 40 to 0440rs. 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	F/O.KIRBY-GREEN and	Crew.	2130	23 4 5	The meteorological forecast for the night was	
N. 2697.	P/O. BUTLER and cre	.	2210	0040	clear sky with a small risk of fog towards dawn.	.
□. 7786 ·	P/O. McDIARMID and	crew.	2248	0135	Weather conditions up to 01.00 hours on the 4th	
L. 7788	F/O. SMALLEY and Cr	1 , ,	2330	0230	were good. At 01.00 hours 10/10ths. cloud formed	
L. 7778.	F/LT. FORDHAM and C	1.	0006	0400	at base at approximately 150 ft. and at approx.	
P. 9232.	SALDR. PEACOCK and	h	0050	0430	Ol.30 hrs. it was impossible for aircraft to land at HONINGTON. At O3.30 hrs. it was thich fog,	. "
L.7795.	SGT. PURDY and Crew	1	2345	044 0 0250	Weather over the target area remained clear through-	į.
L.7799.	P/O. WALSH and Crew	1	2255	0115		
L. 7796.	SGT. DOUGLAS and Cr		2145	0025	out the period of operations. Navigation was carried out by D.R. assisted by	
R. 3173	F/LT. RIVETT-CARNAC	1	11.7	0140	D.F. Owing to low clouds which eventually	
P. 9239.	SGT. BULL and Crew.		2300	0400	devoloped into thick fog at base, aircraft had	
P. 9278	SGT. KITSOM. and Ore		0030	0-200	to be directed to proceed tomABINGDON, where	
			7,		four aircraft landed, and FELTWELL, where two	
		7			aircraft landed.	
1	Crews as per Crew Appendix G.1.	uist,		,	Although the night was fairly dark horizontal	
e g	Appendix G.1.				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	
* 1					seven thousand feet. Three aircraft carried out	
					Raigneties	_

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
				ī.,	shallow diving attacks from approximately five thousand to fifteen hundred feet.	
					Very little flak fire was encountered. One	
			a		aircraft reported being followed from DUNKIRK to near the ENGLISH COAST by two enemy fighters.	
	y .			-	to near the ENGLISH COASI by two enemy righters. No attacks were made.	
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R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 125 hrs.	5 6 40 0400 hrs6 / 6	/ 4 0.	1	1:	QUADRON. No. of pages used for day
Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight. References.
Wellington	SLDR. MONYPENNY and Cre	₩•	2125	0040	Weather conditions ofer the whole route were good
. 7796	SGT. DOUGLAS and Crew.		2245	0205	throughout the period of operations. The night was
9278	SGT. KITSON. and Crew.		2345	0325	very dark, with a slight haze up to 5,000'.
R. 3173.	F/LT. KIRBY GREEN AND Cr	ew.	2235	0220	Navigation was carried out by D.R. assisted by D.F.
7799.	P.O. WALSH and Crew.		2200	0215	All aircraft experien ed very little difficulty in getting to the area of the target, but due to darkness found dicciculty
9239.	SGT. BULL and Crew.		2325	0330	locating the tal get.
P. 9232.	S/LDR. PEACOCK and Crew.		-	-	The night was very dark and parachute flares were
. 77,00.	PIO. SUMILITY and Crew.		0015	0400	used by all aircraft for locating and attacking the
. 7786	P/O. McDIARMID and Crew.		2215	0225	target. Four aircraft failed to find the primary
. 7787.	SGT. HEWITT and Crew.		2340	0240	target and bombed the secondary targets. High level
	P/O. BUTLER and Crew.	1, 1	2210	0155	bombing attacks were made between heights of 4,000
. 7778.	SGT. PURDY and Crew.		2200	Ó140	and 11,000 feet, the average height being about 7,000 ft.
	\sim				All aircraft encountered intense light and heavy
					flak fire over both the targets attacked. One enemy
		4			aircraft was seen, but no attack was made. All
				1.	Captains complained that they were prevented from
	Crews as per Grew Li	st,			doing accurate bombing by the intensity of the searchlight activities. These were very accurate
	Whheuary a.r.				and although avoiding action was taken, Captains
*					found it impossible to get out of them. On previous
		*	٠.		nights it was found that by dropping a parachute
				1	flare the searchlights would concentrate on it,

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From 125 hrs.	5 / 6 /40 - 60400 hrs6	1	DETA By	IL OF V	Appendix R.A.F. Form 541. RECORD BOOK. ORK CARRIED OUT. QUADRON. No. of pages used for day.
Aircraft Type and No. Wellington L. 7795. LT. 7796. P. 9278. R. 3173. L. 7799. P. 9239. P. 9232. L. 7786. L. 7786. L. 7787. N. 2897. L. 7778.	Crew. S.LDR. MONYPENNY and SGT. DOUGLAS and Crew. SGT. KITSON. and Crew. F/LT. KIREY GREEN AND P.O. WALSH and Crew. SGT. BULL and Crew. S/LDR. PEACOCK and Crew. F/O. SMALLEY and Crew. P/O. McDIARMID and Crew. SGT. HEWITT and Crew. SGT. PURDY and Crew. Crews as per Crew. Appendix G.1.	w. D Crew. rew. w.	Time Up. 2125 2245 2345 2235 2200 2325 - 0015 2215 2340 2210 2200	Time Down. 0040 0205 0325 0220 0215 0330 - 0400 0225 0240 0155 0140	Weather conditions ofer 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 experiened very little difficulty in getting to the area of the target, but due to darkness found dicciculty in locating the target, but due to darkness found dicciculty in locating the target. The night was very dark and parachute flares were used by all aircraft for locating and attacking the 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.

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| 2 3 4 5 6 | Reference:- AIR 27 125

Aircraft Type and No. Duty. Time Down Details of Sortie or Flight. References.					
but on this occasion it did not happen. The aircraft were held all athe time. S/Ldr. PEACOCK and crew who were carrying out a raid in the RUHR area failed to return. XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	Aircraft Type and No. Crew. Duty.	Time T Up. Do	Fime Down.	Details of Sortie or Flight.	References.
	Aircraft Cype and No. Crew. Duty.	Cime Tup.		but on this occasion it did not happen. The aircraft were held all mathe time. S/Ldr. PEACOCK and crew who were carrying out a raid in the RUHR area failed to return.	References.

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Appendix....

R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

702210 hrs. 7	/ 6 / 40 to 430 hrs. 8	6_/40 `	Ву	NO. 9	SQUADRON. No. of pages used for day.
Aircraft ype and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight. References.
llington		-			
2897.	F/O. BUTLER and Crew	•	2210	0240	Three aircraft attacked targets in the BOIS DE
7788	F/O. SMALLEY and Cre	и.	2230	0430	BOULERS and BOIS DE BAILEUX FORESTS in accordance
7786.	P.O. McDIARMID and C	rew. '	2220	0350	with instructions on form B.166. The remaining
7789.	F/O. CRAIGEN and Cre	w.	2230	0340	nine aircraft carried out operations in accordance
77.87	SGT. HEWITT and Crew	•	2255	0315	with form B. 165. Co-ordination was made with FELTWELL
7778	SGT. BUCKLEY and Cre	1 *	2320	0420	and the tasks carried out by this Squadron were in
	F/O. TURNER and Crew		2335	0335	accordance with G.2 (sorties) G.6 (4 sorties)
7795	SADR. MONYPENNY and		2205	0230	G.3 (1 sortie) of form B. 165.
	F.O. KIRBY-GREEN and		2315	0336	The weather was as forecasted. There were low clouds
	P/O. WALSH and Crew.		2215	0405	over the ENGLISH CHANNEL extending into BELGIUM
			2255	0300	and NORTHERN FRANCE. At approximately 0120 hours
9239	SGT. PURDY and Crew.		2230	0300	thick fog spread over the aerodrome very quickly,
7786.	SGT. KITSON and Crew		2200		making it impossible for aircraft to land. All
		7			aircraft had to be diverted to other aerodromes
<u> </u>	Crews as per Cre	WIIST			in the West. Over both the target areas the
	Appendix G.1.				weather was very hazy, and all Captains report
					that it was necessary to use flares to locate
					their objective.
					十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二
			1.		Navigation was carried out by D.R. assisted by
				-	D.F. bearings and and M.F. fixes. one aircraft whigh happened to be a new Grew on their first
			,		Autient trobberted on pa s tram of an out offer 1.1.2.
5					The state of the s

Aircraft Type and No.	- Crew.	Duty. Time Up.		Details of Sortie or Flight References.	
		,		night out on operations, experienced some difficulty with the Navigation. The landfall on returning to MRLAND was made in the vicinity	
				of HASTINGS, but after receiving an M.F. fix	1
		t	-	they were able to locate themselves and land at a clear aerodrome in the West.	4) -
				High level bombing attacks were carried out by all	
				aircraft, varying in heights between 2000 and 9000 feet. The Zarmerezattakted vard vreantis	- ,
				aktainada 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, ABBLVILLE and DIVION, but they	
				were inaccurate. Isolated groups of search ights	
				were encountered over the whole area, but all Pilots deport that they were very inaccurate.	
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Appendix...

R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Fre	m21 40 rs 9	6 / 40 to 325hrs 10	/ 6 / 40	Ву	10. 9	SQUADRON. No. of pages used for day
Ty	Aircraft pe and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight. References.
We.	lington					
L.	7795.	S/L. MONYPLNNY and	Crew.	2240	0210	All aircraft were able to attack the primary
R.	3173.	F LT. KIRBY-GREEN a	nd Crew.	2235	0300	targets allotted to them. Weather was as forecasted by the Meteorological
P.,	9278.	SGT. KITSON and Cre	w •	2210	0200	1. 【
P.	9239.	SGT. PURDY and Crew	•	2140	0205	Service. It was cloudless but hazy over the
T	7799 .	P.O. WALSH and Crew	•	2210	0230	target area
	7796	FO. CRAIGEN and Cr	ew.	2315	0250	Navigation was carried out by D.R. assisted by
*-	7786	SALDE. FORDHAM and	1	2140	0325	H.F. D.F. bearings and M.F. fixes. No difficulty
	7788	F/LT. SMALLEY and	ł.	2145	0305	whatever was experienced.
	7787	GGT. HEWITT and Crew	1	2140	0125	Two ar craft carried out High Level bombing
				2215	0220	between heights of 4,000' and 9,000'. Two arcraft
1	2942.	F/O. TURNER and Crew			0300	carried out shallow dive bombing attacks. One
	7778.	SGT. BUCKLEY and Cre		2210	0 305	aircraft finding a convoy passing along the road
N	2897.	P/O. BUTLER and Crew	1	2310	0 305	in the target area, descended to 900' and carried
	ъ.					out mackine gunattacks. The main object of the
		1 - 1	r Crew list			attack was to set fire to the woods. Pilots
		Appendix G				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
	٠,					
						out.
						Intense light and heavy flak was encountered by all aircraft in the target area, but was not
. !		4				시
	*					very accurate. One enemy elircraft, type
	4	1.		1	1	

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Reference:- AIR 27

Aircraft ypa and No. Crew. Duty. Time Down. Up. Down. Up. Down. Details of Sortic or Flight. References. unidentified, was seen with navigation lights on in the vicinity of GHIMAY. It fired approximately so for inaccurate traceor. A Rumber of, searchlighting ware observed, which although they wore able to hold them for long. Avoiding action was taken by altering heights and direction.				-	
in the vicinity of CHIMAY. It fired approximately 50 tounds of inaccurate tracer. A Number of searchlights were observed, which were able to pick out the aircraft, were unable to hold them for long. Avoiding action was taken by altering heights and direction.	Aircraft Type and No.	Crew.	Duty.	Time Up. Time Down	Details of Sortie or Flight. References.
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.				·	
to hold them for long . Avoiding action was taken by altering heights and direction.				·	searchlights were observed, which although they
taken by altering heights and direction.					그 사람들은 그는 사람들 사람들이 하는 것이 되었다. 그는 사람들이 되었다. 그는 사람들이 사람들이 되었다면 하는 것이 되었다. 그는 사람들이 다른 사람들이 되었다.
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R.A.F. Form 541. Appendix. BOOK. RECORD **OPERATIONS** DETAIL OF WORK CARRIED OUT. No. of pages used for day NO. 9 SQUADRON. 6 / 40 to 442 hrs. 14 / 6 /40 \$ From 2159 nrs. 13 References. Time Time Details of Sortie or Flight. Aircraft Duty. Down. Crew. Type and No. Well ington Six sorties attacked target G.1 - PONT DE L'ARCHE P/O. HILLIER and Crew. 2155 0205 L. 7789. and five sorties target G.13 - FORET DE NOUVION. 2242 0442 F/O. OLSSON and Crew. N. 2942. The six aircraft on PONT DE L'ARCHE flound weather 2245 0350 P/O. McDIARMID and Crew. L. 7786. fine to CALAIS, then overcast, cloud 19/10ths S/L DR. FORDHAM and Crew. 2255 L. 7799. at 7,000' and 9/10ths low cloud in coastal areas 2250 0405 F/SGT. BUCKLEY and Crew. L. 7778. below BOULDGNE. Weather over target was hazy. ? Failed L. 7787. SGT. HEWITT and Crew. Aircraft attacking FORET DE NOWION found 0210 S/LDR. MONYPENNY and Crew. 2155 L. 7795. visibility en route good, but hazy, and low cloud 0115 SGT. DOUGLAS and Crew. 2150 L. 7796. 1,000' to 3,000', 5/10ths. at first, increasing. 2150 0125 FAT. KIRBY-GREEN and Crew. R. 3173. to 7/10ths over target area. 0325 2325 P/O. BULL and Crew. P. 9239 Navigation was carried out by D.R. and M.F. fixes 2220 0150 P/O. BUTLER and Crew. N. 2897 and homing bearings, and several aircraft tried may F/LT. BORDHAM and Crew. 2250 L.:7797. reading down the coast from CALAIS TO ROUEN. Five aircraft on FORET DE NOUVION attacked their PER CREWS AS target between 23.17 and 01.15 hours, all making AP.P. G.1.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 FORE DE NOUVION. Of the six aircraft which attacked PONT DE L'ARCHE, four aircraft attacked the target. No

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1 2 3 4 5 6 Reference:- AIR 27 125

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight. References.
			-		direct hits on the bridge observed, but several
	- 1	1	. 1		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
1					at 6,000' over FORET DE NOUVION, circling
	'				parachute flare, but did not attack. A number of/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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. Appendix....

R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

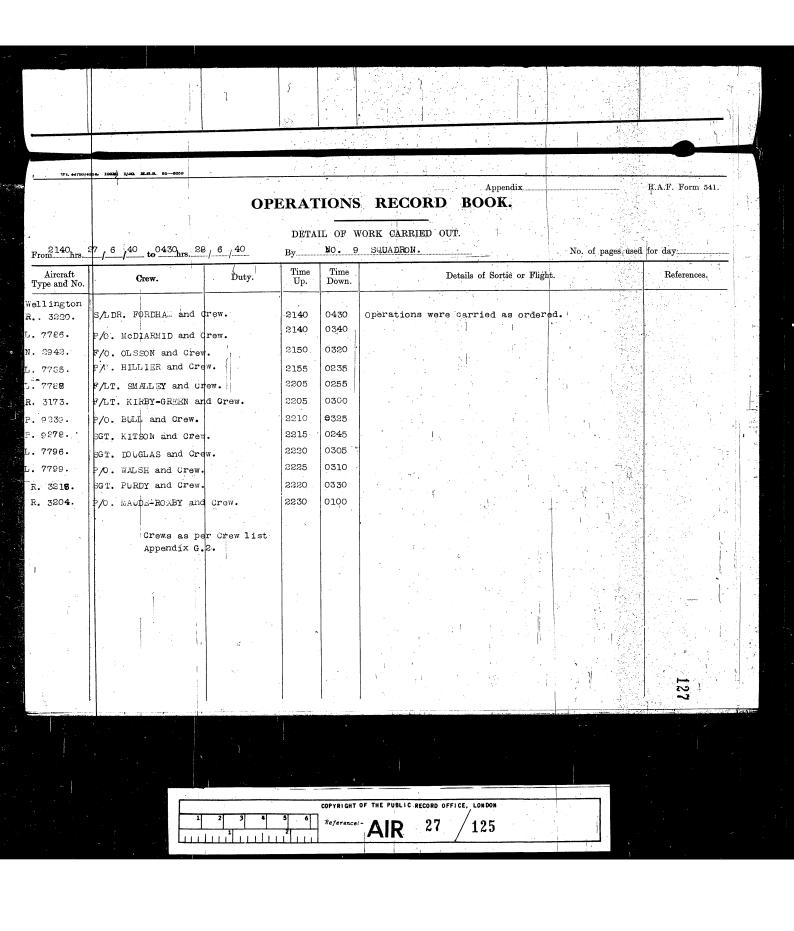
Aircraft Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight. References.
P/O. WALSH and Crew SGT. KITSON and Cre		2200 2 15 0	0540 0450	Three aircraft of this Squadron and two aircraft of 214 Squadron, working from the Station,
9278. SGT. KITSON and Cre		2145	0610	took part in operations on the night of 14/15th
CREWS AS PE				June, 1940. Weather at base, visibility good, no low clouds. Over target area, broken cloud 7/10ths at 2,000
APP. G.1.				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 end 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.

R.A.F. Form 541. Appendix **OPERATIONS** RECORD BOOK. DETAIL OF WORK CARRIED OUT. 6 40 SQUADRON. From hrs. 40 0305 18 _____to ____hrs.___ NO. 9 No. of pages used for day..... Time Down. Aircraft Type and No. Time Details of Sortie or Flight. References. Crew. Duty. Up. Wellington 9200 Operations were carried out as ordered. 2145 L. 7795. S/LDR. MONYPENNY and Crew. 2205 0145 P. 9278. F/O. OLSSON and Crew. 2155 0155 P. 9239. P/O. BULL and Crew. 0159 2200 L. 7796. SGT. DUGLAS and Crew. P.O. NICHOLSON and crew. 2150 0140 L. 7785. 0140 2150 P/O. HILLIER and Crew. L. 7789. P/O. McDIARMID and Crew. 2155 0305 L. 7786. Crews as per Crew List. Appendix G.1. COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON 27 125

Appendix. R.A.F. Form 541. **OPERATIONS RECORD** BOOK. DETAIL OF WORK CARRIED OUT. 6 / 40 to 0300 rs. 19 / 6 / 40 NO. 9 SQUADRON. Ву..... From 2045 rs 18 / Time Up. Time Down. References. Aircraft Type and No. Details of Sortie or Flight. Crew. Wellington 0225 F/LT. KIRBY-GREEN and Crew. 2155 Operations were carried out as ordered. R. 3173. 0235 2220 P. 9278. SGT. KITSON and Crew. 2150 P/O. BUTLER and Crew. N. 2897. 2210 0215 P/O. WALSH and Crew. L-7799. 2045 0300 7789 S/LDR. FORDHAM and Crew. 2045 0200 F,SGT. BUCKLEY and Crew. L. 7778. 2220 0225 F/LT. SMALLEY and Crew. L. 778E. Crews as per Crew List. Appendix G.1. COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON 125

R.A.F. Form 541. OPERATIONS RECORD BOOK. DETAIL OF WORK CARRIED OUT. NO. 9 SQUADRON. No. of pages used for day... Ву..... From 210 5rs. 21/ 6 / 40 to 0540 hrs. 22 / 6 / 40 Time Up. Time Down. Aircraft Type and No. Details of Sortie or Flight, References. Duty. Crew. Wellington L. 7785. 2105 0315 P/O. HILLIER and Crew. Operations were carried out as ordered. 2115 O**8**15 L. 7788. F/O. OLSSON and crew. 2130 0335 F/SGT. BUCKLEY and Crew. L. 7778. 0100 N. 2898. 2145 S/LDR. FORDHAM and Crew. L'. 7786. P/O. McDIARMID and Crew. 2140 0340 2125 0325 L. 7795. SLDR. MONYPENNY and Crew. 2130 0345 R. 3173. F/LT. KIRBY-GREEN and Urew. L. 7807. 2105 0505 P/O. NICHOLSON and Crew. Crews as per Crew List. Appendix G.2. COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON 125

R.A.F. Form 541. BOOK. **OPERATIONS** RECORD DETAIL OF WORK CARRIED OUT. No. of pages used for day... By NO. 9 SQUADRON From 2150rs 40 to 0335 25 / 6 / 40 Time Up. Time Down: References. Details of Sortie or Flight. Aircraft Type and No. Duty. Wellington Operations were carried out as ordered. 2155 0110 s/LDR. MONYPENNY and L. 7795. 0315 2240 SGT. DOUGLAS and Crew. L. 7796. 2240 0215 SGT. KITSON and Crew. P. 9278. 0125 2150 FAT. KIRBY-GREEN and Crew. R. 3173. 2150 0045 P. 9239. P/O. Bull and Crew. P/O. WALSH and Grew 2150 0120 L. 7799. SGT. PURDY and Crew. 0200 2240 ã. 3216. 0350 S/LDR. FORDHAM and Crew. 2215 L.]7786. F/SGT. BUCKLEY and Grew. 0335 2220 L. 7778. F/O. OLSSON and Crew. 2220 0300 R. 3220. P/O. HILLIER and Crew. 2240 0220 L. 7785. Crews as per Crew List. Appendix G.2. COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON Reference:- AIR 27. 125



R.A.F. Form 541. Appendix. **OPERATIONS RECORD** BOOK. DETAIL OF WORK CARRIED OUT. No. of pages used for day..... NO. 91 SQUADRON. 16 / 40 to 06 15s. 30 / 6 / 40 From 125hrs. Time Up. Time Down. Details of Sortie or Flight. References. Aircraft Type and No. Duty. Wellingtor Operations were carried out as ordered. 2125 0325 LI. KIRBY-GREEN and Crew. R. 3173. 2130 0535 T. 7796. GT. DOUGLAS and Crew. 0405 2130 0. WALSH and Crew L. **7**799. 2125 0340 Ļ. 7795. SGT. KITSON and Crew 2125 0330 R. 3216. GT. PURDY and Crew. 2215 0110 n. 3204. P/O. MAUDE-ROXBY and Crew. 2130 po. BULL and Crew. P. 9239. S/LDR. FORDHAM and crew. 2155 0615 N. 2898. F/SGT. BUCKLEY and Crew. L. 7778. 2125 0305 L. 7785. O. HOLLIER and Crew. 2130 0350 FO. OLSSON and Trew. 2126 0355 N. 2942. 0415 P/O. McDIARMID and Crew. 2135 L. 7788. Crews as per Crew Appendix G.2. COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON

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R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No...

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.

of (Unit or Formation) NO. 9 SCHADRON.

No. of pages used for day....

Place	Date	Time	Summary of Events	References to Appendices
HONINGPON.	1/7.	2140.	Six aircraft carriec out operations in accordance with No. 3 Group operations	
		0210.	order form B. 195 ated 1/7/40 (See appendix C /, and relevant form 541). All aircraft returned safely.	C.4 ~
			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.	
1	2/7.		Nothing of operational importance occurred.	
		1.	WEATHER. Surface wind: light southerly becoming sou westerly 10 m.p.h. after	
			midday. Cloud: no low cloud at first, then 4/10 to 8/10, 3,000 to 4,000	
-			fest, during day. Nuch high and medium aloud. Weather: fair to fine. Visibility: good.	-
	3/7	-	PERSONNIL. P/O. L.C. BULL posted from the Squadron to PAE Posson Dawn	
	"		PERSONNEL. P/O. L.C. BULL posted from the Squadron to RAF. Boscor be Down. Nothing of operational importance occurred.	F.6
			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 rt. Freaking and lifting	
		-	in evening. Visibility: 12 miles.	12
	4/7.		520155 Sgt. HORRY, F. presented with Distinguished Flying Medal by	9

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Reference:- AIR 27 125

Page 1 as Price Sea That he was a se			A SHOULD SHOW A SHOULD	
			Pag	No.
Place	Date	Time	Summary of Events	References to Appendice
4 7	(contd)		Air Vice Harshal J A. E. L. D. Ik, J. E. , D. S. C. , C. E. E.	
	- 1	,	Nothing of operational importance occurred.	
	·		WEATHER. Surface wind: N.W. at first, 8-12 m.p.h. then backing W. 12-13 m.p.h. becoming W.S.W. 5-12 m.p.h. in late evening. Weather: fine with early	
			morning mist; cloud. during day, clearing late evening. Cloud: Wil- 3/10.	
1			early morning, increasing 7/10-2/1 at,000ft 3,000ft. during day, clearing almost completely by milnight. 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	
			BET. Cloud: 4/10-8/10, 2,000-3,000 ft. falling below 1,900 ft. during	
			tlunderstorm. Vicibility: good, but below 4,000 yards in tlunderstorm.	
4 N	·	-		
	6/7.		Air firing practice at Berner Heath.	
	3, 1 •		Nothing of operational importance pocurred.	
		1.	WEATEER. Surface wind: light s.w'ly backing S. late in evening. Weather: cloudy	
			at forst, continuous light rain from midday to early evening, then fine.	
			Cloud: v risble 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 aldnight.	Lett.

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R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No.

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.

of (Unit or Formation) NO. 9 SQUAURON.

No. of pages used for day

Three sireraft carried out operations in accordance with No. 3 Group Operations order form E. 201 fitted 7/7/40 (See appendix C 3 and relevant form Sei) 9.5 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. Oleud: increasing amounts of Cumulus after sumrise dispersing only slowly after sumset. Visibilit: improving from 2,000 yds. early to good and remaining so. Bothing of operational importance occurred. BLATURE. Surface wind: light Southerly at first becoming Westerly 5-10 m.g.h. leather: cloudy becoming from 1,000 yds. early to good and remaining so. Bothing of operational importance occurred. BLATURE. Surface wind: light Southerly at first becoming Westerly 5-10 m.g.h. in early morning dispersing Jumulus cloud developing at 3,000 ft. in early morning dispersing Jumulus cloud developing at 3,000 ft. in early morning dispersing Jumulus cloud developing at 3,000 ft. and becoming 9/10 at 1,500 cft. Dispersing towards duss. Visibility: 4 miles at first. 6-16 if es remainder of day. 9/7. 2155 Seven aircraft took off for operations in accordance with No. 3 Group Operations order form B. 2/3 dated 9/7/40 (See appendix of and relevant form 541) Pive aircraft returned as base after being recalled. O230 Two aircraft returned as felly 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	Place	Date	Time	Summary of Events	References to Appendices	
order form E. 201 dated 7/7/40 (See appendix 0 3 and relevant form 541) O215 All aircraft returned safely. WEATHER. Surface wind: mainly light Swily, except during middle of day when it was West 10 m.p.h. Weather: cloudy. Thundery showers 0520, oloud increasing amounts of Cummoving from 2,000 yds. early to good and remaining sunset. Visibility: improving from 2,000 yds. early to good and remaining so. 8/7. Hothing of operational importance occurred. WHATHER. Surface wind: light Southerly at first becoming westerly 5-10 m.p.h. eather: cloudy becoming fair towards evening, cloud: 9/10 at 2,000 ft. in early coming dispersing lumiliae cloud developing at 3,000 ft. and becoming 9/10 at 1,500 C.T. Dispersing towards dusi. 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 Disparations order form B. 23 dated 9/7/40 (See appendix 0 4 and relevant form 541) Five aircraft returned as base after being recalled. Two aircraft returned as base after being recalled. UNIVIER. Surface wind: Southweaterly increasing to 20 m.ph. during the day, but						
order form E. 201 dated 7/7/40 (See appendix 0 3 and relevant form 541) All aircraft returned safely. WEATHER. Surface wind: naviny light Swily, except during middle of day when it was West 10 m.p.h. Weather: cloudy. Thundery showers 0520. Oloud increasing amounts of Cumulus after sunrise dispersing only slowly after sunset. Visibilit: improving from 2,000 yds. early to good and remaining so. 8/7. Hothin of operational importance occurred. WHATHER. Surface wind: light Southerly at first becoming Westerly 5-10 m.p.h. eather: cloudy becoming fair towards evening, cloud: 9/10 at 3,000 ft. in early morning dispersing tumplus cloud developing at 3,000 ft. and becoming 9/10 at 1,500 c.T. Dispersing towards dust. 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. 23 dated 9/7/40 (See appendix 0 4 and relevant form 541) Pive aircraft returned to bese after being recalled. Two eircraft returned as fely after carrying out operations. WEATHER. Surface wind: Southweaterly increasing to 20 m.ph. during the day, but	WONINGTON.	7/7	2140	Three aircraft carried out operations in accordance with No. 3 Group Operations		ļ.,
All aircraft returned safely. WEATHER. Surface wind: na rely light SW ly, except during middle of day when it was Went 10 m.p.h. Weather: cloudy. Thundery showers 0520. Olouding increasing amounts of Oumulus after sunrise dispersing only slowly after sunset. Visibilit: improving from 2,000 yds. early to good and reserving so. 8/7. Bothin of operational importance occurred. LITATION. Surface wind: light Southerly at first becoming Westerly 5-10 m.p.h. Leather: cloudy becoming fair towards evening. Cloud: 9/10 at 3,000 ft. in early morning dispersing Jumilus cloud developing at 3,000 ft. and becoming 9/10 at 1,500 c.T. Dispersing towards dust. Visibility: 4 miles at first. 6-15 es remainder of day. 9/7. 2155 Eeven aircraft took off for operations in accordance with No. 3 Group Operations order form B. 203 dated 9/7/40 (See appendix 0 4 and relevant form 541) 2355 Pive aircraft returned to base after being recalled. Two aircraft returned asfely after carrying out operations. WEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but	Hominoran	1.			g.3	1
WEATHER. Surface wind: ra'rly light SW'ly, except during middle of day when it was West 10 m.p.h. Weather: cloudy. Thundery showers 0520. Oloud: increasing amounts of Cumulus after sunrise dispersing only slowly after sunset. Visibilit: improving from 2,000 yds. early to good and remaining so. 8/7.			0215			
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increasing amounts of Cumulus after sumrise dispersing only slowly after sunset. Visibilit: improving from 2,000 yds. early to good and remaining so. Rothing of operational importance occurred.	. i		1	was West 10 m.p.h. Weather: cloudy. Thundery showers 0520. Cloud:		•
sunset. Visibilit: improving from 2,000 yds. early to good and remaining so. 8/7. Nothing of operational importance occurred. NHATHER. Surface wind: light Southerly at first becoming Westerly 5-10 m.p.h. Leather: cloudy becoming fair towards evening. Cloud: 9/10 at 2,000 ft. in early morning dispersing Jumulus cloud developing at 3,000 ft. and becoming 9/10 at 1,500 g.T. Dispersing towards dust. Visibility: 4 miles at first. 6-12 - t es 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 0 4 and relevant form 541) Five aircraft returned to base after being recalled. Two aircraft returned safely after carrying out operations. WEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but	- 1					
8/7. Nothing of operational importance occurred. WEATHER. Surface wind: light Southerly at first becoming Westerly 5-10 Fig. h. Leather: cloudy becoming fair towards evening. Cloud: 9/10 at \$,000 ft. in early morning dispersing Jumulus cloud developing at 3,000 ft. and becoming 9/10 at 1,500 g.T. Dispersing towards dusk. Visibility: 4 miles at first. 6-18 = es 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) 2355 Five aircraft returned to base after being recalled. O230 Two aircraft returned safely after carrying out operations. WEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but	i i je			increasing amounts of occurrence from 2.000 vds. early to good and remaining		
8/7. Nothing of operational importance occurred. NEATHER. Surface wind: light Southerly at first becoming Westerly 5-10 m.p.h. Leather: cloudy becoming fair towards evening. Cloud: 9/10 at 3,000 ft. in early morning dispersing Jumulus cloud developing at 3,000 ft. and becoming 9/10 at 1,500 ft. Dispersing towards dust. Visibility: 4 miles at first. 6-18 miles remainder of day. 9/7. 2155 Seven aircraft took off for operations in accordance with No. 3 Group Operations order form B. 205 dated 9/7/40 (See appendix 0 4 and relevant form 541) 2355 Five aircraft returned to base after being recalled. Two aircraft returned safely after carrying out operations. VEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but					1	
9/7. 2155 Seven aircraft took off for operations in accordance with No. 3 Croup Operations order form B. 203 dated 9/7/40 (See appendix C 4 and relevant form 541) Similar returned to base after being recalled. Two aircraft returned safely after carrying out operations. VEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but				50.		
9/7. 2155 Seven aircraft took off for operations in accordance with No. 3 Croup Operations order form B. 203 dated 9/7/40 (See appendix C 4 and relevant form 541) Similar returned to base after being recalled. Two aircraft returned safely after carrying out operations. VEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but					F	
9/7. 2155 Seven aircraft took off for operations in accordance with No. 3 Croup Operations order form B. 203 dated 9/7/40 (See appendix C 4 and relevant form 541) Similar returned to base after being recalled. Two aircraft returned safely after carrying out operations. VEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but						i i
peather: cloudy becoming fair towards evening. Cloud: 9/10 at 3,000 ft. in early morning dispersing Jumulus cloud developing at 3,000 ft. and becoming 9/10 at 1,500 c.T. Dispersing towards dusk. Visibility: 4 miles at first. 6-15 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) 2355 Five aircraft returned to base after being recalled. Two aircraft returned safely after carrying out operations. WEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but	.	8/7.		Nothing of operational importance occurred.		
in early morning dispersing Jumilus cloud developing at 3,000 ft. and becoming 9/10 at 1,500 c.T. Dispersing towards dusk. Visibility: 4 miles at first. 6-12 es 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). 2355 Five aircraft returned to base after being recalled. Two aircraft returned safely after carrying out operations. WEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but	1.					
becoming 9/10 at 1,500 G.T. Dispersing towards dusk. Visibility: 4 miles at first. 6-12 mes remainder of day. 9/7. 2155 Seven aircraft took off for operations in accordance with No. 3 Group Operations order form B. 205 dated 9/7/40 (See appendix C 4 and relevant form 541). Five aircraft returned to base after being recalled. Two aircraft returned safely after carrying out operations. WEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but			1. 1			1
g/7. 2155 Seven aircraft took off for operations in accordance with No. 3 Group Operations order form B. 205 dated 9/7/40 (See appendix C 4 and relevant form 541) 2355 Five aircraft returned to base after being recalled. Two aircraft returned safely after carrying out operations. WEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but	4	1	1	in early morning dispersing Jumilus cloud developing at 3,000 ft. and		1-4-
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). 2355 Five aircraft returned to base after being recalled. Two aircraft returned safely after carrying out operations. WEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but				becoming 9/10 at 1,500 G.T. Dispersing towards dusk. Visibility: 4 miles	<u> </u>	
order form B. 203 dated 9/7/40 (See appendix C 4 and relevant form 541) C. Five aircraft returned to base after being recalled. Two aircraft returned safely after carrying out operations. WEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but	* * * * * * * * * * * * * * * * * * *		'	at first. 6-12 mi es remainder of day.	·	-
order form B. 203 dated 9/7/40 (See appendix C 4 and relevant form 541) C. Five aircraft returned to base after being recalled. Two aircraft returned safely after carrying out operations. WEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but						
order form B. 203 dated 9/7/40 (See appendix C 4 and relevant form 541) C. Five aircraft returned to base after being recalled. Two aircraft returned safely after carrying out operations. WEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but						1 +
order form B. 203 dated 9/7/40 (See appendix C 4 and relevant form 541) C. Five aircraft returned to base after being recalled. Two aircraft returned safely after carrying out operations. WEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but		9/7	9155	Seven sircraft took off for operations in accordance with No. 3 Group Operations	1,	14
Five aircraft returned to base after being recalled. Two aircraft returned safely after carrying out operations. WEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but		3//.	N±00 -		0.4	1-4
O250 Two sircraft returned safely after carrying out operations. WEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but	· · · · · · · · · · · · · · · · · · ·		0.255		1 3 5 in	1. 1
WEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but	•		1 1			
그리고 그리고 그는 그를 가는 그는 사람들이 되었다. 그는 그를 가는 그는 그를 가는 그를 가는 사람들이 가장 그는 그리고 그는 그를 가장 하는 그를 가장 하는 그를 가장		,	0230			-
becoming lighter at dusk. Weather: little cloud but becoming cloudy		-		그는 그는 그 그 그 그 그 그 그 그는 그는 그를 보고 있다. 그를 보고 하는 그를 보고 하는 그를 보고 있다. 그를 보고 하는 그를 받았다. 그를 보고 하는 그를 받았다. 그를 보고 하는 그를 받았다. 그를 보고 하는 그를 받았다. 그를 보고 하는 그를 보고 있다. 그를 보고 있다. 그를 보고 있다. 그를 보고 있다.	1.1	
		11		becoming lighter at dusk. Feather: little cloud but becoming cloudy	. 5	



Place	Date	Time	Summary of Events	References to- Appendices
ONINGTON.	9/7 (ontā)	with intermittent rain at about midnight. Cloud: little cloud early, but 7/10-	
	1		10/10 at 3,000 ft. after 1000 BST. Visibility: 6-12 miles.	
	-			
	10/7.		Nothing of operational importance occurred.	
100			WEATHER. Wind: South to West 5-15 m.p.h. Weather: mainly cloudy with slight rain	
			at times. XEXXXET: 7/10-10/10 at 2,000-3,000 ft. Visibility: 4-12 miles.	
,	1.4.			
	11/7	2225	Eight aircraft took off for operations in accordance with 3 Group Operations order	
-			form B. 20% dated "/Y/40 (See appendix C and relevant form 541)	o.
		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 furst, becoming fair to f ne during afternoon and evening. Cloud:	ļ., <u> </u>
		-	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.	
		1	dispersing at night. Visibility, 5-12 miles.	
	20/6			
	12/7		Nothing of operational importance occurred. WEATHER, Wind: S. to S.W., 5-15 m.r. Weather: fair to cloudy with occasional	
		-	light slowers. Cloud: little or none at first; becoming 6/10-8/10 at 2,000-	
1			3,000 ft. Luch high and medium cloud later. Visibility 4-12 miles.	
			3,000 It. Luch him and medium cloud later. Visibility 4-12 miles.	
	7 m /m	0.750		
	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 b and relevant form 541)	0.6

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ŀ	1 2 3 4 5 6	Reference	-AIR 27 / 125	
ĺ	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		AIR 21 / 123	

		13/7	2130	Nine aircraft took off for operations in accordance with 3 Group operations order	
		<u>i</u>	1	form B. 207 dated 13/7/40 (See appendix C b and relevant form 541)	<i>.</i> 6
		1			
1					
1					
5	21793 Wt. 38305/3593	400,000 112	2/39-McC & Co	o-51-5658	
]	R.A.F. Form 540			OPERATIONS RECORD BOOK Page 1	
1	see instructions for use of para. 2349, and War Man notes in R.A.F. Pocket Be	this form in ual, Pt. II., ook.	n K.R. and A chapter XX.		
	Place	Date	Time	Summary of Events	References to Appendices
		contd.			
H	ONINGTON.	13/7	0410	All aircraft returned safely. WEATHER. Surface * 14 d: 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.	
	· -			WEATEER. Surface wind: light 5 ly. weather: lair to line. Stoud: small amounts.	
				at 4,000 ft. later 4/10-8/10 dumulus at 2,000-3,000 ft. Visibility: good.	
	4. 	1	11		
		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.	
			1		
		36/0		Air Firing practice carried out at Berners Heath.	
		16/7.		Nothing o operational importance occurred.	
				WIATHER. Surface wind: N.E'ly light becoming moderate. NW'ly later in day. Weather:	
			47	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.	
	7				e de la colar
				COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON	
				1 2 3 4 5 6 Reference:- AIR 27 / 125	

			Pag	e No.	
Place	Date	Time	Summary of Events	References to Appendices	ľ
HONINGTON.	17/7		PERSONNEL. A/F/L. J.R.T.SMALLEY posted from the Squadron to RAF: BASSINGBOURNE.	F.b	
			A/F/L. D.D.MIDELETON posted to the Squadron from No. 11 O.T.U.	F.6	-
			Nothing of operational importance occurred.	mino.	
		-	WEATHER. Surface wind: moderate westerly. Weather: rain and slight mist during mo]	
11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			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.		-3
			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 6,000 ft.		
	1		lowering to 800 ft. in rain; lifting to 2,000-3,000 ft. in afternoon and		1
*			breaking. Visibility: good.	4	-
					-
1					1 1
	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)	o. 7	1
	-	0420	Ten aircraft returned safely. Aircraft L. 7795 (S/L. MCNYPENNY and crew) failed		
· · · · · · · .			to return.	L., L	
			PERSONNIL. P/O. H.W.ASHTON posted from the Squadron to No. 15 O.T.U.	F.6	
	1.		P/O. C.M. CALON posted to the Squadron from No. 15 B.T.U.	F.6	
114.			WEATHER. Surface wind: S.W'ly moderate to fresh. Weather: cloudy at first, showers		
7	*		between 0600 and 1200, then fine. Cloud: variable amounts, mainly large,		
	1	1	of Cumulus cloud, dispersing after sunset. Some medium cloud throughout		1
	1		the day. Visibility: 6-12 miles.		
	' 				11.

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. 1	шш	لللللل	سبب	4.1.1.1.	<u> </u>				17 m

the day. Visibility: 6-12 miles. 21793 Wt. 38805/3593 400,000 12/39-McC & Co-51-5658 RECORD BOOK Page No. R.A.F. Form 540 **OPERATIONS** See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. 11., chapter XX., and notes in R.A.F. Pocket Book. No. of pages used for day of (Unit or Formation).... NO. 9 SQUADRON. Summary of Events Place Date Appendices 20/7 Nothing of operational importance occurred. HONTINGTON WEATHER. Surface wind: St. ly 15-20 m.p.h. Weather: cloudy with showers towards midday, elecring at night. Cloud: mainly 5/10-9/10 at 1,500-2,500 ft. falling to 1,000 ft.in precipitation, dispersing after sumset. Vist good P/O. WANKLYN and 742845 Sgt. BENNEIT, D. killed in aircraft P. 9205 which orashed 21/7. at TROSTON during local circuits and landings. Ten aircraft took off for operations in accordance with 3 Group operations order 2125 a. 8 form B. 215 dated 21/7/40 (See appendix C % and relevant form 541) 0420. All aircraft returned safely. Air firing practice carried out at Liernera Heath. WHATHER. Surface wind: Westerly 10-15 m.p.h. but lighter after sumset. Weathers cloudy with occasional chowers and thunders orm at 1420 BST. Clouds little cloud early but becoming 6/10-9/10 at 2,500 feet gradually dispersing after sunset. Visibility: good except in precipitation. S/LDR. J.O.HINKS, P/O. D. .L HB and P/O. J.E.BARTLETT posted to the 22/7 PERSONNE: Squadron from RAF. Basingbourne. Nothing of operational importance occurred. WEATHER. Surface winds mainly Westerly 10-15 m.p.h. becomin lighter and veriable towards end of day, eather: cloudy. A ir after unset. Cloud: mainly 6/10-10/10 at 3,000-4,000 feet. Disper includer sumset. Visibility: rainly 6-18 miles but becomin 2,000-4,000 yards at midnight. <u>س</u>

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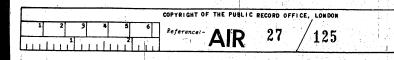
-7			Summary of Events	References to	1
Place	Date	Time		Appendice	s
			Ten aircraft took off for operations in accordance with 3 croup sperations order		
ONINGTON	23/7	210 5	form B. 217 dated 25/7/40. (See appendix C 4 and relevant for 541)	0.9	
		0415	All aircraft returned safely.		
1		0 2 2 0	WATHER. Surface wind: calm or light and variable. Weather: cloudy with rain at		1
***		ĺ	1700-1800 BST. Cloud: variable amounts at 3000-5000 feet decreasing towards milday		1
· · · · · · · · · · · · · · · · · · ·			increasing later. Falling to 1000 feet in rain. isibility: 2 miles improving to		-
			4 miles during day and again decreasing after senset.		1
					+
					1
	24/7		PERSONNIL. W/CDR. F.A. NETLY posted to the Equadron from H.Q. No. 3 roup and		t
			assumed Commend vice -/CDR. A. OKEE.	F •1	1
	1		Nothing of operational importance occurred.	1	1
			WHATHER. Surface wind: calm becoming desterly 3-13 m.p.h. during day decreasing		1
			to S.W. at 5-10 m.p.h. "eather: mainly cloudy, Continuousrain from 1500		1
1			-2200 DET. Cloud: increasing to 10/10 at 2,000-3,000 feet. ralling to		Ť
			1,000 feet in precipitation. isibility: 4-6 miles during daylight,		I
	1	1 :	otherwise 2,000-4,000 yards.		
£					
			PERSONNEL. F/O. C.D.FOX and P/O. R. L.A. TURFLE posted to the "quadron from RAF. HAR	well. F.7	-
\$ \$	25/7		Nine aircraft took off or operations in accordance with 3 Group operations order		Ŀ
egen Algeria		2120	form B. 219 dated 25/7/40 (See appendix C /D and relevant form 541)	0. 16	١,
		o ako	All aircraft returned safely.		1
		0430	WEATHER. Surface wind: Exinly Westerly 5-1 m.p.h. decreasing to calm in evening.		
- 1			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		
	+			dra e	4
	9	1	miles until midesy then 10-15 miles.		

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to 6/10-10/10 at 3,000-4,000 feet. from late forences. Visibility: 2-4

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

R.A.F. Form 540 See instructions for use of para. 2349, and War Man motes in R.A.F. Pocket B	f this form in	n K.R. and A chapter XX.	OPERATIONS RECORD BOOK Of (Unit or Formation) NO. 9 SQUADRON. Of (Unit or Formation) NO. 9 SQUADRON. OF Page 1. SQUADRON. OF Page 2. SQUADRON.	
Place	Date	Time	Summary of Events	Reference ito Appendice
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 n.p.h. with a sudden change to N.N.E. between 2000 and 2100 BST.	
er <mark>s</mark>		.'	Weather: continuous rain during morning . Cloudy afternoon. Thunderstorms at 0300 and 2300 BST. Cloud: 4/10 to 6/10 at 2000 to 5,000 feet at first	
			lowering to 600 feet towards 0900 BST. lifting thereafter to 3/10 to 7/10	
1			at 2,000 to 3,000 feet. Much medium cloud throughout the day: Vigibility:	
•			rainly 4 to 6 miles, but detweriorating to 2,000 to 4,000 yards; between	
			· 0700 and 1000 BST.	
		-		
1	27/7.		Air iring practice carried out at Berners Heath.	
	2///			<u> </u>
			Nothing of operational importance occurred. WHATHER. Surface wind: light and variable become re N.W'ly 5-10 m.p.h. Weither:	
i-,			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 deteriors in	
			precipitation.	
a ta sala		1.2	prediptorion.	
	28/7.	9110	Will all all all all all all all all all	
	68/1.	ETTO.	Nine aircraft took off for operation in accordance with 3 Group operations order	n H
			form B. 222 dated 28/7/40 (See appendix C 11 and relevant form 541)	U. "•
-	277	0615	All aircraft returned safely.	-
			WIATHER. P 0	<u>ဗ</u>



<u> </u>		·	Pag	e No.	
Place	Date	Time	Summary of Events	Reference to Appendic	
HONINGTON.	28/7.	contd	WEATHER. Surface wind: mainly N.W'ly 5-10 m.p.h. Weather: fair on fine except		T^{-1}
			for slower at 1700 CMT. Cloud: Nil increasing to 5/10-9/10 at 2,000 - 3,00		1.
			ft. during afternoon dispersing in evening. Visibility: mainly 9+12 miles.		1
			The overline visitity, and the miles.		4.
		*			13
	29/7.	,	Air to Air firing practice carried out at Weybourne.		
			Nothing of operational importance occurred.		
			W.ATHER. Surface wind: light at first, then mainly Wester'y 10 m.p.h. Weather:		
			fine at first, cloudy from 0900 BST. onwards. Shower about 1800 BST. and		
4 - 1			slight drizzle about midnight. Cliud: no low cloud at first, becoming		- بلم
		5 E	5/10 to 7/10 at 2,000 to 3,000 feet. and then lifting and increasing to	-	
1	1				
			3/10 to 10/10 st 4,000 to 8,000 feet. Much medium cloud, Visibility:		<u> </u>
		•	mainly 4 to 6 miles but deteriorating to 2,000 yards between 0506 and 080	O.BST.	
aş •	ļ				
					3 15
	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 drizle. Cloud breaking latexin period.		
1			Cloud: mainly 8/10-10/10 at 1,500 feet but lifting kezex to 2,000-3,000 ft		
	·		during evening. Breaking late in period. Visibility: mainly 2-4 miles but		1
•	1	<i>P</i>	falling to 1,000-2,000 yards at times!		
				-	
				,	
1	31/7.				
	21/7.		PERSONNEL. W/Cdr. A. CKEE posted from the equadron to H.Q. No. 3 Group:	F. 7	
		ı	Nothing of operational importance courred.		
			WEATHER. Surface wind of terly 5 to 10 m.p.h. becoming Northerly 5 to 10 m.p.h.		1
			decreasing after sunset. Weather: Cloudy, becoming fine after 1700 BST.	li — H	
	<u>'</u>		Cloud: mainly 5/10 to 9/10 at 2,500 to 3,500 feet dispersing after 1900	AL LA	- 1
		1	BST. Some high cloud. Visibility: 1,000 to 2,000 yards at first increasing		
		. 1	to 5 to 12 miles during the afternoon and even ng and decreasing to 2 to		٠. د
			A aller towards - but ht.		
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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.

1/40 H.G.S. 51-6059

Appendix...

R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

		E		L ОF W	SQUADRON.	No. of pages used	for day
From 140hrs. 1	1 7 40 to 0.219hrs. 2	7./40.	Бу	Time			References.
Aircraft Type and No.	Crew.	Duty.	Time Up.	Down.	Details of Sortie or Flight.		
Wellington						1.	
L. 7795.	S/L. HONYPENNY and	rew.	2140	0145.	Operations were carried out as orde	red.	
R. 3173.	SGT. KITSON and Cro		2200	0200			
R. 3216.	SGT. PURDY and Crew	l:	2200.	0200			
R. 3204.	P/O MAUDE-ROXBY she		S155.	0140.			
1 13 1	P/O. HILLIER and Cr	1	seso.	0210.			
R. 3220. N. 2942.	r/o. OLSSON and Cre		2145	0125.			
			'	-			
			1				
	Crews as per ap	pendix G.2					
				-			
					[- 전 : 이 그림을 하는 사건을		
From 2140	rs. 5/7/40 to 0650	hrs. 6/7/40.					
Wellington							
R. 3204.	P/O. HAUDE-ROMBY an	d crew.	£140	0250.	Operations were carried out as ord	erea.	
R. 3296.	S/L. FORDHAL and Cr	·ew.	2140	0445.			
I. 7778.	F/SGT. BUCKLEY and	drew.	2145	0330			
N. 2942.	F/O. OLSSON and Cre	we.	2150.	0425			
N. 2893.	P/O. HILLIER and or	ew.	2155.	0325	上文的,在1996年,这就是快起		
L. 7786.	P/O. LoDIAR ID and	1 1	2150.	0850.			
	Crews as per	appendix G.3					
	i of emp are bor						. .
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Aircraft Type and No.	,\-	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.		References.	
From 2140	hrs. 7	7/7/40 to 0215	hrs. 8/7/40.						
Wellington				07.46		Operations were carried out as ordered.			
		ONYPHNY and C		2140 2145	0200. 0205.	Operations were carried but as ordered.			
		KIRBY-GRIEW ar URDY and Crev.	d Gre.	£145.	0:15.				
R. 0215.		ws as per appe	main a 3			[^ [] [] [] [] [] [] [] [] []			
From 2155		/7/40 to 0230							
Wellington		. 1	1						
R. 3220.	p/0.	10HQLSON and 0		8810	02,30.	Operations were carried out as ordered.			
	,	ANSON and Ores	1 ,	froo.	0555.	Recalled			
	· 1	ORD, All and Cre	1	2155.	2515. 2540.	restrict.			
		BUC LEY and (i	2155.			兴利。		
	1.1	S ALLEY and C	-	£200.	ຂະຣະ.				
	1 . 1	LSSOK and Cre		£200.	2335.				
L. 7785.	1	HLLIER and Cr	_		I .				-
		ws as per app							
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			hrs. 10/7/40	5240.	0240.	Operations were carried out as ordered.			
. 7795.		ONYPENNY and				n n n m n n n n	i j		
P. 9279.	•	MITSON and Ore		2255.	0315.	n n n n n n n n n			
R. 3204.		AWSON and Ore KIRBY+GRAEN a	1 .	2245.	5315.	Returned to base - pump feilure.			l l
R. 3173. L. 7799.		ALSH and Crew		2245.	0435.	Operations were carried out as ordered.			
т. 2453.	1	TOHOLSON and	-	a250.	0225.	n n n n n n n n n n			
R. 3216.		PURDY and Upen		8845.	0255.	modern the second the			
L. 7789.	1	SMALLLY and C		2505.	0300	H. H. S. H.		1384) - ila	-
									1 1
	Cre	ws as per spp	main G.3					24 kg 30 + 1 + 1 : 3 21 : 4 : 5 : 1 + 1 : 1 : 1	
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	III.	LII	1	rill.	2	AIR 21 / 123	ċ
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Grews as per appointing G. 3 R.A.F. Form 541. Appendix. **OPERATIONS** RECORD BOOK. DETAIL OF WORK CARRIED OUT. ву..... 9 SQUADRON. No. of pages used for day $From^{2130}hrs^{13}$ Time Up. Time Down Details of Sortie or Flight. References Aircraft Crew. Type and No W.ILINGTON. F/LT. KIRBY-GRIEN and Crew. 2200 0230 Operations were carried out as ordered. R. 3173. £150. 0250 P/O. MAUDE-ROXBY and Crew. -L. 7796. 0310. £145. SGT. BROOKS and Crow. T. 2453. **0**225. P/O. LICHOLSON and Grew. £200. R. 3220. 0245. 2140. SGT. PURDY and Urew L. 7799. 2130. 0410. S/L. FORDHALL and Orew. R. 3296. 0245. F/SGT. BUCKLEY and Grow. 2130. L. 7778. zí40. 0325. F/LT. SHALERY and Crew. L. 7733. P/O. McDIARMID and crow. e300 supo. R. 3283. Crews a per appendix 6.3 . 20/7/40 From 2010 hrs. 19/7/40 to 420 hrs WELLINGTON. 201Q. ?? Failed to return. L. 7795. S/L.MONYPENRY and Crew. Operations were carried out as ? (7hrs) ? SGF. LAWSON and Crew L. 7796. 2030. 0300. R. 3173. F/LT. KIRBY-GREEN and Crew. ? (8 lrs) ? R. 3204. P/O. AUDE-ROXBY and Crew. 2040. 0440. P/O. WALSH and Vrew L. 7799. 0240. 2040. R. 5220. P/O. NICHOLSON and Grew. 2030. 0340. R. 3216 . SCT. PURDY and Grew. P.T.0

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.		References.	ľ
From 2010	hrs. 19/7/40 to 0420	hrs. 20/7/40	(contd	<u>.</u>				
WELLINGTON	1.		,					
R. 3296.	S/L. FORDHAM and Crew		2030.	0410	Operations were carried out as ordered.			
L. 7788.	F/SGT. BUCKLEY and Gre	ew.	2010.	0420.				
N. 2942.	F/LT. OLSSON and Crew	•	2030.	0320.				
L. 7785.	P/O. HILLIER and Crew.		۴.	?	1 1 1 1 1			1.
			•				NAME OF STREET	1
	Orews as per appoint	1% G.4+						1
	*with the exception	of S/L. MONY	': MMY's	crew,	which was as follows:-			
	S/L. HONYPENNY.							
* - 1	F/O. D.D.MIDDLETON.							
	SGTL WATSON.							
	SGT. COWELL.		† .					1
	SGT. GOTT.							1
	P/O. LEES.							
. , , ,								
From 2125 h	rs. 21/7/40 to 0420 hr	rs. 22/7/40.						
WELLINGTON								
R. 3173.	F/LT. KIRBY-GREEN and	Crew.		0245.	operations were carried out as ordered.			
	P/O. MAUDE-ROXBY and C	Drew.	ຂາຂ5.	0300.				1
	SGT. BROOKS and Crew.		2140.	0305.				
3216.	P/O. WALSH and Grew		2135.	0420.				
R. MR22	SGT. PURDY and Crew		2135.	0325.		1.接触上		
R. 3220.	P/O. NICHOLSON and cre	ew.	2135.	0140.				
R. 3296.	S/L. FORDHAM and Crew.		2130.	0210.				
L. 7788.	F/LT. OLSSON and Crew.		2150.	0240.		· 変数 图		
L. 7785.	P/O. HILLIER and Crew.		2145.	0250.				
L. 7786.	P/O. McDIARMID and Cr	ew.	2145.	0345.		中聚发生		
	Crowd ag non on-	132 0 6						
	Crews as per append	TV 'A. 9.				1995		<u> </u>
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L. 7785. L. 7786.	P/O. HILLIER and Crev P/O. McDIARMID and Crews as per appear	Crew.	2145. 2145.	0250. 0345.			
			· .			1 534	
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t Wt. 44785	4314. 100M. 1/40. H.G.S. 51—6059	*	-		Appendix	1.16.76	R.A.F. Form 541.
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• •		OIL	/1 L 1				
			DETA	IL OF W	ORK CARRIED OUT.		
From 2105	23 /7 /40 to 0415 24	7 40.	Ву	NO. 9	SQUADRON. No. o	of pages used	for day
Aircraft Type and No.	Crew.	l Duty.	Time Up.	Time Down.	Details of Sortie or Flight.		References.
WELLINGTON		1.					
R3204.	P/O. MAUDE-ROXBY and	Crew.	2105.	0125.	Operations were carried dut as ordered.		
L. 7799.	P/O. WALSHX and Crew	•	2115.	0320.			
R. 3220.	P/O. NICHOLSON and C	rew.	2110.	0300.			
ь. 7796.	SGT. KITSON and Crew	L v 1 1 1	2110.	2230.	H - 그렇게 하시는데 사람들을 받다는데		
R. 3283.	SGT. COOLING and Cre	w.	2125.	02252	130.		
L. 7785.	P/O. HILLIER and Cre	/a •	2115.	0415.			
L. 7778.	F/SGT. BUCKLEY and C	rew.	2115.	0345		1 + 1000	
R. 3296.	S/L. FORDHALL and Cre	w .	2120.	0230.			
L. 7783.	P/O. McDIARNID and C	rew	2130.	0140.		. u 3 / 2	
r. 2505.	P/O. HOLY and Crew.		2135.	0340.			
				100			
	Crews as per appen	dix G.b	.	.			
From 2120	hrs. 25/7/40 to 0430	hrs. 26/7/40.					
WELLINGTON	1	2.5	1 :	0.55			
R. 3204.	P/O. MAUDE-ROXBY and	1	2130.	0555.	Operations were carried out as ordered.		
R. 3220.	P/O. NICHOLSON and C	rew.	£120.	0310.			
R. 3216.	SGT. PURDY and Crew.		2125.	0345.			
R. 3286.	SGT. COOLING and Crew		2145.	0030			
R. 3296.	S/L. FORDHALL and Gre		2135.	0405.			
L. 7788.	P/O. McDIARIID and C	rew.	2145	0400.			
N. 2942.	F/LT. OLSSON and Cre	w •	2145.	0315.		13.73	\
T. 2505. L. 7778.	P/O. HOLY and Crew.		2200. 2215	0430.	Grews as per appendix G. 6		
	S.A. HINKS and Crew.		I www	1) : ·	

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.		Details of Sortie or Flight.	1 5 4 7	References.	
From 2110	ers. 28/7/40 to 0615	hrs. 29/7/40.							
R. 3173.	S/L. HINKS and Crew.		2110. 2115.	0615. 0305.	0poi	rations were carried out as ordere	d		
R. 3216.	SGT. PURDY and Crew		2120.	0300.					
	SGT. COOLING and Cre		2120.	02 4 5.	,				
R. 3296.	S/L. FORDHAM and Cro	ew.	2130. 2135.	0515.					
т. 2505.	P/O. HOEY and Crew.		2130.	0430.					
L. 7778.	SGT. LAWSON and Crev	· •	2130.	0430.					
	Crews as per	prendix G.7-		1		- ^	i.		
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R.A.F. Form 540

OPERATIONS RECORD BOOK

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Page No.

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 K.A.F. Pocket Book.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

Place	Date	Time	Summary of Events	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 fire the cloud again covered the sky. Visibility: 4	
Y	1.		miles for the first few hours increasing to 6-12 miles after dawn.	
ALC: NO.				
11 · · · · · · · · · · · · · · · · · ·	2/8.	1 .	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.		
			or er form B.228 dated 3/8/40 (See appendix C.12. and relevant form 541)	6.12
		22.00	One aircraft returned - engine u/s. WEATHER: Surface wind: N.E. to E. 5-10 mph.	
	:	04.00.		
			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.	i. 4. 4. 4. 4
	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.	<u></u>

			Pag	No.	11
Place	Date	Time	Summary of Events	Reference to Appendic	
HONINGTON	19 4 0. 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 after sunset. Weather: cloudy with fine periods. Visibility: moderate		
			to poor.		
	6/8	2105	Nine aircraft carried out operations in accordance with No. 3 Group Operations		
			order form B. * dated 6/8/40 (See appendix C and relevant form 541)	C. * Avail	лвш.
	-	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.		<u>.</u>
			Visibility: 4000 yards at first, but som improving to 6 miles.		
	7/8		Nothing of operational importance occurred.		
t .			WEATHER: Surface wind: westerly, 5-10 mph. Weather: cloudy. Cloud: 8/10 at 4000' in morning and 3/10-6/10 at 4000'-6000' remainder of day. Much medium and high		
			cloud. Vasbility: 4-6 miles during morning and afternoon, 4000 yards after sunset.		
	8/8		Air to Ground firing practice carried out at BERNERS HEATH.	144	
			Nothing of operational importance occurred. PERSONNEL: F/O. P.R.CROMPTON posted to the Squadron from 15 0.T.U., Harwell.	F 8 -	
			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	1	+
			variable amounts at that height for remainder of day. Visibality: 6-12 miles becoming 2-4 miles latein day.		6

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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. Visibality: 6-12 miles

becoming 2-4 miles latein day.

21793 Wt. 38805/3593 400,000 12/39-McC & Co-51-5658 OPERATIONS RECORD BOOK Page No. R.A.F. Form 540 e instructions for use of this form in K.R. and A.C.I., ura. 2349, and War Manual, Pt. II., chapter XX., and otes in R.A.F. Pocket Book. No. of pages used for day of (Unit or Formation) NO. 9 SQUADRON. Summary of Events Date Time Appendices Place 1940 Nine aircraft carried out operations in accordance with No. 3 Group operations 2045 9/8 HONINGTON. order form B. 234 dated 9/8/40 (See appendix C 124 and relevant form 541) C.12A All aircraft returned safely. 0305. 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. Nothing of operational importance occurred. 10/8 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. Air firing and bombing practice carried out at BERNERS HEATH. 11/8 Air to air firing practice carried out at MEYBOURNE. 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. Ten aircraft carried out operations in accordance with No. 3 Group operations 2050 12/8.

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,			Page	No	
Place	Date	Time	Summary of Events	Referento to Append	
	1940	1	order form B. 237 dated 12/8/40 (See appendix C. 3 and relevant form 541)	c. /∌	
- (contd)	0315	All aircraft returned safely.		
	1		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 cloudy in	1	
			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.		
	-: 1			- 1	
•	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	3.0	
			mainly 2-6 miles		
.— ज	14/8		PERSONNEL: S/Ldr. S.G.PRITCHARD, P/O. D.B.BARNARD and P/O. R.V.DERBYSHIRE posted	F.9	-
			to the Squadron from No. 11 O.T.U., Bassingbourn.	·	11-
	1		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 after- noon. Cloud: mainly 6/10-10/10 at 2000-3000 feet, with much medium cloud.		
ν,		- ' -	Visibility: moderate to good.	$\{ \cdot \}$	
en en en en en en en en en en en en en e					
· -	,		La de la companya de		
	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 CI4 and relevant form 541)		111

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R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No.

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.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

	Place	Date	Time	Summary of Events	References to
HONING	eton.	1940 15/8 0495	0405.	All aircraft returned safely. WEATHEN: Surface wind: Westerly 5-10 mph. Weather: cloudy with some elight	Appendices
		.] `	-	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.	
1					
		1,6/8		PERSONNEI: S/Ldr. J.W.FORDHAM posted from the Squadron to 15 O.T.U., HARWELL.	F.9
		1		F/O. P.C.LAMBERT posted from the Squadron to RAF. Station, HONINGTON.	F. 11 -
				Nothing of operational importance occurred.	
				WEATHER: Surface wind: W-NW 5-10 mph. decreasing after dusk. Weather: mainly	
٠.				cloudy, but fairer periods in early morning and around dusk. Cloud: no low	
			1	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	
			ľ	morning mist; becoming moderate after 1700 BST.	
1					
		17/8	2040	Ten sircraft carried out operations in accordance with No. 3 Group operations	
				order form B.242 dated 17/8/40 (See appendix C. and relevant form \$41)	G (%
	.	-	0510	All aircraft returned safely.	10 18
				WEATHER: Surface wind: W. to N.W. 5-10 mph. decreasing towards midnight.	
			1	Weather: cloudy at first, becoming fine. Cloud: 7/10-10/10 at 2000-4000 feet,	
	1			↓	မ
				lowering to about 1000 feet with fragments below around 0900 BST, then becoming cloudless. Visibility: poor just after sunrise, then moderate and good after	
,1			1. 1	midday.	

		•								<u> </u>	15.5		3
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**************************************				Reference
Place	Date 1940 .	Time	Summary of Events	to Appendice
INGTON	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	
	<u>.</u>		5/10-10/10 at 2000-3000 feet, lowering to 700-1000 feet in rain, with much medium	
· .	i 		cloud. Visibility: moderate to good but deteriorating to 1000-2000 yards at times	
1.	ě Ř		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. *
		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.	- <u> </u>
			from 1600-2100 GMT. Ckoud: 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/OK G.W.NICHOLSON posted from the Squadron to 11 O.T.U., BASSINGBOURN.	F 10
			Nothing of operational importance occurred.	
	111 4 4		WEATHER: Surface wind: Westerly 15-20 mph. Gusty at times. Weather: cloudy with	

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1 2 3 4 5 6 Reference - AIR 27 125

Nothing of operational importance occurred.
WEATHER: Strface 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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R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No.

Reference

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 Hook.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

Place	Date 1940	Time	Summary of Events	to Appen	dices
HONINGTON	22/8		Nothing of operational importance occurred.		
		١,	PERSONNEL: F/O. A.H. COX posted to the Squadron from 11 O.T.U., BASSINGROURN.	F• 10	-
			WEATHER: Surface wind: mainly N.W'ly 20-25 mph. Gusty. Becoming W-WSW 5810 mph. at	أخجام	-1-
		40,	end of period. Weather: cloudy with frequent showers in forencon. Cloud: 9/10-10/at 3000 ft. early falling to 1000 ft. with fragments below in precipitation. Cloud	0	
	1.		breaking slightly and lifting after sunset. Visibility: 6-12 miles.		
			Oreaxing stignery		
	23/8		Nothing of operational importance occurred.		
	23/8		WEATHER: Surface wind: Between NW. and SW. 5-10 mpm. but N'ly, 15 mph. in after_		- *
		2 7	noon. Weather: cloudy with intermittent rain in morning and shower in afternoon.		114
			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.		-
	i				
	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. b and relevant form 541)	- C. 16	
3		0245	All aircraft returned dafely.	-	
			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	F.0	4-4
·			midday Cloud: variable amount, mainly 9/10-10/10 at 3000-5000 ft. Visibility:		+-
			over 6 miles, but lowering to 4 miles at night.	190)

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	1		[1]	Refer	ences	,
Place	Date 1940	Time	Summary of Events	Apper		s
NINGTON	25/8		Nothing of operational importance occurred.		//	
	1	* . !	WEATHER: Surface wind: Westerly, about 10 mph. Weather: cloudy. Cloud: mainly	٠. ا		
			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. 7 and relevant form 541)	0.17		
		0245	All aircraft returned safelt.			
		1.	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.	F. 10		
			WEATHER: Surface wind: moderate W'ly winds in morning, veering NNE in afternoon,		1-1-	
			becoming calm at night. Weather: cloudy with slight mist at first, rain (inter-	1		
9	1		mittent) during late morning and early afternoon, clearing and becoming at night.			
₹ *			Cloud: mainly 10/10 at 2000-4000 ft. clearing at night. Visibility: moderate at first, becoming good after midday.			
					11	
					11	
	28/8.		Nothing of operational importance occurred.		11	
			WEATHER: Surface wind: calm, becoming S.W'ly 4-8 mph. from 1100 BST. Weather: fair			
			pr 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 after	-		
			noon 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.			
			The second secon		1	

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with ground fog at sunrise, then improving to 5-10 miles. 21793 Wt. 38805/3598 400,000 12/39-McC & Co-51-5658 OPERATIONS RECORD Page No **BOOK** R.A.F. Form 540 See instructions for use of this form in K.R. and A.C.I., para. 2349] and War Mahual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book. No. of pages used for day. NO. 9 SQUADRON. of (Unit or Formation)..... Reference Summary of Events Time Appendices Place 1940 Ten aircraft carried out operations in accordance with No. 3 Group operations 2000 HONINGTON. 29/8 order form B. 254 dated 29/8/40 (See appendix C 18 and relevant form 541) C. 18 0400 All aircraft returned safely. 0400 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 Nothing of operational importance occurred. 30/8 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. Air firing practice carried out at BERNERSHEATH. 31/8 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. COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON

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		OPE	RAT	IONS	RECORD BOOK.			
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+ <i>x</i>		•	i		VORK CARRIED OUT.			
Fron 2100hrs.	3 / 8 /40 to 043 hrs. 4		Ву	0, 9	SQUADRON.	No. of pages used	for day	土
Aircraft Type and No.	Crew.	Duty.	Time Up.	Time 'Down.	Details of Sortie or Flight.	1	References.	
Wellington	,						Š.	
L.7786.	P/O. McDIARMID and c	rew.	2110	2200	Returned to base - engine u/s.			
R. 3296.	S/L. FORDHAM and cre	₩•	2115.	0400.	Operations were carried out as order	red.		
R.3286.	F/L. OLSSON and crew		2110.	0030.				
T.2505.	P/O. HOEY and crew.		2200.	0345.				
R.3220.	P/o. NICHOLSON and c	rew.	2150.	0205.				
P.9278.	SGT. KITSON and crew	4	2145.	0130.				
L.7796.	SGT. LAWSON and crew	r	2200	0435.				
T. 2458.	SGT. BROOKS and crew		2210	0400.				
L. 7799.	P/O. WALSH and crew.		2205.	0345.		118.00		
R.3216.	SGT. PURDY and crew.		2100.	0300				
	Crews as per append	x G.1						1
•								
From 210	hrs. 6/8/40 to 0325	hrs. 7/8/4 0.						1
Wellington			(1)	'				
R.3286.	P/O. McDIARMID and c	erew.	2145.	0235.	Operations were carried out as order	ed.		
L.7785.	P/O. HILLIER and cre	· ·	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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	L .77 78.	P/O. BERRY and crew.	`	2120.	0155.				
T.2458. SGT. BROOKS and crew. 2050. 0315.	R. 3282.	S/L. HINKS and crew.		2050.	0250.				
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	and the second of the second o	OP	ERAT	IONS	RECORD	BOOK.			
			DETA	IL OF W	ORK CARRIED OUT	r.			
Fron 2050hrs 1	2 / 8 /40 to 0245 rs. 13	8 /40	Ву	No. 9 S	QUADRON.		No. of pages used	for day	
Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	De	etails of Sortie or Flight.		References.	
Wellington									
R.3204.	P/O. MAUDE-ROXBY an	d crew.	2100.	0230.	Operations were	carried out as orde	ered.		
P 9278.	SGT. PURDY and crew		2055.	0150.					
T.2468.	SGT. COOLING and cr	∌w.	2105.	0145.					
L.7796.	SGT. LAWSON and cre		2050.	0245.					
	Crews as per appe	11		1					
From 2220	hrs. 15/8/40 to 0405	hrs. 16/8/4	<u>o.</u>						
Wellington									
R. 3286.	F/L. OLSSON and cre	w.	2230	0300	Operations were	carried out as order	rea.		7
L.7786.	P/O. McDIARMID and	crew.	2255.	0330.		1.7			
ц.7785.	P/O. HILLIER and or	ew.	2250.	0250.					
R.3296.	P/O. BERRY and crew		2250.	0320.					
T.2505.	P/O. HOEY and crew.		2240.	0405.					dirit
R. 3282.	S/L. HINKS and crew	.	2220.	0325.					
L.7796.	SGT. LAWSON and cre	w.	2220.	0330.					
R.3220.	P/O. NICHOLSON and	crew.	2225.	0210.					
т. 2464.	P/O. MAUDE-ROXBY ar	1	2235 .	0235.					41.143
T.2458.	SGT. COOLING and cr	ew.	2235.	0240.					
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	Crows as per a	pendis G.8.					
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	_				Appendix		R.A.F. Form 541
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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.		References.
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	F/L OLSSON and crew.		2040.	0135.			
.7785	P/O. BERRY and crew.	٠,	2040.	0105.			
.7788.	P/O. HARMAN and crev	•	2045.	0245.			
.3282.	S/L. HINKS and crew.		2045.	0220.			
.2579.	P/O. MAUDE-ROXBY and	crew.	2045.	0100.			
.2464.	P/O. WALSH and crew.	. ^	2045.	0205.			
.2468.	SGT. COOLING and cre	w .	2055.	0140.			
.3220.	P/O. CANTON and crew	•	2050.	0010.			
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	Crews as per appen	dix G.9					
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rom, 2110 hr	s. 26/8/40 to 0245 h	rs. 27/8/40.				1 34	
ellington							
	S/L. PRITCHARD and c		2115.	0230	Operations were carried out as order	red.	
•	P/O. McDIARMID and c	rew.	2110.	0225.			
	P/O. BERRY and crew.	1.0	2140.	0245.			
7788.	P/O. HARMAN and crew	•	2050.	0215.			
	F/O. FOX and crew.		2110.	0230.			
	P/O. CANTON and crew P/O. MAUDE-ROXBY and		2200. 2120.	0210.	1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
-	P.T.O.	01.011.	LIZEU.	0210.			144
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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortic or Flight.		rences.
26/27/8/40	- contd.						
Wellington						[4] (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	
	SGT. PURDY and crew.	. 1	2125.	0210.	Operations were carried out as ordered.		
P.9278.	P/O. WALSH and crew		2230.	0330.			
T. 2462.	P/O. MILLER and crev	v.	2115.	0135.			
T.2468.	F/O. COX and crew.		2110.	0045.			
	Crews as per appe	ndix G.9	,				
From 2000	rs. 29/8/40 to 0400	hrs. 30/8/40.	· · '				
Wellington				0.770			
	P/O. McDIARMID and		2050. 2015.	0310.	Operations were carried out as ordered.		
	F/L. OLSSON and cre	w.		0335.			
	P/O. HOEY and crew. P/O. BERRY and crew	•	2030. 2045.	0325.			
	P/O. HARMAN and Cr	1	2015.	0400.			
T .		, .	2030.	0230.			
	F/O. FOX and crew.		2000.	0230.			
1	S.L. HINKS and crew P/O. MILLER and cre		2000.	0250.			
T.2468.	SGT. COOLING and cr		2050.	0300.			
	F/O. COX and anew		2040.	2140.			
			,	4			
	Crews as per app	endix G.9					
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R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No.

See instructions for use of this form in K.R. and A.C.I., para. 2049, and War Manual, Pt. II., chapter XX., and notes in I.A.F. Pocket Book.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day.

Place	Date 1940.	Time	Summary of Events	Refere to Appen	
HONINGTON.	1/9.	1955.	Ten aircraft carried out operations in accordance with No. 3 Group Operations		
			order form B. 257 dayed 1/9/40 (See appendix C 19. and relevant form 541)	8.19.	
		0620.	All aircraft returned safely.		
			WEATHER: Surface wind: mainly Westerly 10 m.p.h. Lighter after sunset. Weather:		
		ļ	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. II.	
			Nothing of operational importance occurred.		
4 1 1 1 1			WEATHER: Surface wind: Westerly 10-15 m.p.h. Lighter after dusk, Weather: fair to		
			cloudy. Cloud: small amounts flow cloud. Much medium and high cloud. Visibility:		
•			falling to 1000 yards at dawn but mainly 6 miles.		
3	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		
	ļ		yards at first, gradually improving to 6-12 miles, then falling to 4-6 miles in		
			late evenning.		
		<u> </u>			
	4/9	1950	Ten aircraft carried out operations in accordance with No. 3 Group operations		c
			order form B. 260 dated 4/9/40 (See appendix C 20 and relevant form 541)	0.20	
	<u> </u>	0415	All aircraft returned safely.		
	1		WEATHER: Surface wind: light Southerly becoming S.S.W. 15 m.p.h. for short:		1
			[1] - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		

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Place	Date	Time,	Summary of Events	Referen to Appendi	
		. '		l,	
	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.		
	1.	3 .			
	5/9		Nothing of operational importance occurred.		
and the second			WEATHER: Surface wind: light Westsely veering North after dusk. Weather: fine.		
<u></u>			Cloud: small amounts of Cu. at 4000 feet during afternoon. Visibility: 6-12		
			miles, but becoming 2000-4000 yards after sunset.		
			miles, but becoming 2000-4000 yards arter sunset.		11.
	11			1	
	6/9.	-	Bombing practace carried out at BERNERS HEATH.		-
			Nothing of operational importance occurred.		H-
			WEATHER: Surface wind: Northerly becoming Westerly 5-10 m.p.h. Weather: Pine to		Ш.
	1-4		fair. Cloud: small amounts of cloud at 3000-4000 feet. Visibility: mainly 6		
	1.		miles but 4000 yards at dawn.		Ш
			miles but 4000 yalus at usair		
ار <u>میں سے میں سیات</u>					
	7/9	1955	Twelve aircraft carried out operations in accordance with No. 3 Group eperations		
			order form B. 263 dated 7/9/40 (See appendix 0 2; and relevant form 541)	0.21	H
'		0330	All aircraft returned safely.	-	
		1	WEATHER: Surface wind: Southwesterly to West increasing to 15 m.p.h. Weather:		
و بخدید است		-	fine becoming fair. Cloud: variable amounts at 3000-4000 ft. in early evening.		
		+	Visibility: 2-4 miles becoming 6-12 miles.		
III. I ja ja tai s		1-	VIBIDITIES. 2-4 MILOS SOCIALIO	.	L
	8/9.		Nothing of operational importance occurred.		
T		1	WEATHER: Surface wind: moderate Westerly winds veering Northerly during evening	+	
7			and becoming light. Weather: cloudy with slight rain about 0600 hrs. G.M.T. Fine	1:	h-
	ļ	1	with slight mist at night. Cloud: 7/19-10/10 at about 3000 ft. but lowering to		11-
	+		1200 ft. in rain. Clearing at night. Visibility: good during daylight hours, sligh	ŧ	
	1		1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1		
	<u>i </u>		mist early and at night.		

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			1200 ft. in rain. Clearing at night. Visibility: good during daylight hours, slight
			mist early and at night.
		e i i i i i i i i i i i i i i i i i i i	
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A.F. Form 540			OPERATIONS RECORD BOOK Page No.
ce instructions for use of wra. 2549, and War Mahn otes in R.A.F. Tocket Fo	this form in tal, Pt. II., ok.	K.R. and A. chapter XX.,	No, of pages used for day
D)	Date	Time	of (Unit or Formation) Not. 9 EQUIDRON: References K
Place	1940. II	1 mile	Appendices
ONINGTON.	0/9.		Nothing of operational importance occurred.
			TWATHER: Surface wind: NW-N 5-10 m.p.h.Fecoming calmat surset and then the
			5 d. Deh. Weather: fair to cloudy with occasional phowers. Fine during evening.
			oloud: small abounts at 4000 feet. at furst increasing to 7/10-9/10 and lowering
			to 2000-3000 ft. Dispersing during the evening. isibility: 4-5 miles at first improving to 6-12 miles deteriorating slightly after sumset.
			Improving to 8-12 miles deteriorating 3:1-1017 at 03:
	10/9	. 1	PERSONNIL: F/O. T.G. IRBY-GR. N posted to No. 311 Squadron. F. 12
			p/o. G.P.E.AUSTIN, P/O. H.R.H/L/I and P/O. R.C. in ITEMEAD posted from No. 11 5.1.0. F./2
			Nothing of operational importance occurred. UNATION: Surface wind: Sevily 10-15 m.p.h. vecring Newly. eathor: cloudy with
			elight rain at 0500 BST. and at 1600 BST. Becoming fair to fine after augst.
			cloud: 7/16-8/10 at 5000-4000 ft. falling to 1000 ft. at times. ainly 2500 feet.
			after noon and :/10 at 3000 feet after sunset. Visibility: mainly 4-6 miles.
	11/9.		PERSONN-L: F/o. D. Nell posted from R Station, Honington. F. /u
	21/5.		70. H.D.B.LL posted to 99 5qdn. Newmarket.
			HATHER: Surface winds No. 11 10-15 s.p.h. become light variable. eathers fair
			or fine with slight showers around sumrise. Cloud: variable amounts at 2000-4000
			ft. dispersing in late afternoon. Visibility: 2-4 miles improving to 8-12 miles.
·	12/9	1935	Figure aircraft carried out operations in accordance with No. 5 Group operations
			order form B. 268 dated 12/9/40. (See appendix 0 32 and relevant form 541) 0.22
		-0045.	All aircraft returned safely.
			copyright of the Public RECORD OFFICE, LONDON 1 2 3 4 5 6 Reference: AIR 27 125

Place	Da	te Time	Summary of Events	e No.	erences	-
	1940		Summary of Events		to endices	
HONTNOIS	2015			1		-
HONINGTON	12/9	(donta)	FIATHER: Surface wind: 5.1 ly becoming 10-15 m.p.h., gusty at times. Teather:			1.
		1 .	rair becoming cloudy with rain in late afternoon 67 cust areall around	1 - 1		
		1. 15	cloud at first becoming 9/10 at 1200 feet in rain and lifting to seed said al			
	1		of period. Visibility: 4000 yards becoming 4-6 miles.			
in a second						ų,
- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	13/9		Mothing of mandiana design			
			Nothing of operational importance occurred.			
			WIATHER: Surface wird: S.V'ly 10-20 m. p.b. becoming .N 15-20 m.p.b. during	7	- 1	
			evening. eather: cloudy, with intermittent rain between 0000 and 1000 Est.and			
			showers in early afternoon. Cloud: mainly 4/10-8/10 at 2000-3000 at			
Y'		.	below 1000 ft. at times. Visibility: 4-6 miles at first, soon improving to 6-12 miles	es.		
Jan de Jan de S						
, i i	14/9		PPRSONNIL: P/OC. NO.Y posted to No. 214 Squadron	اد, ہا	-	ė,
	ļ.ļ		FEATURE: Surface wind: 1 19 10-20 E.p. decreasing to 5 m. h. during evening	F. 12		
	11-		Weather: fair to fine (loud: rain) 4/30 7/30			10
1			Weather: fair to fine. Gloud: rainly 4/10-1/10 at 2000-2000ft; bome redium cloud.	10		
			1			-
	15/9	1945	T2			- 1
	10,5	10-20	Eleven aircraft carried out operations in accordance with No. 3 Group operations			
			order form B. 271 dated 15/9/40 (See spendix C 3 and relevant form 541)	c 23	-	
			All aircraft returned safely.	•		
	.		MATHIR: Surface wind: 1 ly 10-20 m.p.h. cather: fair, with elight shower in			
			evening. Cloud: mainly 3/10-7/10 at 2000-3000 ft. dispersing in evening and			
			amounts of medium and high cloud. Visibility: good.			
					1	
	16/9		Nothing of operational importance occurred.	*	HT	7
*	-	11	그는 그는 그는 그는 그는 그는 그는 그는 그는 그는 그는 그는 그는 그		H + K	-
		-	FATHER: Surface wind: light S.W. ly inceasing to 10-15 m.p.h. Veether: cloudy with	•	111	٠.,
				1975 - 1985 - 1		-
1		E	t 5000 ft, becoming 3/10-10/10 at 1000-2000 et and colling			- 1
			n rain. Visibility: 4-6 miles, but 2-4 miles in rain.			
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slight during morning and afternoon and again towards midni ht. Cloud: 3/10-5/10 5000 ft 3/10-10/10 at 1000-2000 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 OPERATIONS RECORD BOOK Page No... 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) 110. 9 SOUADRON. References Summary of Events Place Date Time Appendices 17/9 1925 Twolve aircraft carried out operations in accordance with .c. ? Group orgrations H: NINGTON order form B. 272 dated 17/9/40 (see appendix 0. 24 and relevant form 541). All aircraft returned safely. 0315 PERSO NII: P/O. M. Q. FREIVIE posted to 15 2.T.U. arwell. F. 13 WWW. Curface wind: trong SS -S winds, custing t intermittent rain from 0900 to 1100 BST. becoming Fine later. Cloud: 3/10-10/10 at 2000-5000 ft. at first, falling to 600 ft. in rain, becoming 6/15-7/10 at 3000 ft. later. Visibility: 4-6 miles at first, in roving the hilles before midday. 18/9 PERSONNIL: P/O. L.A.V. UCE/N posted to ossic routh. Nothing of operational importance occurred. WEATHER: Surface wind: 'ly 10-20 m.b.h. becoming f. 'ly 10-15 m.p.h. eather: slight drizzle at 0330 BST., otherwise fair. Cloud: mainly 3/10-8/10 at 2000-3000 ft. lifting and clearing later. Some medium and ligh cloud. Visibility: good. 19/9. PERSONNIL: P/O. A. P. MALSHM posted to 214 Squadron. WHYTHER: Surface wind: 5.5. -5. . moderate, gusting at times to 20 m.p.h. eather fair in morning. Heavy rain at 1400 BST. followed by intermittent rain, becoming fair in evening. Cloud: mainly 4/10-8/10 at 2000-3000 ft. but patches bytow 1000 ft. in rain. Visibility: 4-6 miles in early morning and evening, but 12 miles during day. PERSONNIL: P/O. B. DEAVES posted from R.A.F. Bassing bourn. 20/9 WHATHER: Surface wind: S.W. to .S. 10-15 m. ..h. reaching 20 m.p.h. sowards

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			Page	
Place	Date	Time	Summary of Events	References to Appendices
nington.	20 / 9 (contd)	midday and becoming light, variable at dusk, seather: fair. Cloud: small emounts at 3000 feet. Such hedium and high cloud. Visibility: mainly 6+12 miles.	
	01/0	3020	Name aircraft carried out operations in accordance with No. 3 Group operations	
	21/9	1930	그 그 그 이 이 이 이 이 이 이 이 이 이 이 이 이 이 이 이 이	e.>≤
		2310	All aircraft returned safely. FEATHER: Surface wind: S.: 'ly or variable less than 5 m.r.h. Weather: fair with	
			mist at surrise. 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, ralling again to 4000 yards at du	ısk.
	22/9		Nothing of operational importance occurred.	
	WEIJ S		WEATHER: Eurface wind: calm at first. oderate 6/ly durin morning and fifternoon. Trosh - ly at night. eather: for dispersing after dawn, cloudy during rounting.	
		i	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 fulling to	
Nigora (n. 1885)		1	2 miles in rain.	
	23/9	2025.	Thirteen aircraft carried out operations in accordance with No. 3 Group operations order form D. 200 dated 63/9/40 (See appendix 3.26 and relevant form 541)	0.26
		0535	All aircraft returned safely.	
garana (h. 1946) 1942 - Maria Herri			TENTER: Surface wind: C.U. to U. becoming 15-20 m.p.l. at middey but less than 5 m.p.h. after summet, eather: fair. Cloud: little or no low cloud during morning	
			increasing to 5/10-5/10 at 2500 ft. dispersing in late afternoon. Visibility: good.	
		<u> </u>		

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21793 Wt. 38305/3593 400,000 12/39-McC & Co-51-5658 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 Manuel, 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. Summary of Events Time Date Appendice Place 1940 Mothing of operational importance occurred. HONINGTON VIATHER: Surface wind: light . 'ly. Weather: fair. Cloud: amounts of low eloud at 5000 feet but mich medium and him cloud. isibility: 1000 yerds et dawn but increasing to 6 miles. Fleven aircraft cerried out operations in accordance with No. 3 Group operations 0,210 25/9 order form E. 285 dated 25/9/40 (See appendix 0.27 and relevant form 541) All aircraft returned safely. 0550 WHENTHER: Surface wind: N. Wly at first vecting N'ly at middey but backing to "ly later. 10 m.p.h. teather: fair to cloudy with light rain in early coming. Cloud: 7/10-9/10 at 2000-3000 feet dispersing towards evening. Fragments at 300-1000 ft. early. Visibility: mainly 6-12 miles but 2000 yards at down. Nothing of operational importance occurred. WATHER: Surface wind: light "ly veering N'ly. Decoming calm after surget, wloud: 10/10 at 3000-5000 feet. eather: Cloudy. Visibility: 2000 yards during norning increasing to 4 miles. PERSONNEL: P/O. I.R. CDLAR ID posted to F.O. No. 3 Group. 2**7/9.** P/o. P.A.W.THO:VS posted from No. 99 Squadron. FATHER: Surface wind: mainly "ly increasing to 15-20 m.n.h. "eather: cloudy. Cloud: little low cloud at furst becoming 8/10-10/10 t 3000-4000 bet Guring afternoon, such medium and high eloud. Visibility: 2000 yards increasing to 4-0 miles during morning.

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		,		age No.
Place	Date 1940	Time	Summary of Events	References to Appendices
HONINGT IN	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 25 and relevant form 541)	6.28
- 4		0455	Ten aircraft returned safely. Wellington T. 2505 (SGT, O'IV R and crew) failed	
			to return. WEATHER: Sirface wind: "'ly at first veering to sorth 15-20 m.p.h. Weather: fair	
			becoming oloudy, wit o casional showers during afternoon. Cleud: 3/10-7/10 at	
	i i		4000 ft. at first, becoming 5/10-9/10 at 2000 feet later rising to 4000 ft.	
	29/9		Nothin; or operational importance occurred.	
			Winds, freshening about widday, leather: feir or cloudy, showers during morning and afternoons cloud; mindy 7/10) <u>-</u>
			9/10 at about 2000 feet, but loverin to 300-1000 ft. in showers, lifting to	
			3000-4000 ft. at nint of decreasing. Visibility: 6-1 riles but falling to miles in showers.	
	30//9		Nother of operational importance occurred.	
			to cloudy with fog natches at darn. Cloud: variable amounts at 2006-3000 ft.	
			increasing to 9/10 at midday. Visibility; 4-5 miles in early morning and late evening but 6-18 miles during day.	
			ovening out one altes during day.	
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Airraff Type and No. Crew. Daty. Time Up. Down. Details of Sortio or Flight. References. Policy Down. Time Down. Details of Sortio or Flight. References. Policy Down. Time Down. Time Down. Details of Sortio or Flight. References. Policy Hart Mark Mark and crew. 2006. 0830. 2026. 2026. 2027. 2027. 2028. 2028. 2028. 2029				DET	AIL OF V	VORK CARRIED	OUT.				
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R. 3296. S/L. PRIVOURD and eres. 2010 0530. Operations were carried out as ordered. 1. 7778. P/O. HANKAN and crew. 2010 0420. " " " " " " " " " " " " " " " " " " "	Aircraft			Duty Time			Details of So	ortic or Flight.		References.	
R. 3296. S/L. PRIVOURD and eres. 2010 0530. Operations were carried out as ordered. 1. 7778. P/O. HANKAN and crew. 2010 0420. " " " " " " " " " " " " " " " " " " "											
70. HOLY and crew. 1. 2505. 1. 7778. 2/0. BERRY and crew. 2026 0829 1. 2848. 1. 2948. 2006. 2026. 2017. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2026. 2027. 2026. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2026. 2027. 2027. 2026. 2027. 2027. 2026. 2027. 2027. 2026. 2027. 2027. 2027. 2028. 2028. 2029. 2029. 2026. 2026. 2027. 2027. 2026. 2027. 2027. 2028. 2028. 2028. 2029. 2029. 2026. 2026. 2027. 2027. 2027. 2028. 2028. 2029. 2029. 2026. 2026. 2027. 2027. 2028. 2028. 2029.		s/L. PR	TOMARD and cre	20.10		Operations W	ere carried	cut as orde	red.		
T. 2505. 7/0. ERRY and crow. 2027 041/7 T. 2462. F/0. William and crow. 2027 041/7 T. 2464. SOT. PURNY and crow. 2000 0245. """" R. 3280. GOT. DODLING and crow. 2006. 0256. R. 3280. F/0. DOKAM and crow. 2012. 0117 Brown as per appendix 6.0 From 1950 hrs. 4/9/40 to 0415 hrs. 5/9/40. Wellington R. 2402. F/L. CISBON and crow. 2005. 0230. """ From 1950 hrs. 4/9/40 to 0415 hrs. 5/9/40. Wellington R. 2402. F/L. CISBON and crow. 2005. 0230. """ From 2505. F/O. Hely and crow. 2015. 0230. """ Express Sot. F/O. Hely and crow. 2015. 0345. """ Express Sot. F/O. Hely and crow. 2015. 0345. """ Express Sot. F/O. Hely and crow. 2015. 0345. """ Express Sot. F/O. Hely and crow. 2015. 0345. """ Express Sot. F/O. Hely and crow. 2015. 0345. """ Express Sot. F/O. Cox and crow. 2015. 0345. """ Express Sot. F/O. Cox and crow. 2015. 0344. """ Express Sot. F/O. Walsh and crow. 2010. 0344. """ Express Sot. F/O. Walsh a	L. 7785.			!			# 11 \	n n			
L. 7778.				1 41 4	'			n is n			
1. 2462. F/O. HILLER and orew. 2000 .0245. " " " " " " " " " " " " " " " " " " "		1.		1 1				a a a			
T. 2464. SGT. PURDY and crew. 2000 0245. R. 3280. GGT. COOLING and crew. 2006. 0256. R. 3882. 3/6. NORGAN and crew. 2003. 0188. T. 2472. 3/0. 00k and crew. 2012. 0117 Brown 1950 Nrs. 4/9/40 to 0415 hrs. 5/9/40. Wallington R. 2942. F/L. CISSON and crew. 2005. 0250. " " " " " " " " " " " " " " " " " " "		4.4	1 *	1955	0345.						
R. 3282. R. 3282. P/O. Rogar and cres. Solz. 0117 Srews as per appendix G./o Prom 1950 hrs. 4/9/40 to 0415 hrs. 5/9/40. Wallington L. 7773. P/O. Mollamid and crew. Sols. 0230. P/O. Mollamid and crew. Sols. 0230. """ """ """ """ """ """ """			l l	2000	0245.	10		# # W			
R. 3282. F/O. DOK and crew. 2012. 0117 T. 2472. F/O. 00k and crew. 2012. 0117 Wellington M. 2942. F/L. Classi and crew. 2005. 0220. "" " " " " " " " " " " " " " " " " "	R. 3220.	SGTCO	LING and crew.	2006				" " " " " " " " " " " " " " " " " " "			
### Brews as per appendix 6.00 From 1950 hrs. 4/9/40 to 0415 hrs. 5/9/40. Filington E. 2015. Dest.	R. 3282.		, 1		1			n "	,		
## Prom 1950 hrs. 4/9/40 to 0415 hrs. 5/9/40. ## 1952 hrs. 4/9/40 to 0415 hrs. 5/9/40. ## 2942, F/L. CLSSON and crew. 2005. 0235. "perations were carried out as ordered. ## 1. 7778. P/O. McDIARMID and crew. 2005. 0230. " " " " " " " " " " " " " " " " " " "	T. 2472.	F/0. 00	K and cres.	20,12	0117						
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# 2942. E/L. OLSSON and crew. DO5. 0230. T. 2505. P/O. Helly and crew. DO6. 0230. T. 2505. F/O. FOX and crew. DO6. 0240. P/O. Helly and crew. DO6. 0230. P/O. Helly and crew. DO6. 0230. P/O. Helly and crew. DO6. 0240. P/O. Helly and crew. DO6. 0230. P/O. Helly and crew. DO6. 0240. P/O. Helly and crew. DO6. 0240. P/O. Helly and crew. DO6. 0240. P/O. Helly and crew. DO6. 0240. P/O. Helly and crew. DO6. 0240. P/O. Helly and crew. DO6. 0240. DO748 of the public record office, London, Londo											
H. 2942, F/L. CISSON and crew. 2015. 0235. Operations were carried out as created. L. 7778. P/O. MoDIARMID and prew. 2005. 0230. " " " " " " " " " " " " " " " " " " "	Prom 1950 h	rs. 4/9/	40 to 0415 hrs.	5/9/40.							
L. 7778. P/O. McDIARMID and crew. 2005. 0230. " T. 2505. P/O. Howy and crew. 2016. 0325. " 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. " F/O. COX and crew. 2010. 0340. " L. 7799. P/O. WALSH and crew. 2000. 0240. " T. 2482. COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON.					2 00%	Onemations	were carrie	out a crd	ered.		
T. 2505. P/O. HGPY and crew. P/O. FOX and orew. P/O. HARMA and crew. P/O. HARMA and crew. P/O. COX and crew. P/O. COX and crew. P/O. WALSH and crew. P/O. WALSH and crew. COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON.						n n	ų ų	n n			
L. 7785. F/O. FOX and crew. T. 2473. P/O. HARMAN and crew. S/L. HINKS and crew. F/O. COX and crew. P/O. WALSH and crew. 2015. 0345. 1950. 0330. 2010. 0340. 1970. WALSH and crew. P/O. WALSH and crew. COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON.											
T. 2473. P/O. HARMAN and crew. 2045. 0415. R. 3282. S/L. HINKS and orew. 1950. 0330. F. 2579. F/O. COX and crew. 2010. 0340. L. 7799. P/O. WALSH and crew. 200C. 0240.		i						n n u			
R. 3282. S/L. HINKS and crew. F/O. COX and crew. L. 7799. P/O. VALSH and crew. 2000. 0340. 2010. 0340. 2000. 0240. T. 2482.		1 :				1.	•				
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		i 		
Aircraft	Crew. Duty.	Time Up.	Time Down.	Details of Sortie or Flight. References.
Type and No.				
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 610.			
From 1950	hrs. 7/9/40 to 0330 hrs. 8/9/40.	1		
ellington	4			
T. 2473.	S/L. PRITCHARD and crew.	2000	0330.	Operations were carried out as ordered.
T.2505.	P/O. HARMAN and orew.	2010.	0315.	
N. 2942.	F/L. OLSSON and crew.	2025.	0185.	
L. 7788.	F/O. FOX and crew.	2030.	0200.	The second secon
p. 92 7 8.	R/O. McDIAR and prew.	2010.	0245.	u u u u u u u u u u u u u u u u u u u
T. 2472.	F/O. CROMPTON and crow.	1950.	2215.	
		1955.	C155.	n 4 0 0 0
T. 2462.	F/O. MILLIAR and crev.			
T. 2473.	S/L. PRITCHARD and crew.	1955.	0350.	
R. 3220.	P/O. CANTOE and orev.	2000.	0:10.	
I. 7799.	P/O. WALSH and crew.	2005.	0110.	
T. 2579.	F/O. COX and crew.	2010	0115.	
9. 9278.	P/O. McDIAR ID and crew.	2020.	0240.	
1.5	CREWS AS PER APPENDIX G. 10.	1		
₽rom 1925	hrs. 12/9/40 to 0120 hrs. 13/9/40			
ellington				
T. 2578.	F/L. OLSSON and crew.	2000	2300.	「大き」「「「「」」「「」」「「」「」「」「」「」「」「」「」「」「」「」「「」「」「
T. 2505.	P/O. WOEY and crew.	1945.	0045.	그는 그는 사람들은 사람들이 되고 그렇게 되는 그 그들은 그는 그를 가장하는 것이 되었다.
Ť: 2564. ~	P/O. Modianil andcrew.	2005.	0105.	
т. 2744.	P/O. HARIAN and crev.	2000.	0030.	
R. 3286.	P/O. BERRY and crew-	2015.	2345.	,
		1925.	0055.	그리고 그는 그는 사람들이 그리고 있다면 하는 것이 살아 그리고 얼룩볶음이 없었다면 되었다. 나다
P. 9278.	S/L. HINES and crew.		- Commonwealth	
T. 2472.	F/O. COX and crew.	1940.	2355.	네 그 사람들은 하나 하는 사람들은 내가 많아 돼 살아 하는 사람들이 凝糊하게 되었다.
7799.	P/O. VALSH and crev.	1935.	00 5.	
R. 3220.	P/O. CANTON and crew.	1955.	0050	
T. 2579.	P/O. OROMPTON and erew.	2010.	55.0	The state of the s

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P. 9278.	S/L. HINES and crew.	1925.	0055,		n n	
T. 2472.	F/O. COX and crew.	1940.	ลอุธธ.		11 11	
7799.	P/O. RALISH and crew.	1935.	00 5.		u u	
D 7000	D/O DOY and ONE	- 20.00	1 0320			
R. 3220. T. 2579.	P/O. CANTON and crew.	1955. 2010.	0050.	# # # # # # # # # # # # # # # # # # #	H H	
		- DE REPESSIX G. IS				
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				Appendi	X	R.A.F. Form 541.
		OPERAT	IONS	RECORD BOOK.		
			<u> </u>			
		DETA	IL OF V	VORK CARRIED OUT.		
From 945hrs1	5 / 9 /40 too21dirs 16/ 9	/ 4 0 By	NO. 9 S	QU DRON.	No. of pages use	d for day
Aircraft Type and No.	Crew.	Duty. Time Up.	Time Down.	Details of Sortie of	or Flight.	References.
ellington						
R. 3286.	P/O. BERRY and crew.	1951.	8325.	Operations were carried out	as ordered.	
L. 7852.	S/L. PRITCHARD and crew.	2245.	0210.	H H	u g	
N. 2745.	SGT. HARRISSON and crew.	2300.	0150.	п и		
9273.	F/O. MORGAN and crev.	?	7	# # # # # # # # # # # # # # # # # # #	11 11	
T. 2578.	FAL. OLSSON and crew.	2505.	0130.	e e e	n n	
T. 2434.	GT. URDY and crew.	1945.	2315.	п п м	17 17	
т. 2473.	P/O. BARNARD and ores.	2505.	0205.		пп	
T. 2579.	F/O. CRO'PTON and crew.	2500.	0100.		11 11	
R. 3282	F/O. FOX and crew.	2500.	0110.	H H H	17 16	
T. 2462.	F/O. MILLER and crew.	9300.	0150.	н н н	n 0	
P. 9278.	F/O. MORGAN and crew.	2310.	0200.	H	n n	
	CAENS	AS PER APPENDIX	5//			
From 1930 1	hrs. 17/9/40 to 0315 hrs.	18/9/40.			1	
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.	1950.	0215.		"	
R. 3230.	F/O. MORGAN and crev.	1945.	2 25.	11 11 11	1	
N. 2745.	SGT. HARRISSON and crew.	1940.	0045		0 0	
T. 2468.	SGT. GOOLING and crev.	1925.	2010.	11 11 11	1) 0	
T. 2462.	F/O. MILLIR and crew.	1930.	0100.	# / / / / / / / / / / / / / / / / / / /	n n	
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Aircraft Type and No.	Crew. Duty.	Time Up.	Time Down.	Details of Sortie or Flight. References.	
cellingtor					
т. 2473.	P/O. BRMARD and crew.	1	0110.	Operations were carried outse ordered.	
P. 9278.	S/L. HINKS and crew.	0005.			
т. 2472.	F/O. COX and crew.	0015.			
т. 2579.	P/O. CANTON and crew.	0010.	0315		
L. 7799.	SGT. PURDY and crew.		0230.		
	CREWS AS PER	APPENDIX GIII			
From 1930	hrs. 21/9/40 to 2510 hrs. 22/	9/40.			
Wellingtor		2.7			
T. 2578.	S/L. PRITCHARD and crow.		£230.	Operations were carried out as ordered:	
R. 3286	P/O. HARMAN and ordw.	1930.	£250.		
1. 2505.	SGT. OLIVER and crew.	1945.	2215.		
T. 2564.	GT. MARRISSON and crew.	2035,	2510.		
R. 3232.	F/T. FOX and orew.	1940.	2220.		
T. 2579.	F/O. CHO PTON and crew.	1935.	8505.		
T. 2462.	F/O. HARMARD and crew.	5.955.	:3:310.		
R. 3220.	P/O. CANTON and crew.	1945.	2150.	W THE STATE OF THE	
T. 2464.	SGT. PURDY and crev.	1940.	2215.		
	, grews as per appendix	G- 11			
	, at our an pot all postures				
- 000	hrs. 23/9/40 to 0530 hrs. 24/	9/40			
			3		
Rellington	p/O. DEAVES and crew.	2055.	0130.	Operations were carried out as ordered.	
L. 7867.	F/O. TORGAN and crew.	2130.	0300.		
I. 7852.	AL. PRITCHARD and crew.	2159.	0452.	n n n n n n	
		9	?	n n n n n n n n n n n n n n n n n n n	
L. 7799.	F/L. OLSSON and crew.	S225.	0585.	u u u u u u	
r. 2564.	P/e. McDIARMID and crew.	unno.	00		
T. 2505.	GGT. OLIVER and crew.	2050.	0140.		
P. 9278.	S/L. HINKS and crew.	2135.	0450.	11 11 11 11 11 11 11 11 11 11 11 11 11	
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	GT. OLIVER and crew.	2050. 2135.	0140. 0450.		
					at the
Wt. 44796/451	14. FOOM. 1/40: M.G.S. 51—8059			Appendix	R.A.F. Form 541.
	OP	ERAT	IONS	RECORD BOOK.	
		DETAI	L OF W	VORK CARRIED OUT.	
From 2025 rs. 2	3 / 9 / 40 to 053brs. 24 / 9 / 40	Ву	9-80 €	JAOR N. No. of	pages used for day
Aircraft Type and No.	Crew. Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References
Type and No.		7			
R. 5282.	F/D. FOX and crew.	2145. 2135.	0515. 0415.	Operations were carried out as ordered.	
	P/O. CANTON and crev.	£150.	0430.	# COMPANY FROM THE PROPERTY OF	
T. 2473.	F/G. BARNARD and crew.	2210.	0535.	Here to the second seco	
	F/O. CCX and crew.	2215.	0,550.		
т. 2579.	F/O. ORO 5 TON and crew.	ຂບຂຣ.	0130		
	Crews as per appendix G.//.	. ŧ.			
From 0210	nrs. 25/9/40 to 0550 hrs. 26/9/40				
ellington		- , .			
L. 7867.	S/L. PRITCHARD and drew.	0300.	0545.	operations were carried out as ordered.	
T. 2564.	P/O. HITHEAD and drew.	0245.	0520:	The state of the s	
R. 3286.	P/O. DEAVES and crew.	0255.	0540.		
T. 2578.	F/L. OLSSON and drew.	0235	0500.		
p. 9278.	S/L. HINKS and crew.	0225.	0535.		
T. 2462.	F/o. MILLER and crew.	0250.	0545.	H. A. T. H. A. T. A. T. H. H. A. T. H. H. A. T. H. H. A. T. H. H. A. T. H. H. A. T. H. H. A. T. H. H. A. T. H. H. H. H. H. H. H. H. H. H. H. H. H.	
т. 8464.	SGT. PURDY and orew.	0:30.	0515.		
T. 2473.	F/O. BARNARD and crew.	0210.	0435.		
L. 7799.	F/L. FOX and crew.	0220.	0505.	H H H H H	
т. 2579.	F/O. CROUPTON and orew.	0210.	0550.		
R. 3220.	P/o. CANTON and crev.	0245.	0455.		151
ì	CREWS AS PER APPENDIX G. 11.				.

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.		References.	
From 1930 1	rs. 28/9/40 to 0455 hr	s. 29/9/ 4 0.						
wellington.						200 A		
	F/O. MORGAN and crew.		2145. 2315.	0400. 0455.	perations were carred out as ordered.			
L. 7867.	FAO. HARMAN and crev.	•	1950.	0005.	The state of the s			
T. 2564.	"/O. WHITEHEAD and crev	1•	1935.	2345.				11
	SET. HARRESSON and crev	7.	2035.	0045.				
	COT. OLIVER and oros.		?	9	Failed to return.			11
	F/C. ORDETION and crow.		1945.	0110.	Operations were corried out as ordered.			
	P/O. CANTON and crew.		1950.	0050.	H The state of the			
T. 2472.	r/C. CX and crew.		2125.	0250.	H H H H H H H			
T. 2473.	F/C. BARNARD and crew.		2130.	0350.				-
T. 2462.	/O. TILLER and crev.		2315.	0445.	п. п. п. н. н. н.			
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	Crews as per appen	dix G. //		. 1				
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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

OPERATIONS RECORD BOOK

Page No....

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendice
	1940			
HONINGTON	1/10	1815.	Eleven aircraft carried out operations in accordance with to. 5 Group operations	
			order form B. 209 dated 1/10/40 (wee appendix 5 2) and relevant form 541)	0.29
		0215.	Rine aircraft returned safely. Lellington R. 5230 (F/O. P.L.B. "ORGAN and orew)	
			force landed at ATTITUE causing dames to the aircraft. The crew escaped	
			injury with the exception of 649885 oft. SUDDER AND, who state ined a	
T	11:		fractured ankle.	
	1		Aircraft R. 5282 (r/1. c and crew) failed to return. This aircraft made	
			contact with CM RC T at 0246 hours when it reported it was coming down	
	181	• •	into the sea off LOW. T.FT owing to shortage of petrol. No further communication	
			was received from the circust.	
April 1 may			PIRCONNII: P/O. S.C.C. FERD- AR. POSted to R.A.F. Station, Ford,	F. 16
	. -			
		-	WEATHER! Surface wind: H. ly increasing to 10 mph. during day, and decreasing	mo
			again in evening. eather: fair, becoming cloudy in afternoon. Cloud: hil increasi	
1		1	to 5/10-7/10 during ay and decreasing at might, but increasing at midnight.	1
		1	Height 2500-3000 feet. Visibility: 2-4 biles with ground let at sunrise; improvin	4
			to 6-12 riles but decret inc to 1-4 miles arein at night.	
T., #	2/10	0630	to Mine aircraft carried out search for M. 3282 which failed to return, but without	
		1925.	swcess.	4, 1
aga ana ang ma na an na sa			WEATHER: Surface wind: #11 y 5-10 mph. weather: fair to cloudy. Cloud: wariable amounts at 2000-3000 ft. becoming 9/10 at 1300 GMT. visibility: becoming 12 miles.	
4.	3/10.		Nothing of operational importance occurred.	l I
مؤمر بنيوت بالحارات			WEATHER: Surface wind: NE'ly light veering to SE. in late afternoon 5-10 mpn.	

			P	age No.
Place	Date 1940	Time	Summary of Events	References to Appendices
actonino.	3/10 d	ontd.	weather: rain or drizzle from 0500 GMT. to 1900 GMT. Cloudy, Cloud: 8/10-10/10 falling to 300-500 feet in precipitation. Visibility: poor.	
-	4/10		Nothing of operational importance of urred. Bothing practice carried out at EERNERS DEATH.	
	Ċ		WEATHER: Surface wind: litht E'ly becoming s. to S.J. 15-20 mph. Weather: cloudy with intermittent rain from 1800 onwards. Cloud: 3000-5000 feet in early morning	
			becoming 4-6 miles towards noon but falling to 1000 yards later in rain.	
	5/10		Nothing of operational importance occurred.	
			wrather: Surface wind: by 15-20 mph. weather: fine during morning becoming cloudy with light rain from 2000 onwards, cloud: Wil to 5/10 at 2500-3000 ft.	
			during morning increasing and head in 10/10 at 1500 ft. late in evening. Visibility: tainly 4-3 miles but falling to 1000-2000 yards late in evening.	
	6/10		Nothing of operational intertance occurred. WEATHER: Surface wind: mainly 3-5V. 20-50 mph. veering slightly towards mighight.	
			towards midnight. Cloud: mainly 7/10-10/10 at 800-1500 feet but lowering	
a comani	, , , , , , , , , , , , , , , , , , ,		occasionally to 500 feet. Misibility: nederate t good, th temporary deterioration into mist about 2000 h.T.	ol.
	7/10.	2004,	othing of operational importance occurred. 42933 Sgt. CROSS, J.D., 645628 TINTER, ., 621789. L.A.C WHELLER, K.G.	
	L	[ttempted to land. This aircraft was returning from an exact of No. 149 Squadron	
			as damaged by energy action. Don la ding, it struct the chance light, crashed and caught fire, killing the above three air ser who were on duty at the time on the flare path.	

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1 2 . 3	5 6	Reference: AIR 27 / 125
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was damaged by energy action. Now la ding, it struct the chance light, erached and caught fire, killing the those three air is who were on duty at the this on the flare path.

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

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No.

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)

Place	Date	Time	Summary of Events	References to Appendices	
· · · · · · · · · · · · · · · · · · ·			TATHER: Surface wind: He'ly at first, on the and becoming fully by 2 to		
HONINGH	4/10	sontal	efternoon, eather: cloudy at first, becoming rights and decreasing by late		
		1	afternoon, Cloud: A nly 10/10 low cloud at 50 3t, at first, lifting to 3000 ft.		
			und becoming variable, finally clearing by 100 are. Gar. Small, amounts of high		
			cloud persicting, visibility: - miles at 2 re., becoming 6-12 miles later,	<u> </u>	
			decreeing again towards mid-i ht.		1-2
-					
	8/10	1830	line aircraft corried out operations in according a with No. 3 Group operations		
			order form b. 293 dated 3/10/40 (-ee amendix 3. and relevant form 541)	3 ≥ [
		0028	-11 aircraft returned wafely.	1	-
			HAT HE : unface wind: minly by about 10 mmh., occasionally increasing to 15	1	
ing.			uph. leather: fair at first, becoming gloudy, with a short period of continuous		
•			rain in the early afternoon. Sloud: seel amounts of high cloud at first. for cloud		
in it was to	i .		forming at 1500 feet and increa inc to 10/10 lowering to 600 ft. in precipitation.		r
			Low cloud clearing towards evening, but reforming and lowering towards and of period	d.	
					1 1 1 1 1
	9/10		Nothing of operational importance occurred.		1
			TYPEL: Curface wind: - 'iy veering . during morning 15-0 mph. Gusty.		-
	- man-		reather: cloudy with light rain and drizable during morning becoming fine in often- noon. Cloud: 6/10-9/10 at 900-1000 ft. and falling to 300 ft. in precipitation		
			during morning breaking and lifting buring afternoon, Dispersing after dusk.		1
• • •			Visibil ty#4-6 miles falling to 2000 yards in precipitation,		
$\{ \cdot, \cdot \} \mid \cdot \mid \cdot \mid \rightarrow $,	
	10/10	. 2245	iine aircraft carried out operations in accordance with Bo. 3 croup operations	53	
1	1				

Place	Date	Time	Summary of Events	References to Appendices
	1940			
NINGTON :	0/10 c	onta	order form D. 301 date: 10/10/40 (oc append C3/ and relevant form 541)	C. 3/
		0.535	11 aircraft returned safely.	
		-	TATHER: Turface wind: CEN'ly 18-PO min. but is her after sumset. Veather: fair to	
			fine with occasional showers. Cloud: veriable a 11 amounts at 3000-4000 ft. but	
			7/10-3/10 at 2000 ft. in showers. Visibility: sinly 4-6 miles falling to 2000	
			yards after s nset.	这一一
	11/10		Nothing of operational importance occurred.	
		1	ANNAL: urface wind: light, willy vecting to 12, becoming calm after duck, teather	•
		1	fair or fine, slight nist and ground for in wally morning and again after dusk	1
			with fog et night. Cloud: little cloud furing main; 3/10-7/10 at 3000-4000 feet,	
			during afternoon and at night. isibility: 1001 yards at first improving after	
			surrise to 6-10 miles but folling easin after and to less than 1000 yards.	
, i	1 I			
-				
•	19/10	1	ine aircraft carried out oper tions in accordance with No. 3 Froup operations order form B. 303 dated 12/10/40 (See appendix 0.30 cml relevant form 541)	යෙම්ට
7				J• ⊅J
			11 airor ft returned safely.	
F)		1	WATHER: curface wind: dalm or light toly. eatler: fine with fog patches after	
			sunset, cloud: variable small amounts at 3000-4000 ft. Visibility: 1000 yarda early	
		'	becomin; 4-6 miles but decreasing to 1000 yards after sumset.	
- 1	201/20			
	13/10		acthing of operational imperence eccurred.	
			MATHER: Currece wind: calm at first, becoming 11y 10-15 mph. veering HE'ly and	
	* *	: :	becomin light after duck. e ther: fair to cloudy after morning fog. Cloud: 3/10-	
		- 1	5/10 at 2000 feet from 1000 cell. increasing later to 10/10 at 2500-3000 ft. uch	
		I	edium and high cloudicibility: becomin: 4-3 miles but less than 100 yards in	

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Ledium and high cloud. icibility: becoming 4-3 miles but less than 100 yards in normin what.

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

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No.

See instructions for use of this form in K.R. and A.C.I., para. 2249, and War Manual, Pt. 1K., chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) 10. 9 OULDRON.

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

Place	Date	Time	Summary of Events	References to Appendices
	1540			• .
HONINGTON.	14/10	2005	Four aircraft to Loff for overation in recordence with to. 5 from oncrations	
1			order form b. 005 date 1 14/10/40 (se appendix 5 38, and relevant for 541)	o. ∂ \$
		0245	Firee aircreft returned sufely. ellington T. 2464 (5/L. J.O. HINKS and crew) failed	
4.5			to return.	
			VIATRIR: urface ind: 'ly 5-10 ph. pecoming ally. eather: cloudy with light	
	-		rain and dr le in late fternoon. 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 ft.	
Y 1.	1		Visibility: 4000 yerds to 4 miles but 1000 yards in drizzle.	
	15/10	0915	Nothiby Five aircraft carried out search for 2464, but without success.	
	1	1750	ANALY TIVE SIPOTAL CONTINUE OUR SECTION TO	
		17.50	20 17 ml	
	7 7		W.ATHER: Surface wind: .h. to . 10-15 aph. cather: fair to cloudy. Cloud: little	8 1 1 2 3 1 7
and the second second			or no low cloud it first then writble amounts at 1500-2000 ft. rising to 5000 ft.	
	-		later. Visibility: > seming 6-11 miles.	
		İ		网络对抗
25	16/10	1755		C.24
H.1	1		order form 5. 30% dated 16/10/40 (See appendix 3.34 and relevant form 541)	
		2330	ellington . 9278 (cr. MAN and crew) crashed near 1010M when returning from	
tana da santa da santa da santa da santa da santa da santa da santa da santa da santa da santa da santa da san Santa da santa da santa da santa da santa da santa da santa da santa da santa da santa da santa da santa da sa			operations. 11 comb : ci the grew sustained injuries.	
1		0055.	All other aircraft returned safely.	0
and the second			EEATHER: : urface wind: light E'ly, becoming E'ly 10-15 mph. during morning.	
			eather: fair, but heavy rain after 2200 Set. Cloud: warying amounts of low cloud	
	· •	1.	at first, later ecoming 6/10-10/10 at 1000-2000 ft. and falling to 600 ft. in rain	5
			Such medium and high cloud. Visibility: moderate, falling to 2000-4000 wards in rai	

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Place	Date	Time	Summary of Events	Refer to Apper	o .
ONINGTON	16/10 (ontd.	PERSONNI: S/LDR	₽• 17	
	17/10	Nothin	of operational importance cocurred.		
	1		VIATHER: Cloud: veri ble shounts at 1000-2000 ft. and falling telow 1000 ft. early	3	
			Dispersing after sums t. unface wind; 1. o 'ight veriable.'sv'ly during morning beather: fair to cloudy. Visibility: 8000-4000 yards falling to 500 yards after dus		
	13/10.		Nothing of operational importance occurred.		
			EMATHER: Surface wind: light . 'ly becoming 5- 0 mph. cather: for dloaring by		
	1		100 GMT, then cloudy with drivate after Just. Floud: sky obscured by forwarden	1	
	le .		lifted to 600 ft. late in ornin. Then \$/10-9/10 at 5000-3000 ft. falling to 1800		
			in precipitation, is bility: ess than 30 yards at times during morning becoming		
			4000 yards by kidday. 4-6 miles during afternoon decreasing to 4.00 yards efter dus	k	
l.		4,	P. RSONNELT P/O. N C. at a posted to SSI DUPH.	P•1)	
-	19/10		Air firing practice carried out at BEAN AS MATH.		11
			Nothing of operational importance occurred.		
			TRIM: Curface wind he ly 5-15 mph, weather: cloudy, drizzle early, Stoud: 5/10-		
			10/10 at 600-300 feet rising at times to 1500 ft. visibility: 2000-4000 gards falling to 500 yards fter us.		
			[17] [10] [10] [10] [10] [10] [10] [10] [10	B. /8	
			PERSONNEL: -/O. G.C GING: posted from No. 20 G.T.U.		
	02.425		FRECORD 1: P/O. D. C. ACE posted to done . Oranwell.	F. 18	
·	20/10		Nothing of operational importance occurred.	A	
	٠.		THATHER: Infract wind: 'ly 10-15 m.p.n. reducing to 5 m.p.h. towards midnight.		
ta e e			cothers for at f rot, becomin fair later, for again in late ovening. Joud: 10/10	Gardi.	
		i	at 700 ft., dispersing during sorning cloudless during day except for traces of high cloud. Visibility: 900 yards in for, improving to 2-4 miles, deteriorating in		}

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cathor: for at first, tecoming fair later, for again in late ovening. Cloud: 10/10 at 700 ft., fispercing during coming. cloudless during day except for traces of high cloud. Visibility: 900 yards in for, temporing to 8-4 miles, deteriorating in late evening to less than for yards.

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

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No.

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.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day....

Place	Date	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. 511 dated 21/10/40 (See appendix C 35 and relevant form 541)	0.38	
		:0005	All aircraft returned safely. PERSONNEL: F/O. D.G.ST.MLY posted from No. 15 C.T.U.	F. 18	
			FATHER: Surface wind: light SE'ly vering W'ly before middey. "eather: feg at first, followed by intermittent rain in late morning. Slight rain again in efternoon and evening. Cloud: cloud becomin 10/10 and falling to 600 ft. in rain during morning, later lifting to 3000-4000 ft. Visibility: less than 200 yards in		
	oo tro		fog, later improving to 2-4 miles, but again decreasing to 1000-2000 yds, by dusk. Nothing of operational importance occurred.		
	22/10		WHATHER: Surface wind: calm or light cortherly. Teather: fog with a break from 140 till 1800. Cloud: only small amounts of lifted fog at about 2000 ft. during the br		
	23/10.		Visibility: les than 100 yds. in for. A Maximum of 4 miles very temporarily at 16		
	-		and remaining so. bother: for till Cuco, then overcast, Cleud: mainly 10/10, 500 ft. at first, lifting slowly to 3500 ft. before midnight. Visibility: 80 yards at		
	24/1	1750	first, improving to 4 miles by 1600 and remaining so. Nine aircraft carried out operations in accordance with No. 3 Group operations ord		
		0715	form b. 514 dated 24/10/40 (See appendix 6 36 and relevant form 541) all aircraft returned safely.	6. % Ji	

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1 2 3 4 5 6	Reference:- AIR 27	125	
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		rn.		References
Place	Date 1940	Time	Summary of Events	to Appendice:
INGTON	24/10	(conta)	WEATHER: surface wind: : NE. 10-20 mph. becoming 5-10 mph. in evening. weather:	
	1, 2,	(001104)	fair to fine execut low beauty shower at 2770 per una district.	
	3		fair to fine, except for heavy shower at 2330 DST. Cloud: mainly 3/10-9/10 at 2000	
•			3000 ft., dispersing by 1800 HST, but again becoming 6/10 at 2500 ft. with fregment	8
	V		at 2000 ft. towards midnight. Visibility: good.	
	2 5/1 0		Air firing practice corried out.	
			WHATHER: Surface wind: N. to ME. 5-15 mph. weather: Showery, with fair intervals.	
			cloud: little at first, increasing to mainly 5/10-8#10 at 1500-2500 ft. lewering	
			occasionally to 1000 ft. in slowers, visibility: moderate to good.	
	26/10		nothing or operational importance occurred.	
1			WEATHER: Surface wind: E-NE'ly, 5-10 mph, weather: fair to cloudy with occasional	
		1	showers. Cloud: 2000-3000 ft. but falling to 1000 ft. in showers. mainly 5-8/10.	
			but increasing to 9/10 in growers. Visibility: 4 miles at first, increasing to	
			6-12 miles.	
		3		
	27/10		PERSONNIL: P/O. R.F. MARMAN posted to RAF. Granage.	
1		. 1	Nothing of operational importance occurred.	F-19.
F11		- 1	WEATHER: Surface wind: winly i. to N.W. 5-10 mph. Weather: mainly fair, but a few	-
			showers. Cloud: Einly 8/10-10/10 at 1500-3000 ft. decreasing considerably after	
			dusk Vigibility: weder to to good but the work of the decreasing considerably after	
1 1		i i	dusk, Visibility: moder te to good, but temporary deterioration into fog about	
			1000 BST.	
	28/10	1.0	Nothing of operational importance occurred.	
			WATELR: Surface wind: NE 1y less than 10 mph, at first, becoming	
		ļ	oph., and lighter after dust. enther: fair apart from showers in late morning.	
			Cloud: mainly 8/10-10/10 at 2000-3000 ft. diminishing after dark Visibility	i i
Ę.			poor at first, with for in the early hours, becoming good later, but deteriorating slightly ofter dust. PERSONNEL: 535929 A.C.1, SNELL, T.A. and 535093. A.C.1. HATTON, R. seriously injure by hostile air action.	d

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poor at first, with for in the early hours, becoming good later, but deteriorating alightly alightly ofter dusic.

PERSONNIL: 535929 A.C.1, SNELL, T.A. and 536093. A.C.1. HATTON, R. seriously injured by hostile air action.

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

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No.

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.

of (Unit or Formation) NO. 2 SQUADRON.

No. of pages used for day

Place	Date	Time	Summary of Events	t	rences to endice	
HONINGTON	29/10		MRSOLMIL: 7/0. D. GINTOSI and 9/0. T.C. #COM. posted from No. 11 G.T.U.	-i19	,	
			Nothing of operational importance occurred. Living: Surface wind: veriable, light, sainly between NE. and SE. Caln after	Ì		
			1900. eather: fair, cloudy = cloud clearing towards midnight. Cloud: 6/10-10/10 et 3000-5000 ft. dispersing towards midnight. Visibility: moderate. Good around midnight.	iday•		
	30/10	1715	ileven aircraft carried out operations in accordance with No. 3 Group operations	3		1
		2128	order form E. 370 d ted 30/10/40 (See appendix U37 and relevane form 541)	c. ఫె ₎		
in the following		£125	PIRSONNEL: N11.			
			STATEUR: Surface wind: calm at first, light SE'ly from 0600-1000. Then fresh to strong from SEE. Leather and cloud: fine at first, cloudy after 1500 at 5000 ft.			
			lowering to 800 ft. by midnight. Rein after 2100. Visibility: moderate to poor.		- I	
	31/10		Nothing of operational importance occurred.		+	
			MATER: Surface wind" . 'ly veering at night, fresh at first, moderating during		\vdash	
			morning but becoming strong at night. eather; cloudy at first, bukzbesouths continuous rain, he wy at times from 1200 to 1900 BST. Fine at night. Cloud:			
			mainly 10/10 at about 2500 ft. but levering to 300 ft. at ti es in rain. Cloudless after 2200 BST. Visibility- 2-6 miles.			
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R.A.F. Form 541. Appendix RECORD **OPERATIONS** BOOK. DETAIL OF WORK CARRIED OUT. No. of pages used for day..... By NO. 9 SOUADROL. /10 / 40 to 021brs. 2 /10 /40 From 1815 rs.1 Time Down. Time Details of Sortie or Flight. References. Aircraft
Type and No. Crew. Duty. Wellington. Operations were carried out as ordered 1840 2510 8867. P/O. HARMAN and crew. 1845 2555. P/O. W. ITELLAU and crew. 2564. 2300 . 1850 r/L. OLSSON and crew. 2578. 1855. 2359. SGT. HARRISSON and crew. 2745 0045. 1900. F/O. LORGAN and crew. 32**30.** 0215. 1315. P/O. CANTON and crew. R.3220.x 1315. 0130. F/O. HILLER and crew T. 2462. : -F/L. FOX and crew. 1820 r iled to return. R. 3282. as order 1340. SS50. were carried F/O. CROSETON and crow. T.2579. 1930. 0015. S/L. HINKS and crew. .92**7**3. Crews as per appendix 6. 11 From 1330 hrs. 3/10/40 to 0025 hrs. 9/10/40. 2540. 1900 Operations were P/O. TURTLE and cres R. 3286. 1915. 0005. E/L. PRETCHARD and drew. L. 7852. 0020. 1920. r.2564. P/o. UHITPHEAD and crew. 0025. 1900. P/O. HAR'MN and crew. .7367. T.2745. 1930. 0015. GGT. HARRISSON and crew. 1330. 2230. T.2468. SGT. BEVAN and crew.

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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 - cont	a.								
Wellington	1										
T. 2579.	F/O. CROMPTON and crew.	1845	2345.	operations were carried out as ordered.							
T.2462.	F.O. WILLER and crew.	1925.	000c.								
T. 2473.	P/C. CANTON and crew.	1900.	2300.								
	Crews as per appendix 6	. داه									
From 2245	hrs. 10/10/40 to 05%5 hrs. 11/	10.740									
T. ≥464.	SGT. BEVAN and crew.	೭೭5.	0540.	operations were carried out as ordered.							
T.2462.	"/. ILLER and craw.	2945.	0350.								
T.2579.	"/O. CROSTON and crew.	8525.	0455.								
∘.9278.	S.A. HINES and crow.	1.865.	∂53 5. ·								
R.3296.	2/0. TURTLS and crev.	ME50.	0450.	" " " " " " " " " " " " " " " " " " " "							
T-2745.	F/C. MORGAN and orew.	2300.	0.30.	и и п п п							
L.7387.	P/O. hAHman' and crew.	nsco.	0355.								
T.2554.	P/O. WHITEMEND and grew.	2520.	0450.	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							
5.73 14.	P/O. DEAVES and crev.	2345.	0525.	n u n n n							
	orews as per appendix G	• /a .									
From 1820	hrs. 12/10/40 to 0230 hrs. 13/	10/40.	-		1						
P.9278	P/O. CANTON and crew.	1850	2115	operations were carried out as ordered.							
T.2579.	F/O, CRO PTON and crew.	1930.	0150.								
T.2462.	r/o. HILLER and crew.	1945.	0220.								
T.2477.	F/S. HORGAN and crew.	1905.	0215.								
L.7867.	F/0. HARMAN and crev.	1320.	0140.	n n n n n n n							
T.2564.	P/D. WIITHIND and Grew.	1855.	0155.	T							
T.2573.	P/0. TURTUE and crew.	1845.	0125.								
L.7814.	P/o. DLAVIS and crew.	12:5.	0145.								
1.7952.	A. PHITUMARD and crew.	1930. {	00 3 0.								
	orews as per appendi	κ G / Δ									
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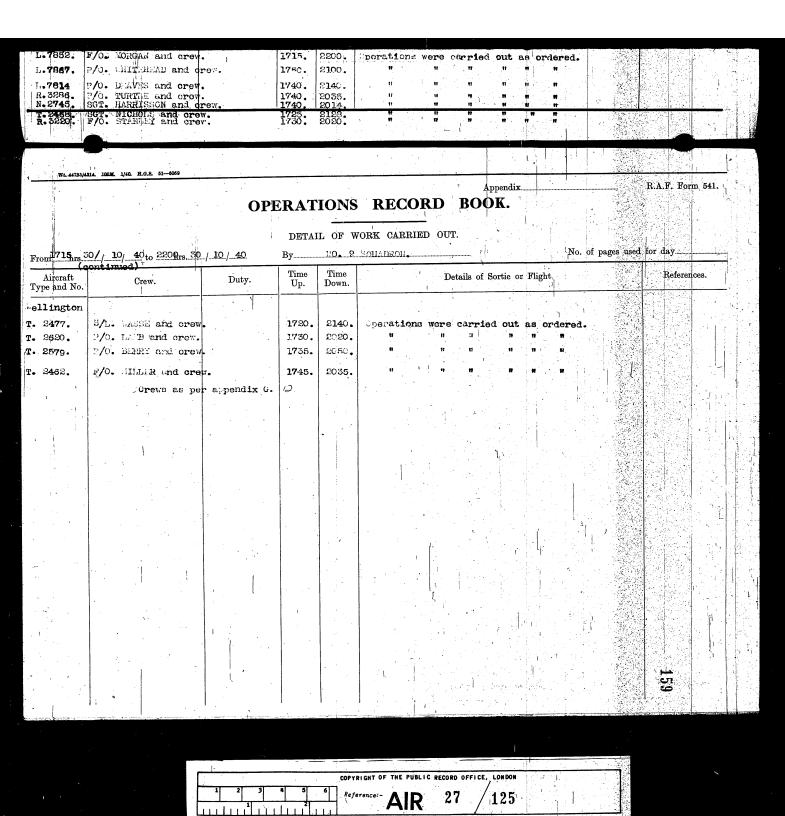
				Programme Action and the Control of
L.7952.	S A. PRITCHARD and crewi	1930. 02 3 0.		
	Crews as per appe	ndix GU/2		
	of any as hat withe			
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Wt. \$4786[45	14, 100M, 1/40, H.G.S, 51—6059		Appendix	R.A.F. Form 541.
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		L	TODY GARDING OTHER	
		4 4	WORK CARRIED OUT.	No. of pages used for day
From 2005s.	14/10 /40 to 024 thrs. 15 /10 / 4			
Aircraft Type and No.	Crew. Du	$\begin{array}{c c} \text{ty.} & \begin{array}{c c} \text{Time} & \text{Time} \\ \text{Up.} & \text{Down.} \end{array}$	Details of Sortie or Flight.	References.
₩ellington				
T. 2579.	F/O. ORO PTON and crew.	2035. 0245.	operations were carried out as order	≽a
T. 2464.	S/L. HINKS and crew.	2030 -	railed to return.	
L.7367.	P/O. HAR AN and crew.	2005. 0205.	Operations were carried out as order	•be
L.7814.	P/O. DEAVES and orew.	2030 0250.		
	Brown as per a pe	ndix G. /3		
	70/10/10	17/10/40		
	hrs. 16/10/40 to 0210 hrs.	1800 2345.	perations were carried out as order	red.
T.2579.	F/O. CROMPTON and onew.	1800 ?		
T.2462.	F/O. MILLER and orev.	1840, 0020		
L.7867.	PAO. HARMAN and crew.	1755. 2355.		
T.2619.	F/O. MORGAN and orev.	1888. 0055.	B	
T.2745.	SGT. HARRISSON and crew.	1830. 0210.	1	
T.4564.	P/O. WHITCH A and drew.	1830. 0150.		
7814.	P/O. DEAVES and crew.	1845. 0050.		
L.7852.	S.A. PRITCHARD and drew.	7340. 0700.		
	Grews as per append	lix 6./2		
				158
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<u>-</u>					
Aircraft Type and No.	. Crew. Duty.	Time Up.	Time Down.	Details of Sortie or Flight. References.	기를 하실
	99/10/	n .			
From 1730	hrs. 21/10/40 to 0005 hrs. 22/10/4	·-			
Vellington		1010	g130.	Operations were carried out as ordered.	
R. 3220.	scr. ichols and crew.	1810.	2230.	# # # # # # # # # # # # # # # # # # #	
	F/O. MILLER and crew	1805.	2150.		
T. 2579.	F/O. CROMPTON and crew.				il.
T.2473.	P/O. BERRY and orew.	1810.	2200.	그 그림 그는 이번 사람들이 함께 되었다면 하다는 사람들이 되었다.	1
T. 2564.	P/O. WHITEHMAD and crew.	1746.	2546.		
T.2519.	F/O. MORGAN and crew.	1745.	0005.		
N. 2745.	SGT. HARRISSON and crew.	1735.	2559.		
L.7867.	P/O: HAR AN and orew.	1730.	2525.	" " - " - " - " - " - " - " - "	
	Crews a per appendix G. la				
From 1750	hrs. 24/10/40 to 0715 hrs. 25/10/	40.			
Wellington					
T.2578.	F/O. MORGAN and crew.	1750.	2350.	nerations were carried out as ordered.	
R.3286.	P/O. TURTLE and crew.	1810.	2355.		
T.2564.	P/C. WHITEHEAD and grew.	1803.	2003.		.: 4
N. 2745.	SGT. HARRISSON and grew.	1825.	0015.		
L.7352.	S/L. PRITCHARD and drew.	1885.	0015.		
T. 2579.	F/O. CROMPTON and crev.	1930.	2340.		
T. 8473.	SGT. NICHOLS and erew.	1845.	2320.		
T. 2477.	S/L. WASSE and crew.	0405.	0715.		
	p/o. IAB and crew.	C410.	0715.		
T. 2468.			4		4
	Crews as per a pendix C. 12		·		
-	20/20	40			
From 1715	hrs. 30/10/40 to 2200 hrs. 30/10/	140.			4.5
Wellingto	n h			and any of any o	
L.7852.	F/O. MORGAN and crev.	1715.	2200.	perations were carried out as ordered.	
L.7867.	P/O. LHITCHEAD and drew.	1750.	2100.		1 -
I7614 R. 3286.	P/O. DEAVES and crev.	1740.	2035.		1
N. 2745.	SGT. HARRISSON and drew.	1740.	2014.		
T 2468 R 5220	F/O. STEELED and crew.	1725	2123.		1

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R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No.

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.

of (Unit or Formation).....

MO. 9 J.J. D.CH.

No. of pages used for day.

Place	Date 1940.	Time	Summary of Events	References to Appendices	
HONINGICH.	1/11.		Nothing of operational importance occurred.		
			WEATHER: Surface wind: desterly 20-20 mph. Gusty. Feeking S.W.ly 10-15 mph. Weather: fine becoming		
			cloudy after dust gith light rain cowards midn gat. Cloud: little or no low cloud before midday;		-
	+		1/10-4/10 at 2:00 feet. Decreasing amounts after 1800 QMT. lowering from 5,000 to: ,000 ft. and		12.
	\$ 15.		becoming 10/10 in rain. Visibility: 6-12 miles falling to 4,000 yards in rain.		1
	t <u>-</u> -				3
		ŀ- ,			+
a la la distribuição	2/11.		Nothing or operational importance occurred.		+
			*** AEATHER: Surface wind: fresh lesterly winds backing to S. a'ly and moderating around midday,		11
i li			becoming strong at night. cather: fine at rirst, becoming cloudy. Slight drizzle about 0600 BSL.		
			continuous rain commencing about 1300 psr. Cloud: variable cloud at about 2500 feet at first.		T
	1		Medium cloud increasing after dawn and lowering to 1300-2000 ft. by early afternoon and falling to		t
W			500 ft. at times in rain. visibility: Good during morning, modrate after midday.		
	T				1
	3/11.		Nothing of operational importance occurred.		1
	1	,	WHATHER: ourface wind: West 15-30 mph. backing w.S. v. 10-15 mph. becoming light, variable after		1
1.			sunset. *eather: continuous rain until 0800 Eyr. becoming intermittent but continuous-again after		+
			1400 BST. Cloud: 7/10-10/ 0 low cloud at 2,000-3,000 feet but falling to 800 feet at times.		1
			Visibility: 4,000 yards becoming a miles during da, light hours but falling to 2,000 yards after dus	<u> </u>	\perp
					L
	4/11.		Nothing of operational importance occurred		
,			WASTHER: surface wind: li At, veriable at first, then N.E'ly backing to W'ly 10-15 aph. Weather:		
		1	continuous light rain or mizzle becoming intermittent late in day. Cloud: mainly 10/10 at 300-1,000		+
OHIM		: -	feet but falling below 300 rt. at timer. Visibility: 2,000 yerds at first increasing to 6 miles		-
- V.		1.	during mouning but falling to 2000 yards after sunset.	<u> </u>	1:
	· .	1			
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Place Date Time Summary of Events Appendix Appendix 1900. 1801. 1721. Ten sircraft took off for operations in accordance with No. 3 Group o erations order form N. 365 on Appendix dated \$111/40(see appendix 0.0% and relevant form 541) 1800. Con sircraft returned - port outline unserviouslyle. 2014. Partition surface wind: ext 10-10 mph. at first, then rederming. Sacking before midday and becoming clearly with slight rain in witcurnous and demanding to No mandate around dawn, recoming clearly with slight rain in witcurnous and demanding to No and artificial cloud at first, 6/0-10/10 after midday, foreign from 5,000 ft. to arrive and daily. Visibility: 2,000 yards at first, improving to 4-0 miles after addacy. 2016. Consider the sacking of the sacking of the sacking to No and raining light by midday, later increasing so 10-16 from between locate and work in them: almost continuous rain. Cloud; 36/10 at 1,000 feet or hear (400 ft. at times). lifting after 2000 to \$,000-6,000 ft. Visibility: 6-6 miles in rain at times, but mainly 4-6 miles form 541. 2015. In aircraft curries out operation in accordance with No. 3 Gr up operations order form 541. 2016. The aircraft curries out operation in accordance with No. 3 Gr up operations order form 541. 2016. The aircraft curries out operation in accordance with No. 3 Gr up operations order form 541. 2017. All aircraft returned afely. 2018. The aircraft curries out operation in accordance with No. 3 Gr up operations order form 541. 2019. All aircraft returned afely. 2019. All aircraft returned afely. 2019. All aircraft returned afely. 2019. All aircraft returned afely. 2019. All aircraft returned afely. 2019. All aircraft returned afely. 2019. All aircraft returned afely. 2019. All aircraft returned afely. 2019. All aircraft returned afely. 2019. All aircraft returned afely. 2019. All aircraft returned afely. 2019. All aircraft returned afely. 2019. All aircraft returned afely. 2019. All aircraft returned afely. 2019. All aircraft returned afely. 2019				Pag	e No.
Appendices Append		T	m:		References
Ten aircraft took off for operations in accordance with No. 3 Group a craitons order form 3. 325 dated 5/11/40(See appendix C.\$% and relevant form 541) 550. One sircraft returned - port engine unacrytochile. 2345. Memainder of aircraft returned safely. 12471637; Surface wind: cet 10-10 mph. at first, then moderating. Seeking before midday and becoming cloudy with slight rain in afternoon and evening. Cloud: little cloud at first, 6/10-10/10 after midday, lorening from 5/00 fr. to 1,500 ft, towards adonight. Visibility: 2,000 yards et first, improving to 4-0 miles after addomy. 5/11. 5/11. 5/11. 1250. Ten aircraft carries out operations in accordance with No. 3 Gr up operations order form 2.322 and and 7/11/40 (See appendix C.5-0 and re ownst form 541) 1250. All aircraft returned safely. 1251. National analysis of the country of the relations of the relation of the relationship of the relations	Place		Time	Summary of Events	
dated 5/11/40(see appendix C. \$% and relevant form 541) One sircraft returned - port outne unserviceable. 2345. Memainder of sircraft returned analys. FATHARI Surface wind: cet 10-10 mph. at first, then moderating. Backing before midday and becoming SEM 10-15 mph. and laten to be mid and returned analys. C. \$6. 1245. Memainder of sircraft returned analys. FATHARI Surface wind: cet 10-10 mph. at first, then moderating. Backing before midday and becoming cleaky with allight rain in afterneon and evening. Flower in the sign of the sign			1701	and the second s	从 第二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十
1850. One streamst returned - part on the unservice bile. 2855. ***RATHER! Surface wind: est 10-10 mph. at first, then moderating. Sacking before midday and becoming the stream of th	HOMINGTON.	9\17.	1/210	十二 하는 그는 그는 그는 그는 그는 그를 하는 그리고 하면 하는 것이 말한다. 하는데 사이는 사람들이 모르지 않아 되었다면 하는데 하는데 하는데 하다면 하는데 하는데 하는데 하는데 하는데 하는데 하는데 하는데 하는데 하는데	236
### 1836. ** *********************************	7		3050		0, 90-
EATHER: Surface wind: est 10-10 mph. at first, then moderating. Backing before midday and becoming the color of the color		4		보다는 사람들은 사람들이 가득하는 사람들이 가득하는 사람들이 살아왔다. 그 그 그 그 사람들이 되었다면 하는 사람들이 되었다면 하는데 얼마나 나를 살아 살아 살아 살아 살아 살아 살아 살아 살아 살아 살아 살아 살아	图制计
SEE 10-15 mph. and late. 10-20 mph. ather: fine at first wit. ground mist around dawn, becoming cloudy with alight rain in arternoon and evening. Cloud: little cloud at first, 6/10-10/10 after midday, lowering from 5,000 ft. to 1,500 ft. tomards midnight. Visibility: 2,000 yards at first, improving to 4-6 miles after addicay. 6/11. othing of operational importance occurred. senthus: surface wind: sk. 15 mph at first, soon backing to EX and falling light by midday, later increasing to 10-15 from between North and west. Setther: 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: 2-6 miles in rain at times, but mainly 4-6 miles. 7/11. 1833. Ten aircraft carries out operation: in accordance with No. 3 Gr up operations order form E.388 dated 7/11/40 (see appendix CSO and re event form 541) 0350. All aircraft returned affely. Northus: surface wind: NON 10-15 mph tacking to w. and falling light. Cloud: mainly 2,000-2,500 ft. Variable amounts but becoming 6/10-10/10 at 1500 ft. in showers, weather: fair with considered snowers. Visibility: 4-6 miles but falling to 2,000 yards towards midnight. 8/11. Nothing of operational importance occurred. Northus: surface wind: 11y backing to a.sa. 5-10 mph. Claud: variable amounts at 3,000-5,000 ft. during mornin; but little or no low cloud after noon. Mach medium and gigh cloud. Weather: fair to clo dy. Visibility: 2,000 yards during early marning becoming 4-6 miles but falling to 4,000			2340	端 하는데 그 그 그는 그는 그는 그는 그는 그는 그는 그는 그는 그는 그는 그는	
cloudy with slight rain in afternoon and evening. Cloud: little cloud at first, 6/10-10/10 after midday, lowering from 5,000 ft. to 1,500 ft. towards midnight. Visibility: 2,000 yards at first, improving to 4-0 miles after adding. 6/11. Othing of operational importance occurred. **Entricks**: Surface wind: .b. 15 mph at first, seen backing to NE and relling light by midday, later increasing to 10-15 from between forth and west deather: Almost continuous rain. Cloud; 10/10 at 1,000 feet or less (400 ft. at times). Lifting after 2000 to 2,000-4,000 ft. Visibility: 2-6 miles in rain at times, but mainly 4-6 adless. 7/11. 1839. Ten aircraft curries out operation: in accordance with No. 3 or up operations order form 3.328 dated 7/11/40 (see appendix C30 and re event form 541) 0030. All aircraft returned safety. **Northing: Surface wind: NNN 10-15 mph. backing to %. and falling light. Cloud: mainly 2,000-2,500 ft. Variable amounts but becoming 3/10-10/10 at 1800 ft. in showers, weather: fair with socisional showers. Visibility: 4-6 miles but falling to 2,000 yards towards midnight. 8/11. Nothing of operational impostence occurred. **Northing: Surface wind: 1'ly backing to 3,5%. 5-10 mph. Claud: variable amounts at 2,000-5,000 ft. during mounts; but little or no low cloud after neon. Much medium and gigs claud. Weather; fair to clo.dy. Visibility: 2,000 yards during early maining becoming 4-6 miles but falling to 45000					
midday, lowering from 5,000 ft. to 1,500 ft. towards midnight. Visibility: 2,000 yards at first, improving to 4-6 miles after midday. 6/11. othing of operational importance occurred. **sarional**: Surface wind: 5b. 15 mph at first, soon backing to ME and failing light by midday, later increasing to 10-15 from between North and west. Neither: Almost continuous rain. Cloud: 10/10 at 1,000 feet or less (400 ft. at times). lifting after 2000 to 2,000-4,000 ft. Visibility: 2-6 miles in rain at times, but mainly 4-6 miles. 7/11. 1839. Ten aircraft carries out operations in accordance with No. 3 Gr up operations order form 8,328 dated 7/11/40 (see appendix CS and are event form 541) 0030. All aircraft returned safely. **Nathon: Surface wind: N/M 10-15 mph. tacking to w. and falling light. Cloud: rainly 2,900-2,000 ft. Viriable amounts but becoming 8/10-10/10 at 1500 ft. in showers. Weather: Fair with socialional showers. Visibility: 4-6 miles but falling to 2,000 yards towards midnight. 8/11. Nothing of operational impostence occurred. **Warther: Surface wind: N'ly backing to 3.5%. 5-10 mph. Claud: variable amounts at 3,000-5,000 ft. during morning but little or no low cloud after noon. Much medium end gigh cloud. Weather; fair to cloud. Visibility: 2,000 yards during early marning becoming 4-6 miles but falling to sepon	, , , , , , , , , , , , , , , , , , ,	1			
######################################				midday, lowering from 5,000 ft. to 1,500 ft. towards midnight. Visibility: 2,000 yards at first,	
######################################			j.		
increasing to 10-15 from between North and west, deather: Almost continuous rain. Cloud: 10/10 at 1,000 feet or less (400 ft. at times). lifting after 2000 to 9,000-4,000 ft. visibility: 2-6 miles in rain at times, but mainly 4-6 miles. 7/11. 1839. Ten aircraft carried out operations in accordance with No. 3 Gr up operations order form 8,328 dated 7/11/40 (see appendix C30 and re event form 341) 0030. All aircraft returned safely. **Marthan: carriace wind: N)NA 10-15 mph. backing to W. and falling light. Cloud: rainly 2,000-2,500 ft. variable amounts but becoming 3/10-10/10 at 1500 ft. in showers. Weather: fair with scaling answers. Visibility: 4-6 miles but ralling to 2,000 yards towards midnight. 8/11. Nothing of operational impostence occurred. **Weather: carriace wind: Thy backing to 1,50. 5-10 mph. Claud: variable amounts at 3,000-5,000 ft. during morning but little or no low cloud after noon. Much medium and gigh cloud. Weather: fair to cloudy. Visibility: 2,000 yards during early morning becoming 4-6 miles but falling to 4,000	1	6/11.		othing of operational importance occurred.	
1,000 feet or less (400 ft. at times). lifting after 2000 to 3,000-4,000 ft. Visibility: 2-2 miles in rain at times, but mainly 4-6 miles. 7/11. 1839. Ten aircraft carried out operations in accordance with No. 3 Gr up operations order form 3.328 dated 7/11/40 (see appendix CBO and re event form 541) 0030. All aircraft returned safely. Nathbus carface wind: NNN 10-15 mph. backing to W. and falling light. Cloud: rainly 2,000-2,500 ft. Variable amounts but becoming 3/10-10/10 at 1500 ft. in showers. Weather: fair with consistenal showers. Visibility: 4-6 miles but ralling to 2,000 yards towards midnight. Nothing of operational impostence occurred. WEATHER: Lurface wind: Y'ly backing to 1,5%. 5=10 mph. Claud: variable amounts at 3,000-5,000 ft. daring morning but little or no low cloud after noon. Nuch medium and gigh cloud. Weather: fair to cloudy. Visibility: 2,000 yards during early morning becoming 4-6 miles but falling 56 45000					
miles in rain at times, but mainly 4-6 miles. 7/11. 1839. Ten aircraft carried out operations in accordance with No. 3 Gr up operations order form 3.328 dated 7/11/40 (bee appendix C20 and re event form 541) 0030. All aircraft returned safely. ***********************************		1		increasing to 10-15 from between North and west. deather: Almost continuous rain. Cloud: 10/10 at	
7/11. 1833. Ten aircraft carried out operation: in accordance with No. 3 Gr up operations order form 8.328 dated 7/11/40 (see appendix C20 and re event form 541) 0030. All aircraft returned safely. Nachan: Surface wind: N)NN 10-15 mph. backing to W. and falling light. Cloud: rainly 2,000-2,500 ft. Variable amounts but becoming 3/10-10/10 at 1500 ft. in showers. Weather: fair with socialismal showers. Visibility: 4-6 miles but falling to 2,000 yards towards midnight. 8/11. Nothing of operational impostance occurred. WEATHER: Surface wind: "'ly backing to S.SN. 5-10 mph. Claud: variable amounts at 3,000-5,000 ft. during morning but little or no low cloud after noon. Much medium and gigh cloud. Weather: fair to cloudy. Visibility: 2,000 yards during early morning becoming 4-6 miles but falling to 49000			1		
dated 7/11/40 (see appendix C30 and re event form 541) 0030. All aircraft returned safely. Nathan: Surface wind: N)NN 10-15 mph. backing to W. and falling light. Cloud: rainly 2,000-2,500 ft. Variable amounts but becoming S/10-10/10 at 1500 ft. in showers. Weather: Pair with sociational snowers. Visibility: 4-6 miles but falling to 2,000 yards towards midnight. Nothing of operational impostance occurred. WEATHER: Surface wind: Fly backing to SNN. 5-10 mph. Claud: variable amounts at 3,000-5,000 ft. during morning but little or no low cloud after noon. Much medium and gigh cloud. Weather: fair to cloudy. Visibility: 2,000 yards during early marning becoming 4-8 miles but falling to 45000					
dated 7/11/40 (see appendix C30 and re event form 541) 0030. All aircraft returned safely. Nathan: Surface wind: N)NN 10-15 mph. backing to W. and falling light. Cloud: rainly 2,000-2,500 ft. Variable amounts but becoming S/10-10/10 at 1500 ft. in showers. Weather: Pair with sociational snowers. Visibility: 4-6 miles but falling to 2,000 yards towards midnight. Nothing of operational impostance occurred. WEATHER: Surface wind: Fly backing to SNN. 5-10 mph. Claud: variable amounts at 3,000-5,000 ft. during morning but little or no low cloud after noon. Much medium and gigh cloud. Weather: fair to cloudy. Visibility: 2,000 yards during early marning becoming 4-8 miles but falling to 45000		- 4.	2070	- tion in accordance with No. 3 Gr up operations order form 3, 328	RECEIPTED.
All aircraft returned safely. Norther: carface wind: N)NN 10-15 mph. backing to w. and falling light. Cloud: rainly 2,000-2,500 ft. Variable amounts but becoming S/10-10/10 at 1500 ft. in showers. Weather: Feir with sociational showers. Visibility: 4-6 miles but falling to 2,000 yards towards midnight. Nothing of operational importance occurred. WEATHER: curface wind: *'ly backing to 1,2%. 5=10 mph. Claud: variable amounts at 3,000-5,000 ft. during morning but little or no low cloud after noon. Nuch medium and gigh cloud. Weather: fair to cloudy. Visibility: 2,000 yards during early morning becoming 4-6 miles but falling to 45000		7/11.	1830.	dated 7/11/40 (see appendix C29 and re event form 541)	c. 3⊲
ft. Variable amounts but becoming \$/10-10/10 at 1500 ft. in showers. Weather: Feir with occasional snowers. Visibility: 4-6 miles but falling to 2,000 yards towards midnight. 8/11. Nothing of operational importance occurred. WENTIME: Lurrace wind: *'ly backing to 3.5%. 5-10 mph. Claud: variable amounts at 3,000-5,000 ft. during morning but little or no low cloud after noon. Much medium and gigh cloud. Weather: fair to cloudy. Visibility: 2,000 yards during early marning becoming 4-8 miles but falling to 45000			0030.	[4] [1] [1] [1] [2] [2] [2] [3] [4] [4] [4] [4] [4] [4] [4] [4] [4] [4	
ft. Variable amounts but becoming \$/10-10/10 at 1500 ft. in showers. Weather: Feir with occasional snowers. Visibility: 4-6 miles but falling to 2,000 yards towards midnight. 8/11. Nothing of operational importance occurred. WENTIME: Lurrace wind: *'ly backing to 3.5%. 5-10 mph. Claud: variable amounts at 3,000-5,000 ft. during morning but little or no low cloud after noon. Much medium and gigh cloud. Weather: fair to cloudy. Visibility: 2,000 yards during early marning becoming 4-8 miles but falling to 45000		4		Whather: ourface wind: N)NN 10-15 mph. backing to W. and falling light. Cloud: rainly 2,000-2,500	
Nothing of operational importance occurred. WENTHER: Lurrace wind: *'ly backing to 3.5%. 5=10 mph. Claud: variable amounts at 3,000-5,000 ft. during morning but little or no low cloud after noon. Much medium and gigh cloud. Weather; fair to cloidy. Visibility: 2,000 yards during early marning becoming 4-8 miles but falling to 45000		7		ft. Variable amounts but becoming 8/10-10/10 at 1500 ft. in showers. Weather: Pair with occasional	Bright William
weather; surface wind: *'ly backing to 3.5%. 5=10 mph. Claud: variable amounts at 3,000-5,000 ft. during morning but little or no low cloud after noon. Much medium and gigh cloud. Weather; fair to clo dy. Visibility: 2,000 yards during early marning becoming 4-6 miles but falling to 4,000				snowers. Visibility: 4-6 miles but falling to 2,000 yards towards midnight.	
weather; surface wind: *'ly backing to 3.5%. 5=10 mph. Claud: variable amounts at 3,000-5,000 ft. during morning but little or no low cloud after noon. Much medium and gigh cloud. Weather; fair to clo dy. Visibility: 2,000 yards during early marning becoming 4-6 miles but falling to 4,000	*	4			
during morning but little or no low cloud after noon. Much medium end gigh cloud. Weather; fair to clo dy. Visibility: 2,000 yards during early morning becoming 4-6 miles but falling to 4,000		8/11.		네 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	
to clo dy. Visibility: 2,000 yards during early marning becoming 4-6 miles but falling to 4,000	.1			WEATHER: surface wind: "'ly backing to 1.5%. 5-10 mph. Claud: variable amounts at 3,000-5,000 ft.	
yarās after dusk.				to clo dy. Visibility: 2,000 yards during early morning becoming 4-0 miles one latting	
		4		yards after dusk.	
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21793 Wt. 38805/3593 400,000 12/39-McC & Co-51-5658 OPERATIONS RECORD **BOOK** Page No. 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 S MADR Reference Summary of Events Time. Place Appendice HOME GLUN. Nothing of operational importance occurred. mraTrick: Surface wind: Souther y 15925 mph. Weather: fair at first, hain beginning after 1800 and continuing with New breaks until mionight. Cloud 8/0-10/10 mainly above 2,000 ft. but failing telow 1,000 ft in heavior 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 Grup operations order form B:331 dated 10/11/45 (see appearix 0.40 and relevant form 541) 0645. All aircraft returned safey . SEATHER: Surface wind: S. 'ly 10-20 aph. Cloud: mall amounts of low cloud during morning becoming 9/10 at 800 ft. in preciditation but mainly 4/10-0/10 at 1500-2000 ft. Weather: Fair with rain after noon form two to three hours. Becoming fair with occasional showers. Visibility: 8 miles falling to 4,000 yards but increasing to c miles after 1600 Gar. 11/11. Hothing of operational importance occurred. ESATHER: Surface wind: S. . . to S. 15025 mph. Gusty. Teather: Cloudy during morning. Continuous rain for eight hours during afternoon and evening. Cloud: variable amounts of Statp-Cumilus during morning at 4,000-5,000 ft. Breaking temporerly 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 Wine aircraft carried out operations in accordance with No. 3 Group operations order form B. 333 C. 41 dated 12/1/40 (See appendix 0.4) and relevant form 541) 0755. all sirerat returned safe y. *** NATINEA: curfuce wind: ... 'ly veering /'ly 25-40 mph. Gusty Yeather: Cloudy with showers in early (THELE: morning and intermitte t rain from 0700-0800 GHz. cloud: 4/10-8/10 at 1:00-2500 ft. at first becoming 9/10 at 800 ft. breaking and lifting after midday. Visibility: 6-12 miles.

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l			<u> </u>				7.	1 1 1

			Page	References
Place	Date 19 40.	Time	Summary of Events	to Appendices
	T	Ī		
GTQI.	13/11	1	Nothing of operational importance occurred.	
1			TEATHER: Surf. ce wind: W - S. W. 20-30 mph. Gusty curing morning. Backing S. W'ly, light. Becoming	án, jak
	į , ,		N.E'ly, 15-20 uph. late in day. Weather: fine during early morning but cloudy later with drizzle	rich in pl
4			in late afternoon becoming continuous rain. Cloud: little low cloud until 1900 Car. then 8/10-9/10 falling from 2500 ft. to 800 ft. Visibility: 6-12 miles falling to 4000 yards in precipitation.	ALC: UIT
	1	1	Talling from 2000 100 000 100 11010210g . One make it property and its property and the pro	(
	- 1	1		للنظيفة
	14/11.	1655	Ten sircraft took off for operations in accordance with No. 5 Group operations order form 8,355	r ·
		1		AT THE
	÷	1 .	-	G. 42
	1	07±5.	Wine aircraft returned safely. cllington L. 7852 (./L. PallCaland and orew) failed to return	بننتينان
1 1	1	ĺ	WEATHER: surface wind: Strong N'ly wind at first, moderating and backing to become moderate S. W'ly	OK. HEW
	1	4.	during afternoon and evening. Weather: continuous rain at first, ceasing about sunrise. Fair or fine	
	1 2 2 2			(- + -
	1		during remainder of day. Cloud: 10/10 at 800-1500 ft. during rain. 3/10-7/10 at about 2000 ft.	
		1	during daylight hours. Cloudless at night. Visibility: 2000 yes. in rain improving to over 4 miles.	ika e a k
	1 1	4		rita da
	15/11.	Nothin	ng of operational importance courred.	() · · · · · · · · · · · · · · · · · · ·
	i		WEATHER: Our ace wind: Moderate, "Ly at first, veering to S'ly by dawn and becoming fresh E'ly	Arrests
H	1		during evening. Seather: fine or fair, becoming cloudy at night with shower about 1800 and	di vi k
<i>:</i>	!	1.	intermittent rain commencing about 2250. Cloud: No cloud at first, increasing during afterneon	that the
			to 10/10 at about 2000 ft. with o casional breaks during evening. Visibility: Wo derate, but	
	1		- [1] - [1] - [2] - [3] - [3] - [4]	li
			good for a brief period during afternoon.	
		1		1- 13
	16/11.	1830.	MARK Seven aircraft carried out operations in accordance with No. 3 Group operations order form	
				. µ3
			네. 그 그는 그 나는 그는 이 이 그는 그는 이 그 사람이 되는 그 사람들이 되는 이 사람들을 활용하게 돼.	
,		. 01.35.	11 circraft returned safely.	
			EATHER: ourface wind: moderate, //ly, backing S'ly around mioday and becoming E'ly at might.	14
			eat er: continuous rain at first becoming cloudy with showers during norming. Fair during afternoon	
			- 1	4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	1.44		and most of evening but rain recommencing again about 2100. Cloud: mainly 10/10 at 1000-2000 ft. but	
inger G			lifting during early evening, to cring again with onset of rain. Visibility: moderate, but god	
f · · · · · · ·			during daylight hours	
	1 :	1		

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1 21793 Wt. 3880	5/3593 400,000 12/	39—McC & Co-	51-5658	
R.A.F. Form See instructions for para. 2349, and Wannotes in R.A.F. Poor		K.R. and A.C. chapter XX,	OI EXATIONS RECORD DOOR	ge No.
Place	Date	Time	of (Unit or Formation). Note that the state of Events	References to Appendices
HOMINGTON.	17/11.		Nothing of operational importance occurred. PERSONAL: 2/C. P.E.BERRY posted to K.A.F. Lousiemouth.	F 20
			WESTIBER: Surface wind: N.s.'ly at first backing through North to E)S.W'ly and backing faither to S.L'ly towards midnight. 1-25 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 givening.	
		11.	Cloud: 8/0-10/10 at 300-750 Ft. at First, becoming nil to 4/10 at 1500-2500 ft., with temporary increases during showers. Yisibility: Moderate to good.	
	18/11.		Nothing of operational impostence occurred. **MATALA: ourface wind: E - 5.E. 5-10 mph. et first, becoming light and variable: "eather: oloudy with intermittent rain, sometimes heavy, during norming and early afternoon; fog developing after	
			2130 B.T. 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 rog temporarily around midday and again after 2130 BsT.	
	19/11.		Nothin of operational impostance occurred. PEROPHIA: **ACHED**: surface wind: Light, N'ly until midda. **Weather: og for two neurs after midnight, then reir with shower about 0800 hrs. Fog again during.	F. 20
			afternoon and at night except for a period of vis between 1000 and 2000 yards from 1700-22200 BSS.	
			cloud: tartiele amounts of cloud at 200-300 yas during ovening, sky obscured during poriods of sales reg. Yisibility: Fog with visibility 200-500 yas around magnight on 18th and 19th and during afternoon; vis. otherwise 1000-2000 yas with a period of about a miles around dawn.	
HC	2 0/ 11.	1540.	Five aircraft took off for operations in accordance with No. 3 Group eperations order form B. 345 dated 20/1/40 (See appendix C. HH and relevant form 541)	G. 1+14
	21/11	1300.	All aircraft returned safely. WEATHER: /Continued	16
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	,		Pag	e No.		
Place	Date 1 940	Time	Summary of Events		ference to pendice	
Honingron	20/11		WEATHER: Surface wind: S. to s. at first veering ". in the afternoon but becoming s. "ly again			1
	contd)		at night, hainly 10-20 mph. pusty in only morning conther: Foggy at first, followed by a period		73	7
	,		of continuous rain. Becomin line to fuir after middley. Cloud: No low cloud at first, increasing			Ť.
	-		and lowering to become 10 .0 at 300-600 feet in the morning, lifting and breaking to 2/10-4/10 at			1:
		i	2000-2000 feet after midday. Misibility: Loss than 1000 yards up to 0700 hours then becoming			
		i	noderate to good.	Sal		*
- 1					F.	
· · · · · · · · · · · · · · · · · · ·						
1	21/11.		Nothing of operational importance occurred.			
,			FATHER: Surface winds S. 1/1y 15-20 mon. becoming light and variable in late afternoon, and later	 		44
			5'ly 10-i5 mph. teather: ain early followed by a fair period, then becoming claudy 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 2000-5000 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			
, , , , , , , , , , , , , , , , , , ,			000-2000 yards temporcrity in drizele about 2100 hours.		أساسي	4 : 4.
4	1	1				
4	i v					
	22/11.		Nothing or operational importance occurred.			
			EATHER: surface sing: Fresh, s'y becoming m'ly about 0500 BST. moderating at night and backing	ļ		
·			on'ly. leat er; intermittent rain or orizzle at first becoming a stinuous during morning,		{[
	1 -		becoming fine curing afternoon and at night. Cloud: Mainly 10,13 at 1000-2000 ft. 800 ft. in			
1	1		nequier precipitation, cloudless at might. Visibility: Modrate, but good during daylight house.			1
	L., .		Nothing of operational importance occurred.		2-	
F .	23/11.		4. 그는 Transaction of the control of			
i			FERNORNIL: F/C. C. N. G.M. Posted to Ho. 213 squadura, Oktongton.	·21,		
	1 1		ENCHER: Surface wind: S increasing to 15 m.l. for short period in afternoon, otherwise ligate	1.7		
			eather: Pair to cloudy. Cloud: to low cloud until late afternoon when variable amounts at at		-4-4	Live
			3,000-4,000 feet. Much median and high cloud. Vietbility: 2,000 yards at first fulling to 1,000			4.
	1		yards and increasing again to 2,000 yards after synaet.			
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A.F. Form 540 instructions for use of the 2349, and War Man es in R.A.F. Pocket B	this form in	K.R. and A chapter XX.	C.I., and No. of pages used f	e No.
Place	Date	Time	of (Unit or Formation) No. 9 5.00-2001. Summary of Events	References to
1 lace	1940			Appendice
	1 194			
31 - 15 -	34/11.	1645.	Nine sircraft carries at operation in accordance with No. 3 Group operations order form B. 345	
			dated 24/11/40. (Se appendix C.//S and relevant form 5:1)	C. 245
		2310.	all aircraft returned safely.	
	1			
		1	Whattien: burface wind: b. 1y 5-10 aph. Weather fine. Cloud: little but high and medium cloud;	
. 1			There were small amoints of low cloud at 2,000-4,000 0500-0800, 1800-2000. Visibility: wainly	f
			2-6 miles but 6-12 miles for a time around inday.	
				ļ.,
	25/11.		Nothing of operational importance occurred.	
		' :	cloud high lifted and dispersed after 1900. Cloud: None at first, Then sky obscured by fog	
ti ta			0800-0800 Fog lifting to low choud, 10 10st about 500 ft. Lispersing and leaving only traces of medium cloud after 1000, visibility: goar - minty 2,000-4,000 yds. with fag between 0800-0800.	
		. 14	of medium cloud after 1900. visibility: goar - mainly 2,000-4,000 yds. with fag between 0600-0500.	
,				
	26/ 1.		Nothing of operational ingo tence occurred.	
		-	meanthai: Surface wind: 5. " ly 10-20 mph. gusty at times. Weather: fair. Cloud: 10/10at 2,000 ft.	
	1	1	clearing ofter midday but becamen, 7/10-10/10 at 1,000 ft. around midnight. Visibility: 2-4 mides	
•	1	4	at first, improving to 6-12 miles during day.	
	',			
		7	1.	
	37/11-	1656.	Twelve aircraft carried out op rations in accordance with He. 5 Croup operations order form B, 548	
			dated 27/11/40. (See approxix C.46 and relevant form [41)	. 46
		0230.	All aircraft returned safethe	
			wholl is surface wind: south veering N. W'ly 15-20 mpg. "eather: cloudty at first with intermitten	t '
•	7		rain during forenoon becariffed Phir. Cloud: 6/19-10/10 logering to 900 feet in rain breaking about	
	11.5		midday and lifting to 2500-3000 feet. Visibility 4-6miles.	
	1.2	1.		حبر ا
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		<u></u>	Pag	e No.
Place	Date 1940.	Time	Summary of Events	References to Appendices
noningron.	28/11		Nothing of operational importance occurred.	
,			Was mark: Surface wind: N. 'ly 15-20 moh. weather fine. Cloud: variable small amounts at 2500-3000	
· · · · · · · · · · · · · · · · · · ·	. 1		feet. Visibility: 4,000 yards at first becoming 6 miles by middey but falling to 2,000 yards after dust.	
	29/11.		Mir fixing practice card. 1 out. WEATHER: Surface wind: N'ly backing N 15-20 m.h. but becoming light in late afternoon, Weather:	
			fair. Cloudy periods with recasional showers. Cl ud: 5,10-3/10 at 1500-2500 ft. during norman. V. riable smallameinte during afterneon at 2000te 3000 feet. Visibility: 2000 years at first.	
			improving slowly to 4-6 miles.	
	30/11.		Nothing of operational importance occurred.	
The description of the second	į.		just over 1,000 yards in the early afternoon. Claid: only medium and high cloud - when wigible.	
. T			Visibility: mainly less than 1,000 yards -as low as 50 yards at times.	
Provide the second		,		
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R.A.F. Form 541. **OPERATIONS RECORD** BOOK. DETAIL OF WORK CARRIED OUT. Ву 110- 9 3 (парион. No. of pages used for day. / 40 to 2345 rs. 6 / 11 / 40. From 1721hrs. 5 Time Time Details of Sortie or Flight References. Aircraft Duty. Crew. Up. Down. Type and No. Wellington 1740. 2345. 7852. /L. PRITCHARD and crew 1750. 23.5. L. Mondain and crew. 2619. 1800. 2330. O. WHITMEAD and crew. 2664 2130. 7814. P/O. TUKTLE and crew 3740. 2208. 1721 T. 2477. S/L. MASSE and crew. 2310. 1735. F/L. STANLLY and crewe T. 2462 1750₂ 2345. T. 2579. F/O. CHOMPTON and crew. 17*5*3. 2515. P/O. BERKI and crew. R. 1023. o... #10HOLLS and crew. 1730. 1850. L.7871. 1755. 2140. F/O. BARNARD and crew. T. 2473. Crews as per appendix G. 13 From 1830 hrs. 7/11/40 to 0030 hrs. 8/11/40. Wellington F/L. MonGali and crew. 195 ... 0015. L.7352. 2340. 1920. P/O. DEAVES and crev. L.7814. 2350. N. 2745. SOT. HARLESON and Crew. 1910. 1830. 2245. k. 102**3.** F/O. ChOSPTON and crew. 0030. F/L. Juliable and crew. 1950. h. 3220. o/L. WASSE anderew. 1945. 2500. T. 2477. 2340. 1905. F/U. HARMARD and crew. T.2473. 2240. 1850. SCT. NICHOLS and craw. L.7871. 0010. 1931. T.2462. T.2620. P/O. BERRY and crew. Crows 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.	·		
ellington					
7852.	S/L. PRITCHARD and crew.		0200.	0620.	perations were carried out as ordered.
r.2564€	P/O. WHITE MAD and crew		0145.	ne10.	
E. 2578.	SoT. imitalissoil and crew-		0145%	0545.	
L.7314.	r/O. DEAVES and crew.		0150.	0540 _e	
G.7871.	S/I. asaE and orew.		0210.	0700.	
h. 3220.	ML. STANLEY and crew.	1.	0.10.	0650.	
f. 2473.	F/O. BARN D and crew.		0155.	0635.	
r2620.	P/O. LAMB and crew.		0137.	0520.	
L.7799.	P/O. BERFY and crew.		0140.	0530.	
r. 24 6 8.	F/O. MILLER and crew.		01.30.	0645.	
	Crews as	per appendix G.	13		
	20/27 /40 to 0005 has 1	241.40		,	
From OO55 hrs.	12/11/40 to 0735 hrs. 1	3/11/40.			
Wellington					
	P/O. MATTEREAD and crew.	. 1	0055	0625	Operations were corried out as ordered.
	P/O. TURFLE and crew. SGT. HanklissON and crew.		0100.	0540.	
1 1	F/I. MORGAN and crew.		01.35.	0615.	, , , , , , , , , , , , , , , , , , ,
		e Produce de la companya de la compa			
	SGT. AICHOLS and crew.		0055.	0450.	
R. 1023.	P/O. LAMB and crew.		0710	0735.	
	F/L. STAN EY and crew	*.	0115.	0550. 0715.	
F. 2477.	S/L. WASSE and crew.		0120. 0135.	0600.	
T. 2473 ₂	F/O. Belillakin and crew.				
	Crews a	s per appendix (4 B		
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			1. 1		
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To 44795/4914 100W 1/40 H.G.S. 51-6059

Appendix

R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1655 rs.	4 / 11 / 40 to 0715hrs. 15	/ <u>ii / 40</u>	By NO.	OAGADIS. C	il.	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.	SCT. HARRISSON and crew.	5 -	1655.	O135.	Operations were carried out as ordered.		
L.7852.	S/L. PhITChiakD and crew.		3	3	Pailed to return.		
r. 2477.	F/L. MORGAN and crew.		3	?	Operations were carried out as ordered.		L.
N. 2744.	P/C. TURTLE and crew.		1720.	0055.			
R. 1096. T. 2578.	SGT. DAWSON and crew. P/L. LIMINGS and crew.	k. 1	2055:	0105			
T.2473.	P/O. WHITEHEAD and crew.		1742.	01.58.			
R. 1023.	F/ S'AN.HY and crew.		1705.	0.130.			
T.2620.	P/c. LAMB and crew.	1	1710.	0110.			
T.2468.	P/o. BERRY and crev.		1715.	0150.		1.	
	Crews as per	appendix G. 13					
From 1830 hrs.	16/11/40 to 0135 nrs. 1	7/11/40					
Wellington N. 2544.	P/o. TURILE and crew.		1850.	2340.	Operations were curried out as ordered.		
R. 1096. L. 7814.	SOT. DAWSON and crew.		1840. 1955.	0010.	# # # # # # # # # # # # # # # # # # #	`T	
T. 2578.	P/O. HESMINGS and crew.		18 30.	0135.			
T.2620.	P/O. LAMB and crew.		1915.	0015.			
L.7871. T.2473.	F/O. BARNARD and crew.		1850.	2345.			
	files a server server server server	appendix G. 13					15
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1 2 3 4 5 6 Reference:- AIR 27 125

	•						12/12/2014	
7	Aircraft	Crew.		Time	Time			
Ty	pe and No	· Crew,	Duty.	Up.	Down.	Details of Sortie or Flight.		References.
£	1540 om x63 m h	rs. 20/11/40 to 1230 hrs.	21 / /40					
	llihgton				1 4			
- 1	7814.	F/O. D. AVES and crew.		(1540. (2195.	0335	Converti entre una		
r.	2578.	P/O. HESSINGS and crow.				Operations were carried cut as ordered.		
R.	1096.	SGT. DAWS H and crew.	. ,	(21250. 1 1805	0345:			
N. S	261 9.	P/O. McINTOSH and crew.		1238	2308	*		
1.2	3564.	P/O. #HIT MEAD and crew	Ze \(\frac{1}{2}\)	1630. 1€30.	2330. 2340.	The state of the s	1/4	
- 1		Crews as per a	pendix G. /3					
		į.	- 4					in,
fre	m 1645 hr	e. 24/11/40 to 2310 hrs.	25.4 L /40					
#e]	lington	111111111111111111111111111111111111111	#U/ LI/#U.	1		그는 그들은 한 사용들이 됐네네요요		
	6:9	SGT. HARRISSON and crew	•	1645.	2220.	Operations were carried out as ordered.		
	578	P/O. Mc LITTOSH and crew.		1720.	2110.	m m m m m m m m	nasilal	
	B14.	F/O. DEAVES and crew.		1655.	2245.			
K- 1	096.	SCT. DAYSON and crew.	j	1705.	2300.			
1.27	744,	F/o. TURTLE and crew.		1645.	2240.			
. 24	177.	F/O. SIMILAY and crew.		1705				경향의 학교를 통해
410	23.	F/O. MILLER and crews		1700	2255.		48.14	
26	20.	P/O. India and cress.						
. 24	-	F/O. BARNARD and crew.	.	1700.	2240. 2215.	.		
. \				1110	XXI 9.			
		Crews as per ap	pendix G. /8					
'r'am	1656 hm	. 27/11/40. to 0230 hrs. 26						
é11	ington	• 21/11/40. Up 0230 hrs. 26	3/11/40.					
.25		P/J. McIlf Ogil and crew.		.0.0				
i	* A			1910.	2335.	Operations were carried out as ordered.		(数约[[] F]])
.781		F/O. DAA/ES and crew.		191.5.	2330.	n n		
.108		P/O. HEMMINGS and crew.		2035.	01502			
	70.	SGT. HARRISSON and crew.		2135.	0225.	n n n n n		
			Contd					
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*							,
2619. 1096.	P/O. HEMMINGS and crew. SGT. HARRISSON and crew	•	1	01502			
		Contd					
7							
			and the second				
Ws. 44795/	131A 1993R 1/40 H.G.S. 51-6059				Appendix	R.	A.F. Form 541.
		OI	•		RECORD BOOK.		
· • · · ·		0 / 41 / 40	DETAIL By		ORK CARRIED OUT.	of pages used for	day
Aircraft	27 11 40 to 2230rs. 2	Duty.	Time	Time Down.	Details of Sortie or Flight.		References.
lype and No.	-			1			
1175.	S/L. ASSE and crew.			0100.	operations were curried out as ordered.		
. 2473. . 1025.	F/O. BARLAND and crew.		1906.	2046.			
. 2477•	F/C. CHOMPTUI and crew	. 8	21 35.	0150.			
2620.	P/o. Lamba and crew.		2030.	02 3 0.			
. 2468.	SGT. PARKES and crew.		1700.	2110.			
.7799. .7871 [SGT. MAINTAN and Grew.		1705.	1945.			
		ers as per app	endix G. 月				
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R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No.

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 K.A.F. Pocket Book.

of (Unit or Formation) NO. 9 SULLINON.

No. of pages used for day

Place	Date 1 940.	Time	Summary of Events	Reference to Appendice
INCTON.	1/12.		Nothing of operational importance occurred.	
		Clou	PRESONNE :P/6. G. S. ALKER POSTED from No. 15 squadron, WYTCN. WEAMER: Surface wind: calm, or light 'ly. e ther: Pog, thinning slightly juring devlight hours. i: cloudless until! .m, then m inly 9/10 medium cloud until midday, variable amounts of low cloud thereafter at about 4000 feet. Visbility: 1900 y rds during devlight hours, falling to 409-600 yards during hours of derkness, but improving to 1900 yards a few hours before middight.	1. 22
	2/12.		Nothing of operational importance occurred.	
]	WEATHER: Surface wind: Moderate, Solly, veering to Ne'ly during alternoon, 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.	
	3/14.	1	WEATHER: Surface wind: calm or light, S'ly, becoming SSW. 10 mph. after midday. Weather: Thick fog	
			tanning after dawn, vis. improving to 1000 yards towards midnight. Slight rain about 0900 CMC.	
		·	cntinuous rain from 1500 to 1800 G.T. 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.	
	1.			12 V
			Nothing of operational importance occurred.	
	4/12		1 - 이 발문 집에 대한 지원 보다 하는 사람들이 되었다. 그는 사람들이 되었다. 그 사람들이 되었다. 그는 사람들이 하는 그 사람들은 이번 이 그런 불자가 되었다. 그 사람들은 사람들은 사람들은	
• .			WEATHER: Surface wind: moderate, Sarly, 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.	
i i			Cloud: mainly 10/10 at 1000-2000 ft. but lowering to 600 ft. in early morning rain. Visibility:	
			[18] 하는 그는 그는 그는 그는 그는 그는 그는 그는 그는 그는 그 그 그 그	
			1000-2000 yds. until dawn, 2-4 miles thereafter.	And the second
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1 2 3 4 5 6 Reference:- AIR 27 125

				Pag	e No.
	Place	Date	Time	Summary of Events	References to Appendices
н	oningron.	5/12.		Nothing of operational importance occurred. WEATHER: Surface wind: fresh w'ly winds becoming of ly after midday. Weather: fine at first,	
ļ				becoming cloudy after dawn with rain commencing about 1900 BST. and ceasing again about midnight.	
i	1 *			Cloud: small amounts of medium cloud at first, increasing to 10/10 by afternoon and lowering to 700	
	• •			ft. in rein at night. Visibility: good until 0900, moderate thereafter. PESONNEL: P/O. W.F.SRICKLAND posted from 144 Squadron, HENSWELL.	F. 22
			-		
. !		6/12.		Nothing of operational importance occurred.	
******				WEATHER: Surface wind: WMW'ly 15-25 moh. backing to W. WSW 30-40 mph. Weather; fair teffine, Cloud:	lest blokke
	À.			mainly 5/10-9/10 at 2,000-3,000 ft. with periods of little or none. Visibility: 6-12 miles.	
. ,	1				
		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 H7 and relevant form 541)	c. 47
1	•		2320.	Eleven aircraft returned safe y. Wellington R. 3220 (FAL. STANLEY and crew) failed to returns	
				PERSONNEL: F/L. C.L. OLOSON posted to No. 7 Squadron, OAKINGTON.	F. 23
				WEATHER: Surface wind: 15-20 mph. veering to WAW ly. Weather: fair tith 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	للنبيية المناج
				after dusk.	1
		,			
.:	1	8/12.	0945	Ninealicraft carried out sweep in North sea arm for Wellington R. 3229 but without success;	
			to 1630.		7 14
	. !			WintHER: Surface wind: NW'ly 29-30 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-	
	<u>.</u> 41	• •			
				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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instructions for use of a. 2349, and War Mani cs in R.A.F. Pocket Bo	at, Ft. 11.,	K.R. and A.c chapter XX.,	No. of pages used of (Unit or Formation) No. 9 SUBDION.	for day
Place	Date	Time	Summary of Events	Reference to Appendic
	1940.	·		
IGTON.	9/12.	1700. 0010.	Six aircraft carried out operations in accordance with No. S Group operations order form B. 360 cated 3/12/40 (See appendic C 48 and relevant form 541)	C. 118
			WENTHER: Durface wind: SW'ly 5-15 mph. veering to WNW'ly 15-20 mph. towards dusk. Weather:	计 设计 古
† -		Į l	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 midds	y.
	10/12.		Nothing of operational importance occurred. WEATHER: Surface wind: WSW'ly 5-10 mph. becoming 10-20 mph. Feather: cloudy with frequent rain.	
			periods during morning. Cloud: becoming 3/10-6/10 at 1,000-2,000 ft. dispersing in late evening.	
			buch medium cloud all day. Visibility: 4-8 miles.	
1: 1		-	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	C. 49
		2150.	dated 11/12/40 (see appendix C 49 and relevant form 541) Both aircraft returned safely.	
			WEATHER: Surface wind: mainly between w and N. W. 10-20 mph. Weather: cloudy at first with occasion 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.74
		1 !	Nothing of operational importance occurred.	løht
į		1 ±	WEATHER: Surface wind: NW'ly at first 10-15 mph. veering to somewhat East of North and falling I	ad l
· · · · · · · · · · · · · · · · · · ·			and later to calm. Weather: mainly fair with well broken cloud but a few very light showers assured	
	i	1 .	midday. Visibility: main_y 1-4 miles but nearer 1 mile in the latter part of the day.	6 (24 o 25 o 4 o 5 o 5

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2 3 4 5 6 Reference:- AIR 27 125

Place	Date	Time		ge No. References
	Date	Time	Summary of Events	to
onimbon.	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	Appendices
			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.	THE RESIDENCE OF THE PARTY OF T	Nothing of operational importance occurred.	
			whaththe: ourface 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	
i .			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 5,5.%. \$5-20 mph. Weather: light rain at first, fog developing in early morning and clearing after sunset, then fair. Cloud: 10/10	y y
		` i	at 490 ft-600 ft. above M.S.I. Sky obscured until after sumset, 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. 3 357 dated 16/12/40 (See appendix C. 50 and relevant form 541)	6. so
		0540.	All aircraft returned safely.	
1	, i		PERSONNEL: P/O. R.C. RENULE posted from 11 O.T.U., BASSINGBOURN. P/O. G.G. SHARP posted from 11 O.T.U., BASSINGBOURN.	F. 24 B 24
			F/O. B.D.AVES posted to 214 squadron (meserve)	F. 24
			WEATHER: Surface wind: SSW 15-20 mph. Cloud: 9/10-10/10 at 600 - 1500 feet lirting and breeking	
			to3/10-7/10 at 3,000 feet by middly increasing again to 9/10-10/10 at 1500-2000 feet.	
. 0			eather: cloudy with slight drizzle at 0300 and 2200 GMT. Visibility: 2,000-4,000 yards.	

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R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No.

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.

of (Unit or Formation) No. 9 S. UADRON.

Place	Date	Time	Summary of Events	References to Appendices
	1840	:		
HONINGTON.	17/12.		Nothing of operational importance occurred.	
•			PERSONNEL: P/O. K.W. ROBINSON posted to 15 O.T.U., HARWELL.	B . 24
			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 elternoon,	
•	1		but falling to 60 yards after sunset.	
			[
		!		
	18/12.		Nothing of operational importance occurred. PRIONNEL: F/O. J.M.LORING posted from k.a.F. STATION, HONINGTON.	F. 24
		1.	WEATHER: Surface wind: light becoming S.W'ly 15-20 mph. Weather: fog at first becoming fair to obtain	
			with rain and drizzle late in evening. Cloud: No low cloud in morning but 3/10-10/10 at 3,000 ft.	ľ
			falling to 700 feet in precipitation.	
		4 .	Tailing to 700 leet in precipitation	
	1040	0.780	Fight aircraft carried out operations in accordance with No. 3 Graup operations order form B. 3/1	
	19/12.	2550.	dated 19/12/40 (See appendix C 5) and relevant form 541)	c. 57
		0515.	All aircraft returned safely. WENTHER: Surface wind: W'ly veering N'ly 10-15 mph. Weather: cloudy with rain and delizate	
*			The state of the s	
			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	1 - 1 1
			yards but falling to 2,000 yards at times in precipitation.	
	20/12.		Nothing of operational importance occurred.	
		1		
* ,		1		19
• • • • • •			事。	세르타 대통령인

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1 2 3 4 5 6 Reference:- AIR 27 / 125

Place	Date	Time	Summary of Events	Refe	erences
	1940.			App	to. pendices
ONINGTON.	21/12	1735.	Eleven aircraft carried out operations in accordance with No. 3 Group operations order form B. 575		1-1
			dated 21/12/40 (See appendix C 52 and relevant form 541)	0. 52	2
		0910.	Nine aircraft returned safely. Wellington T. 2578 (P/O. HEMMINGS and crew) fored landed at REMHIL	1 1	41-1
			on the return journey, due to shortage of petrol. None of the crew was injured. Wellington L. 7799		
i enstituit i			(GT. HARKIGSON and crew) on return to base crashed at ALFRESTONNear BEACHY HEAD. All the crew	∮ ÷i™	1112
TO DECEMBER OF THE PARTY OF THE		1	were killed, but the cause of the accident is obscure.		
	, , , 1	1	WESTERN: Surface wind: Moderate, a to ME. Weather: fair or fine. Cloud: Long cloudless periods,		-
		1	much medium cloud around sunset, low cloud at 1500-2000 ft. increasing to 8/10 at times.	photo 1	
		1	Visibility: mainly 2-6 miles, but falling to 2000 yards around dawn.		7
		1		k	
		·		f	1
	22/12	,) (,	Nothing of operational importance occurred.		1
		· ;	WEATHER: Surface wind: E) We moderate to fresh. Weather: cloudy Cloud: mainly 10/10 at 1500-		
1 1		. 1	2500 ft. lifting slightly to 2500-3000 at night. Wisibility: Good during daylight hours, moderate	fu -	The State of
		i	early morning and at night.	1	1.7
1	, 1			i gley	
	23/12.		Nothing of operational importance occurred:		
	7		Programment DAG or Bury and Life was 1970.	12	4
	1		[F. 24	
1 1		ľ	WEATHER: Surface wind: E'ly moderate or light, boking during the day to become N. W'ly. Wea her:	,	¥ .
× 1 .		· ·	cloudy with rain and drizzle during the night. Cloud: 10/10 at 1500-2500 ft. lifting for a short	es Militaria es la companya	
			period in the aftermoom to 3000-4000 ft. and again around midnight. Visibility: good during		
	.	.	daylight hours, moderate otherwise.		4
. 1	1				
	24/12.	1	Nothing of operational importance occurred.		- 1 1 ±-,
			WEATHER: Surface wind: N'ly light. Weather: Cloudy. Intermittent light rain or drizgle. Cloud:		4
1	- 1	1	mainly 10/10. Very variable in height - 1,000=4,500 ft. Visibility: 2,000-4,000 yards, but 4-6		
			[1] [1] [1] [2] [2] [3] [4] [4] [4] [4] [4] [4] [4] [4] [4] [4	I=a	11.
		. !	miles around midday.		7

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R.A.F. Form 540

RECORD BOOK **OPERATIONS**

Page No.

No. of pages used for day

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. 9 S UADRON. of (Unit or Formation).... Summary of Events

ara. 2349. and War Manu otes in R.A.F. Pocket Boo	Date	Time	of (Unit or Formation) NO. 9 S. UADRON. Summary of Events	References to Appendices
· !	25/12.		Nothing of operational importance occurred.	
onington.	20/12.		*** Surface wind: W) WW light, or calm. Weather: main.y cloudy. Fog after 7 pm. Cloud: 10/10	
			in two layers at about 2,500 and 5,500 ft. except for a complete dearance in the early hours pf	
			the morning, Visibility: 2,000-4,000 yards at first, ;ess than 1,000 yds. after 7 pmg	
	-			
	04.60		Nothing of operational importance occurred.	
	26/12.	5 4	WATHER: Surface wind: W)NW. Light at first, increasing to 10-15 mph. after midday. Weather: for	
			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 2,000-5,000	A Company of the Comp
			about 5,000 ft. at first, low lifted rog after 4 pm. lot a time, then allow that greater than 1,000 yards for the rest of	
			the day.	
1			lette ways	
	27/12.	1651	Ten aircraft carried outoperations in accordance with New 3 Group operations order farm B. 3/7	
	2.710.		dated 27/12/4? (See appendox C & and relevant form 541)	C. 53
• 1	1.	0235.	All aircraft returned safely	1-1
	1		네트 그러 그 그 그는 그는 그는 그는 이 그는 그를 취하는 것은 그는 그는 그는 그를 가는 것은 그를 가는 사람들이 사용할 수 있다. 학교	
			WEATHER: Surface wind: NW'ly, moderate. Weather: Showery, becoming fair at night. Gloud: variable	<u> </u>
		2.	amounts at 2000-4000 ft. lowering to 1500 ft. in showers. Visibility: 1000 yards at first	
		1. 1.	improving to 6 miles by midday then deteriorating to 2000 yds again at night.	
	1	1		
	28/12		Nothing of operational importance occurred.	
	20,12		WEATHER: Surface wind: W'ly, light or moderate. Feather: fair, fog forming during early morning en	
			persisting until midday. Cloud: Variable amounts at 4000 ft. dur ng morning, variable amounts of	4141
1			medium cloud at night. Visibility: 2000 yards at first, falling to 150 yards in fog at 1000 GMT.	
	1		thenimproving to 1000 - 2000 during afternoon and evening.	4 3
	1 20		- [化油 医肾白色素

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	2 11 2 1			Page	e No	\ - \\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
Place	Date	Time	Summary of Events		Reference to Append	'
HONINGTON.	29/12.		Bombing practice carried out.			1
			Nothing of operational importance occurred. WEATHER: Surface wind: W'lt, fresh. Weather: fair, with alight rain about middly and ra	in and drize	je.	
	5 , 1		at night. Cloud: much medium and high cloud at farst with variable amounts of low at mo	ut 5000 ft.	i.	
•			cloud lowering to 10/10 et 2500 ft. at night. Visibility: Good during daylight hours.	therwise		
	. ,		moderate.			· \ \ \ .
			그는 이렇게 아시는 그 사는데 바라면 하다는데 맛이다.			
	20 A S		Nothing of operational importunce occurred		1	
1 .	30/12		Whatlish: Surface wind: Fresh, 5%'ly becoming W'y. Weather: continuous rain but fair at	might.		
∮ '' • • • • • •			Cloud: 10/10 at 400 to 1000 ft. lifting to 3000 ft. at night. Visbbility: 1-2 miles.	663) 1875		1
e Arranda de Carlos de Car						
1 -	31/12.		Nothing of operational importance occurred.	1 light		
	•		THE article wind: westerly fresh, veering to North as to by cook, a total westerly fresh, veering to North as to by cook, and the state of the state	0600-1000		
			urizzle up to 0900, cloudy afterwards. Houg: 10.19 at cold little of the but 2-5 mil hrs., lifting to 2000 ft. in evening. Visibility: 6-12 miles during daylight but 2-5 mil morning and evening.			
		a		a francisco de la comunicación de la comunicación de la comunicación de la comunicación de la comunicación de l Comunicación de la comunicación de la comunicación de la comunicación de la comunicación de la comunicación de		
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R.A.F. Form 541. RECORD BOOK. **OPERATIONS** DETAIL OF WORK CARRIED OUT. of pages used for day By NO. 9 SOUNDRON. /12 /40 to 2320hrs 7 /12 / 40 From 700hrs 7 Time Up. References. Time Aircraft
Type and No. Details of Sortie or Flight. Duty. Wellington carried out as ordered 2315. P/O. MgINTOSH and crew. 1735. R.1225. 1740. 2215. SGT. PAR ES and crew. N. 2744. 1740. 2245. SGT. HARRISSON and brev. ... 2745. 1715. 2230. R.1096. ger. DAWSON and crev. 735. 2250. P/O. HE WINGS and crew. T.2578. P/O. WHITEHEAD and | crow. 2150. 1700. T.2564. 1700. railed to return. R.3220. F/I. STANLEY and crew. perations were carried out as order 1710. 2225. R. 1023. S/I. WASSE and crew 1715. 2015. F/L. CRO PTON and crew. T. 2579. 2310. 1800. F/O. BARNARD and crew. T. 2473. 2320. 1720. SGT. PADDEN and crew. L.7799. 1740. eei. SGT. FAIHFAK and orew. b.7371. 9/12/40 to 0010 hrs. From 1700 rellingtor sere carried out as ordere **170**0.. 2345. T.2564. S/L. BATCHELOR and crew. 1720. 0010. P/C. MoINTOSH and Grow. R. 1235. 1725. 1945. L.7799. SGT. FADDEN and crew. 1730. 2350. R.1175. F/W. ORO PER and crew. 1720 2340. SGT. FAIRFAX and crew. D. 7871. SGT. HARRISSON and crew. 1725. 2325. T.2473.

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مناية المناية						1.7.3
Aircraft Type and No.	Crew.	Duty.	Up. Do	lime lown.	Details of Sortie or Flight. References.	
From 1731	hrs. 11/12/40 to 0150 hr	Li .				
Wellington T.2564.	P/o. WHITHHE AD and prew.	1	731. 2	14 '.	perations were carried out ag ordered.	
R. 1023.	E/L. CROMPTON and crew.	1:	350. 2:	150.		
		•		٥		
From 1710	hrs. 16/12/40 to 0540 hrs	. 17/12/40.				
#ellington	and the first of the second of					
5.7814.	-/L. BATCHELOR and brow.	1.5		300.	Operations were carried out as sydered.	
r.2619.	»/o. TURTER and crew.			.920.		
T.2578.	P/O. HEGINGS and crev.		3.00	435.		
₹. 1225.	P/O. ACHITOSH and crew.			540.		
T. 2564.	SGT. MARRISSON and prew.	8	200. 05	515.		
R. 1096.	SGT. DATEON and crev.		135. 04	425.		_
N. 2745.	SGT. MAIRMA and crew.	¥ 23	13 0. 03	355.		
T. 2473.	B/C. BARNARD and crew.	1		905.		
T.2579.	FA. CHO TOW and crew.	1.5		355.		
A.1023.	SGT. PARKES and crew.			430.		
R.1175.	P/O. LAGE and crew.		177	030		etta) eta 1
I.7799.	SGT. WADDEN and orew.	81	130. 04	430.		
Χ«						
	rs. 19/12/40 to 0515 hrs.	20/12/40.		:		* 1
Wellington	P/O. WHITHING and crew.					
N. 2744.	?/O. TURTLE and crew.			444. 435.	Operations were carried out as ordered.	
r.2619.	P/o. MoINTOSH and crew.			ან 5.		
	P/). he filles and crew.		- 1	550.		
R. 1096.	GGT. Mand orew.			500		
R. 1175.	P/o. In B and crew.	. 1		51.5 340.		
T 2473 L 7871	SGT. GARREAR and crew	-		040		
		•				
of the first of the						

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el. 2010.			2000	W. Poto Co.	
R. 1096	CGT. DAS ON and crew	*	2340.	0500.	
R. 1050.	Sull min on and crow	•			
R. 1175.	P/o. I.A. B and crew.		2340 2545	0515	
T 2478	SGT. FAIRFAR and crew		2330	0040	
	_	1 ,			
	4				
·					
¥ . Wt. 44795/	1514 100M 1/40 H.G.S. 51-8059		· · · · · · · · · · · · · · · · · · ·	-	
					Appendix R.A.F. Form 541.
		OPI	ERAT	IONS	S RECORD BOOK.
li, ji b			DETAI	-	WORK CARRIED OUT.
From 1735rs.	21 / 12 / 40 to 09 16 s. 25	12/40	Ву	• 011	9 QUANON. No. of pages used for day
Aircraft	Crew.	Duty.	Time	Time	Details of Sortie or Flight. References.
Type and No.	Olen.		Up.	Down.	
Well ington					
T.2578.	P/o. HEX INGS and c	rew.	soso.	0910.	perations were carried out as ordered.
L.7814.	P/O. WIITEHEAD and	crew.	2030.	0520.	
T. 2819.	P/O. MoINTOSH and c	rew.	1845.	2330.	
N.2744.	P/o. TURTLE and ore		1745.	2230.	
т. 2564.	SOT. FAR FAX and Er	ow.	1810.	2240.	
R. 1175.	P/O. I.AB and crew.		1835.	0140.	
T.2473.	F/O. MARD and	rew.	1945.	0625.	
7871.	F/L. CRO PTON and c	rew.	1810.	0340	
т. 2579.	SGT. FADDIN and cre	157 .	1740.	2315.	
R. 1020.	SGT. PARKES and cre	w.	1735.	gggo.	
I. 7799.	SGT. HARRISSON and		2015.		Aircraft crashed on return.
From 1651	hrs. 27/18/40 to 0255	hrs. 28/12/4	<u>ы</u>		
ь.7814.	S/L. BATCHILOR and		1651.	0212.	perations were carried out as ordered.
R.1096.	P/o. HEXINGS and c		1720.	1940.	
R.1225.	P/O. Melitrosu and	1	1715.	0230.	
T.2564.	P/o. WHITEHEAD and		1700	c200.	
N.2744.	P/o. TU-TIS and ore) T •	1655.	0215.	
R.1175.	S/L. WASSE and cre		1855.	0130.	
т.2579.	F/L. CRO PTON and o		1700.	0150.	계 나는 그는 그는 그를 가는 하는 그는 그를 가는 것이 없는 그를 가는 것이 없다. 그는 그를 가지 않는 그를 가지 않는 것이 없다.
R. 1025.	P/o. Imia and crew.	4)	1705.	0215.	
j.,78 71.	EGT. FAIRFAX and or		1720.	0235.	
R. 1244.	SGT. PADDEN and or		1635.	2255.	
		Jaily.			
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