PERMANENT HISTORICAL RECORD



# ROYAL AIR FORCE

# OPERATIONS RECORD BOOK

FORM 540

HEADQUARTERS

AIR HISTORICAL BRANCH
AIR MINISTRY.

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Reference:- AIR 27 / 126

(*27020) Wt. 34712—2432 50M 11/45 T.S. 700

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

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

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

| Place | Date 1941 | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 1/1. | 1710. | Ten aircraft took off for operations in accordance with No. 3 Group operations order form B.382 dated 1/1/41 (See appendix C.54 and relevant form 541) | C.54 |
| | | 2355. | All aircraft returned safely. | |
| | | | PERSONNEL. P/O. P.C.MOODY posted ~~from~~ to No. 214 Reserve Flight, Stradishall. | F.25 |
| | | | WEATHER. Surface wind: N.E. to N. fresh falling lighter after 1900. Weather: fine but cloudy period 0400 - 0800 hrs. Slight snow shower early evening. Cloud: variable amounts of low cloud Mainly less than 6/10 at 2000 - 3000 ft. Visibility: 2 - 4 miles early, improving by 0800 to 8 - 13 miles. | |
| | 2/1. | | Nothingof operational importance occurred. | |
| | | | PERSONNEL: P/O. O.M.WILLIAMS posted from No. 10 O.T.U. | F.26 |
| | | | WEATHER: Surface wind: N.E'ly 5-10 m.p.h. Weather: fair apart from occasional snow showers. Cloud: small amounts at first increasing towards midday to 6/10-9/10 at 1,000-2,000 ft. Cloud decreasing dusk to small amounts. Visibility: mainly 5-10 miles but 1,000 yards in precipitation. | |
| | 3/1 | 1700. | Seven aircraft took off for operations in accordance with No. 3 Group operations order form B.384 dated 3/1/41 (See appendix C.55 and relevant form 541). | C.55 |
| | | 0010. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: Northerly, 5-10 m.p.h. Weather: frequent snow showers during daylight. Cloud: small amounts at 2,000 ft. becoming 7/10-10/10 at 1,000 ft. after dawn. Cloud base lifting at dusk to 2,000-2,000 ft. Visibility: 4-6 miles, falling to 2,000 yards in snow showers. | |
| | 4/1. | | Bombing practice carried out at BERNERS HEATH. | |
| | | | PERSONNEL: F/O. P.R.CROMPTON posted to No. 7 Squadron, OAKINGTON. | F.25 |

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| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 4/1 contd. | | WEATHER: Surface wind: mainly Northerly 5-10 m.p.h. Weather: cloudy. Visibility: 3-4 miles, improving after dawn to 8-10 miles. ~~Visibility x 8 x miles x x x x~~ Cloud: 9-10/10 generally, but a temporary clearance to 3/10 just before midnight. Cloud type Stratus at 2,500-3,500 ft. | |
| | 5/1 | | Nothing of operational importance occurred.<br>PERSONNEL: F/O. H.G.LAWSON posted from No. 12 O.T.U., BENSON.<br>WEATHER: Surface wind: Northerly, veering to N.E. 5-10 m.p.h. decreasing after dusk. Weather: cloudy, with intermittent slight snow and drizzle during daylight hours. Cloud: 10/10 Stratus cloud at 2,000-3,000 ft. Visibility: 3-5 miles generally, falling to 2,000 yards at times in precipitation. | F.26 |
| | 6/1. | | Nothing of operational importance occurred.<br>PERSONNEL: F/O. F.W.PAGE posted to H.Q. (Unit), No. 3 Group.<br>WEATHER: Surface wind: Light, NNE'ly. Weather: sleet at first becoming drizzle during morning and snow and hail during afternoon and at night. Cloud: 10/10 at 1500 ft. until daylight, then lowering to 600-800 ft. Visibility: Moderate, poor just before dawn. | F.26 |
| | 7/1. | | Nothing of operational importance occurred.<br>PERSONNEL: P/O. P.F.McLAREN posted from No. 12 O.T.U.<br>P/O. R.W.A.TURTLE posted to No. 12 O.T.U.<br>WEATHER: Surface wind: light Northerly. Weather: cloudy, occasional slight rain, drizzle or snow. Cloud: 10/10 at 600 to 1,500 ft. Visibility: 1 - 2 miles. | F. 26<br>F. 26 |
| | 8/1. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light N'ly, becoming moderate at night. Weather: drizzle about midnight then becoming fair until dawn. Drizzle, snow, rain and sleet from dawn till dusk, with fog around midday; fair at night. Cloud: mainly 10/10 at 2,000-3,000 ft. falling to surface in fog around midday and 1,000 ft. thereafter. Visibility: moderate, but poor for a few hours after midnight and falling to 150 yards around midday. | |

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fair at night. Cloud: mainly 10/10 at 2,000-3,000 ft. falling to surface in fog around midday; 1,000 ft. thereafter. Visibility: moderate, but poor for a few hours after midnight and falling to 150 yards around midday.

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date 1941 | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON | 9/1. | 1715. | Thirteen aircraft took off for operations in accordance with No. 3 Group operational order form B.389 dated 9/1/41. (See appendix C.56 and relevant form 541) | C.56 |
| | | 0305. | All aircraft returned safely.<br>WEATHER: Surface wind: NNE'ly, light. Weather: fine, but slight rain and drizzle commencing shortly before midnight. Cloud: small amounts of cloud until dusk, increasing to 10/10 by midnight, base 2,000-3,000 ft. Visibility: moderate until midday, then good until dusk, then moderate again. | |
| | 10/1. | | Nothing of operational importance occurred.<br>PERSONNEL: P/O. L.G.PEACE posted to No. 268 Squadron, BURY ST. EDMUNDS.<br>WEATHER: Surface wind: NNE. less than 5 m.p.h. Weather: cloudy with intermittent rain or drizzle. Cloud: 9/10-10/10 at 2,000 ft. lowering to 800 ft. by end of day. Visibility: 4-6 miles at first becoming 1,000-2,000 yards by midday. | F.26 |
| | 11/1. | 1735. | Eleven aircraft took off for operations in accordance with No. 3 Group operations order form B.391 dated 11/1/41 (See appendix C.57 and relevant form 541) | C.57 |
| | | 0905. | Ten aircraft returned safely. Wellington aircraft R.1244 (SGT. PARKES and crew) failed to return. Subsequent reports received state that this aircraft forced landed in unoccupied France. All the crew were uninjured and interned.<br>WEATHER: Surface wind: NNE. less than 5 m.p.h. Weather: cloudy with intermittent rain or drizzle. Cloud: 9/10-10/10 at 2,000 ft. lowering to 800 ft. by end of day. Visibility: 4-6 miles at first becoming 1,000-2,000 yards by midday. | |
| | 12/1. | | Nothing of operational importance occurred.<br>PERSONNEL: P/O. P.F.McLAREN posted to No. 218 Squadron. | F.26 |

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| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON | 12/1 contd. | | WEATHER: Surface wind: NE. backing to N 5-10 mph. Weather: Intermittent drizzle at first becoming fair with shower after dusk. Cloud: 10/10 at 1,000-2,000 ft. breaking around midday, then variable amounts at 2,000-3,000 ft. Visibility: 5-10 miles decreasing to 1,000 yards by midnight. | |
| | 13/1. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: N'ly 5-10 m.p.h. Weather: continuous fog during morning, later cloudy with intermittent rain toward midnight. Cloud: cloudless at first, with sky becoming obscured toward midday; fog then lifting lightly and 10/10 cloud at 2,000-3,000 ft. Visibility: 400-900 yard in fog, improving to 1000 yards in afternoon. | |
| | 14/1. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: WSW 10 mph. becoming calm towards evening. Weather: intermittent rain in early morning, becoming fair, with fog thoughout evening. Cloud: 6/10-10/10 cloud at 3,000-4,000 ft. with sky obscured towards midnight. | |
| | 15/1. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: NE'ly 10-20 m.p.h. decreasing in evening. Weather: slight showers of snow in early morning; fair during rest of day. Cloud: 10/10 at 600-1,000 ft. at first, lifting and dispersing during afternoon. Various amounts of medium cloud. Visibility: falling to 1,000 yards in snow, but otherwise over 4 miles. | |
| | 16/1. | 1715. | Three aircraft took off for operations in accordance with No. 3 Group operationsmorder form B.396 dated 16/1 41 (See appendix C 58 and relevant form 541) | C.58 |
| | | 2330. | All aircraft returned safely. | |
| | | | PERSONNEL: F/O. T.H.TOZER posted to No. 12 O.T.U.<br>S/Ldr. R.G.C.ARNOLD posted from No. 40 Squadron. | F.27<br>F.27 |
| | | | WEATHER: Surface wind: light variable becoming Westerly 5 m.p.h. Weather: fair to fine with fog developing towards midnight. Cloud: little or no low cloud generally but 10/10 at 800' at times during morning. Visibility: 2-4miles at first but deteriorating to 1,000-3,000 yards before midday and to 900 yards by 2300 hours B.S.T. | |

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developing towards midnight. Cloud: little or no low cloud generally but 10/10 at 800' at times during morning. Visibility: 2-4miles at first but deteriorating to 1,000-3,000 yards before midday and to 900 yards by 2300 hours B.S.T.

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 17/1. | | Nothing of operational importance occurred.<br>PERSONNEL: P/O. J.F.SLATTER & P/O. T.J.LUPTON posted from No. 20 O.T.U.<br>WEATHER: Surface wind: Westerly 5-10 m.p.h. Weather: fair to fine. Cloud: No low cloud. Increasing amounts of high cloud after sunset. Visibility: 1,000 - 2,000 yards. | F.27 |
| | 18/1. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: W-S-W 5 m.p.h. backing Easterly and increasing to 15-20 m.p.h. by midnight. Weather: cloudy during morning. Snow from midday to midnight intermittent at first becoming more continuous later. Cloud: little or no low cloud during morning but much high and medium cloud. 10/10 at 3,000 ft. in afternoon gradually lowering to 600 ft. Visibility: mainly 1,000 - 2,000 yds. but 4 - 6 miles for short period around midday. | |
| | 19/1 | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: East 15-20 m.p.h. at first, falling light and veering SW. 10 m.p.h. at about 0700 hours, then veering steadily through West and North to NE. before midnight. Weather: overcast with rather frequent light snow or drizzle. Cloud: mainly10/10 at variable heights between 600 and 2,500 feet. Visibility: 1,000 to 4,000 yards. | |
| | 20/1. | | Nothing of operational importance occurred.<br>PERSONNEL: W/Cdr. E.A.HEALY posted to H.Q.(Unit), No. 3 Group.<br>WEATHER: Surface wind: mainly N.E'ly 15-20 m.p.h. becoming 25-30 for a short period around dawn. Decreasing towards dusk to about 10-15 m.p.h. Weather: periods of continuous snow, becoming rain towards dusk. Cloud: an unbroken stratus layer throughout the period at 1,000 ft. at first, lowering to 600 ft. about dawn, and to 200-300 ft. after dusk. Visibility: 2,000-3,000 yds. | F.27 |

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| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 20/1 (contd) | | generally, but falling to 1,000 yards or less for long periods in precipitation. Deteriorating to 600-800 yards towards midnight. | |
| | 21/1. | | Nothing of operational importance occurred.<br>PERSONNEL: P/O. B.F.LAMB posted to C.G.S., WARMWELL.<br>WEATHER: Surface wind: light, at first, S'ly veering E'ly then freshening and becoming S'ly again at night. Weather: fair at first, thick fog forming during early morning accompanied by drizzle and then rain after sunrise, fog clearing about sunset and rain ceasing about 2100 BST. Cloud: cloud lowering to surface in early hours, thereafter sky obscured until sunset then 10/10 at 300 ft. lifting to 4500 ft. just before midnight and breaking. Visibility: 2000 yds. at furst, falling to less than 100 yds. in fog improving to 2 miles at night. | F.27 |
| | 22/1. | | Bombing practice carried out at WEYBOURNE range.<br>WEATHER: Surface wind: S.E. 10-15 m.p.h. becoming S'ly 5-10 after midday. Weather: overcast at first rain commencing about 0700 till midday, becoming fair then fine. Cloud: 10/10 at about 4,000 ft. at first, lowering to 600 ft. in rain. After midday, mainly 8/10 of high and medium cloud till sky obscured by fog before midnight. Visibility: 2,000-4,000 yds. generally, but less than 1,000 yards before midnight. | |
| | 23/1. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: variable light, mainly from the eastern half of the compass. Weather: foggy or overcast with very occasional lught rain. Cloud: probably a cloud layer above fog but sky mostly obscured. Visibility: less than 1,000 yards except for short periods of 1,000-2,000 yds. | |
| | 24/1. | | Nothing of operational importance occurred.<br>PERSONNEL: P/O. G.E. WALKER posted to No. 214 Squadron.<br>WEATHER: Surface wind: light variable, becoming ENE 10 mph. Weather: fog. Cloud: sky obscured. Visibility: less than 1,000 yards. | F.27 |

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WEATHER: Surface wind: ;ight variable, becoming ENE 10 mph. Weather: fog. Cloud: sky obscured. Visibility: less than 1,000 yards.

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 25/1. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: ENE 10-15 mph. Weather: fog, generally with light rain or drizzle. Overcast. Cloud: 10/10 of very low cloud, on the surface at times. Visibility: less than 1,000 yds. at first, till 0700 hrs. improving to 2,000-4,000 yds. | |
| | 26/1. | | Nothing of operational importance occurred.<br>S.C.I. practice carried out.<br>WEATHER: Surface wind: ENE to NE 10-15 mph. Weather: cloudy with continuous rain and snow becoming intermittent during afternoon. Cloud: 10/10 at 400-600 ft. lifting to 1,000 ft. in late afternoon. Visibility: 2,000-4,000 yards. | |
| | 27/1. | | S.C.I. practice carried out.<br>WEATHER: Surface wind: E-S-E 10-15 mph. Weather: cloudy with intermittent rain or sleet after sunset. Cloud: 10/10 at 400-800 ft. Visibility: 4,000 yds. gradually deteriorating to 1,000 yds. | |
| | 28/1. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: East-North-East 10-15 m.p.h. Weather: cloudy with intermittent rain and drizzle before kidday then becoming continuous light to moderate rain until midnight. Cloud: Sky obscured by fog until midday then 10/10 at 300-600 ft. Visibility: less than 1,000 yards bef ore midday becoming 1,000-2,000 yards. | |
| | 29/1. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: Easterly 10-15 mph. Weather: overcast with slight rain in early hours of morning. Cloud: 10/10 at 600-900 ft. Visibility: 1,000-2,000 yds. | |

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| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 30/1. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: Easterly 10-15 mph. Weather: overcast with slight rain around midday. Cloud: 10/10 at 400-800 ft. Visibility: 1,000-2,000 yards. | |
| | 31/1. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: Easterly backing N.E'ly 10-15 mph. lighter late in day. Weather: cloudy with light rain from 0800 to 1100 BST. Cloud: 9/10-10/10 at 400 - 700 ft. lifting to 1,800 ft. towards midnight. Visibility: 1,000 - 3,000 yards. | |

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Wt. 44786/4914. 100M. 1/40. H.G.S. 61—6069

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1710 hrs. 1/1/41 to 2350 hrs. 1/1/41 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 2579 | F/L. CROMPTON.<br>SGT. WILLIS.<br>SGT. BETTS.<br>SGT. GRAHAM.<br>P/O. BERRY.<br>SGT. MINCHIN. | Attack BREMEN (N35) | 1710 | 2245 | All bombs dropped in stick 300 yards S of target. Bursts and incendiaries clearly visible. | Y 122 |
| 1096 | SGT. DAWSON.<br>SGT. MILLS.<br>SGT. LUKE.<br>SGT. GRIFFIN.S.<br>SGT. HOWE.<br>SGT. HENDERSON. | Do | 1716 | 2305 | Own stick fell ½ ml S of target. 3 mins later 2 terrific explosions were seen. | |
| 1244 | SGT. NEW.<br>SGT. BUTCHER.<br>SGT. COPSON.<br>SGT. THOMSON.<br>SGT. MARSH.<br>SGT. DAVIS. | Do | 1722 | | Bombs dropped ¾ ml NW of target. On return landed at FELTWELL. | |
| 2745 | P/O. HEMMINGS.<br>SGT. HEAYSMAN.<br>SGT. COLE.<br>SGT. AXON.<br>SGT. SANDERS.<br>SGT. ANDERSON. | Do | 1728 | 2350 | Primary not attacked owing to cloud. Factory 2 mls NW of target attacked. Bombs seen to burst 300 yards N of factory and started fires. | |
| 1023 | SGT. PARKES.<br>SGT. GOOBLEY.<br>SGT. GOLDINGAY.<br>SGT. BRATLEY.<br>SGT. VIVIAN.<br>SGT. BLAYDON. | Do | 1734 | 2335 | Bombs seen to burst on railway in target area. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 2619 | S/L BATCHELOR<br>Sgt. MACKAY<br>" TOMKINS<br>" HOUSE<br>" BEVAN<br>" AINSBURY | Attack BREMEN (N35) | 1740 | 2325 | All bombs dropped in centre of fires ¾ mile N.W. of target. Fires also seen on S. bank of river. | Y 122 |
| 7871 | Sgt. FAIRFAX<br>" NELSON<br>" SUTTON<br>" JONES<br>" REAM<br>" PARKIN | do | 1746 | 2310 | Bombs seen to burst ¼ mile from target to the South. | |
| 1225 | P/O McINTOSH<br>Sgt. SHARP<br>" BUTLER<br>" CORDOCK<br>" MARSHALL<br>" BEATON | do. | 1752 | 2100 | Bombs jettisoned in SCHELT DELTA owing to Port Engine oil pressure going up rapidly. Flew back on one engine. | |
| 2564 | P/O WHITEHEAD<br>" SHARP<br>" RENDLE<br>Sgt. TOYTON<br>" WINK<br>" CHANNING | do. | 1758 | 2252 | Bombed target area, bursts not seen. Incendiaries seen ½ mile S.W. of target. | |
| 1175 | S/L WASSE<br>Sgt. PEACH<br>" PETERS<br>" PARRY<br>" BARRATT<br>" WILLIAMSON | do. | 1804 | 2316 | Bombs dropped across target from N. to S. in a mass of red fires. | |
| From 1615 hours on 3/1/41 to 0010 hrs 4/1/41. | | | | | | |
| 2900 | P/O LAMB<br>Sgt. TRUNDLE<br>" TOMKINS<br>" BLURTON<br>" BILSON<br>" RICHARDS | Attack BREMEN (A363) | 1618 | 2232 | Bombs dropped from N.W. to S.E. among buildings just on other side of river. | Y 123 |
| 1244 | Sgt. DAWSON<br>" THOMSON<br>" LUKE<br>" GRIFFIN<br>" HOWE<br>" HENDERSON | do. | 1621 | 2315 | Bombs seen to burst close to target. Incendiaries straddled target causing white explosions. Glow from fires seen 100 mls. away. | |

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|---|---|---|---|---|---|
| 1244 | Sgt. [illegible]<br>" THOMSON<br>" LUKE<br>" GRIFFIN<br>" HOWE<br>" HENDERSON | do. | [illegible] | [illegible] | straddled target causing white explosions. Glow from fires seen 100 mls. away. |

Wt. 44785/4814. 300M. 3/40. H.G.S. 51—5059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

From 1615 hrs. 3 / 1 / 41 to 0010 hrs. 4 / 1 / 41 By 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<br>1023 | Sgt. PARKES<br>" GOOBLEY<br>" GOLBINGAY<br>" BRATLEY<br>" VIVIAN<br>" BLAYDON | Attack BREMEN (A 363) | 1624 | 2310 | Bombed target, and saw incendiaries ignite. Several explosions caused around target area. | Y 123 |
| 2473 | F/O BARNARD<br>Sgt. WORTH<br>P/O WALKER<br>Sgt. JACKSON<br>" WEBB<br>" BARROW | do. | 1627 | 0010 | Bombs dropped immediately N.W. of target, and seen to burst. Fires seen 80 mls. away. | |
| 1225 | P/O McINTOSH<br>Sgt. SHARP<br>" BUTLER<br>" CORDOCK<br>" MARSHALL<br>" BEATON | do. | 1636 | 2255 | Bombs dropped and see n bursting about 100 yds. N.E. of target. | |
| 1871 | Sgt. FAIRFAX<br>" NELSON<br>" SUTTON<br>" JONES<br>" REAMS<br>" PARKIN | do. | 1639 | 2230 | Bombed target N.E. to S.W. last bomb falling just short of river. Explosions seen. | |
| 1267 | S/L WASSE<br>Sgt. PEACH<br>" PETERS<br>" PARRY<br>" BARRATT<br>" WILLIAMSON | do. | 1642 | 2242 | Bombed from S.E. to N.W. - stick starting at target, and ending just N.W. of target. Bursts seen and also very long line of incendiaries. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| | From 1715 hrs 9/1/41 to 0305 hrs 10/1/41. | | | | | Y.124 |
| WELLINGTON 2744 | P/O. SHARP.<br>SGT. BUTCHER.<br>P/O. RENDLE.<br>SGT. HARRIS.<br>P/O. STRICKLAND.<br>SGT. TOYNTON. | Oil Storage at NOT ENDAM Z 3 (d) | 1715 | 2130 | Bombed target, no results but on leaving dull fire seen to start SW of target. | |
| 2900 | SGT. STARK.<br>SGT. MURRAY.<br>SGT. NIGHTINGALE.<br>SGT. JOHNSON.<br>SGT. HURT.<br>SGT. SMITH. | Do | 1718 | 2115 | Fires started with white smoke. 2 explosions on leaving target. | |
| 2564 | P/O. WHITEHEAD.<br>SGT. MILLS.<br>SGT. SMITH.<br>SGT. MARSDEN.<br>SGT. WINK.<br>SGT. REID. | Attack GELSENKIRCHEN (A71) | 2015 | 0135 | Did not attack primary owing to 10/10 cloud. Attacked Railway Marshalling yards at DUISBURG. Bursts seen to straddle railway. | |
| 1023 | SGT. PARKES.<br>SGT. WILLS.<br>SGT. GOLDINGAY.<br>SGT. HLAYDON.<br>SGT. BRATLEY.<br>SGT. VIVIAN. | Do | 2020 | 0130 | Did not attakk primary owing to 10/10 cloud. Attacked HONHEIM Oil Refinery. Bursts seen, no other results. | |
| 2619 | S/L. BATCHELOR.<br>SGT. McKAY.<br>SGT. McRINER.<br>SGT. AINSBURY.<br>SGT. BEVAN.<br>SGT. HOUSE. | Do | 2025 | 0305 | Did not attack primary owing to 10/10 cloud, Attacked HOMBERG, bursts not seen but fires started. | |
| 1244 | P/O. LAMB.<br>SGT. TRUNDLE.<br>SGT. TOMKINS.<br>SGT. RICHARDS.<br>SGT. BILLSON.<br>SGT. BLURTON. | Do | 2030 | 0125 | Did not attack primary target owing to 10/10 cloud, Attacked Railway Bridge at DUSSELDORF. Bombs fell in river just N of bridge. Suspected damage to pier. | |
| 7014 | SGT. MEW.<br>SGT. SHARP.<br>SGT. COPSON.<br>SGT. DAVIS.<br>SGT. MARSH.<br>SGT. THOMSON. | Do | 2035 | 0140 | Did not attack primary owing to 9/10 cloud. Attacked Docks 1500 yards NE of DUSSELDORF Oil Refinery. Bombs not seen to burst owing to heavy flak. | |

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Wt. 44786/4214. 100M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1715 hrs. 9/1/41 to 0305 hrs. 10/1/41

No. 9 Squadron.

By

No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | | | | | | |
| 1267 | SGT. PEACH.<br>SGT. PEATFIELD.<br>SGT. PETERS.<br>SGT. WILLIAMSON.<br>SGT. BARRETT.<br>SGT. PARRY. | Attack GELSENKIRCHEN (A71) | 2040 | 0158 | Did not attack primary owing to 10/10 cloud. Attacked ½ ml NW of ROTTERDAM. Bombs seen to explode but no other results. | Y 124 |
| 1225 | P/O. McINTOSH.<br>SGT. DONNELLY.<br>SGT. BUTLER.<br>SGT. CORDON.<br>SGT. MARSHALL.<br>SGT. BEATON. | Do | 2045 | 0215 | Did not attack primary owing to 10/10 cloud. Attacked aerodrome at FDMH 3823. 1 bomb seen to burst on S edge of aerodrome. | |
| 7871 | SGT. FAIRFAX.<br>SGT. NELSON.<br>SGT. SUTTON.<br>SGT. JONES.<br>SGT. DAVIES.<br>SGT. PARKIN. | Do | 2050 | 0130 | Did not attack primary owing to 10/10 cloud. Attacked DUISBURG docks. Stick SW to NE, 1 ml NE of DUISBURG Aerodrome. Bursts seen, no other results. | |
| 2473 | F/O. BARNARD.<br>SGT. WORTH.<br>P/O. WALKER.<br>SGT. BARRON.<br>SGT. WEBB.<br>SGT. JACKSON. | Do | 2055 | 0300 | Did not attack primary owing to 10/10 cloud. Attacked factory at FDMH 3051. Near miss hit railway alongside factory. | |
| 1096 | SGT. DAWSON.<br>SGT. THOMSON.<br>SGT. LUKE.<br>SGT. GRIFFIN.<br>SGT. HOWE.<br>SGT. HENDERSON. | Do | 2100 | 0240 | Did not attack primary owing to 10/10 cloud. Attacked DUNKIRK. Bombs fell across Tidal Basin. Bursts seen. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 1175 | S/L. WASSE.<br>F/O. LAWSON.<br>SGT. BETTS.<br>SGT. GRAHAM.<br>P/O. MOODY.<br>SGT. JACOBS. | Attack GELSENKIRCHEN (A71) | 2105 | 0119 | Did not attack primary owing 10/10 cloud. Attacked Railway Bridge 1000 yards S of Road Bridge. 3 bombs burst on East bank of bridge and first near bridge. | Y 124 |
| From 1730 hrs 11/1/41 to 0905 hrs 12/1/41. | | | | | | |
| 1096 | SGT. DAWSON.<br>SGT. THOMPSON.<br>SGT. LUKE.<br>SGT. GRIFFIN.<br>SGT. HOWE.<br>SGT. HENDERSON. | Attack Royal Arsenal at TURIN (S19) | 1730 | 0310 | Bombs on SW of target, incendiaries NE of target. 1 large blue green explosion followed bursts. Explosions from incendiaries. | Y 125 |
| 1267 | F/O. BARNARD.<br>P/O. WALDRON.<br>SGT. PETERS.<br>SGT. BARROW.<br>SGT. ROGERS.<br>SGT. JACKSON. | Do | 1733 | 0205 | Bombs seen to burst between Railway yard and Royal Arsenal. | |
| 2564 | P/O. WHITEHEAD.<br>SGT. MILLS.<br>SGT. GILLMOUR.<br>SGT. REID.<br>SGT. HILL.<br>SGT. MARSDEN. | Do | 1736 | 0145 | Bombs seen on cross roads 400 yards S of target. | |
| 1244 | SGT. PARKES.<br>SGT. WILLIS.<br>SGT. GOLDINGAY.<br>SGT. BRATLEY.<br>SGT. VIVIAN.<br>SGT. BLAYDON. | Do | 1739 | | Landed in France, | |
| 2744 | P/O. McINTOSH.<br>SGT. DONNELLY.<br>SGT. BUTLER.<br>SGT. CORDOCK.<br>SGT. CHANNING.<br>SGT. BEATON. | Do | 1742 | 0325 | Bombs fell about ½ ml E of target, also incendiaries. One bomb seen to burst and fires from incendiaries started. | |
| 1175 | S/L. WASSE.<br>F/O. LAWSON.<br>SGT. BETTS.<br>SGT. GRAHAM.<br>P/O. MOODY.<br>SGT. JACOBS. | Do | 1745 | 0315 | Bombs fell just E of railway and incendiaries on target starting 2 large red fires and 3 explosions in buildings. | |

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| | | | | | | |
|---|---|---|---|---|---|---|
| 1175 | S/L. WASSE.<br>F/O. LAWSON.<br>SGT. BETTS.<br>SGT. GRAHAM.<br>P/O. MOODY.<br>SGT. JACOBS. | Do | 1745 | 0315 | Bombs fell just E of railway and incendiaries on target starting 2 large red fires and 3 explosions in buildings. | |

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

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

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1730 hrs. 11 / 1 / 41 to 0905 hrs. 12 / 1 / 41 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 1023 | S/L. BATCHELOR.<br>SGT. McKAY.<br>SGT. McRINER.<br>SGT. HOUSE.<br>SGT. BEVAN.<br>SGT. AINSBURY. | Attack WILHELMSHAVEN | 0320 | 0705 | Bombed target area. Bursts seen. Yellow fire and red explosion from incendiaries. | Y 125 |
| 1287 | P/O. SHARP.<br>SGT. BUTCHER.<br>P/O. RENDLE.<br>SGT. PARRIS.<br>P/O. STRICKLAND.<br>SGT. SMITH. R.W. | Do | 0323 | 0830 | Results not seen. Bomb flashes reflected in Cloud - landed at DEBDEN. | |
| 2579 | SGT. FAIRFAX.<br>SGT. NELSON.<br>SGT. SUTTON.<br>SGT. JONES.<br>SGT. DAVIES.<br>SGT. PARKIN. | Do | 0326 | 0637 | Did not attack primary owing to 10/10 cloud. Attacked MFGP 1823 - bombed dam on river - no results seen. | |
| 2900 | SGT. STARK.<br>SGT. MURRAY.<br>SGT. NIGHTINGARL.<br>SGT. SMITH.W.<br>SGT. HURT.<br>SGT. JOHNSON.J. | Do | 0329 | | Landed at MILDENHALL. | |
| 7814 | SGT. MEW.<br>SGT. SHARP.<br>SGT. COPSON.<br>SGT. THOMSON.<br>SGT. MARSH.<br>SGT. TOYNTON. | Do | 0332 | 0905 | Flak and S/Ls bombed. Reflection of incendiaries seen on cloud. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| from 1700 hrs 16/1/41 to 2310 hrs 16/1/41. | | | | | | |
| WELLINGTON 1267 | SGT. MILLS.<br>SGT. SHARP.<br>SGT. SMITH. J.<br>SGT. REID.<br>SGT. CLARKE.<br>SGT. MARSDEN. | Attack WILHELMSHAVEN | 1700 | 2310 | Own bombs across target area. Bursts seen, incendiaries caused fires. | Y 126 |
| 2900 | SGT. TRUNDLE.<br>SGT. PEATFIELD.<br>SGT. LENNARD.<br>SGT. LANG.<br>SGT. GREIG.<br>SGT. BLURTON. | Do | 1705 | ? | Bombs straddled railway W of target. Fires caused which became larger, | |
| 2744 | SGT. McKAY.<br>SGT. MILLINGTON.<br>SGT. McRINNER.<br>SGT. HOUSE.<br>SGT. BEVAN.<br>SGT. AINSBURY. | Do | 1710 | 2328 | Bombs fell ½ ml North of target . Bursts not seen but incendiaries caused 3 yellow fires. | |

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Wt. 44785/4814. 100M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

From 1710 hrs. 4/2/41 to 2241 hrs. 4/2/41 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. 2579 | F/L. SHORE.<br>SGT. NELSON.<br>SGT. HEAILAND.<br>SGT. PARRY.<br>SGT. GRIFFITHS.<br>SGT. BEWS. | Attack LE HAVRE (CC24) | 1710 | 2140 | All bombs brought back because of 10/10 cloud over target. | Y 127 |
| 1267 | F/O. LAWSON.<br>P/O. WALDRON.<br>SGT. HUDDLESTONE.<br>SGT. GRIFFIN.<br>SGT. HESLOP.<br>SGT. WALTERS. | Do | 1716 | 2241 | All bombs brought back because of 10/10 cloud over target. | |
| From 1800 hrs 6/2/41 to 2205 hrs 6/2/41. | | | | | | |
| 1096 | SGT. McKAY.<br>SGT. MILLINGTON.<br>SGT. LUKE.<br>SGT. AINSBURY.<br>SGT. BEVAN.<br>SGT. HOUSE. | Attack Docks & Shipping at BOULOGNE. (CC29) | 1800 | 2130 | 10/10 cloud over target. Bombs and incendiaries jettisoned. | Y 128 |
| 2564 | SGT. MILLS.<br>SGT. SHARP.<br>SGT. SMITH.<br>SGT. MARSDEN.<br>SGT. GOODERHAM.<br>SGT. REID. | Do | 1803 | 2050 | Bombs dropped 500 yards from target. No results seen. 1 bomb hung up. 60x4 Incendiaries brought back. | |
| 2744 | P/O. SHARP.<br>SGT. HELYARD.<br>P/O. RENDLE.<br>SGT. PARRIS.<br>P/O. STRICKLAND.<br>SGT. TOYNTON. | Do | 1806 | 2120 | 10/10 cloud over target. Bombs and incendiaries jettisoned in sea. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 1287 | P/O. HEMMINGS.<br>P/O. SLATTER.<br>SGT. COLE.<br>SGT. ANDERSON.<br>SGT. SANDERS.<br>SGT. AXON. | Attack docks & Shipping at BOULOGNE. (CC29) | 1800 | 2125 | Bombs dropped 300 yards S of target. Seen to burst and incendiaries started fires. | Y 128 |
| 2964 | S/L. BATCHELOR.<br>SGT. GRAY.<br>SGT. MANSFIELD.<br>SGT. BUNCE.<br>SGT. ECCLES.<br>SGT. HOWE. | Do | 1812 | 2103 | Bombs not seen to burst but incendiaries seen on North side of Dock 5. | |
| 7871 | SGT. FAIRFAX.<br>SGT. MITCHELL.<br>SGT. SUTTON.<br>SGT. RICHARDS.<br>SGT. ROGERS.<br>SGT. HUMPHREY. | Do | 1815 | 2055 | Bursts seen and large yellow explosion near docks 4 & 5. | |
| 2579 | SGT. PEACH.<br>SGT. GRANT.<br>SGT. PETERS.<br>SGT. GRAHAM.<br>SGT. CHANNING.<br>SGT. PARRY. | Do | 1818 | 2105 | Bombs dropped in vicinity of target. Bursts not seen. | |
| 2900 | SGT. STARR.<br>SGT. MURRAY.<br>SGT. NIGHTINGALE.<br>SGT. JOHNSON.<br>SGT. HURT.<br>SGT. GIBB. | Do | 1821 | 2205 | Bombed target area. Bombs seen to burst and incendiaries started fires. | |
| 2473 | F/O. LAWSON.<br>P/O. WALDRON.<br>SGT. HUDDLESTONE.<br>SGT. ROUTLEDGE.<br>SGT. HESLOP.<br>SGT. BEWS. | Do | 1830 | 2125. | Bombs on SW of No. 4 Dock. Fires started from incendiaries seen. | |

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

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1910 hrs. 10/2/41 to 0215 hrs. 11/2/41 By No. 9 Squadron. No. of pages used for day.....

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | | | | | | |
| R 2680 | S/L. WASSE.<br>G/C. GRAY.<br>SGT. BETTS.<br>SGT. GRAHAM.<br>P/O. MOODY.<br>SGT. JACOBS. | Attack HANOVER. | 1910 | 0155 | Did not attack HANOVER owing to 10/10 cloud. Attacked ROTTERDAM Dock 'A'. Incendiaries fell along dock but did not start fires. Bombs not seen to burst. | Y 129 |
| R 1267 | SGT. PEACH.<br>SGT. GRANT.<br>SGT. PETERS.<br>SGT. PARRY.<br>SGT. CHANNING.<br>SGT. GRAHAM. | Do | 1913 | 0125 | Result of own bombs not seen. | |
| T 2744 | P/O. SHARP.<br>SGT. HELYARD.<br>P/O. RENDLE.<br>SGT. TOYNTON.<br>P/O. STRICKLAND<br>SGT. PARRIS. | Do | 1916 | 0215 | Results of own bombs not seen. | |
| R 1096 | SGT. McKAY.<br>SGT. MILLINGTON.<br>SGT. McRINER.<br>SGT. HOUSE.<br>SGT. BEVAN.<br>SGT. AINSBURY. | Do | 1919 | 1210 | Bombed flak position in HANOVER. Deep red glow caused. Landed near MARTLESHAM HEATH. | |
| R 1287 | P/O. HEMMINGS.<br>SGT. HEAYSMAN.<br>SGT. COLE.<br>SGT. AXON.<br>SGT. SAUNDERS.<br>SGT. ANDERSON. | Do | 1922 | 0110 | Results of own bombs not seen. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| T 2964 | F/L. MORGAN.<br>SGT. GOODLEY.<br>SGT. GILMOUR.<br>SGT. SMITH.<br>SGT. HUTCHINSON.<br>SGT. ROBERTSON | Attack HANOVER. | 1940 | 0045 | Did not attack HANOVER owing to 10/10 cloud. Attacked junction of EMS-WESER and DORTMUND-EMS Canal TLGP 1735. Bombs burst along canal and incendiaries started fires. 2 white explosions seen. | Y 129 |
| T 2564 | P/O. McINTOSH.<br>P/O. SLATTER.<br>SGT. BUTLER.<br>SGT. CORDOCK.<br>SGT. MARSHAL.<br>SGT. BEATON. | Do | 1943 | 0035 | Bombs dropped on fire at Northern point of wood to East of town. Increase in size of fire. No other results. | |
| T 2973 | S/L. BATCHELOR.<br>SGT. GRAY.<br>SGT. MANSFIELD.<br>SGT. ROWE.<br>SGT. ECCLES.<br>SGT. BUNCE. | Do | 1946 | 0120 | Bombs dropped 300 yards South of target causing a red flash. | |
| T 2579 | F/L. SHORE.<br>SGT. TRUNDLE.<br>SGT. TOMKINS.<br>SGT. BEWS.<br>SGT. KELSALL.<br>SGT. GRIFFITHS. | Do | 1955 | 0103 | Bombed target, Bursts seen. No other results. | |
| T 2900 | SGT. STARK.<br>SGT. MURRAY.<br>SGT. NIGHTINGARL.<br>SGT. GIBB.<br>SGT. HURT.<br>SGT. JOHNSON. | Do | 1952 | | Forced landed at BREDING. | |
| L 7871 | F/O. LAWSON.<br>P/O. WALDRON.<br>SGT. HUDDLESTONE.<br>SGT. WATERS.<br>SGT. HESLOP.<br>SGT. ROUTLEDGE. | Do | 1949 | 0055 | Bombed target area. 2 out of 3 bombs seen to burst. | |
| T 2473 | SGT. HALL.<br>SGT. BROWN.<br>SGT. MANGER.<br>SGT. SMITH.W.L.<br>SGT. COLLINS.<br>SGT. HAMMOND. | Oil Storage at ROTTERDAM Z 3 (d) | 1930 | 2332 | 8/10 cloud over target. Bombed FDWS 5152. 3 bombs fell on bank of river close to building, Incendiaries started fires. | |

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SGT. SMITH.W.L.
SGT. COLLINS.
SGT. HAMMOND.

Wt. 44786/4814. 1000M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1800 hrs. 11/ 2 / 41 to ? hrs. 12 / 2 / 41 By 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 7871 | F/Lt. SHORE<br>Sgt. TRUNDLE<br>" TOMKINS<br>" BEWS<br>" KELLSALL<br>" GRIFFITHS | Attack FOCKE WOLFE Factory BREMEN | 1800 | ? | Fog at base, landed elsewhere. | Y 130 |
| 2744 | P/O SHARP<br>Sgt. HELYARD<br>P/O. RENDLE<br>Sgt. ANDERSON<br>P/O STRICKLAND<br>Sgt. PARRIS | do. | 1803 | ? | Landed at ALCONBURY | |
| 1287 | P/O HEMMINGS<br>" SLATTER<br>Sgt COLE<br>" AXON<br>" SANDERS<br>" TOYNTON | do. | 1806 | ? | Landed at WYTON | |
| 2964 | F/LT. MORGAN<br>Sgt. GOODLEY<br>" GILMOUR<br>" SMITH<br>" HUTCHINSON<br>" ROBERTSON | do. | 1809 | ? | Landed at BASSINGBOURNE | |
| 1225 | P/O. McINTOSH<br>W/C. ARNOLD<br>Sgt. BUTLER<br>" CORDOCK<br>" MARSHALL<br>" BEATON | Attack HANOVER | 1812 | ? | Landed at WYTON | |
| 2473 | Sgt. STARK<br>" MURRAY<br>" NIGHTINGALE<br>" GIBB<br>" CHANNING<br>" JOHNSON | do. | 1818 | ? | Fog at base, landed elsewhere. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 1267 | SGT. PEACH<br>SGT. GRANT<br>SGT. PETERS<br>SGT. PARRY<br>SGT. BARRATT<br>SGT. GRAHAM | Attack HANOVER | 1831 | ? | Landed at NEWMARKET | Y 130 |
| 2973 | S/L BATCHELOR<br>SGT. GRAY<br>SGT. MANSFIELD<br>SGT. ROWE<br>SGT. ECCLES<br>SGT. BUNCE | Attack FOCKE WOLFE Factory at BREMEN | 1824 | ? | Fog at base, landed elsewhere. | |
| 1288 | F/O LAWSON<br>P/O WALDRON<br>SGT. HUDDLESTONE<br>SGT. WATERS<br>SGT. HESLOP<br>SGT ROUTLEDGE | do. | 1827 | ? | Landed at NEWMARKET | |
| From 1830 hrs. 15/2/41 to 0005 hrs. 16/2/41. | | | | | | |
| T 2744 | P/O SHARP<br>SGT. HELYARD<br>P/O RENDLE<br>SGT ANDERSON<br>SGT. DAVIES<br>SGT. PARRIS | Attack STERKRADE HOLTEN Oil Refinery. | 1830 | ? | Landed at MILDENHALL | Y 131 |
| T 2973 | S/L BATCHELOR<br>SGT. GRAY<br>SGT. MANSFIELD<br>SGT. BLURTON<br>SGT. ECCLES<br>SGT. BUNCE | do. | 1833 | ? | Landed at MILDENHALL | |
| R 1288 | F/O LAWSON<br>P/O WALDRON<br>SGT. HUDDLESTONE<br>SGT. WATERS<br>SGT. HESLOP<br>SGT. ROUTLEDGE | do. | 1836 | 0005 | Primary not attacked, ground haze. Alternative at DUISBURG attacked. Bombs seen to burst in target area. | |

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Reference:- AIR 27 / 126

SGT. BOTTLENGE

Wt. 44786/4514 100M. 1/40. H.G.S. 51—9059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

From 1830hrs. 15 / 2 / 41 to 0005hrs. 16 / 2 / 41 By 9 Squadron No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | | | | | | |
| L 7871 | Sgt, MACKAY<br>SGT. FORD<br>SGT. MCRINER<br>SGT. HOUSE<br>SGT. BEVAN<br>SGT. AINSBURY | Attack<br>STERKRADE<br>HOLTEN<br>Oil REFINERY | 1839 | 2237 | Last Resort Target at HAMBORN attacked. Bombs dropped, and a good reddish fire seen for 80 mls. | Y 131 |
| T 2900 | SGT. STARK<br>SGT. MURRAY<br>SGT. NIGHTINGALE<br>SGT. GIBB<br>SGT. HUNT<br>SGT. JOHNSON | do. | 1842 | ? | Last Resort at DUISBURG attacked. Bombs dropped in Dock Area. | |
| R 1335 | F/Lt. SHORE<br>SGT. TRUNDLE<br>SGT. TOMKINS<br>SGT. BEWS<br>SGT. GRIFFITHS<br>SGT. PARKIN | do. | 1845 | 2338 | Last Resort at HOMBERG attacked, owing to S/L. dazzle, over Primary and Alternative target. Railway bombed. Bursts seen; one being a vivid green. | |
| T 2964 | F/Lt. MORGAN<br>SGT. GOODLEY<br>SGT. GILMOUR<br>SGT. SMITH<br>SGT. HUTCHINSON<br>SGT. ROBERTSON | do. | 1851 | 2315 | Bombed target area, and 4 fires started. | |
| R 1287 | P/O HEMMINGS<br>SGT. HEAYSMAN<br>P/O LUPTON<br>SGT. AXON<br>SGT. SANDERS<br>SGT. TOYNTON | do. | 1854 | ? | Last Resort at RHEINBURG attacked. Bomb bursts seen in target area followed by fires and explosions | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| T 2473 | P/O DAWSON<br>SGT. THOMSON<br>SGT. LUKE<br>SGT. STEVENSON<br>SGT. HOWE<br>SGT. GRIFFIN | Attack<br>STERKRADE<br>HOLTEN<br>Oil Refinery | 1857 | 2310 | Last Resort attacked between R. RHINE and DUISBURG Docks. Bombs seen to burst. | Y 131 |
| R 1225 | P/O McINTOSH<br>SGT. LEWIS<br>SGT. BUTLER<br>SGT. CORDOCK<br>SGT. MARSHALL<br>SGT. BEATON | do. | 1900 | ? | Landed at MILDENHALL | |
| T 2620 | S/L MASSE<br>P/O MOORE<br>SGT. BETTS<br>SGT. GRAHAM<br>SGT. CHANNING<br>SGT. JACOBS | do. | 1903 | 2353 | Last Resort at KREFELD attacked. Bombs seen to burst. | |
| From 1854 hours 21/2/41 to 0010 hrs. 22/2/41. | | | | | | |
| R 1225 | P/O. McINTOSH<br>SGT. LEWIS<br>SGT. BUTLER<br>SGT. CORDOCK<br>SGT. BEATON<br>SGT. MARSHALL | Attack<br>WILHELMSHAVEN | 1854 | 0045 | Bombs dropped in target area. Exact position not known owing to 8/10 cloud. Bombs seen to burst. | Y 132 |
| R 1287 | P/O HEMMINGS<br>SGT. HEAYSMAN<br>SGT. COLE<br>SGT. AXON<br>SGT. ANDERSON<br>SGT. SANDERS | do. | 1903 | 2310 | Primary nor Alternative attacked due to severe icing. DE KOOY aerodrome attacked. Bombs seen to burst, and 2 fires started which continued burning. | |
| T 2620 | P/O DAWSON<br>SGT. THOMPSON<br>SGT. LUKE<br>SGT. GRIFFIN<br>SGT. HENDERSON<br>SGT. HOWE | do | 1906 | 2355 | Bombed target area causing vivid white fire followed by red and yellow explosions. | |

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Reference:- AIR 27 / 126

Wt. 44786/M214. 150M. 2/40. H.G.S. 41—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

From 1854 hrs. 21 / 2 / 41 to 0110 hrs. 22 / 2 / 41 By 9 Squadron No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | | | | | | |
| L 7871 | Sgt. FAIRFAX<br>SGT. MITCHELL<br>SGT. SUTTON<br>SGT. HUMPHRIES<br>SGT. RICHARDS<br>SGT. ROGERS | Attack WILHELMSHAVEN | 1909 | 0110 | Could not find target, bombs brought back. | Y 132 |
| From 1821 hrs. 23/2/41 to 2240 hrs. 23/2/41 | | | | | | |
| R 1287 | F/Lt. SHORS<br>SGT. TRUNDLE<br>SGT. TOMKINS<br>SGT. GREEN<br>SGT. PARKIN<br>SGT. GRIFFITHS | Attack Docks and Shipping at BOULOGNE | 1821 | 2240 | Bombs dropped S. of Dock 4. | Y 133 |
| R 1175 | SGT. PEACH<br>SGT. GRANT<br>SGT. MINCHIN<br>SGT. PARRY<br>SGT. GRAHAM<br>SGT. BARRATT | do. | 1827 | 2137 | Bombs fell on Railway Sidings adjacent and S. of Dock 3. Explosions seen. | |
| N 2745 | SGT. MILLS<br>SGT. SHARP<br>SGT. SMITH<br>SGT. REID<br>SGT. MARSDEN<br>SGT. GOODENHAM | do. | 1830 | 2125 | Bombs fell between Docks 3 and 4. Burst seen on S. bank of No. 4 Dock. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| T 2564 | SGT. MACKAY<br>SGT. LEWIS<br>SGT. MORINER<br>SGT. HOUSE<br>SGT. AINSBURY<br>SGT. BEVAN | Attack Docks and SHIPPING at BOULOGNE | 1853 | 2200 | Bombs dropped immediately S. of Dock 4. Large fire with black smoke started. | Y 133 |
| T 2964 | SGT. STARK<br>SGT. MURRAY<br>SGT. NIGHTINGALE<br>[illegible]<br>SGT. GIBB<br>SGT. JOHNSON<br>SGT. HUNT | do. | 1859 | 2015 | Returned early. A/C U.S. Bombs jettisoned in sea. | |
| T 2973 | S/L BATCHELOR<br>SGT. GRAY.<br>SGT. MANSFIELD<br>SGT. BLURTON<br>SGT. BUNCE<br>SGT. ECCLES | do. | 1842 | 2108 | Bombs fell on dockside N.E. of No. 5 Dock. Bomb flashes seen, and fires already burning spread. | |
| T 2820 | P/O. SLATTER<br>SGT. FORD<br>P/O LUPTON<br>SGT. STEVENSON<br>SGT. CHANDLER<br>SGT. LITTLE | do. | 1848 | 2150 | Bombs dropped S. of Dock 4, but no results seen. | |
| T 2473 | SGT. DONNELLY<br>SGT. FEATFIELD<br>SGT. LENNARD<br>SGT. LANG<br>SGT. CHURCH<br>SGT. GREIG | do. | 1851 | 2145 | Bombed S.W. of Dock 4, but own results not seen among other fires. | |

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Wt. 44785/431A. 100M. 1/40. H.G.S. 51—8859

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1845 hrs. 26 / 2 / 41 to 0030 hrs. 27 / 2 / 41 By 9 Squadron No. of pages used for day

| Aircraft Type and No. WELLINGTON | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| L 7871 | SGT. FAIRFAX<br>SGT. MITCHELL<br>SGT. SUTTON T.W.<br>SGT. HUMPHRIES<br>SGT. SANDERS<br>SGT. CLARK | Attack KOLN "A" | 1845 | 2350 | Bombs seen to straddle Oil Tanks causing green and white fires. | Y 134 |
| R 1335 | F/Lt. SHORE<br>SGT. TRUNDLE<br>SGT. TOMKINS<br>SGT. BEWS<br>SGT. PARKIN<br>SGT. GRIFFITHS | do. | 1848 | 2345 | All bombs fell in fires covering target area. | |
| R 1267 | S/L. WASSE<br>P/O MOORE<br>SGT. BETTS<br>SGT. GRAHAM<br>SGT. JACOBS<br>P/O MOODY | do. | 1854 | 0015 | Bombs and incendiaries fell 2 mls. S.W. of target | |
| R 1288 | F/O LAWSON<br>SGT. BROWN<br>SGT. HUDDLESTONE<br>SGT. WATERS<br>SGT. ROUTLEDGE<br>SGT. HESLOP | do. | 1851 | 2359 | Bombs fell on target area, causing several red fires. | |
| T 2620 | SGT. DONNELLY<br>SGT. PEATFIELD<br>SGT. LENNARD<br>SGT. LANG<br>SGT. CHURCH<br>SGT. GREIG | do. | 1857 | 2310 | A/C hit when near S. of target. Nearest target at BONN attacked. Railway junction bombed, but bursts not seen. Landed at East Wretham on return | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| T 2473 | P/O SLATTER<br>SGT. FORD<br>P/O LUPTON<br>SGT. STEVENSON<br>SGT. PARRIS<br>SGT. LITTLE | Attack KOLN "A" | 1900 | 0005 | Bombs and incendiaries dropped 1 mile S. of target. Bursts seen, but no otherresults. | Y 134 |
| T 2900 | SGT. STARK<br>SGT. MURRAY<br>SGT. NIGHTINGALE<br>SGT. GIBB<br>SGT. JOHNSON<br>SGT. HUNT | do. | 1903 | 0030 | All bombs fell among incendiaries already on target. Bombs seen to burst causing much white smoke. | |
| R 2744 | P/O. SHARP<br>SGT. LEWIS<br>P/O. RENDLE<br>SGT. ANDERSON<br>SGT. CHANDLER<br>~~SGT.~~ P/O. STRICKLAND | do. | 1906 | 2325 | Bombs fell about ½ mile S.W. of target. Bursts seen which increased the fires. | |
| T 2745 | SGT. MILLS<br>SGT. SHARP<br>SGT. SMITH<br>SGT. REID<br>SGT. MARSDEN<br>SGT. GOODENHAM | do. | 1909 | 0022 | Bombs fell in largest fires already round target and bursts seen. | |
| T 2973 | P/O DAWSON<br>SGT. THOMSON<br>SGT. LUKE<br>SGT. GRIFFIN<br>SGT. HENDERSON<br>SGT. HOWE | do. | 1912 | 2359 | Bombs seen to burst on target area among existing fires. | |
| T 2964 | F/Lt. MORGAN<br>SGT. GOODLEY<br>SGT. GILMOUR<br>SGT. SMITH<br>SGT. ROBERTSON<br>SGT. DAVIES. | do | 1915 | 0010 | All bombs and incendiaries fell in target area. 3 bursts seen, and incendiaries started fires. | |

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

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

of (Unit or Formation) No. 9 Squadron.

| Place | Date 1941 | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 1/3 | 1930 | Nine aircraft took off for operations in accordance with No. 3 Group Operations Instruction form B.428 dated 1/3/41 (See appendix C67 and relevant form 541) | C.67 |
| | | 0245. | Eight aircraft returned safely. Wellington R.1288 (F/O. Lawson and crew) failed to return. This aircraft left for a bombing raid on COLOGNE. A signal was received from the aircraft that the operation had been completed at 0058 hrs. Nothing more was heard from the aircraft until he asked for a homing bearing at 0157 hrs. This was passed to the aircraft, but not acknowledged. Further homing bearings were passed but were not ackhowledged by the aircraft. It is presumed that the aircraft's W/T. receiver had failed and owing to low cloud and a strong wind which had backed considerably from the course of the flight, blew the aircraft off its course towards the mouth of the Humber, where the aircraft started circling above the clouds when on its estimated time of arrival at base. A search was made on the following morning by aircraft of the Coastal Command, but without result. | |
| | | | WEATHER: Surface wind: S.W'ly 10 mph. at first increasing after dawn to 20 mph. and temporarily in afternoon to 25-30 mph. Weather: fine at first becoming cloudy in afternoon. Slight shower in late afternoon. Slight rain at midnight. Cloud: small amounts at 2,000 ft. at first increasing to 6-8/10 at 2,500 ft. in afternoon. Low cloud clearing after 1900 GMT. but increasing again to 10/10 at 2,000 ft. by midnight. Visibility: good, 4 milesafter dusk. | |
| | 2/3 | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: S.W'ly 15-20 mph. decreasing after dark. Weather: almost continuous slight rain until 1000 hours. Then cloudy. Cloud: 8/10-10/10 at 600-1,000 ft. until 1000 hours. Then variable 3/10-8/10 at 2,500 feet. Visibility: 2-3 miles at first improving to 12 miles after 1000 hours. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 3/3 | 1910. | One aircraft took off for operations in accordance with No. 3 Group operations order form B.430 dated 3/3/41. (See appendix C 68 and relevant form 541) | C 68 |
| | | 2300. | Aircraft returned safely. | |
| | | | PERSONNEL: P/O. J.R.LONG and P/O. F.T.CLAYTON posted from No. 19 O.T.U. | F.31. |
| | | | WEATHER: Surface wind: S.W'ly 10-15 mph. Weather: fair to fine but cloudy at times after sunset, with occasional showers. Cloud: variable mainly small amounts at 2,500 feet during morning increasing after sunset and becoming 10/10 at 1,800 feet in showers. Visibility: 4-6 miles. | |
| | 4/3 | | Nothing of operational importance occurred. | |
| | | | WEATHER: Winds generally light, S.W'ly to N.W'ly, or calm. Little or no cloud (low) in forenoon and evening, otherwise 6/10-10/10, at 1,000-3,000 ft. Visibility gradually deteriorating from more than 12 miles at midday to less than 200 yards at midnight. During forenoon 2-6 miles, with ground fog at 0900 BST. | |
| | 5/3. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Wind 10-15 mph. WNW becoming westerly during forenoon. After midday light variable or S.W. Variable amounts of cloud, but mainly 7/10-10/10 at 2,000-4,000 ft. Visibility less than 200 yards improving gradually to 6-12 miles by 1900 BST, then deteriorating to 1-2 miles. | |
| | 6/3 | | Nothing of operational importance occurred. Bombing practice carried out. | |
| | | | WEATHER: Surface wind: S.W'ly 5 mph. becoming NNE'ly during afternoon. Weather: cloudy with rain commencing about 0500 GMT. and continuous for remainder of day. Cloud: cloud lowering from 4,000 feet to 1,000 feet by 0800 GMT. falling to 800 feet in heavier precipitation. Late in evening falling to 400 feet. Visibility: mainly 2,000-4,000 yards but 1,000 yards in heavier precipitation. | |

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

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

of (Unit or Formation) No. 9 Squadron.

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 7/3. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: NNE. 5-10 mph. during morning increasing to 10-15 mph. in afternoon. Weather: continuous light rain. Cloud: 10/10 at 300 - 600 feet. Visibility: 2,000 - 4,000 yards but 4 miles for a short period around midday. | |
| | 8/3. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: NE. during early morning but becoming E-SE 10-15 mph. Weather: continuous light rain until 0700 GMT. Then fair to cloudy for remainder of day. Cloud: 8/10-10/10 at 800-1500 ft. in rain. Variable amounts at 3,000 - 5,000 ft. Much medium and high cloud. Visibility: becoming 6 miles during morning but falling to 1,000 yards towards midnight. | |
| | 9/3 | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: NE'ly backing N'ly 5-10 mph. Weather: fog and mist during morning. Cloudy with rain commencing at 1400 GMT. and rain, sleet or snow for remainder of day. Cloud: Sky obscured during early morning. Then 10/10 at 400-800 feet above MSL. Visibility: less than 500 yards in early morning increasing to 1,000 yards by midday. Then 2,000 - 4,000 yards. | |
| | 10/3 | | Bombing and air firing practice carried out.<br>Nothing of operational importance occurred.<br>WEATHER: Surface wind: NE-E Light at first but 5-10 mph. later. Weather: cloudy with sleet and drizzle in early morning becoming fine by midday. Clouding over again after dusk. Cloud: 10/10 at 600 feet but small amounts at 2,000 feet by midday. Becoming 9/10 at 300-600 feet after dusk. Visibility: 1,000 yards in early morning becoming 4-6 miles by midday but falling to 1,000 yards after dusk. | 1 |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 11/3. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: N./'ly 10-20 mph. Weather: cloudy with intermittent drizzle after dusk. Cloud: 10/10 at 300-900 feet. Visibility: 2,000-4,000 yards. | |
| | 12/3. | 1915. | Ten aircraft took off for operations in accordance with No. 3 Group operations order form B.437 dated 12/3/41 (See appendix C.69 and relevant form 541) | C. 69 |
| | | 0500. | Nine aircraft returned. Wellington N.2744 (Sgt. Hall and crew) failed to return. This aircraft took off for a raid on BREMEN. Nothing was heard from the aircrafr imtil NAP was received at 2329 hours, which was just on its ETA at the target area. Thereafter nothing more was heard from the aircraft, although repeated attempts were made to call it on the Group frequency. Subsequent information received indicates that Sgts. Collins and Brown are prisoners of war, but the remainder of the crew lost their lives.<br>WEATHER: Surface wind: Easterly 10 mph. increasing to 15 - 20 mph. by noon. Weather: Cloudy at first, becoming fair in afternoon and fine in evening. Cloud: 10/10 at 400 to 800 feet. breaking and lifting after midday to 4/10 to 7/10 at 1,000 ft. and finally dispersing after 1800 hours. Visibility: 2,000 yards at first improving to 4,000 yards after dawn and to 4 to 6 miles after midday. | |
| | 13/3. | 2005. | One aircraft took off for operations in accordance with No. 3 Group operations order form B. 438 dated 13/3/41. (See appendix C.70 and relevant form 541) | C.70 |
| | | 2300. | Aircraft returned safely.<br>WEATHER: Surface wind: Easterly 15 mph. falling to 10 mph. after dusk. Weather: fine. Cloud: No low cloud, varying small amounts of high cloud about 2,000 feet. Visibility: 4 to 6 miles. | |
| | 14/3. | 1900. | Nine aircraft took off for operations in accordance with No. 3 Group operations order form B.439 dated 14/3/41. (See appendix C.71 and relevant form 541) | C. 71 |
| | | 0010. | All aircraft returned safely. | |

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| | | | | |
|---|---|---|---|---|
| | | 0010. | All aircraft returned safely. | |

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON | 14/3 (contd). | | WEATHER: Surface wind: Easterly 5 to 10 mph. Weather: fine. Cloud: No low cloud. Only varying amounts 3/10 to 5/10 very high cloud approx 20,000 feet. Visibility: 3 to 4 miles at first improving in afternoon to 12 miles. Falling after dark to 4 miles. | |
| | 15/3. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: Light easterly. Weather: fine at first, fog descending rapidly at 0500 BST. Fog cleraring at 1200 hours to become fine, but fog returning at 2000 BST. Visibility: 2 to 4 miles at first but 200 yards between 0500 and 1200 hours. 4 miles in afternoon falling to 100 yds. after 2000 hours. Cloud: In fine periods, 5/10 to 8/10 very high cloud approx. 20,000 feet. Otherwise cloud on surface in periods of fog. | |
| | 16/3 | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: Light NE'ly. Weather: Fog during morning, clearing before midday, but again forming in evening. Cloud: Sky obscured during morning, fog then dispersing; small amounts of high cloud during afternoon, but strato cloud forming on surface after 2100 BST. Visibility: 100 yards in fog, improving to 6 miles after midday, but deteriorating to less than 100 yards in evening. | |
| | 17/3. | 0030. | Eight aircraft carried out operations inm accordance with No. 3 Group operations order form B.441 dated 17/3/41 ( See appendix C.12 and relevant form 541). | C.12 |
| | | 0605. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: less than 15 mph. NE'ly becoming E'ly after 0900 GMT. Weather: thick fog till 0400 GMT. improving to 12 miles by 1000 GMT. Slight drizzle 0400-0900 GMT. Cloud: mainly 10/10 gradually rising from near surface to 1500-2000 ft. Vis: 150 yds. in fog, improving to 12 miles. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | 1941. | | | |
| HONINGTON. | 18/3. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: Light NE'ly becoming light SE'ly after midday. Weather: Fog from 0500-0800 BST, fine during rest of day. Cloud: Small amounts of Cumulus at 200 ft, during morning, dispersing quickly giving clear sky. Visibility: falling to 250 yards in fog, but soon improving to 4 miles. Rest of day visibility 2-4 miles generally. | |
| | 19/3. | 1905. | Eight aircraft carried out operations in accordance with No. 3 Group operations order form B.444 dated 19/3/41. (See appendix C 73 and relevant form 541) | C. 73 |
| | | 0040. | All aircraft returned safely.<br>WEATHER: Surface wind: Calm, or light easterly or north easterly. Cloud: Nil. Weather: fair or fine apart from fog. Fog from 0400-1000, above 6 miles from 1500 -1900, otherwise misty or hazy. | |
| | 20/3. | | Nothing of operational importance occurred,<br>WEATHER: Surface wind: Light variable mainly westerly. Weather: becoming fine after early morning fog. Cloud: 10/10 at 1,000 ft. after morning fog but lifting and breaking. No low cloud after 1400 GMT. Visibility: less than 1,000 yards at first becoming 4 miles by midday. Deteriorating gradually to become 700 yards by midnight. | |
| | 21/3. | | Nothing of operational importance occurred,<br>WEATHER: Surface wind: S.W'ly veering gradually to West 15-20 mph. Sharp veer to NNE at 1830 hrs. Wind becoming 5-10 mph. Cloud: small amounts of low cloud at first lowering from 5,000-1,200 ft. 10/10 in precipitation lifting after dusk to 3,500 ft. Weather: Fair becoming cloudy with intermittent light rain early in afternoon. Visibility: 2,000 - 4,000 yards during morning then 4 - 6 miles. | |

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R.A.F. Form 540

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# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) No. 9 Squadron.

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

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 22/3. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: S.W'ly 5 mph. around midday, but otherwise light variable. Weather: cloudy with continuous rain commencing at midday. Cloud: 10/10 at 3,000-4,000 ft. lowering gradually to become 300 to 600 feet by dusk. Visibility: 4 - 6 miles becoming 1 -2 miles in evening. | |
| | 23/3. | 1930. | Seven aircraft carried out operations in accordance with No. 3 Group operations order form B.447 dated 23/3/41 (See appendix C.74 and relevant form 541) | C.74 |
| | | 0530. | All aircraft returned safely.<br>WEATHER: Surface wind: N.E'ly 5-10 mph. becoming N.N.W'ly after midday. Weather: Continuous rain with a brief period of snow until 1000. Then cloudy with a few scattered showers around midday becoming fair towards dusk. Cloud: Mainly 10/10 at 300 feet lifting and breaking during morning and cloud dispersing almost completely in evening. Visibility: 1 - 2 miles improving gradually during day to 6 - 12 miles. | |
| | 24/3. | | Bombing practice carried out. Nothing of operational importance occurred.<br>WEATHER: Surface wind: Fair with rain spreading in from S.W. during afternoon and ceasing towards midnight. Cloud: little or none at first becoming 10/10 at 2,000 feet around midday. Cloud persisting and lowering gradually to become about 600 feet after dark. Visibility: 3 - 6 miles becoming 1 - 2 miles towards dusk. | |
| | 25/3. | | Nothing of operational importance occurred.<br>PERSONNEL: P/O. J.N.FISHER POSTED FROM ABINGDON.<br>WEATHER: Surface wind: S.W'ly 10 mph. becoming Westerly after dawn and backing to S.S.W'ly 2 mph. in late afternoon. Finally increasing again to 10 - 15 mph. towards midnight. Weather: mainly cloudy | P.32 |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 25/3. | (contd) | with rain spreading in from S.W. during evening. Cloud. 10/10 at 2,000 feet lowering after dark to about 600 feet. Visibility: 1 - 2 miles improving to 4 - 8 miles deteriorating towards dusk to 1 - 2 miles. | |
| | 26/3. | | Nothing of operational importance occurred. Bombing practice carried out.<br>WEATHER: Surface wind: Westerly 20-25 mph, moderating to 5 - 10 mph. after midday and becoming S.W'ly 2 mph. during afternoon. Weather: rain until just before dawn, becoming fair with a further period of rain around dusk, Cloud: mainly 8/10-10/10 at 1,000-2,000 feet. Cloud dispersing during evening. Visibility: 1-3 miles improving to 6-12 miles. | |
| | 27/3. | 1945. | Six aircraft too k off for operationa in accordance with No. 3 Group operations order form B.450 dated 27/3/41. (See appendix C.75 and relevant form 541) | C.75 |
| | | 0050. | Five aircraft returned safely. Wellington R.1335 (F/L. SHORE and crew) reported missing. A signal "NAP" was received from this aircraft at 2237 hours. This was approximtaely at an hour over his ETA in the target area. Eleven minutes later at 2248 hours a "S.O.S." was receivedon the HULL frequency, followed by the operating signal "I am forced to land" and the letters "G.N.". Information since received states that all the crew (with the exception of SGT. TOMKINS, of whom no mention is made) are prisoners of war in Germany, uninjured.<br>PERSONNEL: S/L. CRUICKSHANKS and P/O. N.S.DUNKERTON posted from No, 20 O.T.U., LOSSIEMOUTH.<br>WEATHER: Surface wind: W.S.W'ly 5-10 mph. backing to S.S.W. 10-15 mph. and becoming very light at dusk. Weather: fair with a very brief shower in the evening. Cloud: variable cloud up to 9/10 at 2,000-3,000 feet at times but periods with little or none. Visibility: 3-6 miles improving to 5-10 miles. | F.33 |
| | 28/3. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: Light N.W.'ly or calm veering to NE. 10-15 mph. during evening. Weather: fog till midday, then cloudy with slight mist. Cloud: sky obscured by fog then 5/10-7/10 around midday | |

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 28/3 (contd) | | becoming 10/10. Height generally 1,000 - 2,000 feet but 400 - 600 feet from 1700 - 2000 GMT. Visibility: gradually improving from 100 - 1,000 yards in fog during morning to 6 -, 12 miles. around midday becoming 2,000 - 4,000 yards after 1700 GMT. | |
| | 29/3. | | Nothing of operational importance occurred. WEATHER: Surface wind: N - NNE 15 - 20 mph. Lighter after dusk. Weather: Cloudy with occasional drizzle and sleet. Cloud: mainly 9/10 to 10/10 at 1,000 ft. falling to 600 Feet in precipitation. Lifting and breaking after dusk. Visibility: 2,000 yards early morning but 4 - 6 miles during day. | |
| | 30/3. | 1958. | One aircraft carried out operations in accordance with No. 3 Group operationsorder form B. 453 dated 30/3/41 (See appendix C.76 and relevant form 541) | C.76 |
| | | 2258. | Aircraft returned safely. WEATHER: Surface wind: mainly N'ly or NNE'ly less than 12 mph. becoming calm after 2200 GMT. Weather: fair. Cloud: variable amounts becoming 8/10-9/10 in early afternoon and nil after 2100 GMT. Height of base mainly 2-3,000 feet. Visibility: 4 - 6 miles improving to more than 12 miles around dawn, and more than 20 miles at times. Deteriorating to 4 - 6 miles after 2200 GMT. | |
| | 31/3. | 1930. | Eleven aircraft carried out operations inaccordance with No. 3 Group operations order form B.454 dated 31/3/41 (See appendix C.77 and relevant form 541) | C.77 |
| | | 0135. | All aircraft returned safely. WEATHER: Surface wind: ESE to SE 15 - 25 mph. but lighter earjy. Weather: cloudy. Cloud: much medium and high cloud. Some low cloud developing around kidday but soon dispersing. Visibility: 4,000 yards at first increasing to 12 miles by midday. | |

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Wt. 44736/4374. 200M. 1/40. H.G.S. 51—5059

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

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1930 hrs. 1/3/41 to 0245 hrs. 2/3/41 By 9 Squadron No. of pages used for day .....

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | | | | | | |
| T 2973 | S/L BATCHELOR<br>Sgt. GRAY<br>" MANSFIELD<br>" BLURTON<br>" BUNCE<br>" ECCLES | Attack KOLN | 1930 | 0010 | Bombs dropped N. of target. Incendiaries and H.E. s produced bright red smoke. | Y 135 |
| T 2964 | F/Lt. MORGAN<br>Sgt. GOODLEY<br>" GILMOUR<br>" SMITH<br>" ROBERTSON<br>" DAVIES | do | 1933 | 0050 | Bombs and incendiaries seen to burst 300 yds S.E. of target. | |
| R 1341 | P/O HEMMINGS<br>Sgt. HENDERSON<br>" COLE<br>" AXON<br>" TOYNTON<br>" SANDERS | do. | 1936 | 0025 | Bombs dropped ½ mile N. of target. Ten minutes later a red fire growing in intensity seen in a long building | |
| L 7871 | Sgt. FAIRFAX<br>" MITCHELL<br>" SUTTON<br>" HUMPHRLYS<br>" RICHARDS<br>" ROGERS | do | 1939 | 0040 | Bombs and incendiaries dropped between 200 and 400 yds. E. of target. Many fires and explosions seen. | |
| R 1984 | P/O DAWSON<br>Sgt. THOMSON<br>" LUKE<br>" GRIFFIN<br>" HENDERSON<br>" HOWE | do. | 1940 | 0015 | Incendiaries dropped on target. H.E. s slightly short. 3 or 4 fires started. | |
| R 1995 | P/O McINTOSH<br>Sgt. LEWIS<br>" HOPSON<br>" CORDOCK<br>" BEATON<br>" MARSHALL | do. | 1945 | 2359 | Bombs fell immediately S. of marshalling yard slightly N. of target. Incendiaries started fires in buildings. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| T 2473 | S/L WASSE<br>P/O MOORE<br>Sgt. BETTS<br>" GRAHAM<br>" JACOBS<br>" CLARKE | Attack KOLN | 1949 | 0035 | Bombs and incendiaries seen to burst in target area | Y 135 |
| T 2745 | Sgt. MILLS<br>" SHARP<br>" SMITH<br>" REID<br>" MARSDEN<br>" GOODERHAM | do | 2140 | 0344 | Bombs dropped 300 yds. N. of target and seen to burst | |
| R 1335 | F/Lt. SHORE<br>Sgt. TRUNDLE<br>" TOMKINS<br>" BEWS<br>" PARKIN<br>" GRIFFITHS | do. | 2145 | 0128 | Primary not attacked. Port engine trouble. A/c reached Dutch Islands 8/10 cloud. Nor target found after an hour's search. Bombs jettisoned. | |
| R 1288 | F/O LAWSON<br>Sgt. MURRAY<br>" HUDDLESTONE<br>" WATERS<br>" ROUTLEDGE<br>" HESLOP | do. | 2215 | - | Failed to return to base. | |
| From 1910 hours 3/3/41 to 2257 hours 3/3/41. | | | | | | |
| T 2473 | Sgt. HALL<br>" BROWN J.<br>MANGER<br>SMITH W.L.<br>HALLOND<br>COLLINS | Attack (Docks and Shipping at BOULOGNE | 1910 | 2257 | Bombs dropped on Dock 4, and immediately W. of it | Y 136 |

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Reference:- AIR 27 / 126

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

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

From 1915 hrs. 12 / 3 / 41 to 0455 hrs. 13 / 3 / 41 By 9 Squadron No. of pages used for day .....

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON R 1335 | S/L WASSE<br>P/O MOORE<br>Sgt. BETTS<br>" GRAHAM<br>" JACOBS<br>" CHANNING | Attack BERLIN | 1915 | 0455 | Bombs jettisoned 40 mls. E.S.E. of BERLIN, from above clouds. Bursts not seen. | Y 137 |
| L 7871 | Sgt. FAIRFAX<br>" MITCHELL<br>" SUTTON T.W.<br>" HUMPHREY<br>" RICHARDS<br>" HOWARTH | do. | 1918 | 0312 | S/l. dazzle at last moment prevented any observ ations to be made, but bombs believed to have dropped within ½ mile of target. | |
| T 2973 | S/L BATCHELOR<br>Sgt. GRAY<br>" MANSFIELD<br>" BLURTON<br>" BUNCE<br>" ECCLES | do. | 1921 | 0300 | Incendiaries and H.E.s dropped between target and TIERGARTEN. | |
| R 1267 | Sgt. NELSON<br>" GREEN<br>P/O. BATZOFIN<br>Sgt. HARDING<br>" GLOVER<br>" HAYWOOD | Attack Docks and Shipping at BOULOGNE | 1924 | 2322 | Bombs and incendiaries dropped between docks 4 and 6. H.E.s not seen to burst. | |
| 3286 | P/O SLATTER<br>Sgt. FORD<br>P/O LUPTON<br>Sgt. STEVENSON<br>" CHANDLER<br>" LITTLE | Attack FOCKE WOLFE Factory BREMEN | 1930 | 2150 | Returned early. Engine trouble. Bombs jettisoned 50 mls. out at sea. | |
| 1341 | Sgt. DONNELLY<br>" PEATFIELD<br>" LENNARD<br>" LANG<br>" CHURCH<br>" GREIG | do. | 1933 | 0110 | Bombs dropped on target. Bursts not seen, but small fires started. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| T 2744 | Sgt. HALL<br>" BROWN<br>" MANGER<br>" SMITH<br>" HAMMOND<br>" COLLINS | Attack FOCKE WOLFE Works at BREMEN | 1936 | - | Failed to return to base. | Y 137 |
| T 2900 | Sgt. STARK<br>" BAKER<br>" NIGHTINGALE<br>" GILBEY<br>" SUMMERS<br>" HUNT | do | 1939 | 0105 | Target bombed. First burst on tarmac, remainder of bombs fell on works. Bursts followed by green flashes. | |
| R 1225 | P/O McINTOSH<br>Sgt. LEWIS<br>" COPSON<br>" CORDOCK<br>" BEATON<br>" MARSHALL | do | 1942 | 0055 | Bombs dropped across N. corner of target, among buildings smaller than hangars. Bursts seen. | |
| T 2964 | F/Lt. MORGAN<br>Sgt. ANDERSON<br>" GILMOUR<br>" KEENS<br>" ROBERTSON<br>" DAVIES | do. | 1945 | 0240 | Primary not attacked. Bombs dropped on HAMBURG. Bursts seen, and fires started. | |
| From 1950 hours 13/3/41 to 2300 hours 14/3/41. | | | | | | |
| R 1267 | Sgt. NELSON<br>" GREEN<br>P/O. BATZOFIN<br>Sgt. HARDING<br>" GLOVER<br>" HAYWOOD | Attack OIL Storage at ROTTERDAM | 1950 | 2300 | H.E.s burst in target area. Incendiaries fell just short, and a few small fires started. | Y 138 |

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

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

From 1915 14 3 41 0004 15 3 41 By 9 Squadron No. of pages used for day.....

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON T 2579 | S/L WASSE<br>P/O MOORE<br>Sgt. SUTTON<br>" GRAHAM<br>" JACOBS<br>" CHANNING | Attack GELSENKIRCHEN (GC 1509) | 1915 | 2317 | Bombed factory in target area, possibly Coke oven. Bombs seen to burst in centre of smoke. | Y 139 |
| R. 1267 | F/L SHORE<br>P/O LONG<br>Sgt. TOMKINS<br>" BEWS<br>" PARKIN<br>P/O MOODY | do | 1918 | 2326 | Unable to find Primary or Alternative. Bombed DUISBERG docks. | |
| R 1284 | Sgt. FAIRFAX<br>" MITCHELL<br>" SUTTON<br>" HUMPHREY<br>" LEE<br>" HOWORTH | do | 1921 | 0004 | Bombs fell on target area, and bursts seen. | |
| R 1175 | Sgt. DONNELLY<br>" PRATFIELD<br>" LENNARD<br>" LANG<br>" CHURCH<br>" GREIG | do. | 1924 | 2118 | Returned early. Wireless U/S . All bombs jettisoned. | |
| R 2287 | P/O SLATTER<br>Sgt. FORD<br>P/O LUPTON<br>Sgt. STEVENSON<br>" CHANDLER<br>" LITTLE | do. | 1927 | 0010 | Bombs believed to have fallen 2 mls. N.E. of target, but not seen to burst. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| T 2900 | Sgt. STARK<br>" BAKER<br>" NIGHTINGALE<br>" GIBB<br>" JOHNSON<br>" HUNT | Attack GELSENKIRCHEN (GQ 1509) | 1930 | 2310 | Primary nor Alternative attacked. Bombs dropped in HAMBORN area. No bursts seen owing to evasive action. | Y 139 |
| T 2973 | S/L BATCHELOR<br>Sgt. GRAY<br>" MANSFIELD<br>" BLURTON<br>" BUNCE<br>" ECCLES | do | 1933 | 2333 | Bombs seen to burst in vicinity of S. end of target. Green explosions seen. | |
| T 2964 | F/Lt. MORGAN<br>Sgt. ANDERSON<br>" GILMOUR<br>" ROBERTSON<br>" PARRIS<br>" DAVIES | do. | 1936 | 2330 | Primary nor Alternative attacked. Bombs dropped on HAGEN. Bursts seen, and large orange fire started. | |
| R 1225 | P/O McINTOSH<br>Sgt. LEWIS<br>" COPSON<br>" CORDOCK<br>" BEATON<br>" MARSHALL | do. | 1939 | 2339 | Alternative target at ESSEN attacked. Bursts of bombs seen on N.W. area of target. | |
| From 0030 hrs 18/3/41 to 0609 hrs. 18/3/41. | | | | | | |
| R 1513 | S/L WASSE<br>P/O MOORE.<br>SGT. SUTTON.<br>SGT. GRAHAM.<br>SGT. JACOBS.<br>P/O. BAX. | Attack BREMEN (GR 3586) | 0030 | 0600 | Incendiaries started one red and yellow fire and one whitish yellow fire. All bombs in target area and bursts seen. | Y 140 |
| T 2973 | S/L. BATCHELOR.<br>SGT. GRAY.<br>SGT. MANSFIELD.<br>SGT. BLURTON.<br>SGT. BUNCE.<br>SGT. ECCLES. | Do | 0033 | 0550 | Incendiaries on edge of docks South of river, seen to hit target. | |

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| | | | | | | |
|---|---|---|---|---|---|---|
| | SGT. MANSFIELD.<br>SGT. BLURTON.<br>SGT. BUNCH.<br>SGT. ECCLES. | | | | | |

Wt. 28780/4974. 20000M. 2/40. H.G.B. 51—5069

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

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 0030 hrs. 18/3/41 to 0609 hrs. 18/3/41 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<br>R 1341 | P/O SLATTER<br>SGT. FORD.<br>P/O. LUPTON.<br>SGT. STEVENSON.<br>SGT. CHANDLER.<br>SGT LITTLE. | Attack<br>BREMEN<br>(GR 3586) | 0036 | C | Landed at EAST WRETHAM | Y 140 |
| T 2579 | SGT. DONNELLY.<br>SGT. PEATFIELD.<br>SGT. LENNARD.<br>SGT. LANG.<br>SGT. CHURCH.<br>SGT. GREIG. | Do | 0041 | 0605 | Own bombs burst across NW end of target. | |
| R 1335 | F/L. SHORE.<br>SGT. TRUNDLE.<br>SGT. TOMKINS.<br>SGT. BEWS.<br>SGT. PARKIN.<br>SGT. BALCH. | Do | 0044 | 0545 | Own bombs 200 yards N of target. Seen to burst After leaving target, fires could be seen breaking out, 3 large red glowing masses. | |
| T 2964 | F/L. MORGAN.<br>SGT. GOODLEY.<br>SGT. GILMOUR.<br>SGT. SMITH.P.W.<br>SGT. ROBERTSON.<br>SGT. DAVIES. | Do | 0047 | 0600 | All bombs seen to burst on S edge of target. | |
| R 1225 | P/O. McINTOSH.<br>SGT. LEWIS.<br>SGT. COPSON.<br>SGT. CORDOCK.<br>SGT. BEATON.<br>SGT. MARSHALL. | Do | 0050 | 0548 | Own bombs seen to explode across centre of target. Fires started within 3/4 minutes which became a red glow seen 15 minutes later. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| T 2745 | SGT. FAIRFAX.<br>SGT. MITCHELL.<br>SGT. SUTTON. T.W.<br>SGT. HUMPHREY.<br>SGT. RICHARDS.<br>SGT. BARRATT. | Attack BREMEN (GR 3586) | 0053 | 0609 | Attacked W to E. Bombs seen to burst across target. What appeared to be factory received a direct hit and burned fiercely. Building West of target on W bank of river seen ablaze. | Y 140 |
| From 1910 hrs 19/3/41 to 0040 hrs 20/3/41. | | | | | | |
| R 1513 | S/L. WASSE.<br>P/O. MOORE.<br>SGT. BETTS.<br>SGT. GRAHAM.<br>SGT. JACOBS.<br>SGT. CHANNING. | Attack KOLN 'B' | 1910 | 2344 | Bombs and incendiaries on S edge of target. Bombs seen to burst and 3 red fires started, one of which increased when leaving target. | Y 141 |
| T 2900 | SGT. STARK.<br>SGT. BAKER.<br>SGT. NIGHTINGARL.<br>SGT. GIBB.<br>SGT. JOHNSON.<br>SGT. HURT. | Do | 1913 | 0040 | Bombed KOLN 'A', bombs not seen to burst, but incendiaries seen. No other results. | |
| T 2973 | S/L. BATCHELOR.<br>SGT. GRAY.<br>SGT. MANSFIELD.<br>SGT. BLURTON.<br>SGT. BUNCE.<br>SGT. ECCLES. | Do | 1916 | 0003 | Bombs in target area. Bursts not seen. Incendiaries started fires. | |
| T 2964 | F/L. MORGAN.<br>SGT. ANDERSON.<br>SGT. GILMOUR.<br>SGT. SMITH.<br>SGT. ROBERTSON.<br>SGT. DAVIES. | Do | 1919 | 0001 | Bombs slightly W of target between target and river. Seen to burst. Incendiaries started fires which flared up when leaving. | |
| R 1284 | P/O. DAWSON.<br>SGT. THOMPSON.<br>SGT. LUKE.<br>SGT. GRIFFIN.<br>SGT. HENDERSON.<br>SGT. HOWE. | Do | 1921 | 2355 | Own bombs on target. Incendiaries dropped in fires, not seen to burst, but 2 terrific explosions seen in area later. | |
| T 2745 | P/O. SLATTER.<br>SGT. FORD.<br>SGT. SUTTON.<br>SGT. STEVENSON.<br>SGT. CHANDLER.<br>SGT. LITTLE. | Do | 1924 | 2345 | Own bombs bursts seen, incendiaries caused large fire lighting up a square block of buildings. | |

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| | | | | | | |
|---|---|---|---|---|---|---|
| | SGT. SUTTON.<br>SGT. STEVENSON.<br>SGT. CHANDLER.<br>SGT. LITTLE. | | | | buildings. | |

Wt. 44785/4814. 1000. 1/40. H.G.S. 51—8059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1910 hrs. 19/3/41 to 0040 hrs. 20/3/41 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<br>L 7871 | SGT. FAIRFAX.<br>SGT. MITCHELL.<br>SGT. SUTTON. T.W.<br>SGT. HUMPHREY.<br>SGT. LEE.<br>SGT. HOWARTH. | Attack KOLN 'B' | 1927 | 0016 | Bombed target, bursts seen, No other results. | Y 141. |
| R 1341 | P/O. SHARP.<br>SGT. LEWIS.<br>P/O. RENDLE.<br>SGT. ANDERSON.<br>SGT. PARRIS.<br>P/O. STRICKLAND. | Do | 1930 | 0010 | All bombs in target area and bursts seen. | |
| From 1930 hrs 23/3/41 to 0435 hrs 24/3/41. | | | | | | |
| R 1513 | S/L. WASSE.<br>P/O. MOORE.<br>SGT. BETTS.<br>SGT. GRAHAM.<br>SGT. JACOBS.<br>SGT. CHANNING. | Attack BERLIN. | 1930 | ? | Bombed target area. Landed at FELTWELL. | Y 142 |
| T 2900 | SGT. STARK.<br>SGT. BAKER.<br>SGT. NIGHTINGARL.<br>SGT. GIBB.<br>SGT. JOHNSON.<br>SGT. HURT. | Do | 1933 | 0258 | Primary not attacked owing to engine failure. 360x4 incendiaries and 1x500lb bomb dropped NE HANNOVER. 6x250lb bombs jettisoned. | |
| T 2964 | F/L. MORGAN.<br>SGT. ANDERSON.<br>SGT. McRINER.<br>SGT. SMITH.<br>SGT. ROBERTSON.<br>SGT. DAVIES. | Do | 1936 | 0345 | Approached from SE - ODER-SPREE Canal. Bombed W of FURSTENWALDE, produced fire seen 30 miles away. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| T 2973 | P/O. HEELINGS.<br>SGT. GOODLEY.<br>SGT. COLE.<br>SGT. AXON.<br>SGT. TOYNTON.<br>SGT. CLARKE. | Attack BERLIN | 1939 | 0315 | Bombed a fire in centre of flak area. Bursts seen and incendiaries burning. | Y 142 |
| R 1225 | P/O. DAWSON.<br>SGT. THOMPSON.<br>SGT. LUKE.<br>SGT. GRIFFIN.<br>SGT. HENDERSON.<br>SGT. HOWE. | No | 1942 | 0336 | Bombed 2 mls SW of fire in outskirts of town. Bursts seen but no fires from incendiaries. | |
| R 1335 | SGT. MILLS.<br>SGT. SHARP.<br>SGT. SMITH.<br>SGT. REID.<br>SGT. MARSDEN.<br>SGT. GOODERHAM. | No | 1945 | 0435 | Bombs dropped through 9/10 cloud, not seen to burst. | |
| L 7871 | SGT. FAIRFAX.<br>SGT. LEWIS.<br>SGT. SUTTON. T.W.<br>SGT. HUMPHREY.<br>SGT. RICHARDS.<br>SGT. HOWARTH. | No | 1948 | 0415 | Own bombs 2/3 mls NE of aiming point. Seen to burst but no other results. | |
| R.1341 | P/O. SHARP.<br>P/O. LONG.<br>P/O. RENDLE.<br>SGT. ANDERSON.<br>SGT. PARRIS.<br>P/O. STRICKLAND. | No | 1951 | 0325 | Bombs dropped, believed E part of BERLIN. No other results observed. | |
| From 1948 hrs 27/3/41 to 0045 hrs 28/3/41. | | | | | | |
| 1335 | F/L. SHORE.<br>P/O. LONG.<br>SGT. TOMKINS.<br>SGT. BEWS.<br>SGT. GRIFFITHS.N.<br>SGT. PARKIN. | Attack KOLN 'A' | 1943 | ? | Failed to return. | Y 143 |

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Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1943 hrs. 27 / 3 / 41 to 0045 hrs. 28 / 3 / 41 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. 7871 | SGT. STARK.<br>SGT. BAKER.<br>SGT. NIGHTINGALL.<br>SGT. GIBB.<br>SGT. HURT.<br>SGT. KENNY. | Attack KOLN 'A' | 1946 | 0030 | Own bombs in target area, seen to burst. | Y 143 |
| 1267 | SGT. NELSON.<br>SGT. GREEN.<br>P/O. BATZOFIN.<br>SGT. HARDING.<br>SGT. HAYWOOD.<br>SGT. GLOVER. | Do | 1949 | | Returned early owing to W/T failure. | |
| 3286 | P/O. SLATTER.<br>SGT. FORDE.<br>P/O. LUPTON.<br>SGT. STEVENSON.<br>SGT. LITTLE.<br>SGT. CHANDLER. | Do | 1952 | 0045 | Could not find primary owing to haze, Attacked DUSSELDORF. Bombs on Eastern outskirts, seen to burst followed by flashes covering an area of 1 Square mile. | |
| 1341 | P/O. HEMMINGS.<br>W/C. ARNOLD.<br>SGT. COPSON.<br>SGT. AXON.<br>SGT. CLARKE.<br>SGT. TOYNTON. | Do | 1955 | 0035 | Bombed target area. Seen to burst followed by red explosions. | |
| 1284 | P/O. DAWSON.<br>SGT. THOMSON.<br>SGT. LUKE.<br>SGT. GRIFFIN.<br>P/O. MOODY.<br>SGT. ANDERSON. | Do | 1958 | 0010 | Bombed target area through gap in cloud. Flashes of bombs seen. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| From 1955 hrs 30/3/41 to 2258 hrs 30/3/41. | | | | | | |
| WELLINGTON 1284 | SGT. HEAYSMAN.<br>SGT. WHITLOCK.<br>SGT. MAVOR.<br>SGT. LANCASTER.<br>SGT. HANLON.<br>SGT. PASSMORE. | Attack Docks and Shipping at CALAIS. | 1955. | 2258 | Bombs dropped at estimated point to hit Dock 6. | Y 144 |
| From 1930 hrs 30/3/41 to 0150 hrs 1/4/41. | | | | | | |
| 1513 | S/L. WASSE.<br>SGT. DAMMAN.<br>SGT. SUTTON.<br>SGT. GRAHAM.<br>SGT. JACOBS.<br>SGT. CHANNING. | Attack EMDEN | 1930 | 0015 | Bombs burst on target. Incendiaries started about 6 large fires. Reddish white explosion presumed from 4000lb bomb SE of target. | Y 145 |
| 2964 | F/L. MORGAN.<br>SGT. ANDERSON.<br>SGT. McRINER.<br>SGT. SMITH.<br>SGT. LANGTRY.<br>SGT. DAVIES. | Do | 1933 | 0007 | Bombs believed dropped on N outskirts of town. Incendiaries seen to burst and start fires seen 25 miles away. | |
| 2900 | SGT. STARK.<br>SGT. BAKER.<br>SGT. NIGHTINGARL.<br>SGT. GIBB.<br>SGT. JOHNSON.<br>SGT. HURT. | Attack BREMEN. | 1936 | 0046 | Bombed fires believed Southern outskirts of town, | |
| 1267 | SGT. NELSON.<br>SGT. GREEN.<br>P/O. BATZOFIN.<br>SGT. HARDING.<br>SGT. WELLS.<br>SGT. HAYWOOD. | Do | 1939 | 0035 | Primary not located owing to 9/10 cloud and Haze. Attacked S/Ls at DELMENHORST Aerodrome. Bombs seen to burst on W edge of aerodrome. | |
| 1455 | SGT. FAIRFAX.<br>SGT. TRUNDLE.<br>SGT. SUTTON.<br>SGT. HUMPHREY.<br>SGT. RICHARDS.<br>SGT. HOWARTH. | Do | 1942 | 0105 | Bombs in target area and seen to burst. | |

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Wt. [illegible] 1/40. H.G.S. 51—6059

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

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1930 hrs. 30 / 3 / 41 to 0150 hrs. 1 / 4 / 41 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 2473 | SGT. MILLS.<br>SGT. SHARP.<br>SGT. SMITH.<br>SGT. REID.<br>SGT. LEE.<br>SGT. GOODERHAM. | Attack BREMEN. | 1945 | 0150 | Bombs dropped on estimated position of target. No results seen. | Y 145 |
| 1225 | P/O. DAWSON.<br>SGT. THOMSON.<br>SGT. LUKE.<br>SGT. GRIFFIN.<br>SGT. HENDERSON.<br>SGT. HOWE. | Do | 1948 | 0135 | Bombs dropped on fire seen on arrival, Too cloudy to observe results. | |
| 2973 | S/L. BATCHELOR.<br>SGT. GRAY.<br>SGT. MANSFIELD.<br>SGT. BLURTON.<br>SGT. KENNY.<br>SGT. LOVE. | Do | 1951 | 0100 | Bombs dropped at estimated targetarea, Not seen to burst. | |
| 1341 | P/O. HEMMINGS.<br>SGT. GOODLEY.<br>SGT. COLE.<br>SGT. AXON.<br>SGT. TOYNTON.<br>SGT. CLARKE. | Do | 1954 | 0115 | Did not attack primary owing to cloud and ground haze. Attacked EMDEN. Bombed East of target and bombs seen to burst. | |
| 1499 | P/O. SLATTER.<br>SGT. FORD.<br>P/O. LUPTON.<br>SGT. STEVENSON.<br>SGT. CHANDLER.<br>SGT. LITTLE. | Do | 1957 | 0120 | Did not attack primary owing 10/10 cloud. Attacked BREMERHAVEN. Exact position not known but bombs seen to burst. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 5455 | P/O. SHARP.<br>P/O. FISHER.<br>P/O. RENDLE.<br>SGT. ANDERSON.<br>SGT. PARRIS.<br>P/O. STRICKLAND. | Attack EMDEN. | ? | 0020 | Bombs dropped a few hundred yards E of aiming point throwing out large columns of white smoke. | Y 145 |

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 1/4 | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: East-South-Easterly 15 - 20 mph. Gusty. Weather: Cloudy with rain commencing at 1700 hours. Cloud: No low cloud at first becoming 7/10-9/10 at 2,000 - 3,000 feet but 10/10 at 800 feet in rain later. Visibility: 4 - 6 miles falling to 4,000 yards in precipitation. | |
| | 2/4 | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: ESE'ly 1- - 15 mph. Weather: cloudy with intermittent light rain from 1000 hours onwards. Cloud: 8/10-10/10 at 800 - 1,200 feet. Visibility: 4 - 6 miles falling to 4,000 yards in heavier precipitation. | |
| | 3/4. | | Nothing of operational importance occurred.<br>PERSONNEL: P/O. G.C.HEMMINGS posted to No. 3 Group Training Flight, STRADISHALL.<br>WEATHER: Surface wind: S.S.E'ly 10-15 mph. veering to S.S.W'ly 10 mph. and becominglight after dark. WEATHER: fair apart from a period of rain during morning. Cloud: 5/10-9/10 at 1,000-2,000 feet with cloud dispersing in late evening. Visibility: 2-5 miles improving to 5-10 miles. | F.34 |
| | 4/4. | 1835. | Ten aircraft carried out operations in accordance with No. 3 Group operations order form B.458 dated 4/4/41.(See appendix C.18 and relevant form 541). | C.18 |
| | | 0145. | All aircraft returned safely.<br>PERSONNEL: S/Ldr. K.M.M.WASSE posted to No. 20 O.T.U., LOSSIEMOUTH.<br>WEATHER: Surface wind: S.S.W. 5 mph. increasing to S.W'ly 10-15 mph. in morning and becoming very light in evening. Weather: Fair. Cloud: mainly 8/10-10/10 at about 2,000 feet - base rising somewhat during evening. Visibility: 5-10 miles. | F.34 |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 5/4. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light westerly becoming N.N.E. 10 mph. in afternoon. Weather: fair at first becoming cloudy in afternoon with slight drizzle at midnight. Cloud: Only small amounts until 0400 BST, then 7/10 to 9/10 at 4,000 feet lowering to 2,000 feet by midday and becoming 10/10 at 1,000 to 1,500 feet during afternoon and evening. Visibility: 2,000 to 4,000 yards improving to 4 to 6 miles in afternoon and evening. | |
| | 6/4. | 1945. | Seven aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B. 460 dated 6/4/41 (See appendix C.79 and relevant form 541) | C.79 |
| | | 0250. | All aircraft returned safely.<br>PERSONNEL: P/O. J.E.ROBINSON and P/O. A.G.SMITH posted from No. 11 O.T.U., BASSINGBOURN.<br>WEATHER: Surface wind: N.N.E. 15 to 20 mph. falling 10 to 15 towards 2400. Weather: Cloudy. Cloud: 8/10 to 10/10 at 2,500 feet. Visibility: 12 miles. | F.35 |
| | 7/4. | 2025. | Nine aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B. 461 dated 7/4/41 (See appendix C.80 and relevant form 541) | C.80 |
| | | 0505. | All aircraft returned safely.<br>WEATHER: Surface wind: N.N.E. 10 to 20 mph. Weather: Fine early becoming cloudy. Cloud: Nil to 5/10 to 0400 then 9/10 to 10/10 at 2,500 ft. Visibility: 12 to 20 miles. | |
| | 8/4. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: N.N.E. 5 to 10 mph. Weather: fair becoming cloudy in afternoon. Cloud: mainly 4/10 to 6/10 during morning, becoming 7/10 to 9/10 in afternoon and evening. Height 2500 to 3500 ft. Visibility: 12 to 20 miles. | |
| | 9/4. | 2000. | Ten aircraft took off for operations in accordance with Headquarters No. 3 Group operations order form B. 463 dated 9/4/41 (See appendix C.81 and relevant form 541) | C.81 |

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| | | | | |
|---|---|---|---|---|
| | 9/4. | 2000. | Ten aircraft took off for operations in accordance with Headquarters No. 3 Group operations order form B. 463 dated 9/4/41 (See appendix C 81 and relevant form 541) | C 81 |

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

| Place | Date 1941 | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 9/4 (contd) | 0425. | Nine aircraft returned safely. Wellington T.2473 (P/O. SHARP and crew) failed to returned. This aircraft took off to attack a target in BERLIN, but from then onwards nothing was heard from the aircraft. Information received later from International Red Cross states that all the crew were killed.<br>WEATHER: Surface wind: N.N.E. to N.E. light at first, becoming 10 to 15 mph. Weather: cloudy in morning becoming fair in afternoon. Cloud: 10/10 at 2,000 to 2,500 feet in morning becoming 4/10 to 7/10 broken cloud at 3,000 to 3,500 feet. Visibility: 12 to 20 miles. | |
| | 10/4. | | PERSONNEL: W/Cdr. KIRKPATRICK attached from Headquarters, No. 3 Group.<br>Nothing of operational importance occurred.<br>WEATHER: Surface wind: N.N.E. 5 to 10 mph. light westerly after 1800. Weather: fine early, becoming cloudy. Slight showers in morning. Cloud: Less than 4/10 at first increasing after dawn to 8/10 to 10/10 at 2,500 feet. to 3,500 feet. Visibility: 6 to 12 miles. | F.35 |
| | 11/4. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: westerly 5 to 10 mph. Weather: cloudy, occasional slight rain or drizzle continuous slight rain after 2100. Cloud: 9/10 to 10/10 above 10,000 feet at first 4/10 to 6/10 at 2,500 to 3,000 ft. in early afternoon increasing in evening to 9/10 at 2,000 feet and lowering to 1500 feet by midnight. Visibility: 2,000 to 4,000 yards. | |
| | 12/4. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: westerly 10 -,15 mph. 5 mph. for short period at sunset. Weather: Cloudy with continuous light drizzle in early morning. Cloud: 9/10 to 10/10 at 600-1,000 feet during morning. Lifting to 1,500-2,500 ft. and temporary breaks to 6/10. Vis: falling to 1,000 yds. at dawn but mainly 2-4 miles. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 13/4. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: S.W. to W.S.W. 10-15 mph. Weather: cloudy with intermittent rain in early morning. Cloud: 7/10-10/10 at 1,500 & 2,500 ft. during morning breaking to 4/10 -6/10. Visibility: mainly 4 - 6 miles. | |
| | 14/4 | | Nothing of operational importance occurred. PERSONNEL: P/O. B. Dibble on posting to No. 2 Navs School F.76<br>WEATHER: Surface wind: W.S.W. to W.N.W. 5-15 mph. Weather; cloudy with continuous slight rain, then ceasing after 1700 hours and becoming fine. 4/10-9/10 at 4,000 feet falling at dawn to 1,000-2,000 feet remaining at this height during rain. Cloud dispersing after end of rain. Visibility: mainly 4 - 6 miles, but 6 - 12 miles during afternoon. | |
| | 15/4. | 2030. | Ten aircraft carried out operations in accordance with Headquarters No. 3 Group operationsorder form B. 469 dated 15/4/41 (See appendix C 82 and relevant form 541) | C. 82 |
| | | 0545. | All aircraft returned safely.<br>WEATHER: Surface wind: W.S.W. to W.N.W. 5-15 mph. Weather: Fair, cloudy during the day. Cloud; NIL to 4/10 in early morning at 3,000 feet increasing to 6/10-9/10 at 2,000-3,000 ft. during the day. Visibility: 6-12 miles falling to 3-6 in evening. | |
| | 16/4. | 2020. | Three aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B.470 dated 16/4/41. (See appendix C 83 and relevant form 541). | C. 83 |
| | | 2355. | All aircraft returned safely.<br>WEATHER: Surface wind: S.W. to W. 5-15 mph. becoming light South Westerly after 1800 hours. Weather: fair becoming cloudy during the day. Cloud: little or no cloud in early morning and late evening, 4/10-9/10 at 2,500 to 5,000 feet during the day. Visibility: 3-6 miles improving to 6-12 during the day. | |

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

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of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 17/4 | 2020½ | Nine aircraft took off for operations in accordance with Headquarters No. 3 Group operations order form B. 471 dated 17/4/41 (See appendix C.84 and relevant form 541) | C.84 |
| | | 0435. | Seven aircraft returned safely. Two aircraft, N.2745 (SGT. HEAYSMAN and Crew) and T.2900 (SGT. STARK and crew) failed to return. N.2745 took off for COLOGNE and was routed via NAMUR. Nothing was heard of the aircraft at the time the routine signal was expected from the area, but at 2343 hours the signal was received indicating that the aircraft was suffering from engine trouble and that the crew were abandoning the aircraft by parachute. No indication of the nature of the engine trouble or its cause was given. TANGMERE and its associated stations took a snap bearing while this message was being sent but it gave only a very approximate position some 10 or 15 miles off the Dutch coast. A telegram later received from the International Red Cross stated that three of the crew (Sgts. WHITLOCK, LANCASTER and BALCH) are prisoners of war. No mention is made of the remainder of the crew. T.2900 proceeded to its target in BERLIN where it was due at about 0100 hours. At 2357 hours the letters "NAP" were sent, indicating that for some reason the Captain was unable to proceed to its primary target and had bombed a last resort target. Nothing more was heard from the aircraft until 0014 hours when they requested a fix, which put them in the neighbourhood of TEXEL. A further fix was requested at 0030 hours which showed that they were proceeding from their original position to base and were not quite half way across the North Sea, and finally an S.O.S. message was sent by the aircraft at 0058 hours, a fix of which was then some 30 miles off the English coast. A search was organised and commenced in the early hours of the following morning, in the course of which a parachute was seen in the water a few miles off LOWESTOFT and a dinghy was seen to be floating on the water within two or three miles of the estimated position where the aircraft went down. It is difficult to connect the parachute with this particular incident however. The attention of some destroyers on convoy duty was directed to alter course towards the parachute to investigate | 1 |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | | | but there was nobody attached to the parachute harness. With regard to the dinghy, a ladder was hanging over the side and there seems to be every reason to believe that this dinghy belonged to the missing aircraft. There were no signs, however, ofwreckage anywhere near this position. It is possible that the aircraft hit the water and in breaking up the dinghy was released, especially in view of the fact that the night was very dark and 10/10ths cloud was reported over this area. WEATHER: Surface wind: light S.W'ly backing to S.E. 5-10 mph. Weather: mainly fair becoming cloudy late in day. Cloud: little cloud up to noon except for 8/10 at 3-4,000 feet in early morning 6/10-10/10 at 3,000-5,000 feet in afternoon. Visibility: 4-6 miles deteriorating to 1,000 yards atdawn but improving to 6-12 miles during the day | |
| | 18/4. | 0630 to 1035 hrs. | Search carried put by three aircraft for Wellington T.2900, but without success. WEATHER: Surface wind: E'ly, fresh or moderate. Weather: fair, continuous rain commencing late in afternoon. Cloud: 10/10 medium cloud lowering to 3,000 feet in afternoon and to 600 feet later in rain. Visibility: good during morning otherwise moderate. | |
| | 19/4. | Nothing of operational importance occurred. | WEATHER: Surface wind: E'ly, moderate at first, backing during morning to S.W'ly, and becoming light or moderate. Weather: fair. Cloud: mainly 10/10 in several layers base varying between 1,000 and 4,000 feet. Visibility: moderate, improving at night. | |
| | 20/4. | 2030. | Eight aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B.474 dated 20/4/41 (See appendix C.85 and relevant form 541) | C.85 |
| | | 0210. | All aircraft returned safely. WEATHER: Surface wind: W.S.W. to S.W. 5 to 10 mph. Weather: slight drizzle early, fine around dawn but becoming cloudy during morning and afternoon with thundery showers. Thunderstorm to south at 1900. Becoming fine in evening. Cloud: 8/10 to 10/10 at 500 to 1,000 feet early. Nil around dawn Cloud increasing to variable amounts - 5/10 to 10/10 2,000 feet during afternoon. Clearing to small amounts in evening. Visibility: 6 to 12 miles but 4 miles during afternoon. | |

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Cloud increasing to variable amounts - 5/10 to 10/10 2,000 feet during afternoon. Clearing to [illegible] amounts in evening. Visibility: 6 to 12 miles but 4 miles during afternoon.

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

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

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 21/4. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: W'ly, moderate until sunset, then becoming ESE'ly, light. Weather: fair. Cloud: no cloud at first, becoming mainly 10/10 at 2,000 to 3,000 feet after sunrise. Visibility: good during forenoon, otherwise moderate. | |
| | 22/4. | | Nothing of operational importance occurred.<br>PERSONNEL: W/Cdr. KIRKPATRICK ceased to be attached from Headquarters, No. 3 Group. | F437 |
| | | | WEATHER: Surface wind: mainly E'ly 10-15 mph. Weather: fog, dispersing after 0900 hours and becoming fair. Cloud: 5/10-9/10 at 2,000 - 3,000 feet after midnight, increasing to 9/10-10/10 at 400-1,000 feet at dawn and lifting to 4,500-3,500 ft. after midday. Visibility: 500-1,000 yards in fog, mainly 6-12 miles otherwise deteriorating late in period. | |
| | 23/4. | 1940. | Seven aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B. 477 dated 23/4/41. (See appendix C 86 and relevant form 541). | C. 86 |
| | | 0250. | All aircraft returned safely.<br>WEATHER: Surface wind: NE'ly 5 mph. increasing to 10-15 mph. Weather: cloudy with one or two showers during the day. Cloud: 10/10 at 1,000 - 2,000 feet. Cloud tending to disperse in late evening. Visibility: 1 - 2 miles improving to 6 - 12 miles. | |
| | 24/4. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: NE - N, 10 to 20 mph. Weather: showery in morning, otherwise fair. Cloud: 8/10-10/10 decreasing to less than 5/10 from 1700 GMT. base 2,000 to 4,000 feet. Visibility: 12 - 19 miles in afternoon and early evening, otherwise 6 - 12 miles. | |

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| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 25/4. | | Practice bombing carried out.<br>PERSONNEL: P/O. J.FENWICK-WEBB posted to No. 15 O.T.U., HARWELL.<br>F/LT. P.L.B.MORGAN posted to No. 21 O.T.U., Moreton-in-the-Marsh.<br>WEATHER: Surface wind: N.E'ly 15-25 mph. Gusty at times. Weather: fine, fair during afternoon. Cloud: 4-8/10 at 3,000-4,000 feet during early morning. Then small amounts of low cloud at 2,500 feet. Much high cloud during afternpon. Visibility: 10-20 miles. | F. 38<br>F. 38 |
| | 26/4. | 2045. | Ten aircraft took off for operations in accordance with Headquarters No. 3 Group operations order form B.480 dated 26/4/41. (See appendix C 87 and relevant form 541). | C. 87 |
| | | 0348. | Nine aircraft returned safely. Wellington R.1281 (Sgt. DAMMAN and crew) failed to return. R.1281 took off for a target in the EMDEN area. At 0057 hours the N.G.Z. signal was received and an hour later the aircraft obtained a third class fix from HULL which made its position to be a few miles west of BERLIN. This was probably fairly inaccurate owing to the distance, but it did indicate that the aircraft had been going in an easterly direction after bombing. At 0214 hours the aircraft came up on the Station wave length and obtained a QDM. of 272 which was passed as a first class bearing and the aircraft was believed to have been then 40 miles off the station. However, we now know this was impossible and no doubt the aircraft was on the other side of the skip distance, which appears to indicate that by asking for a QDM he thought he was nearer to base than he actually was.. At 0223 hours he again obtained a third class fix from HULL which put him just South of EMDEN and the word "lost" was sent from the aircraft. By this time the aircraft only had about an hour and a quarter's petrol left and a message was sent to him to fly at a low boost for the nearest point of the English coast as there was a strong easterly wind behind him. This message, however, was not acknowledge and nothingfurther was heard from the aircraft. It is noted, however, that the German High Command communique claims to have captured the crew of a Wellington aircraft in occupied Holland on the night of 26/4/41. No further information has been received.<br>WEATHER: Surface wind: E.N.E 20 - 25 mph. Weather: fair becoming cloudy in afternoon. Cloud: low cloud increasing from 2/10 at 0800 BST tp 9/10 by 1600 hours. 5/10 of high and medium cloud during early morning. Visibility: 10-20 miles. | |

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WEATHER: Surface wind: E.N.E 20 - 25 mph. Weather: fair becoming cloudy in afternoon. Cloud: low cloud increasing from 2/10 at 0800 BST tp 9/10 by 1600 hours. 5/10 of high and medium cloud during early morning. Visibility: 10-20 miles.

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 27/4. | | Nothing of operational importance occurred.<br><br>WEATHER: Surface wind: N E'ly 15 mph. becoming E.N.E'ly 10-15 mph. after midday. Weather: fair. Cloud: mainly 8/10-10/10 at 2,000 - 3,000 feet with one or two breaks during evening to 3/10 - 6/10 Visibility: 6 to 12 miles. | |
| | 28/4. | 2000. | Seven aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B.482 dated 28/4/41 (See appendix C 88 and relevant form 541) | C.88 |
| | | 0245. | All aircraft returned safely.<br>P/O. J.A.G.SKINNER posted from No. 1 Signals School. | F.46 |
| | | | WEATHER: Surface wind: N.N.W'ly 2 - 5 mph. increasing during the afternoon to N.E'ly 5 - 10 mph. Weather: fair. Cloud: 7/10-10/10 at 2,000 - 3,000 feet. Visibility: 5 - 10 miles. | |
| | 29/4. | | Nothing of operational importance occurred.<br>PERSONNEL: F/O. R.G.WILBERFORCE posted from No. 12 O.T.U., BENSON. | F. 39 |
| | | | WEATHER: Surface wind: light variable at fuirst becoming N.E. to E.N.E. and increasing to 10 mph. in afternoon. Weather: cloudy becoming fine in evening. Cloud: 9/10to 10/10 at 500 feet early, falling to 2,000 to 3,000 feet after dawn. Clearing to less than 3/10 after 2100 hours. Visibility: 6 to 12 miles. | |
| | 30/4. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: N.E'ly 10-20 mph. Weather: cloudy becoming fine in afternoon and evening. CloudL 9/10 - 10/10 at 1,000 feet at first lidting and breaking to 7/10 at 2,000 feet by midday and to less than 2/10 during afternoon. Small amounts at 4,000 feet during evening. Visibility: 4 to 8 miles. | |

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Wt. 44785/4814. 100M. 1/40. H.G.S. 51—6050

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1835 hrs. 4 / 4 / 41 to 0145 hrs. 5 / 4 / 41 By NO. 9 SQUADRON No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington T.2973 | S/L.BATCHELOR<br>SGT. GRAY.<br>SGT.MANSFIELD<br>SGT.BLURTON<br>SGT.BUNCE<br>SGT.ECCLES | Attack SCHARNHORST and GNEISENAU at BREST | 1835 | 0020 | Operations were carried out as ordered. Attacked N.W. to S.E.. Bombs dropped in vicinity of No. 1 Dock and bursts seen. River estuary definitely located but ships not seen. | Y 146 |
| T.2964 | P/L.MORGAN<br>SGT.ANDERSON<br>SGT.McRINER<br>SGT.SMITH<br>SGT.ROBERTSON<br>SGT.DAVIES | do. | 1905 | 0125 | Operations were carried out as ordered. Bombs seen to burst across ship at T.B. Quay. Last 2 in stick actually burst on Quay. | Y 146 |
| R.1341 | P/O.SHARP<br>S/L.CRUICKSHANKS<br>P/O.RENDLE<br>SGT.ANDERSON<br>SGT.PARRIS<br>P/O.STRICKLAND | do. | 1835 | 0010 | Operations were carried out as ordered. Bombs dropped on Dock 4 - seen to burst on buildings and fire started which developed with much red flame and black smoke. Appearance of oil burning. | Y 146 |
| K.1225 | P/O.SLATTER<br>SGT.FORD<br>P/O.LUPTON<br>SGT.STEVENSON<br>SGT.CHANDLER<br>SGT.LITTLE | do. | 1838 | 2018 | Returned early - Port Magneto on Port engine dropping 150 revs - also back fires. 4x500lb & 1x250lb S.A.P's brought back. 2x500lb G.P's dropped safe. | Y 146 |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington R.1284 | P/O.DAWSON<br>SGT.THOMPSON<br>SGT.LUKE<br>SGT.GRIFFIN<br>SGT.HENDERSON<br>P/O.MOODY | Attack SCHARNHORST and GNEISENAU at BREST | 1840 | 0005 | **Operations were carried out as ordered.** Came in from N.W. and attacked S.W. across Dock 1. Bombs dropped in one stick starting just E of Eastern Dock. Big red fire seen in vicinity of Docks 3, 4 & 5 from a distance of 40 miles when leaving target. | Y 146 |
| R.3286 | SGT.HEAYSMAN<br>SGT.WHITLOCK<br>SGT.MAVOR<br>SGT.LANCASTER<br>SGT.HANLON<br>SGT.PASSMORE | Attack Oil Storage at ROTTERDAM | 2005 | 2335 | **Operations were carried out as ordered.** Primary could not be located owing to ground haze and cumulus. Bombs dropped on OOSTVOORNE aerodrome. Bombs dropped on landing ground and incendiaries started fires in buildings. | Y 146 |
| T.2473 | SGT.FAIRFAX<br>SGT. MITCHELL.<br>SGT.SUTTON, T.W.<br>SGT.HUMPHREY<br>SGT.RICHARDS<br>SGT.HOWARTH | Attack SCHARNHORST and GNEISENAU at BREST | 1850 | 0115 | **Operations were carried out as ordered** Probably a tanker seen ablaze in Dock 5. Both ships clearly seen. Bombs seen to burst about 20 yards W of Dock 1. Green flash from centre of ship, possibly Flak. | Y 146 |
| R.1267 | SGT.NELSON<br>SGT.GREEN<br>P/O.BATZOFIN<br>SGT.HARDING<br>SGT. WELLS.<br>SGT.HAYWOOD | do. | 1850 | 0100 | **Operations were carried out as ordered.** Bombs seen to burst across docks. 1 large ship in Dry dock clearly seen by flares. | Y 146 |
| T.2900 | SGT.STARK<br>SGT.BAKER<br>SGT.NIGHTINGALE<br>SGT.GIBB<br>SGT.JOHNSON<br>SGT.HURT | do. | 1855 | 0145 | **Operations were carried out as ordered.** First stick of bombs fell on wharf alongside ship at T.B. Station. Second stick aimed at ship in Dry Dock, bursts not seen. | Y 146 |

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|---|---|---|---|---|---|
| T.2900 | SGT. STARK<br>SGT. BAKER<br>SGT. NIGHTINGALE<br>SGT. GIBB<br>SGT. JOHNSON<br>SGT. HURT | [illegible] | 1835 | 0145 | Operations were carried out as ordered. First stick of bombs fell on wharf alongside ship at T.B. Station. Second stick aimed at ship in Dry Dock, bursts not seen. |

Wt. 44786/4714. 100M. 1/40. H.G.S. 61—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1835 hrs. 4/4/41 to 0145 hrs. 5/4/41 By No. 9 Squadron. No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington | | | | | | |
| R. 1175 | SGT. DONNELLY.<br>SGT. PEATFIELD.<br>SGT. LENNARD.<br>SGT. LANG.<br>SGT. CHURCH.<br>SGT. GREIG. | Attack SCHARNHORST AND GNEISENAU at BREST | 1850 | 0120 | Bombs dropped 400 yards W of Dock 1. Bursts seen and immediately tremendous fire started - masses of red flame not much smoke. | Y 146 |
| From 1945 hrs. 6/4/41 to 0250 hrs 7/4/41. | | | | | | |
| T. 2473 | SGT. FAIRFAX.<br>SGT. AINSCOUGH.<br>SGT. SUTTON.<br>SGT. HUMPHRIES.<br>SGT. RICHARDS.<br>SGT. HACK. | Attack SCHARNHORST AND GNEISENAU AT BREST | 1945 | 0145 | Bombed Dock area. | Y 147. |
| R. 1455 | SGT. NELSON.<br>SGT. GREEN.<br>P/O. BATZOFIN.<br>SGT. HARDING.<br>SGT LOWE.<br>SGT. HAYWOOD. | do. | 1948 | 0150 | All bombs brought back. Could not see target. Saw Flak only. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| T. 2579 | SGT. DONNELLY.<br>SGT. PEATFIELD.<br>SGT. LENNARD.<br>SGT. LANGTRY.<br>SGT. CHURCH.<br>SGT. GREIG. | Attack SCHARNHORST AND GNEISENAU AT BREST. | 1951 | 0145 | 10/10 Cloud. Bombed Dock area. | Y 147 |
| R. 1225 | P/O. McINTOSH.<br>SGT. LEWIS.<br>SGT. COPSON.<br>SGT. CORDOCK.<br>SGT. BEATON.<br>SGT. MARSHALL. | do. | 1957 | 0135 | Bombed docks, | |
| T. 2964 | F/L. MORGAN.<br>SGT. ANDERSON.<br>SGT. McRINER.<br>SGT. SMITH.<br>SGT. ROBERTSON.<br>SGT. DAVIES. | do. | 2000 | 0130 | Bombs dropped on Dock area. Judged by Flak and E.T.A. | |
| T. 2973 | S/L. BATCHELOR.<br>G/C. GRAY.<br>SGT. MANSFIELD.<br>SGT. BLURTON.<br>SGT. BUNCE.<br>SGT. ECCLES. | do. | 2003 | 0215 | Bombs dropped in Dock area. | |
| R. 1341 | SGT. HEAYSMAN.<br>SGT. WHITLOCK.<br>SGT. MAVOR.<br>SGT. LANCASTER.<br>SGT. HANLON.<br>SGT. PASSMORE. | do. | 2006 | 0240 | Bombed Dock area, where heaviest Flak came from. | |

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Wt. 44785/314. 100M. 1/40. H.W.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

From 2025 hrs. 7 / 4 / 41 to 0505 hrs. 8 / 4 / 41 By NO. 9 SQUADRON No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington | | | | | | |
| R.1513 | P/O.SHARP | Attack KIEL 'B' | 2225 | 0410 | **Operations were carried out as ordered** Recognised square docks. At least 50 fires in target area. All bombs dropped on target which started more fires and red glows. One big building ablaze of light. | Y 148 |
| ~~Z.7877~~ | S/L.CRUICKSHANKS | | | | | |
| | P/O.HENDLE | | | | | |
| | SGT.ANDERSON | | | | | |
| | SGT.GRIFFIN | | | | | |
| | P/O.STRICKLAND | | | | | |
| L.7871 | SGT.FAIRFAX | Do | 2240 | 0450 | **Operations were carried out as ordered.** Target area covered with red fires and white smoke. Bombed buildings immediately SE of target. | |
| | SGT.HETTER | | | | | |
| | SGT.SUTTON | | | | | |
| | SGT.HUMPHREY | | | | | |
| | SGT.RICHARDS | | | | | |
| | SGT.HOWARTH | | | | | |
| T.2900 | SGT.STARK | Do | 2230 | 0540 | **Operations were carried out as ordered.** Bombs dropped on aiming point 'B' but individual result not seen owing to flames and smoke. | |
| | SGT.BAKER | | | | | |
| | SGT.NIGHTINGALE | | | | | |
| | SGT.GIBB | | | | | |
| | SGT.JOHNSON | | | | | |
| | SGT.HURT | | | | | |
| R.1591 | SGT.NELSON | Do. | 2245 | 0505 | **Operations were carried out as ordered.** Own bombs dropped in fires around aiming point 'B' | |
| | SGT.GREEN | | | | | |
| | P/O.BATZOFIN | | | | | |
| | SGT.HARDING | | | | | |
| | SGT. LOWE. | | | | | |
| | SGT.HAYWOOD | | | | | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington | | | | | | |
| R.1225 | F/O.McINTOSH | Attack KIEL 'B' | 2225 | 0450 | **Operations were carried out as ordered.** Target obliterated by smoke, but picked up by jetty. Bombs seen to explode just NE of target. One bomb held up, this was dropped on RENDSBURG and was seen to explode amongst houses. | Y 148 |
| | SGT.LEWIS | | | | | |
| | SGT.COPSON | | | | | |
| | SGT.CORDOCK | | | | | |
| | SGT.BEATON | | | | | |
| | SGT.MARSHALL | | | | | |
| T.2973 | S/L.BATCHELOR | Do | 2245 | 0445 | **Operations were carried out as ordered.** Bombs dropped on Southern most dock causing increased fire and volumes of smoke. | |
| | SGT.GRAY | | | | | |
| | SGT.MANSFIELD | | | | | |
| | SGT.BLURTON | | | | | |
| | SGT.BUNCE | | | | | |
| | SGT.ECCLES | | | | | |
| T.2964 | F/L.MORGAN | Do | 2235 | 0055 | Returned early, engine trouble, all bombs jettisoned. 1x1000lb bomb in sea, 3x500lb over land. | |
| | SGT.ANDERSON | | | | | |
| | SGT.McRINER | | | | | |
| | SGT.SMITH | | | | | |
| | SGT.ROBERTSON | | | | | |
| | SGT.DAVIES | | | | | |
| R.1284 | P/O.DAWSON | Do | 2230 | 0415 | **Operations were carried out as ordered.** Bombs fell between fires at points A & B. On leaving target there was an appearance of both fires joining. Glow of fires could be seen 120 miles away. | |
| | SGT.THOMPSON | | | | | |
| | SGT.LUKE | | | | | |
| | SGT.GRIFFIN | | | | | |
| | SGT.HENDERSON | | | | | |
| | SGT.HOWE | | | | | |
| R.1341 | SGT.HEAYSMAN | Do | 2025 | 0340 | **Operations were carried out as ordered.** Primary not attacked owing to Navigation difficulties. BREMEN attacked and bombs seen to burst among buildings 2 mls NW of centre of town. | |
| | SGT.WHITLOCK | | | | | |
| | SGT.MAYOR | | | | | |
| | SGT.LANCASTER | | | | | |
| | SGT.GRAHAM | | | | | |
| | SGT. HANLON. | | | | | |

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| | | | | | |
|---|---|---|---|---|---|
| | SGT.WHITLOCK<br>SGT.MAVOR<br>SGT.LANCASTER<br>SGT.GRAHAM<br>SGT. HANLON. | | | | attacked owing to Navigation difficulties. BREMEN attacked and bombs seen to burst among buildings 2 mls NW of centre of town. |

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

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2010 hrs. 9 / 4 / 41 to 0425 hrs. 10 / 4 / 41 By NO. 9 SQUADRON No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington | | | | | | |
| R.1225 | P/O.McINTOSH<br>SGT.LEWIS<br>SGT.COPSON<br>SGT.CORDOCK<br>SGT.BEATON<br>SGT.MARSHALL | Attack BERLIN | 2010 | 0420 | **Operations were carried out as ordered.** 1 stick seen to ignite N of target. Bombs fell 1000 yards E of aiming point. | Y 149 |
| T.2964 | F/L. MORGAN<br>SGT.ANDERSON<br>SGT.McRINER<br>SGT.SMITH<br>SGT.ROBERTSON<br>SGT.DAVIES | Do | 2020 | 0425 | **Operations were carried out as ordered.** Bombs seen to burst near POTSDAMMER Station. Final results not obsrved due to avoiding action. | |
| T.2973 | S/L.BATCHELOR<br>SGT.BUTCHER<br>SGT.MANSFIELD<br>SGT.BLURTON<br>SGT.BUNCE<br>SGT.ECCLES | Do | 2020 | 0420 | **Operations were carried out as ordered.** Caught in concentration of S/Ls. Bombs dropped 2 mls E of target, burst not seen owing to S/Ls. | |
| R.1284 | P/O.DAWSON<br>SGT.THOMPSON<br>SGT.LUKE<br>SGT.GRIFFIN<br>HOVE<br>P/O.MOODY | Do | 2025 | 0425 | **Operations were carried out as ordered.** A/C caught in S/Ls and intense A.A. Bombs dropped in target area. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington | | | | | | |
| R.3286 | SGT. HEMSMAN<br>SGT. WHITLOCK<br>SGT. MAVOR<br>SGT. LANCASTER<br>SGT. KENNY<br>SGT. BALCH | Attack VEGESACK | 2030 | 0150 | **Operations were carried out as ordered** 2 bombs seen to burst on target, others slightly SE. | Y 149 |
| T.2473 | P/O. SHARP<br>P/O. FISHER<br>P/O. RENDLE<br>SGT. ANDERSON<br>SGT. PARRIS<br>P/O. STRICKLAND | Attack BERLIN | 2032 | | **Failed to Return** | |
| L.7871 | SGT. FAIRFAX<br>SGT. RETTER<br>SGT. SUTTON, T.W.<br>SGT. HUMPHREY<br>SGT. RICHARDS<br>SGT. HOWARTH | Do | 2015 | 0405 | **Operations were carried out as ordered.** Bombs seen to burst on target, and started a dull red fire. Incendiaries started a long green fire followed by an explosion on target. | |
| T.2900 | SGT. STARK<br>SGT. BAKER<br>SGT. NIGHTINGARL<br>SGT. GIBB<br>SGT. JOHNSON<br>SGT. HURT | Do | 2000 | 0400 | **Operations were carried out as ordered.** Bombs seen to burst ½ ml N of aiming point. | |
| R.1513 | S/L. CRUICKSHANKS<br>P/O. DUNKERTON<br>SGT. HEWETT<br>SGT. LOWE<br>SGT. GRIFFIN<br>SGT. HACK | Attack EMDEN | 2030 | 0100 | **Operations were carried out as ordered.** All bombs seen to burst on target starting fires including one big red one. | |

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| | | | | | | |
|---|---|---|---|---|---|---|
| | P/O.DUNKERTSON<br>SGT.HEWETT<br>SGT.LOWE<br>SGT.GRIFFIN<br>SGT.HACK | | 2050 | 0100 | **Operations were carried out as ordered.** All bombs seen to burst on target starting fires including one big red one. | |

Wt. 44735/4814. 100M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2010 hrs. 9/4/41 to 0425 hrs. 10/4/41 By NO. 9 SQUADRON or No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington | | | | | | |
| T.2579 | SGT.DONNELLY<br>SGT.PEATFIELD<br>SGT.LENNARD<br>SGT.LANGTRY<br>SGT.CHURCH<br>SGT.WEBB | Attack VEGESACK | 2025 | 0225 | **Operations were carried out as ordered.** Bombs seen to burst on S bank of river opposite target. | Y 149 |
| From 2200 hrs. 15/4/41 to 0545 hrs. 16/4/41. | | | | | | |
| T.2973 | S/L.BATCHELOR<br>W/C.KIRKPATRICK<br>SGT.MANSFIELD<br>SGT.BLURTON<br>SGT.BUNCE<br>SGT.ECCLES | Attack KIEL (GR3589) | 2200 | 0420 | **Operations were carried out as ordered.** Incendiaries and bombs dropped 2 mls N of target. Dock area identified but bomb bursts not seen. | Y 150 |
| R.1225 | F/O.McINTOSH<br>SGT.LEWIS<br>SGT.COPSON<br>SGT.CORDOCK<br>SGT.BEATON<br>SGT.BARRATT | Do | 2205 | ? | [redacted]. Port Engine U/S, possibly plug blew out. Circled our beacon and went on for 10 miles. Brought back 1x500lb and 1x 250lb bombs and 60x4lb incendiaries. 300x4 incendiaries dropped over Berner's Heath. | |
| R.1284 | P/O.DAWSON<br>SGT.MARTIN<br>SGT.LUKE<br>SGT.GRIFFIN<br>SGT.Henderson<br>P/O.MOODY | Do | 2215 | 0500 | **Operations were carried out as ordered.** Estuary recognised through thin cloud. Bombs dropped 2 mls N of Target. Incendiaries seen to ignite but no other results. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington | | | | | | |
| T.2964 | P/O.SLATTER<br>SGT.FORD<br>P/O.LUPTON<br>SGT.STEVENSON<br>SGT.CHANDLER<br>SGT.LITTLE | Attack KIEL (GR3589) | 2215 | 0545 | **Operations were carried out as ordered.** Bombs seen to burst in target area but exact position not known owing tov10/10 cloud. | Y 150 |
| R.3286 | SGT.HEAYSMAN<br>SGT.WHITLOCK<br>SGT.MAVOR<br>SGT.LANCASTER<br>SGT.HANLON<br>SGT.BALCH | Do | 2215 | 0505 | **Operations were carried out as ordered.** Primary not found owing to 10/10 cloud. Bombs dropped on SCHLESWIG (NW of KIEL) but bursts not seen owing to cloud. | |
| T.2864 | SGT.GRAY<br>SGT.BUTCHER<br>P/O.BELCHER<br>SGT.WELLS<br>SGT.BARRON<br>SGT.PASSMORE | Docks & Shipping at BOULOGNE. | 2036 | 2310 | [redacted]. Did not attack targets owing to being unable to get above cloud owing to severe icing (10,000 ft). Bombs jettisoned safe in sea. | |
| T.2900 | SGT.STARK<br>SGT.BAKER<br>SGT.NIGHTINGARL<br>SGT.GIBB<br>SGT.JOHNSON<br>SGT.HURT | Attack KIEL (GR3589) | 2210 | 0400 | **Operations were carried out as ordered.** Bombs dropped ½ ml S of target. No details observed. | |
| T.2579 | SGT.DONNELLY<br>SGT.PEATFIELD<br>SGT.LENNARD<br>SGT.LANGTRY<br>SGT.CHURCH<br>SGT.GREIG | Do | 2215 | 0500 | **Operations were carried out as ordered.** Bombs dropped over target area through gap in cloud, and a good yellowish blaze seen but it did not seem to last. | |

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|---|---|---|---|---|---|
| T.2579 | SGT.DONNELLY<br>SGT.PEATFIELD<br>SGT.LENNARD<br>SGT.LANGTRY<br>SGT.CHURCH<br>SGT.GREIG | Do | 2215 | 0500 | **Operations were carried out as ordered.** Bombs dropped over target area through gap in cloud, and a good yellowish blaze seen but it did not seem to last. |

Wt. 44785/431a. 100M. 2/40. H.G.S. 51—5059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2200 hrs. 15/4/41 to 0545 hrs. 16/4/41 By NO. 9 SQUADRON No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington L.7871 | SGT.FAIRFAX<br>SGT.RETTER<br>SGT.SUTTON, T.W.<br>SGT.HUMPHREY<br>SGT.RICHARDS<br>SGT.HOWARTH | Attack KIEL (GR3589) | 2250 | 0515 | **Operations were carried out as ordered.** Bombs dropped 1 ml NE of aiming point 'B' and a red fire started. | Y 150 |
| R.1513 | S/L.CRUICKSHANKS<br>P/O.DUNKERTON<br>SGT.HEWETT<br>SGT.LOWE<br>SGT.GRIFFIN<br>SGT.HACK | Docks and Shipping at BOULOGNE. | 2030 | 0036 | **Operations were carried out as ordered.** All bombs seen to burst on target. Incendiaries probably fell in harbour. A long reddish fire seen in docks on leaving target. | |
| From 2020 hrs. 16/4/41 to 2355 hrs. 16/4/41. | | | | | | |
| Wellington R.1591 | P/O.MOORE<br>P/O.ROBINSON<br>P/O.SMITH<br>SGT.TIDEY<br>SGT.RIDER<br>SGT.SULLIVAN | Attack Docks & Shipping at DUNKIRK. | 2020 | 2355 | **Operations were carried out as ordered.** Nothing seen on arrival. 4x500lbs bombs dropped on Dock 6. Remainder of bombs dropped across Dock 4 at CALAIS. (Last Resort Target) | Y 151 |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington | | | | | | |
| L.7871 | SGT.RETTER<br>SGT.AINSCOUGH<br>SGT.WADDINGHAM<br>SGT.PRYDE<br>SGT.CALDWELL<br>SGT.PREECE | Attack Docks and Shipping at DUNKIRK | 2025 | 2245 | [redacted] Neither primary or Alternative could be foun d, but crew bombed Docks which they believe were at CALAIS. Bombs seen to burst and incendiaries ignite, but no other results. | Y 151 |
| T.2564 | SGT.GRAY<br>SGT.BUTCHER<br>P/O.BELCHER<br>SGT.WELLS<br>SGT.BARRON<br>SGT.PASSMORE | Do | 2026 | 2336 | [redacted] Primary not attacked. On approach Crew saw other bombs and incendiaries which led them to attack same target, Afterwards this target was found to be CALAIS. Own bombs seen to burst causing fires W of Dock 6. | |
| From 2020 hrs. 17/4/41 to 0435 hrs. 18/4/41. | | | | | | |
| T.2973 | S/L.BATCHELOR<br>W/C.KIRKPATRICK<br>SGT.MANSFIELD<br>SGT.BLURTON<br>SGT.BUNCE<br>SGT.ECCLES | Attack BERLIN. | 2045 | 0435 | **Operations were carried out as ordered.** Bombs dropped ¼ ml W of aiming point. Green fires seen to ignite. On leaving fire seen to be starting near aiming poin t. | Y 152 |
| R.1225 | P/O.McINTOSH<br>SGT.LEWIS<br>SGT.COPSON<br>SGT.CORDOCK<br>SGT.BEATON<br>SGT.MARSHALL | Do | 2040 | 0430 | **Operations were carried out as ordered.** Landed at NEWMARKET. | |

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|---|---|---|---|---|---|---|
| | SGT.MARSHALL | | | | | |

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

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2020 hrs. 17/4/41 to 0435 hrs. 18/4/41 By NO. 9 SQUADRON No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington | | | | | | |
| R.1284 | P/O.DAWSON<br>SGT.THOMSON<br>SGT.LUKE<br>SGT.WELLS<br>SGT.HENDERSON<br>SGT.HOWE | Attack BERLIN. | 2045 | 0410 | **Operations were carried out as ordered.** Bombs seen to burst 3 mls W of target. | Y 152 |
| T.2964 | P/O.SLATTER<br>SGT.FORD<br>P/O.LUPTON<br>SGT.STEVENSON<br>SGT.CHANDLER<br>SGT.LITTLE | Do | 2050 | 0433 | **Operations were carried out as ordered.** Bombs seen to burst 3 mls SW of target. | |
| N.2745 | SGT.HEAYSMAN<br>SGT.WHITLOCK<br>SGT.MAVOR<br>SGT.LANCASTER<br>SGT.HANLON<br>SGT.BALCH | Attack KOLN | 2023 | ? | **Failed to Return** | |
| T.2900 | SGT.STARK<br>SGT.BAKER<br>SGT.NIGHTINGARL<br>SGT.GIBB<br>SGT.JOHNSON<br>SGT.HURT | Attack BERLIN. | 2057 | | **Failed to Return** | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington | | | | | | |
| L.7871 | SGT.DONNELLY<br>SGT.HEATFIELD<br>SGT.LENNARD<br>SGT.LANGTRY<br>SGT.CHURCH<br>SGT.GREIG | Attack BERLIN. | 2055 | 0325 | **Operations were carried out as ordered.** Landed at EAST WRETHAM. Primary not attacked owing to petrol running short. Tank thought to be punctured. FOCKE WOLFE WORKS at BREMEN attacked. 3 bursts seen on departure. A/C hit by Flak over HAMBURG. | Y 152 |
| R.1455 | SGT.NELSON<br>SGT.GREEN<br>P/O.BATZOFIN<br>SGT.HARDING<br>SGT.GLOVER<br>SGT.HAYWOOD | Do. | 2100 | 0410 | **Operations were carried out as ordered.** Bombs dropped West of town. Bursts seen. | |
| R.1513 | S/L.CRUICKSHANKS<br>P/O.DUNKERTON<br>SGT.HEWETT<br>SGT.LOWE<br>SGT.GRIFFIN<br>SGT.HACK | Attack KOLN. | 2020 | 0155 | **Operations were carried out as ordered.** Bombs dropped on Railway ¼ ml E of target. Incendiaries seen burning along railway line. | |
| From 2030 hrs. 20/4/41 to 0210 hrs. 21/4/41. | | | | | | |
| T.2620 | P/O.SLATTER<br>SGT.FORD<br>P/O.LUPTON<br>SGT.STEVENSON<br>SGT.CHANDLER<br>SGT.LITTLE | Attack KOLN 'A' | 2035 | 0100 | **Operations were carried out as ordered.** Sharp loop in river S of KOLN recognised on E.T.A. Bombs dropped in target area but no results observed. | Y 153 |

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| | | | | | | |
|---|---|---|---|---|---|---|
| | SGT.LITTLE | | | | | |

Wt. 44786/4514. 100M. 1/40. H.G.S. 51—5059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1940 23 / 4 / 41 to 0250 hrs. 24 / 4 / 41 By NO. 9 SQUADRON No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington | | | | | | |
| R.1341 | SGT.GRAY<br>SGT.BUTCHER<br>P/O.BELCHER<br>SGT.WELLS<br>SGT.BARRON<br>SGT.PASSMORE | Attack SCHARNHORST & GNEISENAU at BREST. | 2000 | 0225 | **Operations were carried out as ordered.** Bombs seen to burst accross N side of Dock 1. | Y 154 |
| R.1267 | SGT.RETTER<br>SGT.AINSCOUGH<br>SGT.WADDINGHAM<br>SGT.CALDWELL<br>SGT.PRYDE<br>SGT.PREECE | Do | 1945 | 0150 | **Operations were carried out as ordered.** Bombs dropped accross docks 3,4 & 5. | |
| L.7871 | P/O.SLATTER<br>SGT.FORD<br>P/O.LUPTON<br>SGT.STEVENSON<br>SGT.CHANDLER<br>SGT.LITTLE | Do | 2005 | 0250 | **Operations were carried out as ordered:** Bombs dropped about 400 yards S of Dock 1. | |
| R.1455 | P/O.MOORE<br>P/O.ROBINSON<br>P/O.SMITH<br>SGT.TIDEY<br>SGT.RIDER<br>SGT.SULLVAN | Do | 1940 | 0210 | **Operations were carried out as ordered.** Bombs seen to burst on landward end of docks 3,4,5 & 6. Fire seen to start 1½ mls W of town. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington | | | | | | |
| T.2620 | SGT. DONNELLY<br>SGT. PEATFIELD<br>SGT. LENNARD, J.A.<br>SGT. LANGTRY<br>SGT. CHURCH<br>SGT. GREIG | Attack SCHARNHORST & GNEISENAU at BREST. | 1950 | 0153 | **Operations were carried out as ordered.** Bombs dropped very near Dock 1. Explosion seen, and red glow seen for a considerable period. | Y 154 |
| R.1513 | S/L. CRUICKSHANKS<br>SGT. DAMMAN<br>SGT. HEWETT<br>SGT. LOWE<br>SGT. GRIFFIN, N.<br>SGT. HACK | Do | 1955 | 0250 | **Operations were carried out as ordered.** Bomb bursts seen on shore ¼ ml W of No. 1 Dry Dock. | |
| **From 2035 hrs. 26/4/41 to 0348 hrs. 27/4/41.** | | | | | | |
| Wellington | | | | | | |
| T.2973 | S/L. BATCHELOR<br>SGT. MARTIN<br>SGT. MANSFIELD<br>SGT. SMITH<br>SGT. BUNCE<br>SGT. ECCLES | Attack HAMBURG 'B' | 2045 | 0310 | **Operations were carried out as ordered** Bombs fell within 1 ml East of ALSTER. No bursts seen. Incendiaries got hold and fires started as A/C left. | Y 155 |
| R.1284 | P/O. SLATTER<br>SGT. FORD<br>P/O. LUPTON<br>SGT. STEVENSON<br>SGT. HIGGINS<br>SGT. BECKMAN | Do | 2045 | 0325 | **Operations were carried out as ordered.** Bombs dropped in Eastern half of town near river, bursts seen but no other results. | |

Wt. 44705/4584. 200M. 3/40. H.G.S. 51—0059

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| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | SGT.HIGGINS<br>SGT.BECKMAN | | | | | | |

Wt. 44795/4524. 1000M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2035 hrs. 26 / 4 / 41 to 0348 hrs. 27 / 4 / 41 By NO. 9 SQUADRON No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington | | | | | | |
| R.1341 | SGT.GRAY<br>SGT.BUTCHER<br>P/O.BELCHER<br>SGT.WELLS<br>SGT.BARRON<br>SGT.PASSMORE | Attack HAMBURG 'B' | 2053 | 0348 | Operations were carried out as ordered Bombed within 1 ml E of ALSTER bursts not seen. | Y 155 |
| T.2564 | SGT.LEWIS<br>SGT.BAKER<br>SGT.COPSON<br>SGT.CORCOCK<br>SGT.BEATON<br>SGT.MARSHALL | ~~XX~~ EMDEN | 2035 | 0245 | ~~Operations were carried out as ordered.~~ Primary not attacked owing to 9/10 cloud. Bombed collection of flak and S/Ls at WILHELMSHAVEN, fires raging in area in a short time. | |
| R.1281 | SGT.DAMMAN<br>SGT.TRUNDLE<br>SGT.REID<br>SGT.GRAHAM<br>SGT.JACOBS<br>SGT.CHANNING | EMDEN | 2044 | | Failed to return. | |
| L.7871 | SGT.FAIRFAX<br>SGT.MITCHELL<br>SGT.SUTTON, T.W.<br>SGT.HUMPHREY<br>SGT.RICHARDS<br>SGT.HOWARTH | HAMBURG 'B' | 2045 | 0335 | Operations were carried out as ordered. Bombs dropped in target area, incendiaries started 2 reddish fires. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington | | | | | | |
| R.1513 | S/L.CRUICKSHANKS<br>P/O.CLAYTON(2nd Nav)<br>SGT.HEWETT<br>SGT.LOWE<br>SGT.GRIFFIN, N.<br>SGT.HACK | HAMBURG 'B' | 2100 | 0330 | **Operations were carried out as ordered.** Bombs across aiming point and seen to burst. | Y 155 |
| R.1175 | SGT.RETTER<br>SGT.AINSCOUGH<br>SGT.WADDINGHAM<br>SGT.CALDWELL<br>SGT.PRYDE<br>SGT.PREECE | Do | 2055 | 0315 | **Operations were carried out as ordered.** Both ALSTER & Dock area recognised. Own bombs fell in target area and bursts seen. | |
| R.1591 | P/O.MOORE<br>P/O.ROBINSON<br>P/O.SMITH<br>SGT.TIDY<br>SGT.RIDER<br>SGT.SULLIVAN | Do | 2110 | 2235 | [illegible]. Returned early as escape hatch blew open. Bombs jettisoned at sea. | |
| T.2620 | SGT.DONNELLY<br>SGT.PEATFIELD<br>SGT.McRINER<br>SGT.LANGTRY<br>SGT.CHURCH<br>SGT.GREIG | Do | 2105 | 0250 | **Operations were carried out as ordered.** Primary not attacked as petrol consumption very high, decided to return (gauge found to be faulty). EMDEN attacked, bombs seen to burst in Dock Area. | |

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Reference:- AIR 27 / 126

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

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2000 hrs. 28 / 4 / 41 to 0250 hrs. 29 / 4 / 41 By NO. 9 SQUADRON No. of pages used for day

| Aircraft. Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington | | | | | | |
| R.1591 | S/L.CRUICKSHANKS<br>P/O.CLAYTON(2nd Nav)<br>SGT.HEWETT<br>SGT.SMITH, R.W.<br>SGT.GRIFFIN, N.<br>SGT.HACK | Attack SCHARNHORST & GNEISENAU at BREST. | 2010 | 0215 | **Operations were carried out as ordered.** Docks seen in light of flares. Bombs dropped on foreshore between mouth of river and T.B. Station, and seen to burst. | Y 156 |
| L.7871 | SGT.FAIRFAX<br>SGT.MITCHELL<br>SGT.SUTTON<br>SGT.HUMPHREY<br>SGT.PALMER<br>SGT.HOWARTH | Do | 2010 | 0225 | ~~Operations were carried out as ordered.~~ Crew could not identify target or Docks owing to fog. Bombs brought back. | |
| R.1267 | SGT.NELSON<br>SGT.GREEN<br>P/O.BATZOFIN<br>SGT.HARDING<br>SGT.GLOVER<br>SGT.HAYWOOD | Do | 2015 | 0220 | ~~Operations were carried out as ordered.~~ Did not bomb owing to ground haze and 9/10 cloud. 1x500 lb and 1x250lb bombs jettisoned. 1x2000lb and 1x500 lb brought back. | |
| R.1175 | SGT.RETTER<br>SGT.AINSCOUGH<br>P/O.SMITH<br>SGT.PRYDE<br>SGT.CALDWELL<br>SGT.PREECE | Do | 2015 | 0215 | **Operations were carried out as ordered.** Bombed target area by light of flares from another A/C. Believed bombs fell ¼ ml East. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington | | | | | | |
| R.1455 | SGT.DONNELLY<br>SGT.HEATFIELD<br>SGT.LENNARD<br>SGT.LANG<br>SGT.CHURCH<br>SGT.GREIG | Attack SCHARNHORST & GNEISENAU at BREST. | 2035 | 0250 | **Operations were carried out as ordered.** Bombed target area, bursts seen. | Y 156 |
| T.2973 | S/L.BATCHELOR<br>SGT.MARTIN<br>SGT.MANSFIELD<br>SGT.BLURTON<br>SGT.BUNCE<br>SGT.ECCLES | Do | 2000 | 0245 | **Operations were carried out as ordered.** Estuary seen by light of flares. Bombs dropped in Dock area, but no results observed. | |
| R.1284 | SGT.LEWIS<br>SGT.BAKER<br>SGT.COPSON<br>SGT.ROBERTSON<br>SGT.BEATON<br>SGT.MARSHALL | Do | 2000 | 0245 | **Operations were carried out as ordered.** River recognised by light of flares. Bombs dropped in Dock area. | |

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

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

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 1/5. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: N.E'ly 10 to 20 mph. Weather: mainlycloudy with periods of slight rain around 0800 hrs. and 1900 hrs. Cloud: 7/10-9/10 at 4,500 ft. early becoming 8/10-10/10 at 800 ft. after dawn, lifting to 1,000-1,500 ft. by midday. Breaking in early afternoon to 4/10 or less at 2,000-2,500 ft. Increasing in early evening to 6/10-10/10 at 1,000 ft. lifting after 2100 hrs. to 3,000 ft. Visibility: 3 to 6 miles. | |
| | 2/5. | | Bombing practice carried out.<br>PERSONNEL: P/O. J.DAWSONposted to No. 23 O.T.U., Pershore.<br>WEATHER: Surface wind: N.E'ly 10 to 20 mph. Weather: continuous slight rain until 0700 hrs. Becoming fine by midday. Cloud: 10/10 at 800 ft. to 1,000 ft. at first, breaking to 4/10 to 6/10 at 1,500 ft. by midday, with medium cloud above. Clearing during afternoon to no cloud after 1600 hrs. Visibility: 6 to 12 miles. | F.141 |
| | 3/5. | 2020. | Nine aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 488 dated 3/5/41 (See appendix C.89 and relevant form 541) | C. 89 |
| | | 0305. | All aircraft returned safely.<br>WEATHER: Surface wind: E-NE. 10 to 20 mph. becoming calm towards midnight. Weather: fine or fair. Cloud: 6/10-9/10 from 0500-1500 GMT., otherwise only small amounts. Height of base 2,000 - 3,000 ft. Visibility: mainly 12 - 18 miles. | |
| | 4/5. | | Air firing practice carried out. Nothing of operational importance occurred.<br>WEATHER: Surface wind: light N.W'ly. Weather: fine. Cloud: occasional small patches of cloud at 2,000-3,000 ft. Visibility: 10-20 miles. | |

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Reference:- AIR 27 / 126

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 5/5. | 2210. | Ten aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B. 490 dated 5/5/41 (See appendix C.90 and relevant form 541) | C.90 |
| | | 0535. | All aircraft returned safely. | |
| | | | PERSONNEL: F/O. J.N.LORING posted to Headquarters, No. 3 Group. | F.41 |
| | | | F/L. R.S.EDWARDS posted from No. 20 O.T.U., Lossiemouth. | F.41 |
| | | | WEATHER: Surface wind: light N.W. to N. during morning becoming N. to NE. during afternoon 10-15 mph. but becoming light after dusk. Weather: cloudy but fine after sunset. Cloud: 6/10-9/10 at 2,500 ft.-3,000 ft. breaking and lifting to become 1-3/10 at 3,500 ft. by sunset. Visibility: 10 - 20 miles. | |
| | 6/5. | | PERSONNEL: P/O. N.DUNKERTON posted to No. 3 Group Training Flight, Stradishall. | F.41 |
| | | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: N.W. to N. 10-15 mph. Weather: cloudy with occasional showers. Cloud: 6/10 - 9/10 at 2,500 - 3,000 ft. falling to 2,000 ft. in occasional showers. Visibility: 10-20 miles. | |
| | 7/5 | | Air firing practice carried out. Nothing of operational importance occurred. | |
| | | | PERSONNEL: P/O. F.T.CLAYTON posted to Headquarters, No. 4 Group, York. | F.42 |
| | | | WEATHER: Surface wind: N. to N.N.E. 5-15 mph. Weather: cloudy with occasional showers. Cloud: mainly 7/10-10/10 at 2,500-3,000 ft. but falling to 1,500 ft. in showers. Cloud breaking to nil - 6/10 after dusk. Visibility: 10-20 miles. | |
| | 8/5. | 2200. | Ten aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 493 dated 8/5/41 (See appendix C.91 and relevant form 541) | C.91 |
| | | 0520. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: N.E less than 10 mph. Weather: cloudy becoming fine after sunset. Cloud: becoming 8/10 - 10/10 at 2,000 - 3,000 ft. Dispersing after sunset. Visibility: 10-20 miles. | |

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | 1941. | | | |
| HONINGTON. | 9/5. | 2215. | Eight aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B. 494 dated 9/5/41 (See appendix C.92 and relevant form 54) | C.92 |
| | | 0500. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: N.N.E. 2 mph. becoming N.E'ly 10 mph. around midday and moderating to 5 mph. at dusk. Weather: fair. Cloud: 5/10-9/10 at 2,500 ft., dispersing at dusk. Visibility: 10-20 miles. | |
| | 10/5. | | Nothing of operational importance occurred. | |
| | | | PERSONNEL: P/O. D.J.JAMIESON and P/O. C.K.COATES posted from No. 20 O.T.U., Lossiemouth. | F.43 |
| | | | WEATHER: Surface wind: N.N.E'ly 2-5 mph. increasing to N.E. 10 mph. Weather: fair. Cloud: little or none at first, increasing during the day up to 9/10 at 3,000 ft., but dispersing after dark. Visibility: 10-20 miles. | |
| | 11/5. | 2215. | Eleven aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B. 496 dated 11/5/41 (See appendix C.93 and relevant form 541) | C.93 |
| | | 0545. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: light variable mainly N.E'ly, becoming E. to S.E. 5 to 10 mph. in afternoon and veering south in evening. Weather: fine becoming fair. Cliud: Nil at first, low cloud increasing to 4/10-6/10 at 3,000 to 4,000 ft. in afternoon. Cirrus above layer of medium cloud in late evening. Visibility: 12 to 15 miles falling to 4 miles after dark. | |
| | 12/5. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: Southerly light at first becoming westerly to N.W'ly 10 - 15 mph. Weather: fair to cloudy. Cloud: 9/10-10/10 of medium cloud above 8,000 ft. breaking during morning. Low cloud increasing after midday to 6/10-9/10 at 2,000-3,000 ft. with medium cloud above. Visibility: 3 to 8 miles. | |

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Reference:- AIR 27 / 126

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 13/5. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: S.W. light becoming W'ly 15 mph. Weather: cloudy. Cloud: 9/10-10/10 at 3,000-4,000 ft. 2/10-4/10 at 2,000-2,500 ft. below during afternoon. Visibility: 3 miles at first improving to 6 to 12 miles in afternoon. 4 miles in evening. | |
| | 14/5. | | Nothing of operational importance occurred.<br>PERSONNEL: S/L. P.C.PICKARD posted from No. 311 Squadron.<br>WEATHER: Surface wind: W. 10 mph. at first becoming N.W. 15 mph. around noon and N.E'ly 10 mph. after 1600 hours. Weather: cloudy with period of drizzle around 1700 hours. Cloud: 8/10-10/10 at 4,000 ft. at first becoming 5/10-9/10 cumulus during morning. Then layer cloud 8/10-10/10 at 1,000 - 1,500 ft. in afternoon and evening. Visibility: 4 miles at first improving during morning to 6 - 12 miles. | F.43 |
| | 15/5. | 2030. | Seven aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B. 499 dated 15/5/41 (See appendix C 94 and relevant form 541) | C.94 |
| | | 0450. | All aircraft returned safely.<br>PERSONNEL: P/O. D.F.LAMB posted from No. 3 Group Training Flight, Stradishall.<br>WEATHER: Surface wind: N'Ly 10-20 mph. in daylight hours, otherwise light. Weather: cloudy with occasional showers of rain or hail. Cloud: 6/10-10/10 at 2,000-4,000 ft. decreasing to little or nil after 1700 GMT. Visibility: more than 12 miles till 2200 GMT. then 4 - 6 miles. | F.43 |
| | 16/5. | 2020. | Six aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B. 500 dated 16/5/41 (See appendix C.95 and relevant form 541) | C.95 |
| | | 0235. | All aircraft returned safely.<br>WEATHER: Surface wind: mainly WSW 10-20 mph. increasing to 20-25 mph. temporarily around midday. Weather: fair to fine. Cloud: nil to 0900 GMT. then increasing to 9/10 by 1600 and decreasing again to nil by midnight. Visibility: 4-6 miles improving to 6 - 12 miles by 0900 and 12 - 20 miles by midday, 6 - 12 miles in evening. | |

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WEATHER: Surface wind: mainly WSW 10-20 mph. increasing to 20-25 mph. temporarily around midday. Weather: fair to fine. Cloud: nil to 0900 GMT. then increasing to 9/10 by 1600 and decreasing again to nil by midnight. Visibility: 4-6 miles improving to 6 - 12 miles by 0900 and 12 - 20 miles by midday, 6 - 12 miles in evening.

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | ~~1941.~~ | | | |
| HONINGTON. | 17/5. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: light S.W'ly backing to S.E'ly. Weather: fair. Cloud: increasing to 9/10 at 3,000 ft. by midday, but decreasing to 4/10 by dusk. Visibility: becoming 10-20 miles by midday but decreasing to 4,000 yards after dusk. | |
| | 18/5. | 2220. | Nine aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B. 502 dated 18/5/41 (See appendix C 96 and relevant form 541) | C.96 |
| | | 0540. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: light variable mainly E'ly. Weather: fine becoming fair with rain commencing at 2200 hours. Cloud: small amounts at 3,000 - 4,000 ft. Medium cloud lowering during evening and becoming 10/10 at 3,500 ft. by midnight. Visibility: 4 -6 miles. | |
| | 19/5. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: W. to N.W. 5 - 10 mph. Weather: rain or drizzle during morning. Cloudy during afternoon. Drizzle commencing at 2300 hours. Cloud: 8/10-10/10 lowering to 600 ft. by midday and lowering to 300 ft. in drizzle in late evening. Visibility: 2,000 - 4,000 yards. | |
| | 20/5. | | Nothing of operational importance occurred. | |
| | | | PERSONNEL: F/O. D.McINTOSH posted to No. 5 B.A.T.F., Honington. | F.444 |
| | | | F/O. G.M.EVANS posted from R.A.F. St. Athan. | F. 45 |
| | | | WEATHER: Surface wind: N.W'ly 10 mph. but lighter early morning and late evening. Weather: drizzle until 1100 hours becoming fair. Cloud: 10/10 at 300 - 600ft. beginning to lift in late evening. Visibility: about 2,000 yds. at first but soon becoming 800 yards improving during morning to 3 miles. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 21/5. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: S.W. 2 mp.h increasing to 10 - 15 mph. Weather: fair with very slight rain beginning late in evening. Cloud: apart from one or two good breaks early in day, mainly 10/10, the lowest layer being at 2,000 - 3,000 ft. Visibility: 1 - 2miles improving to 5-10 miles. | |
| | 22/5. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: SW'ly 5-10 mph. veering WSW'ly and increasing to 10-15 mph. towards midday, but backing SSW'ly in evening. Weather: slight drizzle in early morning, becoming cloudy during day, with rain commencing after 1900 BST. Cloud: 8/10-10/10 at 600-1,000 ft. lifting during morning to 2,000 - 3,000 ft., but falling again in rain to about 600 ft. Visibility: 4-6 milesimproving to 10 miles, but falling to 2 - 4 miles in rain. | |
| | 23/5. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: S.S.W. 15 mph. becoming W.S.W. 15-20 mph. in afternoon. Weather: cloudy, with intermittent rain. Fair in evening. Cloud: 8/10-10/10 at 600-1,000 ft. lifting to 2,000 - 2,500 ft. in afternoon. Medium cloud above. Visibility: 3 to 6 miles at first, 12 miles in afternoon. | |
| | 24/5. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: S.W. 15 - 20 mph. S.S.W. in evening. Weather: cloudy, continuous rain after 1900 hours. Cloud: 6/10-9/10 at 2,000 - 3,000 ft.morning and afternoon. Medium cloud above. Becoming 8/10 - 10/10, 600 - 1,000 ft. after 1900 hours. Visibility: 6 - 12 miles falling to 3-5 miles in evening. | |
| | 25/5. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: S.W. 10 mph. becoming S'ly and finally S.E. to E.S.E. in evening. Weather: Cloudy. Slight showers in afternoon. Continuous rain after 2000 hours. Cloud: varying 4/10-9/10 at 1,500 ft. with medium cloud above falling to 800 to 1,000 after 2300 hours. Visibility: 4 to 8 miles. | |

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at 1,500 ft. with medium cloud above falling to 800 to 1,000 after 2300 hours. Visibility: 4 to 8 miles.

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation).....

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

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 26/5. | | Nothing of operational importance occurred,<br>WEATHER:Surface wind: S.E'ly 10-20 mph. Weather: rain during early morning becoming fair with occasional showers. Cloud: 6/10-9/10 at 1,000 ft. falling to 600 ft. in showers. Visibility: 4 - 6 miles. | |
| | 27/5. | 0650. | Twelve aircraft carried out operations in accordance with Headquarters No. 3 Group operation signal OPS. 212 dated 26/5/41. (See appendix C97 and relevant form 541) | C97 |
| | | 1545. | All aircraft returned safely.<br>PERSONNEL: S/Ldr. K.S.BATCHELOR posted to No. 311 Squadron.<br>WEATHER: Surface wind: S.W'ly becoming S.E'ly after 0900 hrs. 10-20 mph. Weather: cloudy with slight showers in morning. Cloud: 7/10-10/10 becoming 2/10-4/10 after 2000. Base 1,000-2000 ft. Medium cloud above. | F.48 |
| | 28/5. | | Nothing of operational importance occurred.<br>WEATHER: Surface E'ly becoming N.E'ly towards midnight. 5-15 mph. but 15-20 mph. at times. Weather: fair. Cloud: variable, less than 7/10 at 2,000-4,000 ft. with medium and high cloud gradually increasing to 10/10-7/10 by midnight. Visibility: 4-6 miles, improving to 12-18 miles in morning and afternoon,but 6 - 12 miles in evening. | |
| | 29/5. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: N.E'ly 10-15 mph. backing N.W. during morning and becming light. Weather: overcast with intermittent rain and drizzle. Cloud: 10/10 stratus at 300-600 ft. forming during early morning and persisting all day although breaking slightly in late afternoon. Visibility: 2,000 to 4,000 yards. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 30/5. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light variable becoming mainly N'ly. Weather: overcast with continuous drizzle early and light intermittent drizzle during day. Cloud: 10/10 at 300-600 ft. lifting and breaking to 8/10 at 1,000 ft. during afternoon but falling again after dusk. Visibility: 2,000 - 4,000 yards but below 1,000 yards towards 2400. | |
| | 31/5. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: N. to N.N.E. less than 10 mph. Weather: overcast with drizzle in early morning. Becoming fine during afternoon but cloudy after dusk. Cloud: 10/10 at 300 - 600 ft. but on surface at times. Lifting and breaking to 4/10 at 1,200 feet but becoming 10/10 after dusk. Visibility: less than 1,000 yards in cloud on surface during morning. Gradually improving to 4 - 6 miles. | |

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Wt. 44785/4214. 100M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

From 2015 hrs. 3 / 5 / 41 to 0350 hrs. 4 / 5 / 41 By No. 9 Squadron. No. of pages used for day 2

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON T 2973 | S/L BATCHELOR<br>G/C GRAY<br>Sgt. ANSFIELD<br>Sgt.BLURTON<br>Sgt.BUNCE<br>Sgt.BOOTH | Attack Scharnhorst and Gniesenau at BREST. | 2015 | 0315 | Incendiaries dropped immediately N. of Dry Dock causing large red fires, and widespread golden fires. Bombs dropped in same area but S/Ls prevented bomb bursts being seen. | Y 187 |
| R 1513 | S/L CRUICKSHANKS<br>P/O BODY<br>Sgt.HAMMITT<br>Sgt.LOWE<br>Sgt.GRIFFIN N<br>Sgt.HACK | DO | 2013 | 0340 | On arrival one large fire seen N.E. of target. Incendiary and H.E.bombs dropped 1 mile W. of ships. | do |
| T 2620 | Sgt.DONNELLY<br>Sgt.PEATFIELD<br>Sgt.McRINER<br>Sgt.LANGTRY<br>Sgt.CHURCH<br>Sgt.DAVIES | do | 2021 | 0340 | Incendiaries dropped N. of Dock 1. H.E.'s burst ½ mile N.W. of Dock 1. One red fire caused. | do |
| R 1267 | Sgt.NELSON<br>Sgt.GREEN<br>P/O LAZZOFIN<br>Sgt.HARDING<br>Sgt.GLOVER<br>Sgt.BECKHAM | do | 2024 | 0405 | On arrival fires seen E. of BREST, and at mouth of river a long framework burning. Bombs dropped in vicinity of Dry Docks. Bursts not seen. Incendiaries not seen to burn. | do |
| R 1591 | Sgt.RITTER<br>Sgt.AINSCOUGH<br>Sgt.HADDINGTON<br>Sgt.PRYDE<br>Sgt.CALDWELL<br>Sgt.PREECE | do | 2027 | 0345 | Own bombs seen to burst in No.1 Dock Area. | do |
| R 1224 | Sgt.LEWIS<br>Sgt.BAKER<br>Sgt.COPSON (Capt)<br>Sgt.CORDOCK<br>Sgt.MARSHALL<br>Sgt.BEATON | do | 2030 | 0330 | Bombs fell between Docks and two rows of vivid fires seen 2 miles inland. Bursts not seen owing to avoiding action. | do |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | | | | | | |
| R 1040 | P/O SLATTER<br>Sgt. FORD<br>P/O LUPTON<br>Sgt. STEVENSON<br>Sgt. CHANDLER<br>Sgt. LITTLE | Attack Scharnhorst and Gneisenau at BREST. | 2033 | 0350 | Bombs straddled Dry Dock bursts seen accross entrance to Dock. | Y 157 |
| T 2964 | Sgt. ANDERSON<br>Sgt. WILLIAMSON<br>Sgt. DOVE<br>Sgt. PALMER<br>Sgt. SMITH W.<br>Sgt. LOVE. | Attack Oil Storage at ROTTERDAM | 2100 | 2358 | Nothing of interest seen on arrival, own results not observed, owing to Flak fire. | do |
| R 5445 | Sgt. FAIRFAX<br>Sgt. MITCHELL<br>Sgt. SUTTON T.W.<br>Sgt. HUMPHREY<br>Sgt. RICHARDS<br>Sgt. HOWARTH | Attack COLOGNE "A" | 2103 | 0350 | 4,000 lb. bomb dropped in vicinity of aiming point. Bomb burst on impact, immediately followed by 2 explosions. One large red fire seen on leaving target. | do |
| | From 2130 hrs 5/5/41 to 0525 hrs 6/5/41. | | | | | |
| R 3286 | Sgt. MARTIN<br>Sgt. THOMSON<br>Sgt. LUMF<br>Sgt. GRIFFIN W.<br>Sgt. HENDERSON<br>Sgt. HOWE | Attack Docks and shipping at CHERBOURG | 2130 | 0230 | Bombed between nos. 4 and 6 Docks from S. Incendiaries seen, but not bomb bursts due to cloud. | Y 158 |
| R 1515 | W/C ARNOLD<br>F/O BRUCE<br>Sgt. WINK<br>P/O MOODY<br>F/O BAK[illegible] | Attack targets at MANNHEIM | 2210 | 0435 | Bombs seen to burst in target area, incendiaries started two fires. | do |
| T 2973 | S/L BATCHELOR<br>F/L EDWARDS<br>Sgt. MANSFIELD<br>Sgt. BLURTON<br>Sgt. BUNCE<br>Sgt. ECCLES. | do | 2213 | 0500 | Own bombs not seen to burst, Incendiaries started fires which were becoming red when leaving target. | do |
| T 2620 | Sgt. DONNELLY<br>Sgt. PEATFIELD<br>Sgt. McRINER<br>Sgt. LANGTRY<br>Sgt. CHURCH<br>Sgt. GREIG | do | 2216 | 0420 | Own incendiaries started more fires in target area and also one large red fire. Bombs not seen to burst owing to cloud. | do |

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| | | | | | | |
|---|---|---|---|---|---|---|
| T 2680 | Sgt.DONNELLY<br>Sgt.PEATFIELD<br>Sgt.McRITCHIE<br>Sgt.LANGTRY<br>Sgt.CHURCH<br>Sgt.GRAIG | do | 2216 | 0430 | Own incendiaries started more fires in target area and also one large red fire. Bombs not seen to burst owing to cloud. | do |

Wt. 44785/4214. 200M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

From 2130 hrs. 5 / 5 / 41 to 0525 hrs. 6 / 5 / 41 By 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 | | | | | | |
| R1225 | Sgt. LEWIS<br>" BAKER<br>" COPSON (Capt)<br>" CORDOCK<br>" BEATON<br>" MARSHALL | Attack Mannheim. | 2219 | 0410 | Bombs seen to burst in target area. | Y 158 |
| R1040 | P/O SLATTER<br>Sgt. FORD<br>P/O LUPTON<br>Sgt. STEVENSON<br>" CHANDLER<br>" LITTLE | do. | 2222 | 0440 | 10/10 cloud over Primary. Alternative target at Frankfurt attacked. Target area bombed. No results seen owing to 10/10 cloud. | |
| R 1445 | P/O MOORE<br>" ROBINSON<br>" SMITH<br>Sgt. TIDY<br>" RIDER<br>" SULLIVAN | do. | 2225 | 0525 | Bomb bursts seen, but no results. | |
| R 1279 | Sgt. NELSON<br>" GREEN<br>P/O BATZOFIN<br>Sgt. HARDING<br>" BECKMAN<br>" HAYWOOD | do. | 2228 | 0500 | 10/10 cloud over Primary. Alternative target at Frankfurt attacked. Bombs seen to burst in Town. | |
| R 1341 | Sgt. HETTER<br>" AINSCOUGH<br>" WADDINGHAM<br>" PRYDE<br>" CALDWELL<br>" DAVIES | do. | 2231 | 0450 | Bomb bursts seen, but no results. | |
| R 5445 | Sgt. FAIRFAX<br>" MITCHELL<br>" SUTTON. W.E.<br>" HUMPHREY<br>" RICHARDS<br>" HOWORTH | do. | 2234 | 0500 | 10/10 cloud over Primary. Alternative target at Frankfurt attacked. 4000 lb. dropped just S. of river. Explosion clearly seen, causing debris to be thrown into the air. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| From:- | 2200 hrs. 8/5/41 to 0520 hrs. 9/5/41. | | | | | |
| R 2973 | S/L BATCHELOR<br>F/L EDWARDS<br>Sgt. MANSFIELD<br>" BURTON<br>" BUNCE<br>" ECCLES | Attack HAMBURG (GR 3587). | 2200 | 0440 | Incendiaries started red fires in target area which appeared to be getting a good hold. Bombs dropped in same area. | Y 159 |
| R 1513 | S/L CRUICKSHANKS<br>Sgt. PINKHAM<br>" HEWETT<br>" LOWE<br>" GRIFFIN N.<br>" HACK | do. | 2203 | 0422 | Bombs fell along wharf N. side of target. Whole wharf ablaze. | |
| R 5445 | P/O SLATTER<br>F/O WILBERFORCE<br>P/O CLUPTON<br>Sgt. STEVENSON<br>" CHANDLER<br>" LITTLE | Attack HAMBURG (Point "B") | 2206 | 0520 | Unable to find Primary owing to 8/10 cloud. 4,000 lb. bomb dropped ½ mile N. of GR 3587, a colossal flash, and debris thrown up. | |
| R 1225 | Sgt. LEWIS<br>" BAKER<br>" COPSON (Capt.)<br>" CORDOCK<br>" BEATON<br>" MARSHALL | Attack HAMBURG (GR 3587) | 2209 | 0520 | Unable to find Primary, 8/10 cloud, hazy and misty. Bombs dropped on town 40 miles N. of HAMBURG. Bomb bursts seen but no fires caused or seen. | |
| R 1994 | Sgt. MARTIN<br>" THOMPSON<br>" REED<br>" GRIFFIN<br>" HENDERSON<br>" HOWE | do. | 2212 | 0502 | Bombs fell in Docks about ½ mile S.E. of target. Three bursts seen. | |
| R 1455 | P/O MOORE<br>Sgt. BILLET<br>P/O SMITH<br>Sgt. TIDY<br>" RIDER<br>" SULLIVAN | do. | 2215 | 0440 | Bombed N. bank of river, S. of ALSTER, no bursts seen and no fires. | |
| R 1741 | Sgt. RETTER<br>" AINSCOUGH<br>" WADDINGHAM<br>" PRYDE<br>" CALDWELL<br>" DAVIES | do. | 2218 | 0445 | Bombs dropped on target area. Bursts seen, and red glow. | |

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| | | | | | |
|---|---|---|---|---|---|
| " | AINSCOUGH | | | | red glow. |
| " | WADDINGHAM | | | | |
| " | PRYDE | | | | |
| " | CALDWELL | | | | |
| " | DAVIES | | | | |

Wt. 44785/4524. 100M. 2/40. H.G.S. 51—8059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

From 2200 hrs. 8 / 5 / 41 to 0520 hrs. 9 / 5 / 41 (Cont By 9 Squadron. No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON R 1279 | Sgt. NELSON<br>" GREEN<br>P/O BATZOFIN<br>Sgt. HARDING<br>" GLOVER<br>" HAYWOOD | Attack HAMBURG (GR 3587) | 2221 | 0520 | Target bombed and bursts seen. | Y 159 |
| R 2564 | Sgt. DONNELLY<br>" WALSH<br>" McRINER<br>" LANGTRY<br>" CHURCH<br>" GRAIG | do. | 2224 | 0220 | Returned early. Engine trouble, and W/T failure. Jettisoned 2 x 500 lb., and 1 x 250 lb bombs, and brought back 360 x 4 lb. incendiaries. | |
| L 7871 | Sgt. FAIRFAX<br>PEATFIELD<br>SUTTON T.W.<br>HUMPHREY<br>RICHARDS<br>HOWORTH | do. | 2227 | 0030 | Returned early. Engine trouble. Bombs brought back. | |
| From 2215 hours 9/5/41 to 0510 hours 10/5/41. | | | | | | |
| R 1513 | S/L CRUICKSHANKS<br>Sgt. PINKHAM<br>" HEWETT<br>" LOWE<br>" GRIFFIN N.<br>" HACK | Attack MANNHEIM | 2215 | 0425 | Bombed target, started fires. On leaving target 14 big fires could be seen. One visible 100 mls. away. | Y 160 |
| T 2973 | P/O SLATTER<br>F/O WILBERFORCE<br>P/O LUPTON<br>Sgt. STEVENSON<br>" TAYLOR<br>" LITTLE | do. | 2318 | 0410 | Bombs dropped ¾ mile West of Target. 3 fires were started. | |



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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| L 7871 | Sgt. FAIRFAX<br>" WALSH<br>" SUTTON T.W.<br>" HUMPHREY<br>" RICHARDS<br>" HOWORTH | Attack MANNHEIM | 2221 | 0400 | Bombs dropped on target and seen to burst. | Y 160 |
| R 1455 | P/O MOORE<br>Sgt. BILLETT<br>P/O SMITH<br>Sgt. TIDY<br>" RIDER<br>" SULLIVAN | do. | 2224 | 0500 | Bombs dropped in target area starting fires. | |
| R 1341 | Sgt. GRAY<br>" CLAYTON<br>P/O BELCHER<br>Sgt. WELLS<br>" BARRON<br>" PASSMORE | do. | 2227 | 0500 | Bombs dropped in target area, and seen to burst. | |
| R 1225 | Sgt. LEWIS<br>" LEWIN<br>" COPSON (Capt.)<br>" SMITH R.W.<br>" BEATON<br>" MARSHALL | do. | 2230 | 0510 | Bombs dropped in target area, and seen to burst. | |
| R 1267 | Sgt. NELSON<br>" GREEN<br>P/O BATZOFIN<br>Sgt. HARDING<br>" GLOVER<br>" HAYWOOD | do. | 2236 | 0450 | Details of town clearly visible. Bombs dropped in target area, and seen to burst. | |
| R 1175 | P/O. ROBINSON<br>Sgt. HAWES<br>" JOHNSON<br>" BLAKEMORE<br>" CLARKE<br>" BELL | Attack Docks and Shipping at CALAIS | 2239 | 0102 | Bombs dropped and seen to burst between docks 2 and 6. Incendiaries seen to ignite, but no fires developed. | |

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Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

From 2215 hrs. 11/5/41 to 0544 hrs. 12/5/41 By 9 Squadron No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON R 1513 | S/L CRUICKSHANKS<br>P/O MOODY<br>Sgt. HEWETT<br>" LOWE<br>" GRIFFIN N.<br>" HACK | Attack HAMBURG (GR 3587) | 2215 | 0415 | Docks clearly visible. Bombs seen to burst right across target. | Y 161 |
| R 1225 | Sgt. LEWIS<br>" BAKER<br>" COPSON CAPT.<br>" SMITH R.W.<br>" BEATON<br>" MARSHALL | do. | 2218 | 0520 | Bombs seen to explode across target. | |
| R 1040 | Sgt. MARTIN<br>" THOMPSON<br>" REED<br>" PRYDE<br>" HENDERSON<br>" HOWE | do. | 2221 | 0140 | Did not bomb. Reached position 53°30' N. 04°00' E. and returned to base as starboard engine gave trouble. Jettisoned 2 x 500 lb G.P., and brought back 1 x 1,000 lb G.P. and 2 x 500 lb. G.P. | |
| 1764 | P/O MOORE<br>Sgt. BILLETT<br>P/O SMITH<br>Sgt. TIDY<br>" RIDER<br>" SULLIVAN | do. | 2024 | 0445 | Bombs dropped on the N. side of the river. | |
| 2973 | P/O SLATTER<br>Sgt. FORD<br>P/O LUPTON<br>Sgt. STEVENSON<br>" CHANDLER<br>" LITTLE | do. | 2227 | 0544 | Bombed the target area, but no results observed. | |
| R 1267 | Sgt. NELSON<br>" GREEN<br>P/O BATZOFIN<br>Sgt. HARDING<br>" GLOVER<br>" HAYWOOD | do. | 2233 | 0435 | Bombs jettisoned - 54°20' N. 09°30' E., owing to being caught in searchlight concentrations. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| R 1341 | Sgt. GRAY<br>" BUTCHER<br>P/O BELCHER<br>Sgt. WELLS<br>" BARRON<br>" PASSMORE | Attack HAMBURG (GR 3587) | 2336 | 0525 | Bombing run E. to W. along River. Bombs seen to burst slightly short of target. | Y 161 |
| 1175 | Sgt. FAIRFAX<br>" MITCHELL<br>" SUTTON T.W.<br>" HUMPHREY<br>" RICHARDS<br>" HOWORTH | do. | 2339 | 0500 | Bombs clearly seen to burst in centre of target. | |
| 1763 | F/Lt. EDWARDS<br>Sgt. CLAYTON<br>" GILBERT<br>" LINDEN<br>" KARTZ<br>" TAYLOR | Attack Docks and Shipping at DIEPPE | 2342 | | Bombed Target Area. Landed at MIDDLE WALLOP on return journey. | |
| 3286 | F/O WILBERFORCE<br>Sgt. LEWIN<br>" TARBITTEN<br>" AKSHURST<br>" SUMMERS<br>" JAGO | do. | 2345 | 0230 | Bombs dropped, causing one blue and two yellow flashes along Docks in Outer Harbour. | |
| R 1279 | P/O ROBINSON<br>Sgt. HAWES<br>" JOHNSON<br>" CLARKE<br>" BLAKEMORE<br>" BELL | do. | 2347 | 0236 | Bombs dropped on E. side of Inner Harbour. One bomb seen to burst, no other results. | |
| From 2215 hrs. 15/5/41 to 0450 hrs. 16/5/41. | | | | | | |
| R 1513 | S/L CRUICKSHANKS<br>F/Sgt. STYLES<br>Sgt. HEWETT<br>" LOWE<br>" GRIFFIN N.<br>" HACK | Attack HANOVER | 2215 | 0330 | Bombs dropped in target area. On return journey fires seen 70 mls. away. | Y 162 |
| R 1764 | P/O MOORE<br>Sgt. BILLETT<br>P/O SMITH<br>Sgt. TIDY<br>" RIDER<br>" SULLIVAN | do. | 2218 | 0420 | Bombs dropped, and fires started in target area. | |

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|---|---|---|---|---|---|---|---|
| | Sgt. BILLETT<br>P/O SMITH<br>Sgt. TIDY<br>" RIDER<br>" SULLIVAN | | | | | | |

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

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

From 2215 hrs. 15/5/41 to 0450 hrs. 16/5/41 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<br>R 1267 | Sgt. NELSON<br>" JOHNSON<br>" AKEHURST<br>" GLOVER<br>" HAYWOOD | Attack HANNOVER | 2221 | 0400 | Unable to find target owing to haze. Attack made on VAHREN aerodrome 1 mile N. of HANNOVER, and started several squares of red fires which continued burning. Flashes of H.E. bombs seen. | Y 162 |
| R 1758 | P/O SLATTER<br>" LUPTON<br>Sgt. STEVENSON<br>" CHANDLER<br>" LITTLE | do. | 2224 | 0450 | Incendiaries seen dropping S. and W. of target area. Flashes of bombs dropped in target area observed. | do. |
| R 1341 | Sgt. GRAY<br>" BUTCHER<br>P/O BELCHER<br>Sgt WELLS<br>" BARRON<br>" PASSMORE | do. | 2227 | 0445 | Bombs dropped in target area causing fire. | do. |
| R 1284 | Sgt. MARTIN<br>" THOMPSON<br>" LUKE<br>" SMITH R.W.<br>" HENDERSON<br>" HOWE | do. | 2230 | 0445 | Bombs dropped in target area and bursts seen. | do. |
| R 1279 | P/O ROBINSON<br>Sgt. HAWES<br>P/O BATZOFIN<br>Sgt. BLAKEMORE<br>" CLARKE<br>" BELL | do. | 2233 | 0420 | Bombs dropped and seen to burst with very large flash, in target area. | do. |
| | From 2230 hours 16/5/41 to 0245 hours 17/5/41. | | | | | |
| K 5729 | Sgt. PINKHAM<br>" WALSH<br>" HEWSON<br>" RICKART<br>" CASSIDY<br>" HANNISH | Attack BOULOGNE (Docks and shipping) | 2230 | 0235 | Attacked by 4 night fighters after being caught in S/Ls. Bombs safely jettisoned. | Y 163. |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| R 1763 | F/Lt EDWARDS<br>Sgt. CLAYTON<br>" GILBERT<br>" LINDEN<br>" KARTZ<br>" TAYLOR | Attack BOULOGNE Docks and Shipping. | 2255 | 0140 | Bombs dropped . Two of which were seen to burst accross Dock 4 . No other results observed | Y 163 |
| R 1284 | F/O WILBERFORCE<br>Sgt. LEWIN<br>" TARBITTON<br>" AKEHURST<br>" SUMMERS<br>" JAGO | do. | 2256 | 0133 | Bombs dropped between Docks 3 and 4 . Four bursts seen. | do. |
| R 1325 | Sgt. FORD<br>" PITT<br>" GOVE<br>" PALMER<br>" LEE<br>" HUGGLESTON | do. | 2259 | 0150 | Bombs dropped between Docks 3 and 2. Bombs seen to burst with brilliant flashes. | do. |
| R 1455 | Sgt. GREEN<br>" FEATFIELD<br>" McGINGER (Capt)<br>" HIGGINS<br>" CHURCH<br>" CRAIG | do. | 2242 | 0205 | Bombs dropped and seen to burst between Docks 4 and 6 . Incendiaries caused a violent explosion Blue green in colour followed by a red fire which continued burning. | do. |
| R 1267 | Sgt. MITCHELL<br>" SUTTON<br>" HUMPHREY<br>" RICHARDS<br>" HOWORTH | do. | 2245 | 0245 | Bombs seen to burst between Docks 4 and 6. Fires started and small explosions. Aircraft crashed and caught fire on return to base. Hydraulic system u/s. Pilot killed. | do. |
| From 2220 hours 18/5/41 to 0540 hours 19/5/41. | | | | | | |
| R 1513 | S/L CRUICKSHANKS<br>Sgt. HEWETT<br>" LOWE<br>" GRIFFIN N.<br>" HACK | Attack KIEL (GR 3589) | 2220 | 0421 | 9/10 cloud. Bombed largest flak concentration available. | Y 164 |
| T 2973 | F/O LAMB<br>Sgt. SUTTON<br>" WINK<br>" BUNCE<br>" ECCLES | do | 2222 | 0525 | No ground detail discernible, but target estimated KIEL by E.T.A. and heavy flak. Own bombs dropped in town, and incendiaries seen to ignite. | |

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|---|---|---|---|---|---|
| T 2973 | F/O LAMB<br>Sgt. SUTTON<br>" WINK<br>" BUNCE<br>" ECCLES | do | [illegible] | [illegible] | [illegible] estimated KIEL by E.T.A. and heavy flak. Own bombs dropped in town, and incendiaries seen to ignite. |

Wt. 44785/4314. 200M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2220 hrs. 18/5/41 to 0540 hrs. 19/5/41 By 9 Squadron. No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| R 1341 | Sgt. GRAY<br>" BUTCHER<br>P/O BELCHER<br>Sgt. WELLS<br>" BARRON<br>" PASSMORE | Attack KIEL (GR 3589) | 2224 | 0450 | Bombed target area by light of flare from other a/c. One stick incendiaries seen to drop over KIEL. No fires caused. | Y 164 |
| R 1758 | P/O SLATTER<br>" JAMIESON<br>" LUPTON<br>Sgt. STEVENSON<br>" HUMPHREY<br>" LITTLE | do. | 2226 | 0540 | Bombs fell 2 miles N.E. of target. | |
| R 1284 | Sgt. MARTIN<br>" THOMPSON<br>" LUKE<br>" SMITH R.W.<br>" HENDERSON<br>" HOWE | do. | 2228 | 0515 | Bombed target. Bursts not recognised among flak bursts. | |
| R 1772 | F/Lt. EDWARDS<br>Sgt. CLAYTON<br>" GILBERT<br>" LINDEN<br>" KARTZ<br>" TAYLOR | do. | 2230 | 0525 | Bombed target area. | |
| R 1763 | Sgt. FORD<br>" PITT<br>" GOVE<br>" PALMER<br>" LEE<br>" MUGGLETON | do. | 2232 | 0426 | Bombed Dock area by light of flare. Darkness and low cloud obscured results. Unable to identify actual target. | |
| R 1455 | Sgt. GREEN<br>" PEATFIELD<br>" McRINER (Capt)<br>" LANGTRY<br>" CHURCH<br>" BECKMAN | do. | 2234 | 0450 | General outline of harbour seen by flares, but no detail. Own bombs believed near Inner Harbour. Bomb flashes seen, but no other results observed. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| R 1279 | P/O ROBINSON<br>Sgt. HAWES<br>P/O SMITH<br>Sgt. CLARKE<br>" BLAKEMORE<br>" BELL | Attack KIEL (GR 3589) | 2256 | 0500 | Town faintly seen by flares, and bombs dropped. Actual position not seen. | Y 164 |
| From 0653 hrs 27/5/41 | | to 1540 hrs. 27/5/41. | | | | |
| T 2973 | W/C ARNOLD<br>Sgt. ANDERSON<br>F/O BRUCE<br>Sgt. WINK<br>" ARMSTRONG<br>" BARRATT | Attack HIPPER CLASS CRUISER in ATLANTIC OCEAN. | 0653 | 1455 | Nothing to report. All bombs brought back. | Y 165 |
| R 1175 | Sgt. RETTER<br>" AINSCOUGH<br>" WADDINGHAM<br>" PRYDE<br>" CALDWELL<br>" PREECE | do. | 0654 | 1415 | Landed at EXETER - petrol shortage. No enemy shipping or a/c seen. 6 x 250 B bombs jettisoned at 50° 10' N. 04° 00' W. 2x 500 lb S.A.P. bombs left at EXETER. 1 x 250 lb. S.A.P. brought back. | |
| R 1758 | Sgt. GRAY<br>" BUTCHER<br>P/O BELCHER<br>Sgt. WELLS<br>" BARRON<br>" PASSMORE | do. | 0655 | 1500 | No enemy shipping seen. Convoy of about 35 M/V s. proceeding at 270° about 2 miles off shore. All bombs brought back. | |
| R 1763 | F/Lt. EDWARDS<br>Sgt. CLAYTON<br>" GILBERT<br>" LINDEN<br>" KARTZ<br>" TAYLOR | do. | 0658 | 1525 | No enemy shipping or a/c seen. All bombs brought back. | |
| K 5703 | S/L PICKARD<br>Sgt. SUTTON<br>" HARDING<br>" SMITHSON<br>" HOWORTH | do. | 0659 | 1525 | Nothing to report. All bombs brought back. | |

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| | | | | | |
|---|---|---|---|---|---|
| | " SMITHSON<br>" HOWORTH | | | | |

Wt. 44786/4518. 1000M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 0653 hrs. 27 / 5 / 41 to 1540 hrs. 27 / 5 / 41 (Cont.) By 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<br>R 1722 | F/O WILBERFORCE<br>Sgt. LEWIN<br>" TARBITTEN<br>" AKEHURST<br>" SUMMERS<br>" JAGO | Attack HIPPER Class Cruiser in ATLANTIC OCEAN. | 0700 | 1530 | Nothing to report. All bombs brought back. | Y 165 |
| R 1284 | Sgt. MARTIN<br>" EVERETT<br>" LUKE<br>" GRIFFIN W.<br>" HENDERSON<br>" HOWE | do. | 0701 | 1525 | Nothing to report. All bombs brought back. | |
| R 1225 | Sgt. LEWIS<br>" BAKER<br>" COPSON (Capt.)<br>" HIGGINS<br>" BANKS<br>" DAVIES | do. | 0701 | 1540 | Nothing to report. All bombs brought back. | |
| N 5729 | S/L CRUIKSHANKS<br>Sgt. HEWETT<br>" LOWE<br>" GRIFFEN N.<br>" HACK | do. | 0704 | 1450 | Nothing to report. All bombs brought back. | |
| T 2620 | F/O Lamb<br>Sgt. MANSFIELD<br>" GILBEY<br>" BUNCE<br>" ECCLES | do. | 0704 | 1515 | Nothing to report. All bombs brought back. | |
| R 1764 | P/O MOORE<br>Sgt. BILLETT<br>P/O SMITH<br>Sgt. TIDY<br>" RIDER<br>" SULLIVAN | do. | 0706 | 1501 | No enemy shipping or a/c seen. All bombs brought back. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| x P 1279 | P/O ROBINSON<br>Sgt. HAWES<br>P/O BATZOFIN<br>Sgt. CLARKE<br>" BLAKEMORE<br>" BELL | Attack HIPPER Class CRUISER in ATLANTIC OCEAN | 0710 | 1535 | Nothing to report. All bombs brought back | Y 165. |

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21793 Wt. 38305/3593 400.000 12/39—McC & Co.—5145638

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 1/6. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: N.N.E. less than 10 mph. Weather: cloudy with occasional drizzle morning becoming fair during afternoon. Cloud: 10/10 Stratus at 300-600 ft. Lifting late in morning to 1,500 feet and breaking to 4-7/10. Cloud increasing to 10/10 after dusk. Visibility: 2,000-4,000 yards at furst increasing to 5-10 miles during the morning. | |
| | 2/6. | 2230. | Nine aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B.512 dated 2/6/41 (See appendix C.98 and relevant form 541). | C.98 |
| | | 0445. | All aircraft returned safely.<br>WEATHER: Surface wind: N.E'ly 5-10 mph. increasing to 10-15 mph. Weather: fair. Cloud: 10/10 at 1,000-1,500 feet. Visibility: 4-6 miles improving to 6-12 miles. | |
| | 3/6. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: N.E'ly 5-10 mph. Weather: fair apart from a period of drizzle during the early hours of the morning. Cloud: Apart from one or two breaks during the afternoon, 10/10 of cloud at 1,000-1,500 feet lowering to 600 feet, but lifting to 2,000-3,000 feet during the afternoon. Visibility: 6-12 miles deteriorating to 3-6 miles. | |
| | 4/6 | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light N.E'ly or calm in morning, then E'ly becoming N.E'ly less than 15 mph. Weather: fog till 0800 then fair fine. Cloud: nil to 5/10 to 1600 GMT. at 2,000-3,000 feet, then medium cloud increasing in amount to 9/10 by 2100 GMT. Visibility: down to 130 yards in fog, improving to 6-12 miles. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 5/6. | | Nothing of operational importance occurred.<br>PERSONNEL: F/Lt. E.J.WARREN posted to R.A.F. Station, BURY ST. EDMUNDS.<br>WEATHER: Surface wind: E'ly. to NE'ly 10-20 mph. falling light towards midnight. Weather: mainly fair but slight rain at times in second half of period. Cloud: 9/10 high and medium cloud only till 0800 then 3/10 at 5,000-7,000 ft. as well, gradually lowering and increasing in amount to 9/10 at 2,800 ft. by 2000 GMT, 1,500 ft. by 2100 GMT. and 10/10 at 720 ft. by 2300 GMT. Visibility: mainly 6-12 miles, but 12-18 miles from 0800 - 1200 and 4 - 6 miles from 2300 GMT. | |
| | 6/6. | | Nothing of operational importance occurred.<br>PERSONNEL: P/O. J.N.BAMBOROUGH posted from R.A.F. Station, HONINGTON.<br>WEATHER: Surface wind: light N.E'ly becoming W'ly falling calm in evening. Weather: slight rain with fog around dawn. Cloud: 10/10 at below 1,000 feet, lifting and clearing towards midnight, then 10/10 medium cloud. Visibility: 2/4 miles, decreasing to 600 yards at 0600 GMT. improving to 6/12 miles in afternoon, and gradually deteriorating to 1/2 miles by midnight. | F. |
| | 7/6. | 2145. | Ten aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 517 dated 7/6/41 (See appendix C and relevant form 541) | C. |
| | | 0510. | All aircraft returned safely.<br>WEATHER: Surface wind: calm or light variable. Weather: fog around dawn becmoing mainly cloudy, with a slight shower in the evening. Cloud: mainly 7/10 to 8/10 at 2,000 feet decreasing to 4/10 towards midnight. Some medium cloud. Visibility: decreasing to 600 yards at 0500 GMT. slowly improving to 6 to 12 miles in evening. | |
| | 8/6. | | Nothing of operational importance ~~occurred~~ occurred.<br>WEATHER: Surface wind: light NE'ly becoming ESE 5 to 15 mph. Weather: fog at first, becoming fair in afternoon, but cloudy towards midnight. Cloud: mainly 4/10 to 8/10 at 2,000 feet, becoming 10/10 and falling to 300 feet by midnight. Visibility: down to 80 yards at 0600 GMT. improving rapidly to 6-12 miles, but falling to 1-2 miles towards midnight. | |

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Reference:- AIR 27 / 126

in afternoon, but cloudy towards midnight. Cloud: mainly 4/10 to 8/10 at 2,000 feet, becoming 10/10 and falling to 300 feet by midnight. Visibility: down to 80 yards at 0660 GMT. improving rapidly to 6-12 miles, but falling to 1-2 miles towards midnight.

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

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

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 9/6. | 1620. | Four aircraft took off for operations. | |
| | | 2000. | Two aircraft returned safely. Wellington R.1758 ( W/Cdr. ARNOLD and crew) and T.2620 (F/OLamb and crew) failed to return. | |
| | | | Bombing practice carried out. | |
| | | | WEATHER: Surface wind: Easterly 10 mph. becoming NE'ly 5-10 mph during the evening. Weather: intermittent drizzle, becoming fair around 0600 BST. but continuous rain spreading from the S.W. reaching the area at about 1700 BST. Cloud: 10/10 at 300 ft. lifting and breaking, becoming fair after midday 3/10-7/10 at 1,000-2,000 feet with much medium cloud above. Cloud increasing to become 8/10-10/10 at 1,000-2,000 feet during the evening. Visibility: 1½2 miles deteriorating in early morning to 400 yards in fog, improving to 6-12 miles but deteriorating to 2-5 miles during the evening. ~~Visibility:~~ | |
| | 10/6. | | Nothing of operational importance occurred. | |
| | | | PERSONNEL: F/O. L.D.DOWNES posted from No. 7 Squadron, OAKINGTON. | |
| | | | WEATHER: Surface wind: NNE 10-15 mph. veering and increasing to NNW 20-25 mph. Weather: continuous rain at first, becoming intermittent at 1700 GMT. and ceasing at end of period. Cloud: 10/10 at 300 feet lifting to 1,500 feet. Breaking a little at end of period, Visibility: 2-6 miles. | |
| | 11/6. | 2245. | Nine aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B. 521 dated 11/6/41 (See appendix C.100 and relevant form 541) | C. 100 1 |
| | | 0430. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: Northerly 15 mph. veering Easterly and falling light. Weather: mainly cloudy but fair during the afternoon. Cloud: 8/10-10/10 at 1,500 feet at first lifting and breaking to 4/10-7/10 at 2,500 feet and to Nil-3/10 during afternoon. Much medium and high cloud late afternoon and evening. Visibility: 10-15 miles. | |

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Reference:- AIR 27 / 126

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 12/6. | 2200. | Eight aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.522 dated 12/6/41 (See appendix C /01 and relevant form 541) | C /01 |
| | | 0420. | All aircraft returned safely.<br>PERSONNEL: P/O. P.J.BLURTON posted to No. 9 Squadron on appointment to commissioned rank. | F |
| | | | WEATHER: Surface wind: Southerly light. Weather: Fair with occasional showers during afternoon. Cloud: becoming 4/10-7/10 at 3,000-4,000 feet falling to 1,500 feet in heavier showers. Breaking after dusk to 2/10. Much medium cloud early. Visibility: 4-8 miles. | |
| | 13/6. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: W'ly veering NW'ly 10-15 mph. and falling light variable. Weather: fair. Cloud: 6/10-9/10 at 4,000 feet at first, breaking to nil to 2/10 in early morning and increasing to 6/10-9/10 at 2,500-3,000 feet during afternoon. Much medium and high cloud at beginning and end of period. Visibility: 2-4 miles at first becoming 4-8 miles during afternoon. | |
| | 14/6. | | Nothing of operational importance occurred.<br>PERSONNEL: P/O. J.F.SLATTER posted to No. 11 O.T.U., BASSINGBOURN.<br>WEATHER: Surface wind: light variable becoming W'ly 15-20 mph. during afternoon. Weather: fair with occasional rain. Cloud: little or no cloud at first, but increasing to 6/10-8/10 at 6,000-7,000 feet by midday and lowering to 1,000-2,000 feet. Visibility: 2-4 miles becoming 4-6 miles in evening. | F. |
| | 15/6. | 2300. | Three aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B. 525 dated 15/6/41 (See appendix C /02 and relevant form 541) | C. /02 |
| | | 0245, | All aircraft returned safely.<br>WEATHER: Surface wind: S.W. to W. 15 mph. veering N.W. 20 mph. in afternoon and backing Westerly 10 mph. in evening. Weather: Cloudy. Cloud: 7/10-10/10 at 1,000 to 1,500 feet. lifting in afternoon to 2,500 to 3,000 ft. Breaking towards midnight. Visibility: 6-10 miles. | |

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WEATHER: Surface wind: S.W. to W. 15 mph. veering N.W. 20 mph. in afternoon and backing Westerly 10 mph. in evening. Weather: Cloudy. Cloud: 7/10-10/10 at 1,000 to 1,500 feet. lifting in afternoon to 2,500 to 3,000 ft. Breaking towards midnight. Visibility: 6-10 miles.

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No. 4

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 16/6. | 2300. | Four aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 526 dayed 16/6/41 (See appendix C/103 and relevant form 541) Remainder of sorties unable to ~~complete~~ take off owing to Wellington L.7871 catching fire just prior to take-off. | C./103 |
| | | 0445. | Four aircraft returned safely. WEATHER: Surface wind: Westerly 5-10 mph. becoming light S.W'ly in late evening. Weather: fine Cloud: cloudless apart from nil to 5/10 in afternoon. Visibility: 3 to 5 miles at first becoming 6 to 10 miles in afternoon. | |
| | 17/6. | 2320. | Ten aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.527 dated 17/6/41 (See appendix C/104 and relevant form 541) | C./104 |
| | | 0443. | All aircraft returned safely. PERSONNEL: F/O. J.N.LORING posted from Headquarters (Unit), No. 3 Group. WEATHER: Surface wind: S.W'ly 5 to 10 mph. Weather: fine. Cloud: Only nil to 2/10 of low cloud at 3,500 feet in afternoon. 2/10 to 5/10 of medium and high cloud in afternoon and evening. Visibility: 3 to 5 miles at first improving to 6 to 12 miles. | F. |
| | 18/6. | | Nothing of operational importance occurred. PERSONNEL: P/O. G.M.EVANS posted to No. 408 Squadron, Linthorpe. WEATHER: Surface wind: S. to S.W. 5 mph. in morning, becoming Westerly 10 mph. in afternoon and then Easterly 10 mph. in evening. Weather: 6/10 to 9/10 medium and high cloud in morning, 1/10 to 4/10 at 4,000 feet in afternoon with small amounts of medium and high cloud, becoming almost cloudless towards midnight. Visibility: 4 miles in early morning and late evening. Otherwise 6 to 12 miles. | F. |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 19/6. | 2320. | Ten aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 529 dated 19/6/41 (See appendix C/05 and relevant form 541) | C/05 |
| | | 0530. | All aircraft returned safely.<br>WEATHER: Surface wind: Easterly, light early becoming 10 mph. Weather: fine. Cloud: only very small amounts of low cloud. Varying amounts of medium and high cloud. Visibility: 1,000 to 2,000 yards early improving to 6 to 12 miles but falling to 4,000 yards towards midnight. | |
| | 20/6. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: Easterly, light at first becoming 10 mph. Weather: fog in early hours, clearing shortly after dawn becoming fine. Cloud: On surface in fog early becoming only small amounts at 4,000 to 5,000 feet with varying amounts of high cloud. Cloudless in evening. Visibility: 100 to 300 yards, early improving shortly after dawn to 6 to 12 miles. | |
| | 21/6. | | Nothing of operational importance occurred. Practice bombing carried out.<br>WEATHER: Surface wind: light Easterly becoming generally E.S.E. 10-15 mph. Weather: fine. Cloud: small amounts of medium and high cloud. Visibility: 4-6 miles improving to 10-15 miles. | |
| | 22/6 | 2317. | Twelve aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 532 dated 22/6/41 (See appendix C/06 and relevant form 541) | C./06 |
| | | 0510. | All aircraft returned safely.<br>WEATHER: Fine. Cloud: Very variable amounts of medium and high cloud. Surface wind: Light S.E'ly at first increasing to 10 - 15 mph. but becoming light late in evening. Visibility: 5-10 miles. | |

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R.A.F. Form 540

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# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON

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

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 23/6. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: E'ly 2-5 mph. increasing and veering during the day to Westerly 5-15 mph. Weather: fine. Cloud: variable amounts mainly 3/10-7/10 medium and high cloud. Visibility: 2-4 miles improving to 6-12 miles. | |
| | 24/6 | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light and variable mainly Southerly. Weather: fine, fair in early afternoon. Cloud: small amounts of low cloud at first becoming 6/10-9/10 at 3,000-4,000 ft. during afternoon, but dispersing during evening. Variable amounts of medium and high cloud. Visibility: 4-6 miles. | |
| | 25/6 | 2315. | Ten aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 535 dated 25/6/41 (See appendix C/07 and relevant form 541) | C./07 |
| | | 0455. | All aircraft returned safely.<br>WEATHER: Surface wind: light Easterly becoming Westerly, 10/15 mph. in evening. Weather: fine, becoming fair at end of period. Cloud: No cloud at first becoming 1/10 to 4/10 about noon, at 4,000 ft. and dispersing in afternoon. Small amounts of medium and high cloud. Visibility: 6/8 miles at first deteriorating to 2 miles in morning but increasing to 12 miles towards end of period. | |
| | 26/6. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light and variable, mainly Westerly. Weather: fine at first becoming cloudy in morning and fair in afternoon till end of period. Cloud: variable amounts of low cloud at 3,000/4,000 ft. dispersing in morning, but increasing in afternoon to 9/10 at 4,000 ft. and breaking a little in evening, Variable amounts of medium and high cloud. Visibility: 8/12 miles. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 27/6. | | Bombing practice carried out.<br>PERSONNEL: P/O. H.BATZOFIN posted to R.A.F. Station, Harwell.<br>WEATHER: Surface wind: N.W'ly 5/10 mph. becoming Northerly towards noon, and N.W'ly towards end of period. Weather: mainly fair. Cloud: variable amounts of low cloud to 9/10 at 3,000 to 4,000 ft. lowering to 2,500 ft. at noon, dispersing at dusk. Small amounts of medium and high cloud during second half of period. Visibility: 6/8 miles becoming 10/15 miles during second half of period. | A. |
| | 28/6. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light Westerly at first, less than 5 mph., becoming North Easterly, 10/15 mph. then backing to North Westerly 5 mph. at end of period. Weather: cloudy: Cloud: No low cloud at first, 8/10-10/10 cloud at 3,500 ft. in morning lowering to 1,200 ft. in afternoon, then rising to 3,000 ft. in evening and till end of period. Slight breaks in evening. Visibility: 4/6 miles at first, increasing to 12/15 miles during second half of period. | |
| | 29/6. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: Northerly 5 to 10 mph. Weather: cloudy becoming fine. Cloud: 8/10 to 10/10 at 3,000 ft. until 0200, then dispersing to nil. Increasing again at 0500 hrs. to almost 10/10 at 1,500 to 2,000 ft. until midday. Cloud then dispersing to become almost cloudless. Visibility: 4 miles early becoming 12 to 15 miles after dawn. | |
| | 30/6. | 0935.<br>1730. | Six aircraft carried out sweep in accordance with operations instructions from Headquarters, 3 Group.<br>All aircraft returned safely.<br>WEATHER: Surface wind: light and variable. Weather: cloudy, becoming fine. Cloud: 10/10 at 1,000 to 1,500 ft. until midday then low cloud dispersing to nil, but 6/10 to 9/10 of high cloud. Medium cloud increasing from West in late evening. Visibility: 12 to 15 miles. | |

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W4 24785/431A. 100M. 1/40. H.G.S. 51—6059

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

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

Date. 2/3rd June 1941.
From ---hrs---/---/---to---hrs---/---/--- 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 K 5703 | S/L PICKARD<br>Sgt. WILLIAMS<br>P/O LUPTON<br>Sgt. JUDSON<br>" SMITHSON<br>" MILLS | Attack DUSSELDORF "B" | 2240 | 0240 | Bombx bursts observed through cloud plus whitish fire accompanied by several small and frequent explosions. | Y 166 |
| T 2620 | F/O LAMB<br>P/O JAMIESON.<br>Sgt. MANSFIELD<br>Sgt. HUMPHREY<br>Sgt. BUNCE<br>Sgt. BUCKLES | " | 2242 | 0235 | Did not attack primary target owing to Static severity and Ice Accretion. Flak batteries in AACHEN area attacked. Bombed in one stick at Maximum intervals . Incendiaries seen to burnx but no other results. | " |
| R 1279 | P/O ROBINSON<br>Sgt. HAWES<br>P/O BATZOFIN<br>Sgt. CLARKE<br>" BLAKEMORE<br>" HAYWOOD | " | 2244 | 0220 | Primary not attacked. Icing 20 mls S of NAMUR. Bombs seen to xxxxx burst on HAAMSTEDE aerodrome. Aerodrome was lit up on approach, but lights switched off prior to bombing. One aircraft seen circling with lights on. | " |
| R 1175 | Sgt. RETTER<br>" AINSCOUGH<br>" WADDINGHAM<br>" PRYDE<br>" CALDWELL<br>" PRICE. | " | 2246 | 0215 | Did not bomb. Static cloud and icing, 10 mls. W. of NAMUR. 1 x 1000lb & 3 x 500lb bombs jettisoned in sea. 3 x 500lb brought back. | " |
| R 1763 | Sgt. MARTIN<br>" GRADY<br>" LUKE<br>" HARDING<br>" HENDERSON<br>" HOWE | " | 2248 | | Landed at HORSHAM ST. FAITH. | " |
| R 1455 | Sgt. GREEN<br>" EVERETT<br>" McRINER (CAPT)<br>" LANGUERY<br>" CHURCH<br>" BECKMAN | " | 2250 | 0310 | Primary not attacked, due to severe icing, accretion and visibility nil. Bombs dropped in AACHEN area, but no bursts seen. | " |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 1757 | P/O MOORE<br>Sgt. BILLETT<br>P/O SMITH<br>Sgt. TADEY<br>" RIDER<br>" SULLIVAN | Attack DUSSELDORF "B" | 2252 | 0420 | Landed at CRANWELL.<br>Bombs seen to burst, but no other results. | Y 166 |
| R 1722 | F/O WILBERFORCE<br>Sgt. LEWIN<br>" TARBITTEN<br>" AKEHURST<br>" SUMMERS<br>" JAGO | " | 2254 | 0440 | Landed at HORSHAM ST. FAITH.<br>Bombed target area by light from flare. Bomb bursts seen. | " |
| R 5445 | Sgt. GRAY<br>" BUTCHER<br>P/O BELCHER<br>Sgt WELLS<br>" BANKS<br>" PASSMORE. | " | 2256 | 0250 | 4,000lb. bomb dropped in target area. Exact position not known, but believed in town. Explosion clearly seen, but no other results. 10/10 cloud and haze. | " |
| **Date 7/8 June 1941.** | | | | | | |
| R 1513 | S/L CRUICKSHANKS<br>SGT&ROBERTS<br>SGT. HEWETT<br>SGT. LOWE<br>SGT. GRIFFIN<br>SGT. HOWORTH | Attack. "PRINZ EUGEN" Cruiser at BREST. | 2145 | 0411 | Landed at STRADISHALL, fog over base. Bombed target. No bursts observed, but bombs believed to have fallen in Dock Area. | Y 167 |
| K 5703 | S/L. PICKARD<br>SGT& WILLIAMS<br>SGT. LENNARD<br>SGT. JUDSON<br>SGT. SMITHSON<br>SGT. MILLS | do | 2147 | 0450 | Bombed target, but no results seen. Landed at BOSCOMBE DOWN on return. | |
| T 2620 | F/O. LAMB<br>SGT. PARTINGTON<br>SGT. MANSFIELD<br>SGT. HUMPHREY<br>SGT. BUNCE<br>SGT. ECCLES | do. | 2149 | 0330 | Landed at STRADISHALL on return. Target bombed from W. to E. No bursts or results seen. | |
| Rx1341 | SGT. GRAY<br>SGT. BUTCHER<br>P/O. BELCHER<br>SGT. STEVENSON<br>SGT. BANKS<br>SGT. PASSMORE | do. | 2151 | 0415 | Landed at STRADISHALL. Target bombed from W. to E. All bombs seen to burst in sea, but no definite results observed. | |

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| | | | | | | |
|---|---|---|---|---|---|---|
| | SGT. BUTCHER<br>P/O. BELCHER<br>SGT. STEVENSON<br>SGT. BANKS<br>SGT. PASSMORE | | | | E. All bombs seen to burst in sea, but no definite results observed. | |

Wt. 44786/4214 [illegible] 1/48 H.G.S. 51—8059

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

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 7/8 hrs. June 1941 (Cont.) to hrs. / / By 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 | | | | | | |
| 1757 | P/O. MOORE<br>SGT. BILLETT<br>P/O. SMITH<br>SGT. TIDY<br>SGT. RIDER<br>SGT. SULLIVAN | Attack "PRINZ EUGEN" Cruiser at BREST | 2153 | 0431 | Landed at STRADISHALL. Bombs dropped from S. to N. and seen to burst about 1 mile E. of target outside Dock Area. | Y 167 |
| 7871 | P/O. ROBINSON<br>SGT. HAWES<br>P/O. BATZOFIN<br>SGT. CLARKE<br>SGT. BLAKEMORE<br>SGT. HAYWOOD | do. | 2155 | 0420 | Landed at STRADISHALL. All bombs dropped between Docks 6 and 8. Bursts not seen owing to haze etc. | |
| 1455 | SGT. GREEN<br>SGT. EVERRET<br>SGT. McRINER (Capt.)<br>SGT. LANGTRY<br>SGT. CHURCH<br>SGT. BECKMAN. | do. | 2157 | 0445 | Landed at STRADISHALL. Target attacked from N.E. to S.W. into the Moon. Target seen, and good run up made, but drifting patch of cloud cut off observation of results. Bombs estimated to fall on W. side of docks. | |
| 3286 | SGT. FORD<br>SGT. PITT<br>SGT. GOVE<br>SGT. PALMER<br>SGT. LEE<br>F/SGT. MUGGLETON | do. | 2159 | 0455 | Landed at STRADISHALL, Target bombed from S. to E. no results seen, but bombs believed to have dropped close to dry dock No. 8. | |
| 1722 | F/L. WILBERFORCE<br>SGT. LEWIN<br>SGT. TARBITTEN<br>F/SGT. AKEHURST<br>SGT. GLOVER<br>SGT. JAGO | do. | 2301 | 0425 | Landed at BOSCOMBE DOWN. Bombed target, no results observed. | |
| 1763 | F/L. EDWARDS<br>SGT. CLAYTON<br>SGT. GILBERT<br>SGT. LINDEN<br>SGT. KARTZ<br>SGT. TAYLOR | do. | 2303 | 0440 | Landed at STRADISHALL. Target approached from S. to N. and bombs dropped over No. 8 Dry Dock. Bombs seen to burst, but no definite results seen. | |



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Reference:- AIR 27 / 126

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| **Date 9th June 1941.** | | | | | | |
| R 1758 | W/O. ARNOLD<br>SGT. PINKHAM<br>F/O. BRUCE.<br>SGT. WINK<br>SGT. BARRATT<br>F/O. BAX | Attack Enemy Shipping in Belgian and Dutch Coasts Sweep. | 1530 | - | Failed to return to base. | Y 168 |
| K 5703 | S/L. PICKARD<br>SGT. WILLIAMSON<br>SGT. LENNARD<br>SGT. JUDSON<br>SGT. SMITHSON<br>SGT. MILLS | do. | 1532 | 2000 | All bombs brought back. 6 M.E. 109 s encountered 4 miles N.E. Calais. Evasive action taken by turning into cloud. Neither a/c opened fire. Rear Gunner reported seeing a/c (believed Wellington) being attacked by 2 M.E. 109 s. Black smoke seen coming from Wellington. | |
| R 1763 | P/O. ROBINSON<br>SGT. HAWES<br>P/O. BATZOFIN<br>SGT. BLAKEMORE<br>SGT. CLARKE<br>SGT. BELL | do. | 1534 | 1840 | 8 x 250 G.P. bombs brought back. "B" bombs fell about 50 yds. in front of a convoy of 14 ships, unescorted, and proceeding N. at about 5 knots, about 20 miles W. of The Hague. Own a/c attacked by M.E. 109. for about half an hour. Fire returned, but damage to E/A unknown. Own a/c undamaged. | |
| T 2620 | F/O. LAMB<br>SGT. MANSFIELD<br>SGT. HUMPHREY<br>SGT. BUNCE<br>SGT. ECCLES | do. | 1536 | - | Failed to return to base. | |
| **Date 11/12. 6. 41.** | | | | | | |
| 5703 | S/L. PICKARD<br>SGT. WILLIAMS<br>SGT. BROADLEY.<br>SGT. JUDSON<br>SGT. SMITHSON<br>SGT. WILLIS | Attack DUSSELDORF "A" | 2245 | 0258 | Target detail clearly visible. Own bombs dropped near aiming point. One very brilliant greenish flash seen immediately after bomb bursts. Incendiaries started fires which were developing as a/c left. | Y 169 |
| 1757 | P/O. ROBINSON<br>SGT. HAWES<br>P/O. BATZOFIN<br>SGT. BLAKEMORE<br>SGT. CLARKE<br>SGT. BELL | do | 2255 | 0420 | Bombs dropped on target area, and bursts seen. | |

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Wt. 44786/4624 100M 2/40 H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Date 11/12 June 1941. By 9 Squadron No. of pages used for day

From hrs / to hrs /

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| ~~SLLINGTON~~ | | | | | | |
| 1763 | F/Lt. EDWARDS<br>SGT. CLAYTON<br>SGT. GILBERT<br>SGT. LINDEN<br>SGT. KARTZ<br>SGT. TAYLOR | Attack DUSSELDORF "A" | 2240 | 0430 | Target not identified owing to 10/10 cloud, bombs dropped on heaviest concentration of Flak, and probable fires caused by glow on clouds. | Y 169 |
| 1175 | SGT. RETTER<br>SGT. ROBERTS<br>SGT. WADDINGHAM<br>SGT. LOWE<br>SGT. CALDWELL<br>SGT. PREECE | do. | 2258 | 0405 | Primary not attacked owing to 10/10 cloud. Alternative target at Koln attacked. All bombs dropped on centre of town starting a large red fire. | |
| 1722 | F/Lt. WILBERFORCE<br>SGT. LEWIN<br>SGT. TARBUTTEN<br>SGT. AKEHURST<br>SGT. GLOVER<br>SGT. JAGO | do. | 2250 | 0410 | Unable to find Primary owing to 10/10 cloud. Alternative target at ESSEN believed to have been bombed. Bombs were dropped on Town, seen through a gap in clouds. No reults seen owing to a/c re-entering cloud. | |
| 1341 | SGT. GRAY<br>SGT. BUTCHER<br>P/O. BELCHER<br>F/SGT. WELLS<br>SGT. BARRON<br>SGT. PASSMORE | do. | 2248 | 0420 | Unable to identify target, but bombs believed to have fallen 4 miles N.E. of DUSSELDORF. | |
| 1040 | SGT. LEWIS<br>SGT. BAKER<br>SGT. COPSON (Capt.)<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. DAVIES | do. | 2255 | 0350 | Bombed target area, but no results seen owing to cloud. | |
| 3286 | SGT. FORD<br>SGT. PITT<br>SGT. GOVE<br>SGT. PALMER<br>SGT. LEE<br>F/SGT. MUGGLETON | do. | 2300 | 0415 | Unable to identify target owing to 10/10 cloud, but bombs dropped in target are. No results observed | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 2973 | SGT.PEATFIELD<br>SGT.GRADY<br>SGT.BARRETT<br>SGT.GILBY<br>SGT.BURTIS<br>SGT.RAWLINGS. | Attack docks and shipping at BOULOGNE | 2310 | 0205 | Bombs of another a/c seen whilst in target area also incendiaries burning. Own bombs jettisoned in target area and 3 seen to burst near entrance of channel. | Y 169. |
| 1284 | P/O JAMIESON<br>SGT. JESSON<br>P/O. COATES<br>Sgt. BLANDON<br>Sgt. SMART<br>Sgt. BURNSIDE. | do | 2312 | 2350 | Bombs brought back. Did not leave district of own base. Damaged tail plane. | |
| | Date 12/13th June 1941. | | | | | |
| 1763 | F/L EDWARDS<br>SGT. CLAYTON<br>SGT. GILBERT<br>SGT. LINDEN<br>SGT. KARTZ<br>SGT. TAYLER | Attack railway marshalling yards at HAMM | 2250 | 0405 | Bombed target area bursts seen. | Y 170. |
| 1764 | P/O ROBINSON<br>" BATZOPIN<br>SGT.BLAKEMORE<br>SGT.CLARKE<br>SGT.BELL | do. | 2252 | 0030 | Returned early - engine trouble, Oil pump U/S<br>Bombs brought back. | |
| 7871 | SGT. RETTER<br>SGT. ROBERTS<br>SGT. WADDINGHAM<br>SGT. PRIDE<br>SGT. CALDWELL<br>SGT. PREECE | do | 2254 | 0405 | Bombed from S.E. Railway seen in light of flare from another aircraft. Two bursts seen. | |
| 1455 | SGT. GREEN<br>SGT. EVERETT<br>SGT. JOHNSON<br>SGT. LANGTRY<br>SGT. ARMSTRONG<br>SGT. BECKMAN. | do | 2256 | 0355 | Primary not attacked, owing to ground haze. Flash of bombs seen on attacking Flak concentration E. end of RUHR. | |
| 5703 | S/L PICKARD<br>SGT. WILLIAMS<br>SGT. BROADLEY<br>SGT. JUDSON<br>SGT. SMITHSON<br>SGT. WILLIS | do | 2258 | 0305 | Bombs seen to burst. 1 stick accross N. portion of marshalling yard, followed by a brilliant green flash. | |

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| | | | | | |
|---|---|---|---|---|---|
| | SGT. BROADLEY.<br>SGT. JUDSON<br>SGT. SMITHSON<br>SGT. WILLIS | | | | green flash. |

Wt. 44736/4814. 200M. 1/40. H.G.S. 51—8059

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

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

From ...hrs. 12/13 JUNE 1941. to ...hrs. By..... No. of pages used for day.....

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON 3286 | SGT. FORD.<br>SGT. PITT<br>SGT. GOVE<br>SGT. PALMER<br>SGT. LEE<br>F/SGT. MUGGLETON. | Attack railway marshalling yards at HAM | 2300 | 0340 | Bombed target area, bursts seen with one brilliant greenish flash. Several red fires started which spread, as a/c left target. | Y 170 |
| 1341 | SGT. GRAY<br>SGT. BUTCHER<br>P/O LUPTON<br>SGT. [illegible]<br>SGT. BARRON<br>SGT. PASSMORE | do | 2302 | 0420 | Bombed target area and bursts seen. | |
| 1757 | SGT. LEWIS<br>SGT. BAKER<br>SGT. COPSON (CAPT)<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. DAVIES | do | 2304 | 0300 | Primary not attacked. Controls unreliable so nearest enemy target attacked. Bombs dropped on BORKUM AERODROME. Bombs seen to explode on drome close to hangers. | |
| **Date 15/16th JUNE 1941.** | | | | | | |
| 1729 | SGT. HAWES<br>SGT. WALSHH<br>SGT. HEWSON<br>SGT. CASSIDY<br>SGT. RICKART.<br>SGT HANNISH | Attack docks and shipping at DUNKIRK | 2300 | 0150 | Target not identified owing to 10/10 cloud. Bombs jettisoned in sea 20 miles from Dutch coast | Y 171. |
| 1764 | SGT. ROBERTS<br>SGT. EVERETT<br>SGT. SCOTT<br>SGT. ATKENS-TALLENTYRE<br>SGT. SKIDMORE<br>SGT. DORRELL | do | 2304 | 0805 | Target not identified definitely, but bombs believed to have fallen in target area. | |
| 1040 | P/O JAMIESON.<br>SGT. JESSON<br>P/O COATES.<br>SGT. BLANDON<br>SGT. SMART<br>SGT. HUNKIN | do | 2258 | 0244 | Unable to identify target. Bombs jettisoned 40 miles out at sea. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Date. | 16/17th June 1941. | | | | | |
| 1175 | P/O. JAMIESON<br>SGT. JESSON<br>P/O. COATES<br>SGT. BLARDON<br>SGT. SMART<br>SGT. BURNSIDE | Attack Docks and Shipping at BOULOGNE | 2258 | 0245 | Unable to locate target owing to haze. Bombs jettisoned safe at sea about 20 miles East of Southwold. | Y 172 |
| 5729 | SGT. HAWES<br>SGT. WALSH<br>SGT. HOWSON<br>SGT. CASSIDY<br>SGT. RICKART<br>SGT. HAMISH | do. | 2300 | 0205 | Bombs seen to burst along W. bank of river, about ½ mile S. of Dock 3. Incendiaries not seen and probably fell in water in Dock 3. | |
| 5445 | S/L. PICKARD<br>SGT. BROADLEY<br>SGT. JUDSON<br>F/O. DOWNES<br>SGT. WILLIS | Attack DUSSELDORF "A" | 2310 | 0340 | Flash of 4,000 lb. bomb burst clearly seen over target area. | |
| 1757 | F/Lt. EDWARDS<br>SGT. CLAYTON<br>SGT. GILBERT<br>SGT. LINDEN<br>SGT. SUMMERS<br>SGT. TAYLOR | do. | 2316 | 0445 | Unable to identify exact target. Heavy ground haze obscured whole of target area. Bombs seen to burst and fires started on E. bank of RHINE near DUSSELDORF | |
| Date. | 17/18 June 1941. | | | | | |
| 5703 | S/L. PICKARD<br>Sgt. BROADLEY<br>SGT. JUDSON<br>SGT. GRIFFIN R.<br>SGT. WILLIS | Attack DUSSELDORF "B" | 2315 | 0340 | Bombed target on D.T.A., and flak and searchlight concentration. No results seen owing to heavy ground haze. | Y 173 |
| 1513 | P/O. ROBINSON<br>SGT. HEWETT<br>SGT. CLARK<br>SGT. BLACKMORE<br>SGT. BELL | do | 2317 | 0115 | Returned early owing to engine trouble. | |

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Reference:- AIR 27 / 126

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

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Date 17/18th June 1941.

From ~~[illegible]~~ By 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 1722 | F/LT&WILBERFORCE<br>SGT. LEWIN<br>SGT. TARBITTEN<br>F/SGT. AKEHURST<br>SGT. GLOVER<br>SGT. JAGO | Attack DUSSELDORF "B" | 2319 | 0400 | Bombs seen to burst in target area. Incendiaries started yellow fires which appeared to join and spread. | Y 173 |
| 1764 | F/Lt. EDWARDS<br>SGT. CLAYTON<br>SGT. GILBERT<br>SGT. LINDEN<br>SGT. LITTLE<br>SGT. TAYLOR | do. | 2321 | 0355 | Target area believed to have been bombed, though ground detail not visible owing to heavy haze. Bombs seen to burst followed by large red explosions and a fire which was growing as our a/c left. | |
| 1175 | SGT. RETTER<br>SGT. WADDINGHAM<br>SGT. PRYDE<br>SGT. CALDWELL<br>SGT. PREECE | do. | 2323 | 0440 | Bombs seen to burst in target area, causing a yellow orange explosion. | |
| 3286 | SGT. FORD.<br>SGT. PITT<br>SGT. GOVE<br>SGT. PALMER<br>SGT. LEE<br>F/SGT. MUGGLETON | do. | 2325 | 0443 | Heavy haze but shape of river recognised in flares. Own bombs seen to burst in target area. | |
| 5729 | SGT. LEWIS<br>SGT. BAKER<br>SGT. COPSON (Capt.)<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. DAVIES. | do. | 2327 | 0435 | Position of target judged by position from Koln, which was identified. Bombs seen to burst in target area, bursts seen followed by two bright white flashes immediately afterwards. | |
| 1341 | SGT. MARTIN<br>SGT. LUKE<br>SGT. GRIFFIN W.<br>SGT. ARMSTRONG<br>SGT. HOWE | do | 2329 | 0425 | Shape of river seen by searchlights reflected on low cloud. Bombs dropped in town, and seen to burst, but no other results. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 2973 | SGT. PEATFIELD<br>SGT. GRADY<br>SGT. BARRETT<br>SGT. GILBEY<br>SGT. BURTIS<br>SGT. RAWLINGS | Attack DUSSELDORF "B" | 2331 | 0250 | Primary target not attacked owing to engine trouble Last resort target at OSTEND attacked. Bombs dropped across outer harbour. Bursts seen and a large fire started, visible for 10 miles after a/c left. | Y173 |
| 14 55 | SGT. ROBERTS<br>SGT. SCOTT<br>SGT. ATKINS-TALLENTYRE<br>SGT. SKIDMORE<br>SGT. DORRELL | Attack Docks and Shipping at BOULOGNE | 2345 | 0230 | Bombs dropped across outer channel. A fire seen to be developing as a/c left. | |
| Date | 19/20th June 1941. | | | | | |
| 1757 | SGT. PEATFIELD<br>SGT. GRADY<br>SGT. BARRETT<br>SGT. GILBY<br>SGT. BURTIS<br>SGT. RAWLINGS | Attack. KOLN "A" | 2315 | 0240 | Returned early, reaching 10 miles W. of BRUSSELS High oil temperature in both engines. Landed at WYTON on return owing to fog over base. | Y 174 |
| 1513 | S/L. CRUICKSHANKS<br>F/O. LEGRAND<br>SGT. HEWETT<br>SGT. LOWE<br>SGT. GRIFFIN N.<br>SGT. HACK | do | 2317 | 0445 | Bombs seen to burst near point "A", and incendiaries started good fires, still visible 15 mins. later. Landed at WYTON on return owing to fog over base. | |
| 1455 | F/Lt. EDWARDS<br>SGT. CLAYTON<br>SGT. GILBERT<br>SGT. LINDEN<br>SGT. KARTZ<br>SGT. TAYLOR | do. | 2319 | 0451 | Bombs seen to burst among Searchlight and flak concentration, and incendiaries already burning. Landed at WYTON on return. | |
| 1175 | SGT. RETTIE<br>SGT. WADDINGHAM<br>SGT. PRYDE<br>SGT. CALDWELL<br>SGT. GREIG | do | 2321 | 0500 | Fires started, but haze hampered further observations. Landed at WYTON on return. | |
| 5703 | S/L. PICKARD<br>P/O. JAMIESON<br>SGT. BROADLEY<br>SGT. JUDSON<br>SGT. SMITHSON<br>SGT. WILLIS | do. | 2323 | 0455 | Bombs seen to burst near fires already burning at N. edge of Town. Landed at WYTON on return. | |

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| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | P/O. [illegible]<br>SGT. BROADLEY<br>SGT. JUDSON<br>SGT. SMITHSON<br>SGT. WILLIS | | | | | | |

Wt. 44795/4534. 100M. 1/40. H.G.S. 51—8059

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

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Date. 19/20th June 1941.

~~From ... hrs. ... / ... / ... to ... hrs. ... / ... / ...~~

By 9 Squadron

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

| Aircraft Type and No. WELLINGTON | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 1341 | SGT. MARTIN<br>SGT. LUKE<br>SGT. GRIFFIN W.<br>SGT. HENDERSON<br>SGT. HOWE | Attack.<br>KOLN "A" | 2325 | 0504 | Bombs seen to burst among houses in centre of town. 2 fires already started were spreading, and were seen for ¼ hour on homeward journey. Landed at MANSTON owing to fog over base. | Y 174 |
| 3286 | SGT. FORD<br>SGT. PITT<br>SGT. GOVE<br>SGT. PALMER<br>SGT. LEE<br>F/SGT. MUGGLETON | do. | 2327 | 0535 | One bomb burst seen in centre of town. Remainder unobserved. Landed at WYTON on return. | |
| 1764 | P/O. MOORE<br>SGT. BILLETT<br>P/O SMITH<br>SGT. ARMSTRONG<br>SGT. TIDY<br>SGT. SULLIVAN | do. | 2329 | 0520 | Bombs seen to burst among existing fires, at N.W. of town. Landed at WYTON on return. | |
| 1722 | F/Lt. WILBERFORCE<br>SGT. LEWIN<br>SGT. TARBITTEN<br>F/SGT. AKEHURST<br>SGT. GLOVER<br>SGT. JAGO | do. | 2331 | 0525 | Bombs seen to burst in centre of target area. Landed at WYTON on return. | |
| 1040 | SGT. LEWIS<br>SGT. BAKER<br>SGT. COPSON (Capt.)<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. DAVIES | do. | 2333 | 0525 | Five bombs seen to burst normally, sixth bomb burst with a vivid blue flash in the town area. Landed at WYTON on return. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| **Date 22/23rd June 1941.** | | | | | | |
| 1455 | F/Lt. EDWARDS<br>SGT. CLAYTON<br>SGT. GILBERT<br>SGT. LINDEN<br>SGT. KARTZ<br>SGT. HOWORTH | Attack BREMEN "B" | 2315 | 0355 | Primary not located owing to thick haze. Bombs dx dropped approx. 10 miles W. of target, but no results seen. | Y 175 |
| 1722 | SGT. MARTIN<br>SGT. LUKE<br>SGT. GRIFFIN W.<br>SGT. HENDERSON<br>SGT. HOWE | do. | 2317 | 0445 | Bombs seen to burst in target area. | |
| 1175 | SGT. RETTER<br>SGT. WADDINGHAM<br>SGT. PRYDE<br>SGT. CALDWELL<br>SGT. PREECE | do. | 2325 | 0445 | Target not identified, but judged by R.T.A. and Flak. Bombs seen to burst. | |
| 5703 | W/O. WASSE<br>P/O. BELCHER<br>SGT. CHANDLER.<br>SGT. STEVENSON<br>SGT. LITTLE | do. | 2316 | 0435 | Details of target not seen, but believe bombs dropped in town. | |
| 5729 | SGT. HAWES<br>SGT. WALSH<br>SGT. HEWSON<br>SGT. RICKART.<br>SGT. CASSIDY.<br>SGT. HANNISH | do. | 2331 | 0435 | Bombed target area, but only two bursts seen. | |
| 3286 | SGT. FORD.<br>SGT. PITT<br>SGT. GOVE<br>SGT. PALMER<br>SGT. LEE<br>SGT. GREIG | do. | 2320 | 0130 | Returned early. Rear turret U/S. Bombs jettisoned. | |
| 2973 | SGT. PEATFIELD<br>SGT. GRADY<br>SGT. BARRETT<br>SGT. GILBY<br>SGT. BURTIS<br>SGT. RAWLINGS | do. | 2326 | 0510 | Target not identified owing to haze. Large town seen by light of flare from another a/c, which must have been BREMEN by R.T.A. and Flak. Bombs seen to burst. | |

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| | | | | | | |
|---|---|---|---|---|---|---|
| | SGT. BURTES<br>SGT. RAWLINGS | | | | | |

Wt. 44786/4214. 100M. 2/40. H.G.S. 51—5059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Date 22/23 rd June 1941.

From ~~hrs. / / to hrs. / /~~ By 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<br>1764 | P/O. MOORE<br>SGT. BILLETT<br>P/O. SMITH<br>SGT. TIDY<br>SGT. RIDER<br>SGT. SULLIVAN | Attack BREMEN "B" | 2329 | 0447 | Target not identified owing to ground haze. Bombed on E.T.A. and Flak. | Y 175 |
| 5445 | S/L PICKARD.<br>SGT. WILLIAMS<br>SGT. BROADLEY.<br>SGT. JUDSON<br>SGT. SMITHSON<br>SGT. WILLIS | do. | 2322 | 0425 | Could not definitely establish Primary Target. Alternative target at EMDEN attacked. 4,000 lb. bomb seen to burst woth a terrific flash in S.E. of town. | |
| 1757 | SGT. ROBERTS<br>SGT. AINSCOUGH<br>SGT. SCOTT ..<br>SGT. ATKINS-TALLENTYRE<br>SGT. SKIDMORE<br>SGT. DORRELL | Attack EMDEN | 2340 | 0030 | Returned early with engine trouble. | |
| 1040 | P/O. JAMIESON<br>SGT. JESSON<br>P/O. COATES<br>SGT. BRANDON<br>SGT. SMART<br>SGT. BURNSIDE | do | 2336 | 0450 | Bombs dropped in target area, but no other results. | |
| 1279 | SGT. EVERETT<br>SGT. JOHNSON<br>SGT. LANGTRY<br>SGT. CHURCH<br>SGT. BECKIAN | do, | 2344 | 0420 | Bombs dropped 2 mls. N.W. of target. Position identified by flares, which immediately afterwards showed up in town | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| | **Date 25/26th June 1941.** | | | | | |
| WELLINGTON 1513 | S/L CRUICKSHANKS<br>G/C GRAY<br>Sgt.HEWITT<br>SGT.LOWE<br>SGT.GRIFFIN N.<br>SGT.HACK. | Attack BREMEN 'B' | 2315 | 0255 | Could not reach target owing to severe electric storms. 2 x 500lb G.P.bombs jettisoned, 1 x 500 and 360 x 4lbs brought back. | Y 176 |
| 1341 | SGT& WILLIAMS<br>SGT. BUTCHER<br>SGT. LENNARD<br>SGT. WELLS<br>SGT. BARRON<br>SGT. PASSMORE | do. | 2315 | 0350 | Could not find target owing to severe electric storms. Bombs jettisoned at sea | |
| 1279 | SGT. LEWIS<br>SGT. BAKER<br>P/O BELCHER<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. DAVIES | do, | 2321 | 0220 | Did not reach target.Severe static conditions. Bombs jettisoned N. OF TEXEL | |
| 1591 | SGT. MARTIN<br>P/O LUPTON<br>SGT. STEVENSON<br>SGT. HARDING<br>SGT. LITTLE | do. | 2324 | 0455 | Primary not located. Alternative target attacked on ~~at~~ WILHELMSHAVEN believed.No ground detail seen and no results observed. WILHELMSHAVEN attacked owing to necessity to conserve petrol after detour caused by electrid storm. | |
| 1764 | P/O MOORE<br>SGT. BILLET<br>P/O SMITH<br>SGT. TIDEY<br>SGT. RIDER | do, | 2326 | 0330 | Primary not attacked owing to severe static conditions en route. Docks at DUNKIRK attacked, bombs seen to burst accross Docks 6 & 7 and debris seen to be thrown into air. | |
| 1722 | SGT. SULLIVAN<br>P/O JAMIESON<br>SGT. JESSON<br>P/O COATES<br>SGT. BLANDON<br>SGT. SMART<br>SGT. BURNSIDE | do | 2319 | 0405 | Primary not attacked owing to severe static conditions Bombs jettisoned at sea. | |
| 1455 | SGT. EVERETT<br>SGT. AINSCOUGH<br>SGT. JOHNSON<br>CHANDLER<br>SGT& LENGTRY<br>SGT. BECKMAN | do. | 2330 | 0455 | Target area located after passing through electric storms. River seen and town believed to be VEGESACK, bombs dropped and three fires started which appeared to be developing. | |
| 9660 | SGT. FORD<br>SGT. GOVE<br>SGT.PALMER | do.<br>SGT.LEE<br>SGT. HAYWOOD | 2323 | 0455 | Attacked target from S. Flares dropped. 4 bombs dropped between river and aiming point. No results seen owing to evasive action, 3 bombs dropped in N.W. of town | |

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| | | | | | | |
|---|---|---|---|---|---|---|
| | CHANDLER<br>SGT. LENGTRY<br>SGT. BECKMAN | | | | | |
| 9660 | SGT. FORD<br>SGT. GOVE<br>SGT. PALMER | do.<br>SGT. LEE<br>SGT. HAYWOOD | 2323 | 0455 | Attacked target from S. Flares dropped. 4 bombs dropped between river and aiming point. No results seen owing to evasive action, 3 bombs dropped in N.W. of town | |

Wt. 44786/4214. 200M. 2/40. H.G.S. 51—6059

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

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Date 25/26th JUNE 1941.

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

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON. 1175 | SGT. RETTER<br>SGT. WADDINGHAM<br>SGT. PRYDE<br>SGT. CALDWELL<br>SGT. PREECE | Attack BREMEN 'B' | 2331 | 0205 | Unable to reach target owing to electrical storms 1x 1000 bomb jettisoned, 4 x 500lb brought back. | Y 176 |
| 1763 | F/L EDWARDS<br>SGT. CLAYTON<br>SGT. GILBERT<br>SGT. LINDON<br>SGT. KARTZ<br>SGT. HOWARTH | do. | 2325 | 0245 | Unable to reach target owing to severe magnetic storm. Bombs brought back. | do |
| 30th June 1941. | | | | | | |
| WELLINGTON. R 1513 | S/L CRUICKSHANKS<br>P/O SMITH<br>Sgt. HEWITT<br>SGT. LOWE<br>SGT. GRIFFIN. N.<br>SGT. HACK. | Sweep of North Sea. | 0940 | 1730 | Empty dinghy found, one end submerged in sea No sign of life. | |
| R 1279 | SGT. RETTER<br>SGT. LINDEN<br>SGT. GILBERT<br>SGT. PRYDE<br>SGT. CALDWELL<br>SGT. PREECE | DO. | 0935 | 1730 | In formation with S/L CRUICKSHANKS - R 1513 | |
| R 1455 | SGT. ROBERTS<br>SGT. GREIG<br>SGT. SCOTT<br>SGT. ATKINS-TALLENTYRE<br>SGT. SKIDMORE<br>SGT. DORRELL | do. | 0933 | 1730 | In open formation with S/L Cruickshanks - R 1513 | |
| R 1722 | F/Lt. WILBERFORCE<br>Sgt. LEWIN<br>SGT. TARBITTEN<br>SGT. SKINNER<br>SGT. AKEHURST<br>SGT. JAGO | do | 0948 | 1635 | Two dinghies seen at 53°41' 02°48'E and sent message back to base. Circled round for 4½ hours. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON R 1040 | SGT. AINSCOUGH<br>SGT. PITT<br>P/O BELCHER<br>SGT. LEE<br>SGT. PALMER<br>SGT. HAYWOOD | North Sea Sweep. | 0950 | 1635 | Two dinghies seen at 53°39' 02°43'E Three persons on one two in the other. | |
| X 9660 | SGT. LEWIS<br>SGT. BAKER<br>SGT. GOVE<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. DAVIES. | do. | 0957 | 1630 | Went to 53°40' 03°00' E saw nothing to report. | |

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Wt. 44795/432A. 100M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2030 hrs. 20 / 4 / 41 to 0210 hrs. 21 / 4 / 41 By No. 9 Squadron No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington | | | | | | |
| R.1513 | S/L.CRUICKSHANKS<br>SGT.DAMMAN<br>SGT.HEWETT<br>SGT.LOWE<br>SGT.GRIFFIN, N.<br>SGT.HACK | Attack KOLN 'A' | 2030 | 0110 | **Operations were carried out as ordered.** All bombs dropped in target area, and seen to burst. | Y 153 |
| T.2579 | SGT.DONNELLY<br>SGT.HEATFIELD<br>SGT.LENNARD, J.A.<br>SGT.LANGTRY<br>SGT.CHURCH<br>SGT.GREIG | Do | 2045 | 0200 | **Operations were carried out as ordered** 10/10 cloud. Bombed on E.T.A. Bursts not seen. | |
| R.1591 | P/O.MOORE<br>P/O.ROBINSON<br>P/O.SMITH<br>SGT.TIDY<br>SGT.RIDER<br>SGT.SULLIVAN | Do | 2050 | 0210 | **Operations were carried out as ordered** Target recognised through gap in cloud. Own bombs dropped in target area, but actual position not determined. | |
| R.1175 | SGT.RETTER<br>SGT.AINSCOUGH<br>SGT.WADDINGHAM<br>SGT.CALDWELL<br>SGT.PRYDE<br>SGT.PREECE | Oil Storage at ROTTERDAM | 2030 | 2250 | ~~Operations were carried out as ordered~~ Bombs jettisoned safe on Dutch coast near HOOK OF HOLLAND. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| R.1225 | F/O.McINTOSH<br>W/C.ARNOLD<br>SGT.COPSON<br>SGT.GRAHAM<br>SGT.BEATON<br>SGT.MARSHALL | Attack KOLN 'A' | 2040 | 0210 | **Operations were carried out as ordered.** Bombs dropped in target area and seen to burst. | Y 153 |
| R.1284 | P/O.DAWSON<br>SGT.MARTIN<br>SGT.LUKE<br>SGT.GRIFFIN, S.<br>SGT.~~ERGE~~ LANG<br>SGT.HOWE | Do | 2040 | 0030 | **Operations were carried out as ordered.** Primary not attacked - unable to penetrate 10/10 cloud over 18000 feet at AACHEN and severe icing. OSTEND, the only place found clear of cloud, was attacked. NE dock bombed causing 2 big explosions and fires which appeared to be spreading. | |
| T.2564 | SGT.GRAY<br>SGT.BUTCHER<br>P/O.BELCHER<br>SGT.WELLS<br>SGT.BARRON<br>SGT.PASSMORE | Oil Storage at ROTTERDAM | 2045 | 0020 | **Operations were carried out as ordered.** Target seen in light of other A/Cs flares. Bombs dropped in 2 sticks which fell across target and were seen to burst. | |
| From 1940 hrs. 23/4/41 to 0250 hrs. 24/4/41. | | | | | | |
| Wellington R.1284 | P/O.DAWSON<br>SGT.THOMSON<br>P/O.BRUCE<br>SGT.BLURTON<br>SGT.HENDERSON<br>SGT.HOWE | Attack SCHARNHORST & GNEISENAU at BREST. | 1940 | 0210 | **Operations were carried out as ordered.** Bombs believed to have straddled Dry Dock 1 - not seen to burst. | Y 154 |

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

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

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON | 1/7. | 2145. | Twelve aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B.541 dated 1/7/41 (See relevant form 541). | |
| | | 0435. | All aircraft returned safely.<br>WEATHER: Surface wind: light and variable. Weather: slight thunderstorm with heavy rain shortly after dawn. Becoming fair. Cloud: 6/10 to 9/10 at 2,000 to 4,000 ft. early becoming 10/10 cumulonimbus at 1,500 ft. shortly after dawn. Becoming during morning 6/10 to 8/10 at 2,000 to 4,000 feet. Medium cloud above. Cloud dispersing ~~xxxxxxxx~~ towards midday but increasing again to 8/10 to 9/10 cumulus at 2,500 feet during afternoon. Dispersing in evening. Visibility: 2 to 4 miles at first becoming 6 miles in afternoon. Falling to 4 miles in evening. | |
| | 2/7. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light variable, mainly southerly, or calm. Weather: fine. Cloud: variable small amounts at 3,000 to 4,000 feet. Increasing temporarily in afternoon to 6/10 to 8/10. Visibility: 2,000 to 4,000 yards early with ground fog around dawn. Improving to 6 miles. | |
| | 3/7. | 2325. | Ten aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B. 543 dated 3/7/41 (See relevant form 541). | |
| | | 0455. | All aircraft returned safely.<br>WEATHER: Weather: fair or fine with drizzle commencing around 2200 hours. Cloud: mainly small amounts of cloud at first, gradually increasing during afternoon and evening to become 8/10-10/10 at 3,500 feet and lowering to 1,500 to 2,500 feet in rain. Visibility: 1 - 2 miles improving during morning to 5 - 10 miles. Surface wind: light winds at first increasing to westerly 10 m.h.p. and veering towards evening to W.N.W. 10 - 15 m.hp. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 4/7. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: N.W'ly 5 - 15 mph. moderating and becoming Southerly 5 - 10 mph. Weather: drizzle followed by rain and fog, becoming fair after 0500 hours. Cloud: 10/10 at 600-1,800 feet lowering to surface in fog but base lifting after 0500 hrs. Cloud breaking during early morning to small amounts at 3,000-5,000 feet but increasing again around midday to 5/10-9/10, mainly at 3,000 feet. Visibility: 2 miles deteriorating in fog to 400 yards, but improving around 0500 hrs. and becoming 6 - 12 miles during the day. | |
| | 5/7. | 2315. | Eleven aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B. 545 dated 5/7/41 (See relevant form 541). | |
| | | 0430. | All aircraft returned safely.<br>WEATHER: Surface wind: light S.W'ly becoming N.W'ly 15 mph. but backing during afternoon to S.W'ly and becoming S.E'ly 5 mph. during evening. Weather: fair. Cloud: 4/10-9/10 of medium and high cloud with variable amounts of cloud at 4,000 feet, tending to disperse during evening. Visibility: 4-8 miles improving to 6 - 12 miles. | |
| | 6/7. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: S.W. less than 5 mph. increasing during the day to S.W'ly 10-15 mph. Weather: fine. Cloud: variable amounts of medium and high cloud. Visibility: 4 - 6 miles improving to 6 - 12 miles. | |
| | 7/7. | 2330. | Thirteen aircraft took off for operations in accordance with Headquarters No. 3 Group operations order form B. 547 dated 7/7/41 (See relevant form 541). | |
| | | 0535. | Twelve aircraft returned safely.<br>Wellington R.1040 (P/O. JAMIESON and crew) failed to return. This aircraft took off to attack a target in COLOGNE and from then onwards nothing further was heard from the aircraft.<br>WEATHER: Surface wind: light variable less than 10 mph. and mainly S.W'ly. Weather: fine. Cloud: small amounts of medium and high cloud. Visibility: 5 - 10 miles. | |

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WEATHER: Surface wind: light variable less than 10 mph. and mainly S.W'ly. Weather: fine. Cloud: small amounts of medium and high cloud. Visibility: 5 - 10 miles.

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 7/7. (contd.). | | 1014028. A.C.1. MacDonald, J.M. was killed after being struck by aircraft Wellington R.1591, which was landing on return from operations. | |
| | 8/7. | 2310½ | Ten aircraft took off for operations in accordance with Headquarters No. 3 Group operations order form B. 548 dated 8/7/41 (See relevant form 541). | |
| | | 0420. | Nine aircraft returned safely. Wellington T.2973 (Sgt. PITT and crew) failed to return. This aircraft took off to attack a target in MÜNSTER, but from then onwards nothing further was heard from the aircraft. WEATHER: Surface wind: light and variable, mainly S'ly less than 5 mph. Weather: fine, but thunderstorms near station in evening. Cloud: small amounts of low cloud in afternoon increasing to 9/10 with shower in evening. Small amounts of medium and high cloud throughout the whole period. Visibility: 4-8 miles at first increasing to 10-15 miles during second half of period. | |
| | 9/7. | | Nothing of operational importance occurred. WEATHER: Surface wind: light E'ly at first becoming N.W'ly 5-15 mph. Weather: fair at first becoming fine during second half of period. Cloud: small amounts of low cloud during first half of period at 3,000-4,000 feet. Small amounts of medium cloud but large amounts of high cloud. Visibility: mainly 5 - 10 miles. | |
| | 10/7. | 2320. | Thirteen aircraft took off for operations in accordance with Headquarters No. 3 Group operations order form B.550 dated 10/7/41 (See relevant form 541). | |
| | | 0525. | Twelve aircraft returned safely. Wellington W.5729 (Sgt. RETTER and crew) failed to return. This aircraft took off for a bombing mission against a target in COLOGNE. The aircraft was 14 minutes late in taking off owing to | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 10/7 | (contd). | slight trouble with the rear turret. Before taking off the pilot was warned that he was late and was to ensure that he left the target area by 0230 hours. The aircraft was routed by ORFORDNESS, NAMUR, South to BONN and thence North to the target. No routine signal was received from the aircraft, but a second class fix was obtained from FULHAM and TANGMERE by the aircraft at 0324 hours, which put the aircraft 10 miles S.W. of CHARLEROI. This fix was acknowledged. At 0414 hours another fix was passed to the aircraft from the same D/F, group, this time a third class fix, which put the aircraft approximately 20 miles West of LILLE. This fix was not acknowledged. From then on nothing further was heard from the aircraft.<br>It was reported by other pilots who were in the vicinity about the same time that the dawn was breaking rapidly and there was considerable light in the sky, so it is possible that the aircraft was intercepted by enemy fighters, or that he inadvertently crossed the French or Belgian coast over a heavily defended port and was shot down by A.A. fire.<br>WEATHER: Surface wind: Light and variable at first mainly N.W'ly becoming E.S.E'ly, 5 mph. Weather: fine at first but thick fog about dawn dispersing during early morning. Fine during rest of period. Cloud: sky obscured by fog about dawn lifting and clearing during early morning, Small amounts of cloud at 3,500 feet during afternoon. Visibility: 2 - 4 miles at first falling to 150 yards in fog at dawn. 4 - 6 miles during rest of period, | |
| | 11/7 | : | Nothing of operational importance occurred.<br>WEATHER: Surface wind: calm or light variable becoming Northerly 10 mph. then Westerly 5-10 mph. Weather: fine, becoming cloudy in late evening. Visibility: 2-4 miles at first improving to 7 miles later falling to 4 miles. Cloud: very small amounts of medium cloud at first with 3-5/10 low cloud late in evening. | |
| | 12/7. | 2255.<br>0455. | Ten aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B.552 dated 12/7/41 (See relevant form 541).<br>All aircraft returned safely. | |
| | | | WEATHER: Surface wind: S.E'ly 5-10 mph. Weather: generally fair. Cloud: variable amounts of low cloud at 4,000 feet. Small amounts of medium cloud. Visibility: 2 - 4 miles at first improving during the day to 12 miles, deteriorating in evening to 4 - 6 miles. | |

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| | | | |
|---|---|---|---|
| | | 0455. | All aircraft returned safely. |
| | | | WEATHER: Surface wind: S.E'ly 5-10 mph. Weather: generally fair. Cloud: variable amounts of low cloud at 4,000 feet. Small amounts of medium cloud. Visibility: 2 - 4 miles at first improving during the day to 12 miles, deteriorating in the evening to 4 - 6 miles. |

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

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

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 13/7. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light E'ly becoming S'ly 10-15 mph. Weather: generally fine; cloudy period in afternoon. Cloud: little or no low cloud morning or evening but increasing to 9/10 in afternoon. Small amounts of medium cloud. Visibility: 2 - 4 miles improving to 12 miles. | |
| | 14/7. | 2255. | Nine aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B. 554 dated 14/7/41 (See relevant form 541). | |
| | | 0615. | All aircraft returned safely, except Wellington T. 2619 (Sgt. SAICH and crew), which crashed on return. This aircraft took off to attack a target in Germany. Whilst over the target area, they were held in a cone of searchlights and fired at, but not hit. During violent evasive action, they lost height from 13,000 to 11,000 feet, when they were again caught in searchlights and sustained a number of hits from light anti-aircraft fire in the fuselage and main planes. The aircraft was set on fire in the rear portion of the fuselage and on the fin. The forced landing flare in the port main plane was set on fire. The pilot, thinking that the port engine was on fire, switched off the petrol to that engine and switched the engine off, but the fire eventually went out so he he turned on the petrol and re-started the engine. It was found then that the bomb doors were open, the hydraulics having been shot away. The navigator succeeded in extinguishing the fire in the fuselage.<br>They had only been able to drop one bomb, and the rest consisting of six 500-lb. bombs, they were unable to drop by any means. Three members of the crew were hit by shrapnel but only slightly injured.<br>The captain set course for base, but owing to the bomb load still being on and the bomb doors open, his air speed was very low and the pilot was using as little throttle opening as possible to conserve his petrol, as he did not know if he had been hit in the tanks. There was a shell hole | |

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| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 14/7 (contd). | | in the starboard main plane, which was blanketing off the aileron and which made the aircraft difficult to fly. Two fixes were obtained from this aircraft, one over the Dutch coast south of Texal, and the other just off the English coast. Just after this latter fix, the aircraft obtained homing bearings from Newmarket H/F D/F Station.<br>About this time, the Captain being satisfied that he was going to reach land before running out of fuel, decided to test his undercarriage, which he lowered, thus detracting still further from the aircraft's air speed. He was, however, unable to bring it up again as the main hydraulic system had been shot away. On reaching the coast and his petrol gages having shown nothing for some time, he thought that he was about to run out of fuel and decided to force land immediately rather than attempt to make an aerodrome. He selected a large field where he could land into wind, and after attempting to lock the undercarriage down with the emergency hydraulic system, he executed a forced landing in the selected field. In the half light of the dawn, the pilot had not noticed that the field was obstructed by poles and ropes. He struck two of these poles prior to touching down, which were carried away successfully. On touching down the starboard oleo leg collapsed and the aircraft, striking another post, swung round and broke in two forward of the main rear member. All the crew returned to Honington with the the exception of the rear gunner, who was taken to Norwich Hospital after the Captain had ensured that a guard had been placed on the aircraft.<br>WEATHER: Surface wind: Southerly backing to Easterly in afternoon; 10-15 mph. Weather: fair becoming cloudy with rain towards end of period. Cloud: small amounts at first becoming 4/10-8/10 at 2,000-3,000 feet, but 10/10 in rain. Visibility: mainly 10 - 20 miles. | |
| | 15/7 | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: Easterly becoming mainly S.S.W'ly. 10-15 mph. gusting to 20 mph. at times. Weather: rain and drizzle at first becoming fair, but with occasional showers in afternoon. Cloud: 8/10-10/10 mainly at 1,000 - 2,000 feet., but 400 - 800 feet in rain at beginning of period. Visibility: mainly 6-12 miles, but 4,000 yards at times in rain. | |

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Visibility: mainly 6-12 miles, but 4,000 yards at times in rain.

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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 notrs in R.A.F. Pocket Book.*

# OPERATIONS RECORD BOOK

Page No.

No. of pages used for day 1

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 16/7. | 2250. | Ten aircraft carried out operations inaccordance with Headquarters No. 3 Group operationsorder form B. 556 dated 16/7/41 (see relevant form 541). | |
| | | 0605, | All aircraft returned safely. WEATHER: Surface wind: S.W'ly at first 5-10 mph. becoming W'ly 5-10 mph. during second half of period. Weather: mainly cloudy. Cloud: 4/10-8/10 at 2,000 feet at first, lifting to 5,000 ft. during morning, then lowering to 1,500 - 2,500 ft, and increasing to 10/10. Cloud lifted to 5,000 ft. at end of period. Visibility: 4-6 miles at first falling to 2 miles at dawn, but increasing to 10 - 15 miles during second half of period. | |
| | 17/7. | | Nothing of operational importance occurred. WEATHERP Surface wind: light W'ly 5 mph. becoming light S.W'ly 5 mph. towards end of period. Weather: fair at first, becoming cloudy towards end of period. Cloud: small amounts of cloud at 4,000 feet at first fx lifting to 6,000 ft. during morning. Variabl e amounts of cloud at 3,000 -5,000 feet during second half of period. Visibility: 5-10 miles during first half of period inceasing to 10-15 miles during second half of period. | |
| | 18/7. | | Nothing of operational importance occurred. WEATHER: Surface wind: S.S.W. increasing to 10-15 mph. Weather: Cloudy with rain and drizzle during morning and early afternoon. Cloud: becoming 7/10-9/10 at 2,000 feet but lowering to 500 feet in rain. Lifting during afternoon to 2,000 feet. Visibility: mainly 6 miles. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 19/7. | 2250. | Nine aircraft carriedmout operations in accordance with Headquarters No. 3 Group operations order form B. 558 dated 19/7/41 (See relevant form 541). | |
| | | 0525. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: W.S.W. 5-10 mph. backing slowly to S.W. and becoming light. Weather: cloudy with light rain commencing at 2000 hours. Cloud: 6/10 - 9/10 at 4,000 - 5,000 feet, becoming 7/10-10/10 at 1,200 - 2,000 feet in rain. Visibility: 6-10 miles falling to 4 miles after dusk. | |
| | 20/7. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: Light N.W'ly increasing to W.N.W.ly 10-15 mph. during afternoon but decreasing a little during evening. Weather: intermittemt rain ceasing soon after dawn, becoming fair. Cloud: 10/10 at 3,000 feet with fragments below, breaking during morning to mainly 4/10-9/10 at 3,000-4,000 feet and dispersing almost entirely towards dusk. Visibility: 2 - 5 miles improving to 6 - 12 miles. | |
| | 21/7. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: light W'ly at first increasing to W.S.W'ly 10 mph. Weather: fair with rain beginning around 2100 hours. Cloud: small amounts of medium cloud at first, becoming 10/10 at about 3,000 feet soon after dawn. Visibility: 6 - 12 miles. | |
| | 22/7. | | Practice bombing carried out. Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: light and variable. Weather: fair apart from a little intermittent rain in in the early hours of the morning, Cloud: 8/10=10/10 medium cloud with small amounts of cloud at 3,000=5,000 feet. Cloud tending to disperse during evening. Visibility: 6 = 12 miles. | |

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21793 Wt. 38S05/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 Squadron.

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

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 23/7. | 2235. | Ten aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.562 dated 23/7/41 (See relevant form 541) | |
| | | 0515. | All aircraft returned safely.<br>WEATHER: Surface wind: light variable. Mainly S.W'ly. Weather: variable skies, becoming fine late in the evening, local fog patches at dawn. Cloud: 10/10 low cloud at first, breaking to nil, but increasing during the afternoon to 8/10, base ~~increasing~~ 2,500 ft, gradually decreasing to small amounts. Visibility: 4 to 8 miles, except in fog patches. | |
| | 24/7. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light Southerly, becoming generally SSE, 10 mph. Weather: fine at first, becoming cloudy during early morning, but becoming fine again during late evening. Cloud: little or no cloud at first, but increasing amount of medium cloud, and 2/10 to 5/10 low cloud, base 4,000 feet, during middle of the day. Visibility: 2 to 8 miles. | |
| | 25/7. | 2230. | Nine aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B.564 dated 25/7/41 (See relevant form 541. | |
| | | 0620. | All aircraft returned safely.<br>WEATHER: Surface wind: light S.E'ly at first, increasing during the afternoon to S.E'ly, 15 mph. Weather: fine at first, becoming cloudy by the afternoon. Cloud: no cloud at first, increasing amounts of medium cloud during the day, 9/10 to 10/10 low cloud base 6,000 feet, by the late evening. Visibility: 4 to 6 miles at first, 2 to 4 miles at dawn, improving during the day to 7 miles, but deteriorating again in the evening. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 26/7. | | Nothing of operational importance occurred .<br>WEATHER: Surface wind: light variable, becoming N.W'ly. 10 mph. Weather: cloudy with considerable periods of rain during the morning and evening, Cloud: 9/10 to 10/10 low cloud, base 5,000 to 6,500 feet. during early morning, base lowering later to 2,000 to 3,000 feet, and to 1,000 feet in rain during the morning and to 500 ft. during the evening. Visibility: 1 to 3 miles at first, 4 to 6 miles later, but reduced in rain to 1 to 2 miles. | |
| | 27/7. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: N.W'ly 10=15 mph. falling light during evening. Weather: cloudy with drizzle in early morning becoming fair. Cloud: 9/10=10/10 at 600=1,000 feet lifting to 2,000' and breaking to 4/10 = 6/10 in afternoon. Much medium cloud above. Visibility: 2,000 = 4,000 yards during morning increasing to 4 = 6 miles. | |
| | 28/7. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: W'ly 8 = 12 mph backing S.W'ly. Weather: fair. Cloud: mainly 4/10 = 8/10 at 3,000 = 5,000 feet. Medium cloud above. Visibility: mainly 6 = 10 miles. | |
| | 29/7. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: S.W';y 5=10 mph. veering W.N.W, 10=15 mph. but becoming light late in afternoon. Weather: light rain or drizzle during morning. Fair in afternoon. Cloud: 8/10=10/10 at 400 = 800 feet during morning, breaking and lifting to 5/10 = 8/10 at 2,000 = 3,000 feet in afternoon. Visibility: 4,000 yards in morning 4 = 6 miles in afternoon. | |
| | 30/7. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: N.W'ly 5=15 mph. Weather: cloudy with a few showers in the evening. Cloud: mainly 8/10=10/10 at 2,000=3,000 feet. Visibility: 6= 12 miles. | |
| | 31/7½ | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light N.W'ly. Weather: cloudy with occasional drizzle becoming overcast with continuous rain or drizzle. Cloud breaking and becoming fair in afternoon. Cloud: 5/10=9/10 at 3,000 feet at first. Low stratus drifting in from North during morning at 400=800 feet. Cloud breaking and lifting to 6/10=9/10 at 2,500 = 3,500 feet during afternoon. Visibility: mainly 2=4 miles but reduced to 1 miles in heavy rain and drizzle. | |

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Reference:- AIR 27 / 126

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 5703 | F/Lt. WILBERFORCE<br>SGT. LEWIS<br>SGT. TARBITTEN<br>SGT. AKEHURST<br>P/O. SKINNER<br>SGT. JAGO | Attack "PRINZ EUGEN" Cruiser at BREST. | 2157 | 0415 | One bomb only seen to burst ¼ mile N. of target area. | Y 177 |
| 2973 | SGT. PEATFIELD<br>SGT. GRADY<br>SGT. BARRETT<br>SGT. GILBY<br>SGT. BURTIS<br>SGT. GREIG | do. | 2159 | 0415 | Attacked target identifying Docks coastline and river. Bombs dropped immediately N. of position of cruiser and three bursts seen. | |
| 3660 | SGT. FORD<br>SGT. PITT<br>SGT. GOVE<br>SGT. PALMER<br>SGT. LEE<br>SGT. HAYWOOD | do. | 2200 | 0430 | Coastline identified but target was obscured by smoke screen from about 12 generators N.W. of target. Bombs believed to have dropped on target area but no results seen. | |
| 1367 | P/O. ROBINSON<br>P/O. LUPTON<br>SGT. CLARK<br>SGT. BLANKMORE<br>SGT. BELL | do. | 2205 | 0448 | Target approached from E. to W. following coastline. Bombs dropped to the E. of target, but no results seen. | |
| 1499 | SGT. LEWIS<br>SGT. BAKER<br>P/O. BELCHER<br>SGT. HIGGENS<br>SGT. BANKS<br>SGT. DAVIS | do. | 2201 | 0425 | Unable to identify dock owing to haze and smoke screen. Bombs brought back. | |
| 1591 | SGT. ROBERTS<br>SGT. AINSCOUGH<br>SGT. ATKINS<br>SGT. SHISMORE<br>SGT. SCOTT<br>SGT. DORRELL | Attack Docks and shipping at CHERBOURG | 2202 | 0335 | BOMBED from S. to N. Four or five bursts seen and incendiaries started small fires near outer harbour. | |

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

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Wt. 44736/4324. 500M. 1/40. H.W.B. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

Date 4/5th July, 1941.

DETAIL OF WORK CARRIED OUT.

From hrs. / / to hrs. / /

By 9 Squadron

No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | | | | | | |
| 1763 | S/L. CECIL MCHARRIS<br>Sgt. HEWETT<br>SGT. LOWE<br>SGT. GRIFFIN<br>SGT. HACK | Attack<br>ISSUN | 2328 | 0430 | Bursts not observed, but one medium red fire seen for 40 mins. after leaving target. Landed at WYTON on return owing to fog over base. | Y 178 |
| 1764 | SGT. AINSCOUGH<br>SGT. BILLETT<br>P/O. SMITH<br>SGT. TIDY<br>SGT. RIDER<br>SGT. SULLIVAN | do. | 2330 | 0355 | Bombs dropped on target area, and fires seen to start N.E. of aiming point. Landed at WYTON on return. | |
| 1757 | P/O. ROBINSON<br>P/O. LUPTON<br>SGT. CLARKE<br>SGT. BLAKEMORE<br>SGT. BELL | do. | 2334 | 0435 | Bombs seen to burst, and incendiaries started fires which burned with a red glow. Landed at WYTON on return. | |
| 5729 | SGT. HAMES<br>SGT. WALSH<br>SGT. HEWSON<br>SGT. RICKART<br>SGT. CASSIDY<br>SGT. HARRISH | do. | 2345 | 0545 | Ground haze made observations difficult. Bombs dropped and believed to have burst on target area. Landed at WILDENHALL on return. | |
| 1499 | SGT. PARKES<br>SGT. GOLDSMITH<br>SGT. BRATLEY<br>SGT. HUDSON<br>P/O. MOODY | do. | 2358 | 0420 | Returned early with engine trouble, after reaching Dutch Coast. Bombs jettisoned safe in sea off ROTTERDAM. Landed at SIDDLE WALLOP. | |
| 5703 | S/L. PICKARD<br>Sgt. BROADLEY<br>SGT. JUDSON<br>SGT. SMITHSON<br>SGT. WILLIS | do. | 2337 | 0553 | On way out HAAMSTEDE aerodrome was so clearly seen that Captain could not resist bombing. Bursts seen on 'drome and flarepath dowsed. Rest of bombs dropped on target, bursts not seen, but a big red explosion seen 5 mins. later. Landed at WATERBEACH on return. | |



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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | | | | | | |
| 9660 | SGT. FORD<br>SGT. PITT<br>SGT. GOVE<br>SGT. PALMER<br>SGT. LEE<br>SGT. HAYWOOD | Attack ESSEN | 2342 | 0425 | Bombs dropped in target area, and seen to burst When a/c left there was a large fire developing about 2 mls. N. of river. | Y 178 |
| 1722 | F/L. WILBERFORCE<br>SGT. TARBITTEN<br>F/O. SKINNER<br>F/SGT. AKEHURST<br>SGT. JAGO | do. | 0009 | 0429 | All bombs seen to burst in centre of target. One with a vivid blue flash lasting 2 to 3 secs increasing in brilliance with lightning blue flashes. Landed at WYTON | |
| 2973 | SGT. PRATFIELD<br>SGT. GRADY<br>SGT. BARNETT<br>SGT. GILBY<br>SGT. BURTIS<br>SGT. GRAIG | do. | 2355 | 0415 | Target area bombed, but bursts unobserved. Landed at WYTON. | |
| 1040 | P/O. JAMESON<br>SGT. JESSON<br>P/O. COATES<br>SGT. HARDING<br>SGT. SMART<br>SGT. HOLWORTH | do. | 0008 | 0458 | Bombs seen to burst near a lareg fire believed to be in target area. Fires could be seen for 20 mins after leaving. | |
| Date 5/6th July 1941. | | | | | | |
| 5703 | W/C. WASSE<br>SGT. WILLIAMS<br>P/O. BEECHER<br>P/O. BLURTON<br>SGT. LEE<br>SGT. HAYWOOD | Attack MUNSTER "A" | 2315 | 0415 | No fires on arrival bombs believed to have dropped in target area. | Y 179 |
| 1513 | S/L. CRUICKSHANKS<br>SGT. HEWETT<br>SGT. LOWE<br>SGT. GRIFFIN K.<br>SGT. HACK | do. | 2330 | 0420 | Bombs seen to burst on target starting two huge fires which were seen burning 80 mls. away. | |
| 1722 | F/L. WILBERFORCE<br>Sgt. SAICH<br>SGT. TARBITTEN<br>F/SGT. AKEHURST<br>SGT. ARMSTRONG<br>SGT. JAGO | do. | 2310 | 0350 | Bombed target area. Bombs not seen to burst but incendiaries started fires which burnt with a red flame in 3 patches. Continuous blaze from E. to W. of town s een burning 80 mls. away. | |

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| | | | | | |
|---|---|---|---|---|---|
| 1723 | F/L. WILBERFORCE<br>Sgt. SAICH<br>SGT. TARBITTON<br>F/SGT. ARDHURST<br>SGT. ARMSTRONG<br>SGT. JAGO | do. | 2310 | 0350 | Bombed target area. Bombs not seen to burst but incendiaries started fires which burnt with a red flame in 3 patches. Continuous blaze from S. to W. of town seen burning 80 mls. away. |

Wt. 44736/4374 200M. 1/40. H.G.S. 51—5059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

Date 5/6th July, 1941. (Cont.)
From ~~---~~ hrs ~~---/---/---~~ to ~~---~~ hrs ~~---/---/---~~ By 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<br>9660 | SGT. WILMOT<br>SGT. BOWEN<br>SGT. HUDDOCK<br>SGT. SHEPHERD<br>SGT. TUSKY<br>SGT. CANHAM | Attack MUNSTER "A" | 2319 | 0400 | Three very large fires seen around target. Bombs dropped slightly S.S.W. of target probably in marshalling yard. | Y 179 |
| 1284 | SGT. ANDERSON<br>SGT. TELLING<br>SGT. SMITTEN<br>SGT. STEVENSON<br>SGT. BLANDON<br>SGT. LITTLE | do. | 2323 | 0338 | Bombs dropped between ~~GRAVEN~~ and MUNSTER. Fire seen on arrival, another fire started which was seen burning for 10 mins. with dark red flames. | |
| 2973 | SGT. PITT<br>SGT. GRADY<br>SGT. BARRETT<br>SGT. GILBEY<br>SGT. BURTIS<br>SGT. RAWLINGS | do. | 2325 | 0415 | Bombs dropped on target, and bursts seen. Many fires, and town seemed to be ablaze on leaving. | |
| 1040 | P/O. JAMESON<br>SGT. JESSON<br>P/O. COATES<br>SGT. HARDING<br>SGT. SMART<br>SGT. BURNSIDE | do. | 2327 | 0432 | Bombs dropped on target area, bursts seen, but no definite results owing to numerous bomb bursts in vicinity. Large glow in centre of town seen for 100 mls. | |
| 1764 | P/O. MOORE<br>SGT. BILLETT<br>P/O. SMITH<br>P/O. SKINNER<br>SGT. RIDER<br>SGT. SULLIVAN | do. | 2325 | 0415 | Bombs seen to burst on target, one with a very big flash, red in colour. Fires seen for 75 mls. after leaving. | |
| 1757 | P/O. ROBINSON<br>P/O. LUPTON<br>SGT. CLARKE<br>SGT. BLAKEMORE<br>SGT. BELL | do. | 2336 | 0406 | All bombs dropped in centre of town. Bursts seen and a large red fire started. On leaving MUNSTER seemed to be ablaze, and fires seen 100 mls. away. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | | | | | | |
| 1175 | SGT. RITTER<br>SGT. BAKER<br>SGT. GILBERT<br>SGT. PRYDE<br>SGT. CALDWELL<br>SGT. PRESCE | Attack MUNSTER "A" | 2339 | 0345 | Bombs dropped on target and bursts seen. Many fires burning when a/c. left. | Y 179 |
| 1763 | SGT. PARKES<br>SGT. GOLDINGAY<br>SGT. BRATLEY<br>SGT. HUDSON<br>P/O. MOODY | do. | 2340 | 0350 | Bombs seen to burst on target area. | |
| Date 7/8th July, 1941. | | | | | | |
| 1513 | S/L. CRUICKSHANKS<br>P/O. WILGAR<br>ROBINSON<br>SGT. HEWETT<br>SGT. LOWE<br>SGT. GRIFFIN<br>SGT. HACK | Attack KOLN "C" | 2333 | 0533 | Bombs believed dropped on target area. Autobahn and bridges picked up. Bombs not seen to burst, but incendiaries started fires. | Y 180 |
| 5703 | S/L. PICKARD<br>SGT. WILLIAMS<br>SGT. BROADBEY<br>SGT. JUDSON<br>SGT. SMITHSON<br>S/L. STEVENS | do. | 2325 | 0410 | Town and river recognised. Bombs dropped on and around marshalling yard to S.W. of town. | |
| 1722 | F/L. WILBERFORCE<br>SGT. SAICH<br>SGT. TARBITTEN<br>F/SGT. AKEHURST<br>SGT. ARMSTRONG<br>SGT. JAGO | do. | 2330 | 0420 | Bombs dropped in vicinity of target, and bursts seen. Incendiaries started fires, seen 10 mins. later. | |
| 9660 | SGT. FORD<br>SGT. TELLING<br>SGT. GOVE<br>SGT. PALMER<br>SGT. LEE<br>SGT. MAYWOOD | do. | 2330 | 0435 | Bombs dropped on target and a very bright fire started which was developing on departure. Glow of fires seen for 25 mins. after leaving target. | |

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Wt. 44786/4814. 1000M. 3/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Date 7/8th July, 1941. 9 Squadron

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

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | | | | | | |
| 1499 | SGT. WILMOT<br>SGT. BOWN<br>SGT. HUDOCK<br>SGT. SHEPHERD<br>P/O. BLURTON<br>SGT. CANHAM | Attack KOLN "C" | 2332 | 0502 | Bombs straddled target. Cathedral Square seen clearly in light of flare. Bombs seen to burst and incendiary started "beautiful" fires among houses and other buildings. | Y 180 |
| 1764 | P/O. MOORE<br>SGT. BULLETT<br>P/O SMITH<br>F/O. SKINNER<br>SGT. RIDER<br>SGT. SULLIVAN | do. | 2338 | 0430 | Target identified by light of flares. Bombs dropped on target and bursts seen. Fires started and appeared to spread and get good hold. | |
| 1591 | SGT. PARKES<br>SGT. AINSCOUGH<br>SGT. GOLDINGAM<br>SGT. BRATLEY<br>SGT. HUDSON<br>P/O. MOODY | do. | 2350 | 0505 | Dropped bombs in one stick, probably 100-150 yds N.E. of target. Bombs seen to explode. | |
| 1763 | F/L EDWARDS<br>SGT. CLAYTON<br>SGT. GILBERT<br>SGT. LINDON<br>SGT. KARTZ<br>SGT. TAYLOR | do. | 2343 | 0415 | Target clearly identified and bombs dropped and seen to burst about 300 yds S.W. | |
| 1757 | P/O. ROBINSON<br>P/O DUPTON<br>SGT. DUFTY<br>SGT. CLARKE<br>SGT. BLANMORE | do. | 2348 | 0455 | Town clearly seen. Some fires in area, own bombs dropped and seen to burst accross taget aiming point. | |
| 2073 | SGT. PITT<br>SGT. GRADY<br>SGT. BARRETT<br>SGT. GILBY<br>SGT. BURTIS<br>SGT. RAWLINGS | do. | 2347 | 0440 | Own bombs dropped and seen to burst a few hundred yards W. of Station | |



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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 1284 | SGT. ANDERSON<br>SGT. SMITTEN<br>SGT. STEVENSON<br>SGT. CASSIDY<br>SGT. LITTLE | Attack<br>UNIT "C" | 0345 | 0022 | Returned to base almost immediately owing to engine catching fire. Bombs jettisoned in wood near base. | |
| 572 | SGT. RITTER<br>SGT. ROBERTS<br>SGT. DREW<br>SGT. PRYDE<br>SGT. TILLY<br>SGT. CRIGG | do. | 0344 | 0445 | Target bombed and bursts seen, but no other results | |
| 1040 | P/O CARLSON<br>SGT. JESSON<br>P/O COATES<br>SGT. HEADING<br>SGT. BLANDON<br>SGT. BURNSIDE | do. | 0340 | - | Failed to return to base. | |
| DATE 8/9th JULY 1941. | | | | | | |
| 1513 | P/O MASSEY<br>P/O WILGAR ROBINSON<br>SGT. BENETT<br>SGT. LOWE<br>SGT. GRIFFIN<br>SGT. HAGER | Attack<br>UNIT "B" | 0319 | 0415 | Fires already burning in target area stimulated by own bombs, other fires also started. (Post Master killed with bombs) | Y 181 |
| 5705 | S/L. PICKARD<br>SGT. WILLIAMS<br>SGT. BROADLEY<br>SGT. JUDSON<br>SGT. SMITHSON<br>S/L. STEVENS | do. | 0331 | 0419 | Town clearly seen. Own bombs dropped on Post Office, and incendiaries seen to ignite. | |
| 1722 | F/L. WILBERFORCE<br>SGT. SAICH<br>SGT. TARBITTEN<br>F/SGT. ARCHURST<br>SGT. ARMSTRONG<br>SGT. JAGO | do. | 0325 | 0359 | Bombs dropped on target area, but no results seen. Incendiaries started more fires. | |
| 1521 | SGT. PARKES<br>SGT. FIELDING<br>SGT. GOLDINGAY<br>SGT. BRATLEY<br>SGT. HUDSON<br>P/O. MOODY | do. | 0324 | 0349 | Primary not attacked owing to combat with e/a. Bombs dropped between DULMEN and LUNSTER, and seen to bursts across a road. | |

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| | | | | | | |
|---|---|---|---|---|---|---|
| | SGT. GOLDINGAY<br>SGT. BRATLEY<br>SGT. HUDSON<br>P/O. MOODY | | | | seen to bursts across a road. | |

Wt. 44785/4524. 10000. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

Date. 8/9th July, 1941.

DETAIL OF WORK CARRIED OUT.
9 Squadron

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

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON 1499 | SGT. WILMOT<br>SGT. BOWEN<br>SGT. HUDOCK<br>SGT. SHEPHERD<br>SGT. CHANDLER<br>SGT. CANHAM | Attack MUNSTER "B" | 2326 | 0405 | Bombs dropped on town and fires were developing when aircraft left. | Y 181 |
| 9660 | SGT. FORD<br>SGT. TELLING<br>SGT. GOVE<br>SGT. PALMER<br>SGT. LEE<br>SGT. HAYWARD | do. | 2322 | 0346 | Target clearly identified. Bombs dropped on target causing greenish glow, On departure 6 red fires developing. | |
| 1284 | SGT. ANDERSON<br>SGT. SMITTER<br>SGT. STEVENSON<br>SGT. CASSIDY<br>SGT. LITTLE | DO. | 2329 | 0411 | Bombs dropped about 500 yds N. of aiming point. Bombs seen to burst but no other results. | |
| 2973 | SGT. PITT<br>SGT. GRADY<br>SGT. BARRETT<br>SGT. GILBY<br>SGT. BURTIS<br>SGT. RAWLINGS | do. | 2331 | - | Failed to return to base. | |
| 1764 | P/O MOORE<br>SGT. CLAYTON<br>P/O SMITH<br>F/O SKINNER<br>SGT RIDER<br>SGT. SULLIVAN | do. | 2332 | 0400 | Primary not attacked owing to evasive action. Bombs dropped from 3000 ft. on ESSEN. One row of buildings disintegrated due E. of Krupps works | |
| 5729 | SGT. RETTER<br>SGT. CARTER<br>SGT. DREW<br>SGT. PRYDE<br>SGT. TIDY<br>SGT. GREIG | do. | 2345 | 0352 | Town identified - Bombs dropped on target area and bursts seen. | |

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Reference:- AIR 27 / 126

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | DATE. 10/11th JULY, 1941. | | | | | |
| 1513 | S/L CRUICKSHANKS<br>P/O WILGAR-ROBINSON<br>SGT. HEWITT<br>SGT. [illegible]<br>SGT. GRIFFIN<br>SGT. HACK. | Attack KOLN "C" | 2320 | 0500 | Could not locate target after reaching RHINE and searching for an hour. 4 separate flares which were dropped showed fields only. | Y 182. |
| 5703 | S/L PICKARD<br>SGT. WILLIAMS<br>SGT. BROADLEY<br>SGT. JUDSON<br>SGT. SMITHSON<br>SGT. WILLIS | do | 2322 | 0504 | Target not located owing to bad visibility. Bombs dropped and seen to burst just S. of BONN. | |
| 1279 | T/L WILBERFORCE<br>SGT. MEYER<br>SGT. TARBITTER<br>SGT. ARCHURST<br>SGT. HOOPER<br>SGT. JAGO | do. | 2326 | 0450 | Landed at MANSTON | |
| 1341 | SGT. LEWIN<br>SGT. BUTCHER<br>SGT. GOVE<br>SGT. WELLS<br>SGT. BARRON<br>SGT. PASSMORE | do. | 2330 | - | Landed at MANSTON | |
| 1499 | SGT. WILMOT<br>SGT. BOWEN<br>SGT. HUDOCK<br>SGT. SHEPHERD<br>SGT. TESKEY<br>SGT. CANHAM | do. | 2327 | 0455 | Target not located owing to 8/10 cloud and visibility nil. Bombs dropped on town through gap in cloud. | |
| 1757 | P/O ROBINSON<br>SGT. DWEN<br>SGT. DUFTY<br>SGT. CLARKE<br>SGT. BLAKEMORE<br>SGT. BELL | do. | 2345 | 0440 | Bombs dropped and seen to burst on town believed to be KOLN. | |
| 1591 | SGT. PARKES<br>SGT. CARTER<br>SGT. GOLDINGAY<br>SGT. BRATLEY<br>SGT. HUDSON<br>P/O MOODY | do. | 2337 | 0515 | Bombs seen to burst on land near to a bridge believed to be COBLENZ. | |

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| | | | | | | |
|---|---|---|---|---|---|---|
| | SGT. CARTER<br>SGT. GOLDINGAY<br>SGT. BRATLEY<br>SGT. HUDSON<br>P/O WOODY | | | | Bombs seen to burst on land near to a bridge believed to be COBLENZ. | |

Wt. 44785/4311. 1000M. 1/40. H.G.S. 51—6059

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

# OPERATIONS RECORD BOOK.

Date 10/11th July 1941.

DETAIL OF WORK CARRIED OUT.

9 Squadron

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

| Aircraft Type and No. WELLINGTON | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 2619 | SGT. SAICH<br>SGT. TELLING<br>SGT. SMITTEN<br>SGT. TROTT<br>SGT. CHANDLER<br>SGT. ENGLISH | Attack KOLN "C" | 2344 | 0449 | Bombs believed to have dropped on BONN but no results seen. | Y 182 |
| 1284 | SGT. ANDERSON<br>SGT. SMITH<br>P/O. BELCHER<br>SGT. STEVENSON<br>SGT. CASSIDY<br>SGT. LITTLE | do. | 2335 | 0445 | Bombs dropped and seen to burst on BOPPARD S. of Coblenz. | |
| 9660 | SGT. LEWIS<br>SGT. BAKER<br>P/O. LUPTON<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. DAVIES | do. | 2339 | 0429 | Identified river S. of KOLN. Bombs dropped where position of town was estimated to be. | |
| 5729 | SGT. RETTER<br>SGT. AINSCOUGH<br>SGT. DREW<br>SGT. PRYDE<br>SGT. TIDY<br>SGT. GREIG | do. | 0005 | ? | Failed to return to base. | |
| 1763 | SGT. EVERETT<br>SGT. FIELDING<br>SGT. JOHNSON<br>SGT. LANGTRY<br>SGT. ARMSTRONG<br>SGT. BECKMAN | do. | 2351 | 0505 | Unable to locate target owing to bad visibility. Bombs seen to burst on town, believed to be BONN. | |
| 1764 | P/O. MOORE<br>SGT. RYAN<br>P/O. SMITH<br>F/O. SKINNER<br>SGT. RIDER<br>SGT. SULLIVAN | do. | 2346 | 0510 | Bombs seen to burst on town, believed to be BONN, but no other results seen. | |

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Reference:- AIR 27 / 126

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | | | | | | |
| | Date 12/13th July 1941. | | | | | |
| 1513 | S/L. CRUTTENSHANKS<br>P/O. WILGAR-ROBINSON<br>SGT. NEWETT<br>SGT. LOWE<br>SGT. GRIFFIN<br>SGT. HACK | Attack BREMEN "B" | 2255 | 0415 | Bombs dropped and at same time docks to N.W. of town seen in light of flares. Bombs seen to explode in this area, and a fire started. | Y 183 |
| 5703 | S/L. PICKARD<br>SGT. WILLIAMS<br>SGT. BROADLEY<br>SGT. JUDSON<br>SGT. SMITHSON<br>SGT. WILLIS | do. | 2300 | 0400 | Bombs dropped in built up area near aiming point. No special results observed. | |
| 9660 | F/L. WILBERFORCE<br>SGT. MEYER<br>SGT. TARBITTEN<br>F/SGT. AKEHURST<br>F/O. DOWNES<br>SGT. JAGO | do. | 2240 | 0425 | Bombs dropped 3 mls. S.E. of aiming point. Incendiaries seen to ignite, but some burnt out very quickly. | |
| 2619 | SGT. SAICH<br>SGT. TELLING<br>SGT. SMITTER<br>SGT. TROTT<br>SGT. HOOPER<br>SGT. ENGLISH | do. | 2306 | 0448 | Bombs dropped in the target area and seen to burst but no special results. | |
| 1591 | SGT. PARLES<br>SGT. CARTER<br>SGT. GOLDINGAY<br>SGT. BRATLEY<br>SGT. HUDSON<br>P/O. MOODY | do. | 2318 | 0403 | Primary not attacked, owing to late arrival and cloud and ground haze. Bombs dropped on L-E-R but no results observed. | |
| 1279 | SGT. EVERETT<br>SGT. JOHNSTON<br>SGT. LANGTRY<br>SGT. ARMSTRONG<br>SGT. BECHELAN | do. | 2309 | 0454 | Bombed target area, but no direct results observed. On leaving further fires had started. | |
| 1341 | SGT. LEWIN<br>SGT. BUTCHER<br>P/O. BELCHER<br>F/SGT. WELLS<br>SGT. BARRON<br>SGT. PASSMORE | do | 2309 | 0440 | All bombs dropped about ¾ mile S.E. of aiming point. Bombs seen to burst, but no results. | |

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| | | | | | | |
|---|---|---|---|---|---|---|
| | P/O. BELCHER<br>F/SGT. WELLS<br>SGT. BARRON<br>SGT. PASSMORE | | | | | |

Wt. 44735/4314. 100M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

Date 12/13th JULY 1941. (Cont) DETAIL OF WORK CARRIED OUT.

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

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | | | | | | |
| 1499 | SGT. WILLIOT<br>SGT. BOWEN<br>SGT. HUDDOCK<br>SGT. SHEPHERD<br>SGT. TESKEY<br>SGT. CANHAM | Attack BREMEN "B" | 2310 | 0415 | Bombs dropped in town, but no results observed. | Y 183 |
| 1764 | P/O. MOORE<br>P/O. SMITH<br>F/O. SKINNER<br>SGT. RIDER<br>SGT. SULLIVAN | do. | 2310 | 0410 | Primary not attacked owing to engine trouble, and time limit. Attacked WILHELMSHAVEN. Bombs seen to burst, but no special results observed. | |
| 1757 | P/O. ROBINSON<br>SGT. DUNN<br>SGT. DUFTY<br>SGT. CLARKE<br>SGT. BLAKEMORE<br>SGT. BELL | do. | 2319 | 0445 | Primary not attacked owing to mistaking OLDENBURG for BREMEN. Bombs dropped 6 miles S.E. of DREYE. Bursts seen, and fires started, with greyish smoke. | |
| Date. 14/15th JULY 1941. | | | | | | |
| 1341 | SGT. LEWIN<br>SGT. BUTCHER<br>SGT. LINNARD<br>F/SGT. WELLS<br>SGT. BARRON<br>SGT. PASSMORE | Attack BREMEN "B". | 2258 | 0240 | Turned back at point 40° E of STAVOREN, at 0048 owing to petrol shortage - Bombs brought back. | Y 184 |
| 1499 | SGT. WILLIOT<br>SGT. BOWEN<br>SGT. HUDDOCK<br>SGT. SHEPHERD<br>SGT. TESKEY<br>SGT. CANHAM | do. | 2315 | 0405 | Target not located owing to haze. Bombs dropped on town and bursts seen. | |

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Reference:- AIR 27 / 126

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| | 14/15th JULY, 1941 (cont) | | | | | |
| 5703 | W/O WASSE<br>SGT. WILLIAMS<br>SGT. BROADLEY<br>SGT. JUDSON<br>SGT. SMITHSON<br>SGT. HOWARTH | Attack [illegible] "B" | 2252 | 0420 | Reached BREMEN but could not locate actual target owing to haze. Dropped bombs and bursts seen. Incendiaries ignited but no other results observed. | Y 184 |
| 1764 | P/O MOORE<br>SGT. BILLETT<br>P/O SMITH<br>F/O SKINNER<br>SGT. NIDER<br>SGT. SULLIVAN | do. | 2309 | 0501 | Bombed target area and bursts seen, more fires started which could be seen for a considerable distance on return journey. | |
| 1591 | SGT. PARKES<br>SGT. CARTER<br>SGT. GOLDINGAY<br>SGT. BRATLEY<br>SGT. HUDSON<br>P/O MOODY | do. | 2312 | 04[illegible] | River and docks seen. Bombs dropped on target area. Bursts seen and one large fire started. | |
| 1175 | P/O ROBINSON<br>SGT. [illegible]<br>P/O BELCHER<br>SGT. CLARKE<br>SGT. BLAKEMORE<br>SGT. BELL | do. | 2318 | 0429 | Target not located owing to haze. Bombs believed to have dropped on LEER, bursts seen but no other results. | |
| 2660 | SGT. BAKER<br>SGT. SMITH<br>SGT. HENRY<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. DAVIES | do | 2305 | 0458 | Unable to locate target owing to haze, but saw town and bombed a large fire. Bursts seen but no other results. | |
| 1279 | SGT EVERETT<br>SGT. JOHNSTON<br>SGT. [illegible]TRY<br>SGT. ARMSTRONG<br>SGT. [illegible] | do. | 2316 | 0617 | Bombed target area, bursts seen and a very big fire started which burnt with a deep red colour. | |
| 2619 | SGT. SAIGH<br>SGT. TELLING<br>SGT. SMITTEN<br>SGT. TROTT<br>SGT. HOOPER<br>SGT. ENGLISH. | do. | 2314 | 0540 | BREMEN located, many fires seen, one bomb only dropped, remainder hung up. Aircraft hit by flak, crash landed 9 miles N. of YARMOUTH. | |

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| | | | | | | |
|---|---|---|---|---|---|---|
| | SGT. SMITTEN | | | | | |
| | SGT. TROTT | | | | | |
| | SGT. HOOPER | | | | | |
| | SGT. ENGLISH. | | | | | |

Wt. 44786/4514. 200M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

DATE 16/17th JULY, 1941.

From ---hrs---/---/---to---hrs---/---/--- 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 | | | | | | |
| 5703 | S/L PICKARD<br>SGT. WILLIAMS<br>SGT. BROADLEY<br>SGT. JUDSON<br>P/O DOWNES<br>SGT. WILLIS | Attack HAMBURG "A" | 2245 | 0115 | Believed to have been over HAMBURG as parts of river seen through gaps in clouds. Bombs dropped in what was thought to be built-up area N. of docks. Bursts seen and fires started. | Y 185. |
| 1455 | P/O ROBINSON<br>SGT. DWEN<br>P/O BELCHER<br>SGT. CLARKE<br>SGT. BLACKMORE<br>SGT. BELL | do. | 2255 | 0440 | Bombs dropped in town and incendiaries seen to ignite starting fires | |
| 1341 | SGT. LEWIN<br>SGT. BUTCHER<br>SGT. LEONARD<br>P/SGT. WELLS<br>SGT. BARRON<br>SGT. PASSMORE | do. | 2500 | 0455 | Bombed docks S. of town towards HAMBURG. Bursts seen and two fires started. | |
| 1499 | SGT. WILLIOT<br>SGT. BOWEN<br>SGT. HUDOCK<br>SGT. SHEPHARD<br>SGT. TESKEY<br>SGT. CANHAM | do. | 2252 | 0540 | Bombed what was believed to be W. side of town No results seen. | |
| 1175 | F/L EDWARDS<br>SGT. CLAYTON<br>SGT. GILBERT<br>SGT. LINDEN<br>SGT. KARTZ<br>SGT. TAYLOR | do. | 2302 | 0505 | Unable to find target owing to poor visibility. Saw fires and dropped flares but unable to identify any ground. Bombs dropped but no other results seen. | |
| 1591 | SGT. PARKES<br>SGT. CARTER<br>SGT. GOLDING<br>SGT. BRATLEY<br>SGT. HUDSON<br>P/O. HOODY | do. | 2301 | 0445 | Unable to pinpoint HAMBURG. Bombed a road junction near WILSTER and another road junction at MICHAELSDONN. Burst seen. | |

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Reference:- AIR 27 / 126

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| | Date. 16/17th JULY 1941 (Cont) | | | | | |
| 1591 | SGT. BAKER<br>SGT. SMITH<br>SGT. HENRY<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. DAVIES | Attack HAMBURG "A" | 2259 | 0605 | Unable to locate target. Bombs dropped on what was believed outskirts of town. | Y 185 |
| 1279 | SGT. EVERETT<br>SGT. JOHNSON<br>SGT. LANGTRY<br>SGT. BECKMAN<br>SGT. ARMSTRONG | do | 2305 | 0435 | Returned early owing to engine trouble, bombs jettisoned safe in sea N. of EMDEN | |
| 1764 | P/O MOORE<br>SGT. BILLETT<br>P/O SMITH<br>F/O SKINNER<br>SGT. RIDER<br>SGT. SULLIVAN | do. | 2307 | 0501 | Primary not located owing to 10/10 cloud. STADE seen between gaps in clouds and bombs dropped and bursts seen | |
| 1513 | P/O WILGAR ROBINSON<br>SGT. FIELDING<br>SGT. RYAN<br>SGT. BARTNALL<br>SGT. QUICK<br>SGT. CHADWICK | Attack docks and shipping at BOULOGNE | 0025 | 0300 | 9/10 cloud prevented seeing ground detail, target area believed bombed and from glow on cloud a fire started. | |
| | DATE 19/20th JULY 1941. | | | | | |
| 5703 | S/L PICKARD<br>SGT. BULFORD<br>SGT. BROADLEY<br>SGT. JUDSON<br>SGT. SMITHSON<br>SGT. WILLIS | Attack HANNOVER "A" | 2251 | 0455 | Saw river and bombed town in HANNOVER area; bursts seen and incendiaries started fires. | Y 186 |
| 1499 | SGT. WILMOT<br>SGT. BOWEN<br>SGT. HUDSON<br>SGT. SHEPHERD<br>SGT. TESKEY<br>SGT. CANHAM | do. | 2306 | 0459 | Saw river and camouflaged lake. [illegible]. Bombs dropped on target area and bursts seen. Large fire started. | |
| 1455 | P/O ROBINSON<br>SGT. DWEN<br>P/O McRINER<br>SGT. CLARKE<br>SGT. BLAKEMORE<br>SGT. BELL | do. | 2254 | 0445 | Railway identified in light of flares. Bombed target area and bursts seen. Fires started. | |

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Reference:- AIR 27 126

| | | | | | |
|---|---|---|---|---|---|
| 1485 | P/O ROBINSON<br>SGT. [illegible]<br>P/O [illegible]<br>SGT. [illegible]<br>SGT. [illegible]<br>SGT. [illegible] | do. | 2304 | 0440 | [illegible] target area and bursts seen. Fires started. |

Wt. 44786/4814. 30625. 3/40. H.G.S. 52—6069

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

DATE 19/20th JULY 1941.

From ---hrs.---/---/--- to ---hrs.---/---/---

By 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 1763. | F/L EDWARDS<br>SGT. CRAYTON<br>SGT. GILBERT<br>SGT. [illegible]<br>SGT. KARTZ<br>SGT. TAYLOR | Attack HANNOVER "A" | 2250 | 0521 | Bombs dropped on centre of town, bursts not seen owing to evasive actions, t ree fires burning in town visible 60 miles away. | Y 186 |
| 1591 | SGT. PARKES<br>SGT. CARTER<br>SGT. GOLDINGAY<br>SGT. BRATLEY<br>SGT. HUDSON<br>P/O MOODY | do. | 2315 | 0430 | Could not locate target owing to bad visibility 2 flares dropped which showed open country. Started for home and bombs dropped somewhere near BREMEN | |
| 1341 | F/L. WILBERFORCE<br>SGT. ANDERSON<br>P/O. BELCHER<br>F/SGT. AKEHURST<br>SGT. GLOVER<br>SGT. JAGO | do. | 2304 | 0440 | Bombs definitely dropped over town in target area. Bursts seen but no other results. | |
| 1175 | SGT. EVERETT<br>SGT. HUTT<br>SGT. JOHNSTON<br>SGT. LANGTRY<br>SGT. ARMSTRONG<br>SGT. HOWORTH | do. | 2311 | 0508 | Bombs dropped in one stick in area of largest fire in centre of town. Crew almost blinded by searchlights. No results seen. | |
| 9660 | SGT. FORD<br>SGT. MEYER<br>SGT. GOVE<br>SGT. PALMER<br>SGT. LEE<br>SGT. HAYWOOD | do. | 2304 | 0447 | Picked up canal, and saw fires burning in town. Bombs dropped in centre of town, but bursts not seen owing to evasive action. | |
| 1764 | P/O. MOORE<br>SGT. BILLETT<br>P/O. SMITH<br>F/O. SKINNER<br>SGT. RIDER<br>SGT. SULLIVAN | do. | 2259 | 0440 | Did not locate Primary owing to cloud. BREMEN attacked. Bombs dropped over town and seen to burst causing a small fire. | |



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Reference:- AIR 27 / 126

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | | | | | | |
| Date 23/24th July 1941. | | | | | | |
| 1515 | S/L. GRUICKSHANKS<br>G/C. GRAY<br>SGT. HEWETT<br>SGT. LOWE<br>SGT. GRIFFIN<br>SGT. HACK | Attack MANNHEIM 'A' | 2234 | 0450 | Bombs believed to have dropped in vicinity of river docks 4 mls. S. of town. Bombs seen to burst and incendiaries ignite. | Y 187 |
| 5703 | S/L. PICKARD<br>SGT. BULFORD<br>SGT. BROADLEY<br>SGT. JUDSON<br>SGT. SMITHSON<br>SGT. HUDSON | do | 2238 | 0440 | River identified, and bombs seen to burst on town. Incendiaries caused fires which were seen for at least 10 mins. | |
| 1757 | P/O. ROBINSON<br>SGT. OWEN<br>SGT. GOLDINGAY<br>SGT. CLARKE<br>SGT. BLAKEMORE<br>SGT. BELL | do. | 2237 | 0455 | Bombs dropped South of MANNHEIM owing to inability to locate exact target due to thick haze. | |
| 1764 | SGT. BILLETT<br>SGT. DAGLISH<br>P/O. SMITH<br>F/O. SKINNER<br>SGT. CALDRON<br>F/SGT DIXON | do. | 2335 | 0435 | Primary not attacked owing to engine trouble. Bombs dropped on what appeared to be an aerodrome. Red lights extinguished, and a fire started followed 5 mins later by a series of heavy explosions. | |
| 1499 | SGT. WALMOT<br>SGT. BOWEN<br>SGT. HUDOCK<br>SGT. SHEPHERD<br>SGT. TESKEY<br>SGT. CANHAM | do. | 2241 | 0515 | Bombs seen to burst in target area, but results unobserved owing to very thick haze. | |
| 1591 | SGT. BAKER<br>SGT. SMITH<br>SGT. HENRY<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. HANNISH | do. | 2250 | 0459 | Bombs dropped and seen on town in target vicinity. Actual position not known owing to heavy haze. | |
| 1455 | SGT. EVERETT<br>SGT. BRADY<br>SGT. JOHNSTON<br>SGT. LANGTRY<br>SGT. ARMSTRONG<br>SGT Hepworth | do. | 2255 | 0510 | River identified, but actual target not located. Bombs seen to burst on what is believed to be outskirts of town. | |

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Reference:- AIR 27 / 126

| | | | | | | |
|---|---|---|---|---|---|---|
| | SGT. HENRY<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. HANNISH | | | | | |
| 1455 | SGT. EVERETT<br>SGT. BRADY<br>SGT. JOHNSTON<br>SGT. LANGTRY<br>SGT. ARMSTRONG<br>SGT HOWORTH | do. | 2255 | 0510 | River identified, but actual target not located. Bombs seen to burst on what is believed to be outskirts of town. | |

Wt. 44795/4224. 100M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

Date 23/24th July, 1941. (Cont)

DETAIL OF WORK CARRIED OUT.

From hrs. / / to hrs. / /

By 9 Squadron

No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | | | | | | |
| 9660 | SGT. FORD<br>SGT. MEYER<br>SGT. GOVE<br>SGT. PALMER<br>SGT. LEE<br>SGT. HAYWOOD | Attack MANNHEIM 'A' | 2248 | 0455 | Target not identified, but bombs seen to burst on a large town believed to be MANNHEIM | Y 187 |
| 1341 | F/Lt. WILBERFORCE<br>SGT. NUTT<br>P/O. BELCHER<br>F/SGT. AKEHURST<br>SGT. GLOVER<br>SGT. JAGO | do. | 2245 | 0425 | Bombs believed to have fallen on target area, bomb flashes seen. Large fires seen for 15 miles on leaving. | |
| 1175 | P/O. WILGAR ROBINSON<br>SGT. FIELDING<br>SGT. RYAN<br>SGT. DARTNALL<br>SGT. QUICK<br>SGT. CHADWICK | Attack Docks and Shipping at OSTEND | 2322 | 0203 | Bombs dropped on docks, and fires started followed by explosions. | |
| Date 25/26th July, 1941. | | | | | | |
| 1513 | S/L. CRUICKSHANKS<br>SGT. HEWETT<br>SGT. LOWE<br>SGT. GRIFFIN<br>F/O. DOWNES | Attack HAMBURG "B" | 2228 | 0453 | Bombs seen to burst very near aiming point. Incendiaries started huge red fires. | Y 188 |
| 1763 | F/Lt. EDWARDS<br>SGT. GILBERT<br>SGT. LINDEN<br>SGT. KARTZ<br>SGT. TAYLOR | do | 2232 | 0430 | Primary not attacked owing to losing height due to flak fire. Bombs dropped on seaplane base at TONNING, and fires started. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | | | | | | |
| 1455 | P/O. ROBINSON<br>SGT. DUCK<br>SGT. DUFTY<br>SGT. [illegible]<br>SGT. BLACKBURN<br>SGT. BELL | Attack<br>HAMBURG "B" | 2236 | 0523 | Unable to locate Primary target. Bombs dropped on HAMBURG, and bursts seen. | Y 188 |
| 1279 | SGT. EVERETT<br>SGT. BAILEY<br>SGT. JOHNSTON<br>SGT. LANGTRY<br>SGT. ARMSTRONG<br>SGT. HOWARTH | do. | 2240 | 0530 | Returned early owing to engine trouble. | |
| 5707 | SGT. SAICH<br>SGT. BUTT<br>SGT. SMITTEN<br>SGT. TROTT<br>SGT. HOOPER<br>SGT. WARD | do. | 2240 | 0445 | Primary not attacked owing to course being set too far north and lack of time. Bombs dropped on ST. PETER and bursts seen in town. | |
| 1499 | SGT. MILLOT<br>SGT. BUTLER<br>SGT. HUDSON<br>SGT. SHEPHERD<br>SGT. TOMSEY<br>SGT. LITTLE | do. | 2234 | 0440 | Unable to locate Primary target. Bombs dropped on DÜSSELDORF and seen to explode. | |
| 9650 | F/LT. WILBERFORCE<br>SGT. SYER<br>SGT. GOVE<br>SGT. PALMER<br>SGT. [illegible]<br>SGT. HAYWOOD | do. | 2243 | 0430 | Bombs dropped on town, bursts seen and a fire started. | |
| 1541 | SGT. LEWIS<br>SGT. BUTCHER<br>SGT. EDWARDS<br>F/SGT. WELLS<br>SGT. BARRON<br>SGT. PASTORE | do. | 2250 | 0435 | Primary not attacked owing to losing height and evasive action, after being caught in S/l.s and flak. Bombs dropped on N.W. side of STADT. No result seen owing to evasive action. | |
| 2579 | SGT. BAKER<br>SGT. SMITH<br>SGT. HENRY<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. HARTLEY | do. | 2251 | 0730 | Landed at COTTESMORE on return. Bomb bursts seen immediately East of Binnen Alster. Position confirmed by a flare which burned and illuminated river at time of bombing. | |

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| | | | | | |
|---|---|---|---|---|---|
| SGT. HENRY<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. HAYWORD | | | | Immediately East of Binnen Alster. Position confirmed by a flame which burned and illuminated river at time of bombing. | |

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

No. of pages used for day

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 1/8. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light variable at first becoming Northerly 10=20 mph. Weather: overcast with fog in early morning, and occasional slight drizzle during the evening. Cloud: 10/10 at 600 =1,000 feet lowering to 300 feet in precipitation. Visibility:= Less than 1,000 yards at first, improving to 5=10 miles but deteriorating to 1=2 miles in drizzle. | |
| | 2/8. | 2230. | Eleven aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B.570 dated 2/8/41 (See relevant form 541. | |
| | | 0640. | All aircraft returned safely.<br>WEATHER: Surface wind: North to NNE 15=20 mph. decreasing to 5=10 mph. Weather: overcast at first with occasional slight drizzle, becoming fine in early afternoon. Cloud: 10/10 at 5oo feet lifting and breaking at midday. Hardly any cloud in the evening. | |
| | 3/8. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light variable less than 5 mph. Weather: ground mist at first. Fine later, becoming fair in evening. Cloud: no low cloud at first. During late morning and early afternoon mainly 2/10=5/10 at 4,000 feet, becoming 7/10 at 2,500 feet at end of period. Visibility: 1,000= 4,000 yards at first improving to 6=12 miles in the afternoon. | |
| | 4/8½ | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: Westerly, 10 to 15 mph. at first, becoming S.Westerly, 15 to 20 mph. Gusty. Weather: cloudy, becoming fine during the early morning, but becoming cloudy again, with periods of continuous slight rain during the evening. Cloud: 8/10=10/10 low cloud, base 2,500 feet, dispersing to small amounts in the early morning, increasing to 9/10=10/10, base 3,000 feet, and lowering in rain to 1,5oo feet with fragments below at 600 ft. Visibility: 6 to 10 miles. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 5/8. | 2230. | Eleven aircraft carried out operations in accordance with Headquarters, No. 3 Group operation order form B.573 dated 5/8/41 (See relevant form 541) | |
| | | 0600. | All aircraft returned safely | |
| | | | WEATHER: Surface wind: Westerly, 10 mph. Gusty. Weather: Cloudy with intermittent rain or slight showers at first. More frequent and heavier showers later. Cloud: 8/10 to 10/10 low cloud, base 1,500 to 5,000 feet generally. Base of cloud occasionally 800 feet. Visibility: 7 to 10 miles. | |
| | 6/8. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: North Westerly, 15/20 mph. Weather: Cloudy, with periods of light rain during the early morning, becoming generally cloudy, but with a few fair periods. Cloud: generally 6/10 to 10/10 low cloud ay 2,000 feet to 3,000 feet. A few breaks to 3/10 to 6/10. Visibility: 8 to 10 miles. | |
| | 7/8. | 0001. | Twelve aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B.575 dated 7/8/41 (See relevant form 541. | |
| | | 0530. | All aircraft returned safely. | |
| | | | PERSONNEL: 1000903. A.C.2. WEBSTER, F.S. died in R.A.F. Hospital, Ely. | |
| | | | WEATHER: Surface wind: Westerly, 5/15 mph. Weather: cloudy at first, becoming fine during the early morning, but becoming cloudy again by the mid morning. Cloud: small amounts of low cloudat first, becoming generally 8/10, base 3,000 feet. Visibility: x 4 to 6 miles till dawn, improving to 7 to 10 miles later in the day. | |
| | 8/8. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: calm at first, becoming Westerly 5 to 10 mph during morning then backing to Easterly during afternoon and to Northerly at end of period, decreasing to less than 5 mph. Weather: cloudy at first, but intermittent slight rain and drizzle at times during morning and afternoon, becoming fair at end of period. Cloud: 8/10 to 10/10 at 3,000 to 4,000 feet decreasing to nil at end of period. Visibility: 6 to 8 miles at first deteriorating to 4 to 6 miles during early morning. 12 to 15 miles during second half of period falling to 2 to 4 miles at end of period. | |

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becoming fair at end of period. Cloud: 8/10 to 10/10 at 3,000 to 4,000 feet decreasing to nil at end of period. Visibility: 6 to 8 miles at first deteriorating to 4 to 6 miles during early morning. 12 to 15 miles during second half of period falling to 2 to 4 miles at end of period.

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

No. of pages used for day

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 9/8. | | Nothing of operational importance occurred. | |
| | | ? | PERSONNEL: 1000903. A.C.2. WEBSTER, F.S. died in Ely Hospital. | |
| | | | WEATHER: Surface wind: Westerly, 5 to 10 mp.h. Weather: Thick fog at first, becoming cloudy during the early morning. Fair period during the afternoon. Becoming cloudy with a period of continuous slight rain late in the day. Cloud: No low cloud at first. 8/10 to 10/10 lifted fog at first, gradually decreasing to small amounts of low cloud at 3,000 feet during the afternoon, but ~~low cloud at 3,000 feet~~ later increasing to 10/10 at 2,000 to 3,000 feet. Visibility: less than 500 yards generally in fog, gradually increasing to 6 to 10 miles. | |
| | 10/8. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: At first SW 5 to 10 mph. becoming 15 to 25 mph. and veering to WNW about noon. Light variable at end of period. Weather: At start of period overcast with moderate rain, ceasing towards dawn. Cloud breaking slightly during morning but becoming overcast again with rain in evening. Cloud: 10/10 at 600 to 1,000 feet for first nine hours. Cloud base then gradually lifting to 3,000 feet with slight breaks. Visibility: Mainly 12 to 18 miles but 1 to 3 miles in precipitation. | |
| | 11/8. | 0210. | One aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.579 dated 11/8/41 (See relevant form 541. | |
| | | 0525. | Aircraft returned safe;y. | |
| | | | WEATHER: Surface wind: Southerly 5 to 10 mph. becoming S.W'ly 10 to 15 mph. Weather: Cloudy with intermittent rain becoming fair in afternoon. Cloud: 10/10 at 500 to 800 feet, lifting and breaking to 4/10 to 6/10 at 2,500 feet in afternoon. Visibility: At first 2 to 6 miles improving to 15 to 20 miles later. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 12/8. | 2120. | Thirteen aircraft took off for operations in accordance with Headquarters, No. 3 Group operations order form B. 580 dated 12/8/41 (See relevant form 541). | |
| | | 0535. | Eleven aircraft returned safely. Two aircraft, Wellington R.1513 (S/L. BALL and crew)and Wellington R.1341 (Sgt. LEWIN and crew)failed to return. The former aircraft was detailed to attack a target in KIEL and the latter a target in HANOVER. From the time of take off, however, nothing was heard from either machine, which were reported missing. | |
| | | | WEATHER: Surface wind: Westerly 15 to 20 mph. Weather: fine becoming fair in afternoon with a few scattered showers around noon. Cloud: No low cloud during greater part of morning. Later 4/10 to 8/10 at 2,000 to 3,000 feet. Only a little medium and high cloud at end of period. Visibility: 10 to 20 miles. | |
| | 13/8. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: S.W'ly 5 to 10 mph. increasing to 25 to 30 mph. at end of period. Weather: cloudy with intermittent rain. Cloud: 10/10 at 600 to 1,000 feet after first few hours when cloud base was above 2,000 feet. Visibility: 1 to 3 miles improving to 12 to 18 miles after noon. | |
| | 14/8. | 2120. | Ten aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 581 dated 14/8/41 (See relevant form 541. | |
| | | 0420. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: Westerly 15 to 20 mph. falling light at end of period. Weather: fine becoming cloudy at dawn. Cloud: mainly 3/10 to 7/10 at 3,000 to 4,000 feet. Visibility: 12 to 18 miles falling to 4 to 6 miles near end of period. | |
| | 15/8. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: light S.E'ly becoming SSW 5 to 10 mph. in afternoon. Weather: fine at first becoming cloudy with intermittent rain. Cloud: No low cloud till dawn, then 8/10 to 10/10 at 600 to 1,000 feet. 4/10 at 2,000 feet at end of period. Visibility: 1 to 3 miles improving to 6 to 12 mls | |

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to 1,000 feet. 4/10 at 2,000 feet at end of period. Visibility: 1 to 3 miles improving to 6 to 12 miles

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 16/8. | 2355. | Ten aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 582 dated 16/8/41. (See relevant form 541.) | |
| | | 0440. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: mainly S.W'ly 15 to 20 mph. decreasing to 5 to 10 mph. at end of period. Weather: cloudy with showers in the evening. Cloud: 5/10 to 10/10 at 2,500 feet but small amounts at dawn and at end of period. Visibility: 4 miles at first soon improving to 10 to 15 miles. | |
| | 17/8. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: S.S.W'ly, 10 to 15 mph. Weather: Fine at first, becoming cloudy, with slight showers during the afternoon. Cloud: No low cloud at first, gradually increasing to 6/10 to 9/10 at 4,000 feet generally, but 2,000 feet to 3,000 feet in showers. Visibility: 6 to 12 miles. | |
| | 18/8. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: S.S.W'ly, veering gradually to N.E'ly during the morning and then backing to S.S.W'ly again. Generally 5 to 15 mph. Weather: Cloudy with six hours continuous rain during the morning. Fair periods during the afternoon and becoming fine by the late evening. Cloud: 10/10 low cloud at 4,000 feet, but 600 feet to 1,000 feet in rain at first., gradually lifting and breaking to very small amounts by the late evening. Visibility: 2 miles in rain, improving to 8 to 10 miles. | |
| | 19/8. | 2100. | Nine aircraft took off for operations in accordance with Headquarters, No. 3 Group operations order form B.585 dated 19/8/41 (See relevant form 541.) | |
| | | 0410. | Eight aircraft returned safely. | |
| | | | Wellington R.1455 (Sgt. EVERITT and crew) failed to return. This aircraft was detailed to attack | |



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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | 19/8 | (contd½ | KIEL<br>a target in ~~KIEL~~, but from the time of take off nothing was heard from the aircraft, which was reported missing.<br>WEATHER: Surface wind: S.W'ly, 10 to 15 mph. Weather: Fine at first, becoming cloudy generally with fair intervals. Cloud: no low cloud at first, becoming 6/10 to 9/10 at 2,000 feet to 4,000 feet. Visibility: 6 miles at first becoming 7 to 10 miles later in the day. | |
| | 20/8. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: S.W'ly generally, 5 to 10 mph. Weather: fair or fine, becoming cloudy with fair intervals. Showery during the afternoon, becoming fair or fine in the late evening. Cloud: Cloud: small amounts of low cloud at first at 6,000 feet. Becoming 7/10 to 9/10 at 4,000 feet to 5,000 feet later. Cloud base lowering to 2,000 feet to 3,000 feet in showers, but lifting and breaking again later. Visibility: 4 to 6 miles at first, improving to 8 to 10 miles. | |
| | 21/8. | ~~M~~ | Nothing of operational importance occurred.<br>Bombing practice carried out at BERNERS HEATH.<br>WEATHER: Surface wind: S.W'ly generally, 5 to 10 mph. Weather: fair or fine at first, becoming cloudy with fair intervals. Continuous rain late in the evening. Cloud: No low cloud at first. Variable amounts of low cloud at 2,000 feet to 4,000 feet, becoming 10/10 at 2,000 feet in rain. Visibility: 4 to 6 miles, improving to 8 to 10 miles excepting in rain. | |
| | 22/8. | 0120. | Two aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 588 dated 22/8/41 (See relevant form 541) | |
| | | 0600. | Both aircraft returned safely.<br>WEATHER: Surface wind: At first SSW 5 mph. increasing to Westerly 16 mph. but decreasing to 5 mph. towards end of period, Weather: cloudy. Cloud: 8/10 to 10/10 at about 1,000 feet during morning, but 3/10 to 6/10 at 3,000 feet during remainder of period. Visibility: 4 miles improving to 10 to 15 miles in afternoon. | |

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to 15 miles in afternoon.

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 23/8. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: Light variable becoming SE. 10 mph. during afternoon. Weather: fine at first, becoming fair. Continuous rain starting just before noon. Cloud: increasing high cloud becoming 10/10 at 1,000 feet with fragments down to 200 feet. Visibility: mainly 1 to 3 miles. | |
| | 24/8. | | Nothing of operational importance occurred. Night flying practice carried out at night 4 circuits and landings.<br>WEATHER: Surface wind: N.W. 5 to 10 mph. at first, becoming light variable towards end of period. Weather: cloudy. Cloud: 10/10 at 5,000 feet lifting to 2,000 feet at end of morning, decreasing to 0/2 tenths at end of period. Visibility: 2,000 to 4,000 yards improving to 12 to 18 miles at end of period. | |
| | 25/8. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: S.E. 5/10 becoming SSW. Weather: cloudy becoming fair or fine. Cloud: No low cloud at first, becoming 10/10 at 5,000 feet lowering to 500 feet then decreasing and lifting to 0-3 tenths at 3,000 feet. Visibility: 2 to 4 miles increasing to 12 to 18 miles. | |
| | 26/8. | 2105. | Nine aircraft took off for operations in accordance with Headquarters No. 3 Group operations order form B.591 dated 26/8/41 (See relevant form 541) | |
| | | 0520, | Eight aircraft returned safely. Wellington W.5703 (S/Ldr. BUFTON and crew) failed to return. This aircraft set off to attack a target in COLOGNE. The aircraft bombed the target at 01.22 hours and at 02.07 hours an "S.O.S" was received stating that the aircraft had engine trouble. Several Q.D.M.'s were obtained but at 03.12 hours a signal from the aircraft faded out and nothing further was heard. | |



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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 26/8 (cont's. | | WEATHER: Surface wind: S.W. 10 mph. increasing to 20 mph. at end of morning. 8 to 12 mph. at end of day. Weather: fair or fine with cloudy intervals. Cloud: None at first. 5 to 8 tenths in middle of period at 2,000 to 4,000 feet increasing to 0 to 3 tenths in evening. Visibility: 6 to 12 miles increasing to over 18 miles. | |
| | 27/8. | | A sweep was carried out over the Southern North Sea in the hopes that the crew of Wellington W.5703 might be sighted after forced landing in the North Sea, but nothing was seen. WEATHER: Surface wind: S.W'ly 10 mph. increasing to 15 to 20 mph. at end of period. Weather: fair. Visibility: mainly 12 to 18 miles. | |
| | 28/8. | | Nothing of operational importance occurred. Bombing practice was carried out. WEATHER: Surface wind: S.W'ly 20 to 25 mph. Gusty. Weather: intermittent slight rain till dawn, then becoming fair. Cloud: 9/10 at 1,500 feet till dawn, then mainly 2/10 to 5/10 at 2,000 to 3,000 feet. No cloud at end of period. Visibility: 2 to 4 miles improving to 15 to 20 miles. | |
| | 29/8. | 2035. | Ten aircraft carried out operations in accordance with Headquarters No. 3 Group operations order form B. 594 dated 29/8/41. (See relevant form 541) | |
| | | 0420. | All aircraft returned safely. WEATHER: Surface wind: SW. to W. 10 to 16 mph. Weather: fine at first becoming showery in afternoon with a slight thunderstorm at 1800 hours. Visibility 10 to 15 miles. 1280363. Sgt. CORSER, R.D. (Observer)and 959892. Sgt. CLARKE, V.R. (W/Operator)missing from Wellington R.1279 ( S/Ldr. W.I.C. INNESS - Captain) This aircraft took off to attack a target in MANNHEIM. It was flying over the MANNHEIM area at 23.20 hours at 11,000 feet. After bombing they did some jinking in cloud to avoid flak and searchlights and got severely iced up. The Captain lost control of the aircraft, which turned over on to its back, but having managed to regain control of the aircraft he told the crew to stand by ready to abandon aircraft. Unfortunately, the aircraft again got out of control, but it was eventually got back under control at 2,000 feet. It was then found that owing to some misunderstanding, the Navigator (Sgt. Corser)and the W/Operator (Sgt. Clarke)were missing and had, in gact, been seen to bale out by the Front Gunner. | |

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the aircraft again got out of control, but it was eventually got back under control at 2,000 feet. It was then found that owing to some misunderstanding, the Navigator (Sgt. Corser) and the W/Operator (Sgt. Clarke) were missing and had, in fact, been seen to bale out by the Front Gunner.

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

No. of pages used for day

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 30/8. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: W'ly at first, 10 to 15 mph. veering to N. 5 to 10 mph in afternoon. Weather: Showery. Visibility: 10 to 15 miles. | |
| | 31/8. | | Nothing of operational importance occurred. Formation bombing practice carried out.<br>WEATHER: Surface wind: NW'ly 5 mph. Weather: fog early, clearing during morning and becoming fair or fine. Visibility: reduced to 200 yards at dawn, improving during day to 10 miles, but falling to 2,000 yards by midnight. Cloud: Nil at first, becoming 6/10 to 8/10 at 3,000 feet during morning, dispersing to small amounts towards dusk. | |



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Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

Date 2/3rd AUGUST 1941. DETAIL OF WORK CARRIED OUT.

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

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 5703 | S/L. PICKARD<br>P/O. ELLIS<br>SGT. BROADLEY<br>SGT. HOBSON<br>SGT. SMITHSON<br>SGT. WILLIS | Attack HAMBURG 'C' | 2231 | 0515 | Unable to identify actual target after searching target area for an hour. Bombs dropped in target area, and seen to burst, but no other results. | Y189 |
| 1767 | F/Lt. EDWARDS<br>SGT. VIVIAN<br>SGT. HEWITT<br>SGT. DIXON<br>SGT. CALDWELL<br>SGT. HACK | do. | 2233 | 0455 | Bombs seen to burst in target area, but cloud prevented further observations. | |
| 1499 | SGT. WILLOT<br>SGT. BOLAM<br>SGT. HUDSON<br>SGT. SHEPHERD<br>SGT. TOMLEY<br>SGT. CANHAM | do. | 2234 | 0440 | Large fire seen in target area through gap in clouds. Bombs dropped near this fire, bursts seen, and incendiaries started another good fire | |
| 2786 | F/Lt. WILBERFORCE<br>SGT. ANDERSON<br>P/O. BELCHER<br>F/SGT. RICHARDS<br>SGT. GLOVER<br>SGT. SAGO | do. | 2235 | 0610 | Unable to locate Primary owing to cloud. Bombs dropped on STADL, bursts seen and incendiaries started fires. | |
| 1591 | SGT. CLAYTON<br>SGT. DALGLEISH<br>SGT. GOLDINGAY<br>SGT. BRATLEY<br>SGT. HUDSON<br>SGT. LITTLE | do. | 2259 | 0640 | Unable to locate actula target. After long search bombs dropped 30-40 mls. S.W. of KIEL. Bursts seen, but no other results. | |
| 1513 | P/O. WILCAR-ROBINSON<br>SGT. FLEMING<br>SGT. RYAN<br>SGT. BARTHALL<br>SGT. QUICK<br>SGT. CHADWICK | do. | 2257 | 0602 | Bombs dropped in target area and seen to burst. Fires seen burning just South of target. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON 1225 | SGT. BUTCHER<br>SGT. [illegible]<br>SGT. GOVE<br>SGT. PALMER<br>SGT. [illegible]<br>SGT. HAYWOOD | Attack HAMBURG "G" | 2344 | 0554 | Bombs dropped in what was believed to be target area. Fires seen to be burning in position bombed. | Y 189 |
| 9680 | SGT. [illegible]<br>SGT. HUTT<br>SGT. [illegible]<br>SGT. TROTT<br>SGT. HOOPER<br>SGT. [illegible] | do. | 0240 | 0540 | Bombs dropped in target area, and bursts seen. | |
| 1175 | SGT. ROBINS<br>F/SGT. LOVE<br>SGT. [illegible]<br>SGT. ATKINS-<br>[illegible]<br>SGT. [illegible]<br>SGT. BURRELL | do. | 0248 | 0528 | Bombs believed to have dropped on town. Bursts seen near red fire already burning. | |
| 1455 | SGT. EVERETT<br>SGT. [illegible]<br>SGT. JOHNSTON<br>SGT. [illegible]<br>SGT. ARMSTRONG<br>F/SGT. [illegible] | do. | 0247 | 0655 | Unable to locate target area owing to cloud. Bombs dropped on HAMBURG area, but no bursts seen. | |
| 1757 | P/O. ROBINSON<br>SGT. [illegible]<br>SGT. DUFTY<br>SGT. [illegible]<br>SGT. [illegible]<br>SGT. BELL. | do. | 0245 | 0555 | Bombs dropped S.E. of aiming point, and fires started. Other fires seen N.E. and S.W. of lake. | |
| Date 6/7th August, 1941. | | | | | | |
| 8703 | S/L. PICKARD<br>P/O. [illegible]<br>SGT. [illegible]<br>SGT. HUDSON<br>SGT. [illegible]<br>SGT. [illegible] | Attack HAMBURG "H" | 0240 | 0520 | Bombed target area, but results hidden by cloud. | Y 190 |

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Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Date 6/7th August 1941. (Cont)

From hrs. / / to hrs. / /

By 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 | | | | | | |
| 9660 | SGT. SAICH<br>SGT. NUTT<br>P/O. LUPTON<br>SGT. TROTT<br>SGT. HOOPER<br>SGT. WARE | Attack MANNHEIM "A" | 2235 | 0520 | Bombed one mile N.N.E. of target,- very close to Fire station. Bombs seen to burst. | Y 190 |
| 1763 | F/L. EDWARDS<br>SGT. WINTERSGILL<br>SGT. HEWETT<br>SGT. LINCEN<br>SGT. KARTZ<br>SGT. TAYLOR | do. | 2234 | 0515 | Bombs dropped across target area, through gap in cloud. Bursts seen, but clouds prevented further observations | |
| 1757 | P/O. ROBINSON<br>F/Lt. BALL<br>SGT. DUFTY<br>SGT. CLARKE<br>SGT. BLAKEMORE<br>SGT. BELL | do. | 2240 | 0505 | Bombed target area, through gaps in cloud, bursts seen, fires started and a red glow seen through cloud. | |
| 1591 | SGT. CLAYTON<br>SGT. CARTER<br>SGT. GOLDINGAY<br>SGT. BRATLEY<br>SGT. HUDSON<br>SGT. LITTLE | do. | 2245 | 0535 | Bombed village 5 mls. N. of target (possible aerodrome) due to cloud interference on fires already burning. | |
| 1225 | SGT. BUTCHER<br>SGT. DALGLEISH<br>SGT. GOVE<br>SGT. FALLER<br>SGT. LEE<br>SGT. HAYWOOD | do. | 2237 | 0500 | Bombs dropped across target area in one stick. No bursts or results seen. | |
| 1499 | SGT. WILMOT<br>SGT. BOWEN<br>SGT. GILBERT<br>SGT. SHEPHERD<br>SGT. HUTCHINSON<br>SGT. WEBBORN | do. | 2238 | 0545 | Bombs dropped in target area, one burst seen, but no other results. Saw two large fires on leaving | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | | | | | | |
| 1341 | SGT. LEWIN<br>SGT. SMITH<br>SGT. LENNARD<br>SGT. WELLS<br>SGT. BARRON<br>SGT. PASSMORE | Attack HAMBURG "A" | 2248 | 0525 | Bombs dropped across target area, but no results seen owing to cloud | Y 190 |
| 1279 | SGT. ROBERTS<br>SGT. HUMBLE-SMITH<br>SGT. WADDINGHAM<br>SGT. ATKINS-TALLENTYRE<br>SGT. SKIDMORE<br>SGT. DORRELL | do. | 2248 | 0532 | Bombed target area, and one large fire started. Many fires seen on leaving 12 mins. later. | |
| 1455 | SGT. EVERETT<br>SGT. JULLEN<br>SGT. JOHNSTON<br>SGT. LANGTRY<br>SGT. ARMSTRONG<br>SGT. STANSFIELD | do. | 2250 | 0600 | Bombed target area, where 3 large fires were seen Results obscured by clouds. | |
| 2786 | F/Lt. WILBERFORCE<br>SGT. ANDERSON<br>P/O. BELCHER<br>P/SGT. AKEHURST<br>SGT. GLOVER<br>SGT. JAGO | do. | 2244 | 0500 | Bombs dropped across target area, but cloud prevented direct observation of results. On leaving much bombing was in progress, and ten or eleven fires seen. | |
| Date 7/8th August, 1941. | | | | | | |
| 1341 | SGT. LEWIN<br>SGT. TELLING<br>SGT. LENNARD<br>SGT. WELLS<br>SGT. BARRON<br>SGT. PASSMORE | Attack HAMM "B" | 2359 | 0432 | Primary not attacked owing to cloud. Searched for a clear target and bombs dropped on DORTMUND-EMS Canal at LUDINGHAVEN. | Y 191 |
| 1285 | SGT. BUTCHER<br>SGT. HUBBART<br>SGT. GOVE<br>SGT. PARKER<br>SGT. ELLS<br>SGT. VIVIAN | do | 0006 | 0455 | Bombs dropped in close vicinity of target, bursts seen, and incendiaries seen to ignite. | |

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| | | | | | | |
|---|---|---|---|---|---|---|
| | SGT. VIVIAN | | | | | |

W1. 44785/4814. 100M. 1/40. H.G.S. 61—6059.

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

Date 7/8th August 1941 (Cont.)

DETAIL OF WORK CARRIED OUT.

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

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| ~~WELLINGTON~~ | | | | | | |
| 9786 | F/Lt. WILKINSON<br>SGT. ANDERSON<br>P/O. BELCHER<br>F/SGT. AKEHURST<br>SGT. GLOVER<br>SGT. JAGO | Attack HAMM "B" | 2357 | 0419 | Primary not attacked owing to 10/10 cloud. Bombs dropped on MUNSTER. Incendiaries seen to start fires, and red explosions seen after leaving. | Y 191 |
| 1499 | SGT. WILLOT<br>SGT. BOWEN<br>SGT. CULLEN<br>SGT. SHEPHERD<br>SGT. CASSIDY<br>SGT. WEBBORN | do. | 0013 | 0435 | Bombs dropped on target, bursts seen, and 2 small fires seen in centre of town when leaving. | |
| 9660 | SGT. SAICH<br>SGT. HUTT<br>SGT. LOWE<br>SGT. TROTT<br>SGT. HOOPER<br>SGT. WARE | do. | 0001 | 0525 | Primary target not located owing to 7/10 cloud. Bombs dropped on town believed to be DULMEN. Bomb seen to burst and one fire started. | |
| 9762 | P/O. ELLIS<br>SGT. DALGLEISH<br>SGT. MILLOM<br>SGT. ONIONS<br>SGT. DAVIES<br>SGT. TOWNSEND | Dock | 0008 | 0525 | Bombs dropped N. of canal, about 1 mile N. of aiming point, and seen to explode. Fires seen burning 80 miles away on departure. | |
| 1763 | S/L. BALL<br>SGT. WINTERSGILL<br>SGT. HEWETT<br>SGT. LINDEN<br>SGT. HARTZ<br>SGT. HACK | do. | 0012 | 0532 | Bombs seen to burst on target. One colossal fire started immediately - thought to be oil tanks. Fires seen 40 miles away on leaving. | |
| 1513 | P/O. WILGAR-ROBINSON<br>SGT. FIELDING<br>SGT. GILBERT<br>SGT. DARTHALL<br>SGT. QUICK<br>SGT. CHADWICK | do. | 0018 | 0445 | Target clearly seen, and bombs seen to burst causing one fire. | 1 |



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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 9785 | SGT: BILLETT<br>SGT: BULFORD<br>P/O: SMITH (Capt)<br>F/O: SKINNER<br>SGT. RIDER<br>SGT: SULLIVAN | Attack HAMM "B" | 0033 | 0502 | Bombs seen to burst ¼ mile N.E. of aiming point | Y 191 |
| 1455 | SGT: EVERETT<br>SGT. BOOTH<br>SGT: JOHNSON<br>SGT: LANGTRY<br>SGT: ARMSTRONG<br>SGT. STANSFIELD | do. | 0011 | 0354 | Landed at Oakington on return. Returned early owing to icing and cloud over North Sea after reaching near OVERFLAKEE | |
| 1279 | SGT. ROBERTS<br>SGT: HUMBLE-SMITH<br>SGT: WADDINGAHM<br>SGT: ATKINS-TALLENTYRE<br>SGT. CALDWEEL<br>SGT. DORRELL | do. | 0016 | 0448 | Bombs straddled railway close to aiming point and were seen to burst starting good fires. | |
| 1591 | SGT. CLAYTON<br>SGT. CARTER<br>SGT. GOLDINGAY<br>SGT. BRATLEY<br>SGT. HUDSON<br>SGT. LILLE | do. | 0030 | 0257 | Returned early owing to icing and electrical storm after reaching Dutch coast. Bombs brought back. | |
| | 11/12th AUGUST, 1941. | | | | | |
| 1513. | S/L. BALL<br>SGT. WHITBREAD<br>SGT. [illegible]<br>SGT. CHANDLER<br>SGT. HALTON<br>SGT. [illegible] | Attack docks and shipping at ROTTERDAM. | 0010 | 0530 | Docks identified and bombs dropped in one stick. Bursts seen and incendiaries started fire. | Y 192. |

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Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

Date:- 12/13th AUGUST 1941.

DETAIL OF WORK CARRIED OUT.

From ---hrs.---/---/---to ---hrs.---/---/--- 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 | | | | | | |
| 5703 | S/L BUFTON<br>SGT. STICKLES<br>SGT. CRAMPTON<br>SGT. MURRAY<br>SGT. WRIGHT<br>SGT. REID | Attack docks and shipping at LE HAVRE. | 2116 | 0135 | Bombs dropped in centre of Dock area, and two bursts seen. [illegible] | Y 193 |
| 1763 | F/L EDWARDS<br>P/O BUYERS<br>SGT. HEWETT<br>SGT. [illegible]<br>SGT. KARTZ<br>SGT. HAUK. | Attack HANOVER "A" | 2122 | 0307 | Bombs dropped in town centre, incendiaries seen to start fires. [illegible] | |
| 1175 | SGT. ROBERTS<br>SGT. HUMBLE SMITH<br>SGT. WALDERHAM<br>SGT. ATKINS-TALLENTYRE<br>SGT. SKIDMORE | do. | 2127 | 0300 | On arrival one medium fire seen, own bombs dropped near this fire believed in E. of town. Bomb bursts seen and another fire started. | |
| 1341 | SGT. LEWIN<br>SGT. SMITH<br>SGT. LEONARD<br>F/SGT WILLS<br>SGT. BARRON<br>SGT. PASSMORE | do. | 2130 | - | Failed to return to base. [illegible] | |
| 1813 | S/L BALL<br>SGT. MACDONALD<br>SGT. CULLEN<br>SGT. CHANDLER<br>SGT. HATTON<br>SGT. McCRACKEN. | do. | 2129 | - | Failed to return to base. | |
| 1707 | SGT. BAKER<br>SGT. TELLING<br>SGT. HENRY<br>F/SGT CRAYDS<br>SGT. BANKS<br>SGT. ASHWORTH. | do. | 2125 | 0151 | Ja canal but unable to identify exact target. Bombs dropped in town but results not seen. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON. 9660 | SGT. SAUCH<br>SGT. NUTT<br>SGT. LOWE<br>SGT. TROTT<br>SGT. HOOPER<br>SGT. WAR | Attack HANOVER "A" | 2133 | 0330 | On arrival, large long fire seen 1 mile S.S. of target. Bombs dropped in the vicinity and bursts seen 100 yds W. of fire | Y 193 |
| ~~XXXX~~ 1591 | SGT. CLAYTON<br>SGT. CARTER<br>SGT. GOLDINGAY<br>SGT. BRATLEY<br>SGT. BLAYDON<br>SGT. ITTLE | DO. | 2144 | 0425 | Primary not attack due to cloud and haze. Bombs dropped on MINDEN and bursts seen in centre of town. | |
| 1225 | SGT. BUTCHER<br>SGT. HUBBERT<br>SGT. GOVE<br>SGT. ROBINSON<br>SGT. PALMER<br>SGT. VIVIAN | DO. | 2135 | 0537 | Scattered fires seen on arrival in town. Own bombs dropped in target area, but no results seen. | |
| 1455 | SGT. EVERETT<br>SGT. GRADY<br>SGT. JOHNSTON<br>SGT. CAWDRON<br>SGT. HUTCHINSON<br>SGT. STANSFIELD | DO. | 2142 | 0415 | Landed at Mildenhall. Bombs dropped in one stick E. to W, across very large fire thought to be E, outskirts of HANNOVER. Bursts seen | |
| 9786 | F/L. WILBERFORCE<br>SGT. ANDERSON<br>P/O. BELCHER<br>F/SGT. AKEHURST<br>SGT. GLOVER<br>SGT. JAGO. | DO | 2130 | 0410 | Landed at Mildenhall. Bombs dropped in one stick near concentration of searchlights and flak. Burst seen, | |
| 9762 | P/O. ELLIS<br>SGT. DALGLEISH<br>SGT. MILDON.<br>SGT. ONIONS<br>SGT. WHALLEY<br>SGT. TOWNSEND | DO | | | All bombs dropped in target area but exact position unknown. Bombs seen to burst, | |

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Reference:- AIR 27 126

Wt. 44785/M614. 10M2. 3/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

From ~~hrs.~~ 14/15th August 1941. ~~to hrs.~~ By [illegible] Squadron No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington. | | | | | | |
| 9786 | P/L WILBERFORCE<br>SGT. [illegible]<br>P/O [illegible]<br>SGT. [illegible]<br>SGT. GLOVER<br>SGT. JAGO | Attack H<br>H.V.R. "A" | 2117 | 0711 | Bombs seen to bursts amongst houses. Inc. dis. fires in wood S. of target. | Y 194 |
| 9769 | P/O ELLIS<br>SGT. [illegible]<br>SGT. [illegible]<br>SGT. [illegible]<br>SGT. DAVIES<br>SGT. TOMLINSON | do. | 2140 | 0409 | Bombs on or near target, Saw bursts and small fires started. | |
| 1455 | SGT. EVERETT<br>SGT. BRADY<br>SGT. JOHNSTON<br>SGT. CAMERON<br>SGT. ARMSTRONG<br>SGT. TEMPLE | do. | 2124 | 0416 | One stick slightly S.E. of target, Saw bomb bursts and incendiaries started one fire. | |
| 1178 | SGT. ROBERTS.<br>SGT. HOWDEN-SMITH<br>SGT. WADDINGHAM<br>SGT. ATKINS-TAYLOR<br>SGT. BRIGHOUSE<br>SGT. [illegible] | do. | 2130 | 0416 | Bombs fell about 400 yds South of A.P and seen to burst. Incendiaries started small fires. | |
| 9785 | SGT. BARRETT<br>SGT. BULFORD<br>SGT. GILBERT<br>P/O [illegible]<br>SGT. RIDER<br>F/Sgt [illegible] | do. | 2127 | 0336 | Could not pick up exact position of town. Bombed near target area in built up area. Bombs seen to burst followed by terrific clouds of white smoke. | |
| 1757 | P/O. ROBINSON<br>SGT. [illegible]<br>SGT. DUFTY<br>SGT. [illegible]<br>SGT. BEAUFORT<br>SGT. BELL. | do. | 2130 | 0340 | Bombed built up area S. of target. Bombs seen to burst. | |

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| Aircraft. Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON 9660 | SGT. SAICH<br>SGT. NUTT<br>SGT. LOWE<br>SGT. TROTT<br>SGT. HOOPER<br>SGT. WARE | Attack HANOVER 'A' | 2130 | 0321 | Large fires seen West of target. Own bombs dropped and bursts seen in middle of this fire, improving it. A second fire seen on aiming point and incendiaries burning South of target. One balloon shot down in flames S.W. of town. | Y 194 |
| 1707 | SGT. [illegible]<br>SGT. TELLING<br>SGT. HENRY<br>SGT. WHALLEY<br>SGT. BANKS<br>SGT. CLOTHIER | do. | 2132 | 0418 | Unable to pick up any identification points. Estimated position of target bombed, but no results seen. | |
| 1499 | SGT. BUTCHER<br>SGT. HUBBERT<br>SGT. GOVE<br>SGT. PALMER<br>SGT. LEE<br>SGT. HANNISH | do | 2145 | 0311 | Bombed in one stick on estimated target. No bursts seen but another fire started. | |
| 1591 | SGT. CLAYTON<br>SGT. CARTER<br>SGT. GOLDINGAY<br>SGT. [illegible]<br>SGT. BLAYDON<br>SGT. VIVIAN | do. | 2146 | 0309 | Bombed fires in centre of town, estimated by position of canal and river. Bomb bursts clearly seen. | |
| Date 16/17th August 1941. | | | | | | |
| 1751 | P/O. ROBINSON<br>S/L. BUFTON<br>SGT. DUFTY<br>SGT. CLARKE<br>SGT. BLAKEMORE<br>SGT. BELL | Attack DUISBERG 'B' | 2357 | 0439 | Cloud over target, river identified. Bombs dropped in target area, bursts not seen, but incendiaries seen to ignite. | Y 195 |
| 1279 | SGT. ROBERTS<br>SGT. HUMBLE-SMITH<br>SGT. WADDINGHAM<br>SGT. ATKINS-TALLENTYRE<br>SGT. SKIDMORE<br>SGT. DORRELL | do | 2359 | 0412 | Bombs dropped South of docks, in target area. | |

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Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Date 16/17th August 1941 No . 9 Squadron. No. of pages used for day

From hrs. / / to hrs. / / By

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON 1591 | SGT. SEAYTON<br>SGT. CARTER<br>SGT. GOLDINGAY<br>SGT. CAMERON<br>SGT. PLAYFOOT<br>SGT. VIVIAN | Attack DUISBURG 'D' | 2355 | 0355 | Identified river, and saw Docks in light of flare and bombed target. Bursts seen and fires started. | Y 195 |
| 9660 | SGT. [illegible]<br>SGT. NUTT<br>SGT. LOWE<br>SGT. TROTT<br>SGT. STUFFEN<br>SGT. HART | do | 0002 | 0439 | Bombed target area, bursts not seen owing to cloud and jinking. Fires seen on leaving. | |
| 9762 | P/O. WELLS<br>SGT. DALGLEISH<br>SGT. NELDON<br>SGT. GRIGGS<br>SGT. DAVIES<br>SGT. THOMPSON | do. | 0001 | 0410 | Forced North by searchlight activity. Bombed HARBORN, and bursts seen. | |
| 1499 | SGT. BUTCHER<br>SGT. HUBBERT<br>SGT. GOVE<br>SGT. PALMER<br>SGT. LEE<br>SGT. HARWICH | do. | 0010 | 0301 | Bombs dropped on cone of flak near GOLDERN. Bursts not seen due to evasive action. | |
| 9785 | SGT. BARLETT<br>SGT. BULFORD<br>SGT. GILBERT<br>P/O. GRIMAER<br>SGT. RIDER<br>F/SGT. DIXON | do. | 0002 | 0400 | Actual target not identified, but built up area bombed causing a fire and a red flash with black smoke turning to white, seen from 80 miles away. | |
| 1743 | F/L. EDWARDS<br>P/O BOYERS<br>SGT. LINDEN<br>SGT. BALLS<br>SGT. TAYLOR | do. | 0007 | 0351 | Picked up river Rhine and bombed on estimated position, saw bursts, no other effects. One large fire on arrival, probably on docks, N. of target | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | | | | | | |
| 9786 | F/L. WILBERFORCE<br>SGT. BOSHER<br>P/O BELCHER<br>SGT. ANEHURST<br>SGT. GLOVER<br>SGT. JAGO | Attack DUISBERG 'B' | 0023 | 0415 | On arrival big fire. Bursts seen W. of fire no further results seen. | Y 195 |
| 1455 | SGT. EVERITT<br>SGT. BRADY<br>SGT. JOHNSON<br>SGT. LANGTRY<br>SGT. ARMSTRONG<br>SGT. TEMPLE. | do | 0020 | 0424 | Picked up river N. of town, but lost it and finally bombed large red fire S.W. of town, and saw bursts. | |
| | Date:- 19/20th AUGUST 1941. | | | | | |
| 9786 | F/L. WILBERFORCE<br>SGT. SMITH<br>SGT. TARBITTON<br>SGT. ANEHURST<br>SGT. GLOVER<br>SGT. JAGO | Attack [illegible] "C" | 2108 | 0301 | Unable to identify target owing to 10/10 cloud bombed on E.T.A. [illegible] results seen. | Y 196. |
| 1279 | SGT. ROBERTS<br>SGT. HUMBLE SMITH<br>SGT. HADDINGHAM<br>SGT. ATKINS<br>[illegible]<br>SGT. [illegible]<br>SGT. [illegible] | do. | 2101 | 0308 | Unable to locate target. Bombed town believed SCHLESWIG and bursts seen. | |
| 1175 | SGT. CLAYTON<br>SGT. CARTER<br>SGT. GOLDINGAY<br>SGT. CAMERON<br>SGT. BLAYDON<br>SGT. VIVIAN. | do. | 2111 | 0256 | Bombed on S.R. whilst a/c was among numerous flares. Cloud to thick to allow bursts to be seen. | |
| 5703 | S/L BUFTON.<br>SGT. STICKLES<br>SGT. CRAMPTON<br>SGT. MURRAY<br>SGT. WRIGHT<br>SGT. REED | do. | 2104 | 0335 | Bombed on E.T.A. and flak concentration. Bursts seen but no other results. | |

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

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

Date:- 19/20th August 1941. (Cont.)

From ..... hrs. ---/---/--- to ---- hrs. ---/---/---

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 9660 | SGT. SAICH<br>SGT. NUTT<br>SGT. LOWE<br>SGT. TROTT<br>SGT. STUFFIN<br>SGT. WARE | Attack KIEL "C" | 2105 | 0319 | Bombed on S.T.A. Bursts not seen. | Y 196 |
| 1707 | SGT. BAKER<br>SGT. HARRISON-SMITH<br>SGT. HENRY<br>SGT. HIGGIN<br>SGT. BANKS<br>SGT. CLOTHIER | do. | 2107 | 0342 | Unable to locate any target. Bombs dropped and bursts seen in vicinity of KIEL. Heavy flak after bombing. | |
| 1763 | F/L EDWARDS<br>S/L INNESS<br>P/O BOYERS<br>SGT. LOWE<br>SGT. GRIFFIN<br>SGT. STANSFIELD | do. | 2112 | 0412 | Bombs dropped on Flak battery east of KIEL. No results seen. | |
| 9785 | SGT. BILLETT<br>SGT. BULFORD<br>SGT. GILBERT<br>SGT. CAMERON<br>P/O SKINNER<br>P/SGT. DIXON | do. | 2115 | 0326 | Unable to locate any target. Bombs brought back. | |
| 1455 | SGT. EVERITT<br>SGT. BRADY<br>SGT. JOHNSTON<br>SGT. WHALEY<br>SGT. ARMSTRONG<br>SGT. TEMPLE. | do. | 2114 | 03- | Failed to return to base. | |

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Reference:- AIR 27 / 126

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON 1C | Date:- 22/23rd AUGUST 1941. | | | | | |
| 9762 | SGT. BOWEN<br>SGT. BOOKER<br>SGT. GALER<br>SGT. SWIDERSKI<br>SGT. CAWDON<br>SGT. [illegible] | Attack Docks and Shipping at LE HAVRE | 0139 | 0615 | Bombed target area near sea shore. Bursts seen and incendiaries took hold giving off white flashes. | Y 197 |
| 1763 | P/O. WILGAR-ROBINSON<br>SGT. FIELDING<br>P/O. BULLOCK<br>SGT. DARTNALL<br>SGT. QUICK<br>SGT. CHADWICK | do. | 0141 | 0600 | Unable to locate exact target. Glimpse of river obtained and bombs believed to have hit docks or sea. No bursts seen. | |
| Date 26/27th August 1941. | | | | | | |
| 9765 | P/O. WILGAR-ROBINSON<br>SGT. FIELDING<br>P/O. BULLOCK<br>SGT. DARTNALL<br>SGT. QUICK<br>SGT. CHADWICK | Attack Docks and Shipping at BOULOGNE | [illegible] | 0045 | Mole and docks seen clearly, bombs dropped and bursts seen. | Y 198 |
| 1279 | SGT. ROBERTS<br>SGT. HOWE<br>SGT. WADDINGHAM<br>SGT. ATKINS-TALLENTYRE<br>SGT. SKIDMORE<br>SGT. DORRELL | Attack Cologne 'C' | [illegible] | 0430 | Unable to locate exact target owing to 10/10 cloud. Bombs dropped in city area, bursts seen, and one fire started which was seen for 30 mls. away. | |
| 9762 | P/O. ELLIS<br>SGT. DALGLEISH<br>SGT. MILSON<br>SGT. ONIONS<br>SGT. DAVIS<br>SGT. TOWNSEND | do. | [illegible] | 0440 | Unable to locate target. Two bombs dropped on aerodrome 5-6 mls. S. of BONN. Other bomb bursts seen on town believed to be BOLN. | |
| 9786 | F/L. WILBERFORCE<br>SGT. ANDERSON<br>SGT. TARBITTEN<br>SGT. AKEHURST<br>SGT. GLOVER<br>SGT. JAGO | do. | [illegible] | 0420 | Unable to locate target. Bombs believed to have dropped on AACHEN, where other a/c were bombing, and a few fires burning. | |

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Wt. 44765/4814. 100M. 1/40. H.G.S. 81—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Date 26/27th August 1941 (Cont).

From ---hrs. --/--/-- to ---hrs. --/--/--

By 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 IC | | | | | | |
| 5703 | S/L. BUFTON<br>& T. STICKLES<br>SGT. CRAMPTON<br>SGT. MURRAY<br>SGT. WRIGHT<br>SGT. REED | Attack COLOGNE | 2213 | ? | Failed to return to base. | Y 19? |
| 1499 | SGT. BOWEN<br>SGT. BOSHER<br>SGT. GALLER<br>SGT. SWIDINSKI<br>SGT. CANDRON<br>SGT. MAKIN | do. | 2254 | 0500 | Unable to locate target. Bombs dropped on flare-path S. of KOLN. No results seen. | |
| 1757 | P/O. ROBINSON<br>S/L. INNESS<br>SGT. GORSER<br>SGT. CLARKS<br>SGT. BLANCHORT<br>SGT. BELL | do. | 2256 | 0520 | Unable to locate target. Bombs dropped in one stick on S/L. concentration believed S.E. of Cologne. Bursts seen but no results. | |
| 1763 | F/L. EDWARDS<br>SGT. BARROW<br>P/O. BOYERS<br>SGT. LINDEN<br>SGT. HUDSON<br>SGT. STANSFIELD | do. | 2256 | 0421 | Unable to locate target. Bombs dropped on aerodrome believed 5 mls. N.W. of BONN. No results seen. | |
| 1707 | SGT. BAKER<br>SGT. LUCAS<br>SGT. HENRY<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. CLOTHIER | do. | 2230 | 0459 | Bombs dropped on town, estimated position KOLN. Bursts seen, and reflection of fires seen on clouds. | |

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Reference:- AIR 27 / 126

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| | Date 29/30th August, 1941. | | | | | |
| WELLINGTON IC | | | | | | |
| 9786 | F/L. WILBERFORCE.<br>SGT. TARBITTEN.<br>SGT. AKEHURST.<br>SGT. GLOVER.<br>SGT. JAGO. | Attack MANNHEIM 'D' | 2047 | 0345 | Bombs dropped in target area. No bursts seen, nor incendiaries. 9/10 cloud. | Y 200 |
| 9762 | P/O. ELLIS.<br>SGT. DALGLIESH.<br>SGT. MILDON.<br>SGT. ONIONS.<br>SGT. DAVIES.<br>SGT. TOWNSEND. | do. | 2003 | 0420 | Landed at Mildenhall on return. Bombs dropped across concentration of flak and searchlights in target area. Incendiaries seen to ignite. | |
| 9785 | SGT. BILLETT.<br>SGT. BULFORD.<br>SGT. GILBERT.<br>F/O. SKINNER.<br>SGT. RIDER.<br>F/SGT. DIXON. | do. | 2041 | 0243 | Unable locate target owing 10/10 cloud. Fires seen burning on E.T.A. and these were bombed. Bursts not seen. | |
| 1591 | SGT. CLAYTON.<br>SGT. CARTER.<br>SGT. GOLDINGAY.<br>SGT. CAWDRON.<br>SGT. BLAYDON.<br>SGT. McLEAN. | do. | 2050 | 0222 | Bombs dropped in Mannheim area. No results seen, other than incendiaries burning. | |
| 1757 | S/L. INNESS.<br>SGT. THORNTON.<br>SGT. CORSER.<br>SGT. CLARKE.<br>SGT. BLAKEMORE.<br>SGT. BELL. | do. | 2045 | 0256 | Believed bombs to have dropped in Mannheim area, but no results seen. | |
| 2579 | SGT. BOWEN.<br>SGT. BOSHER.<br>SGT. GALER.<br>SGT. SWIDERSKI.<br>SGT. EDWORTHY.<br>SGT. MAXIM. | do. | 2057 | 0400 | Landed at Newmarket. Bombs dropped in target area and bursts seen. | |
| 1763 | F/L. EDWARDS.<br>SGT. BARLOW.<br>P/O. BOYERS.<br>SGT. LINDEN.<br>SGT. HUDSON.<br>SGT. STANSFIELD. | do. | 2052 | 0006 | Returned early. Bombs jettisoned safe in sea. Electrical storms encountered off Dutch coast. | |

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| | | | | | | |
|---|---|---|---|---|---|---|
| | SGT. HUDSON.<br>SGT. STANSFIELD. | | | | | |

Wt. 44785/M124. 200M. 1/40. H.G.S. 51—6059

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

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.
No. 9 Squadron.

Date 29/30th August, 1941 (cont)
From ---hrs.---/---/---to ---hrs.---/---/---
By.....
No. of pages used for day.....

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | 10 | | | | | |
| 1707 | SGT. BAKER.<br>SGT. LUCAS.<br>SGT. HENRY.<br>SGT. HIGGINS.<br>SGT. BANKS.<br>SGT. CLOTHIER. | Attack MANNHEIM 'D' | 2058 | 0427 | Landed at Mildenhall on return. Bombs believed to have dropped in target area. No bursts seen. | Y 290 |
| 9660 | SGT. SAICH.<br>SGT. NUTT.<br>SGT. LOWE.<br>SGT. TROTT.<br>SGT. STUFFIN.<br>SGT. WARE. | do. | 2055 | 0301 | Bombs believed to have dropped in target area, bursts seen but no other results. | |
| 1499 | SGT. WILMOT.<br>SGT. ANDERSON.<br>SGT. BOYLE.<br>SGT. SHEPHERD.<br>SGT. CASSIDY.<br>SGT. WEBBORN. | Attack DOCKS & SHIPPING at LE HAVRE. | 2048 | 0200 | Unable locate target owing to 10/10 cloud. Bombs dropped on marshalling yard at ROUEN ; bursts seen also several fires and coloured explosions. | |



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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) NO.9 SQUADRON.

No. of pages used for day

| Place | Date 1941 | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTONN | 1/9. | 2030. | Nine aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.597 dated 1/9/41 (See relevant form 541) | |
| | | 0230. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: S.W'ly 5 to 10 mph. Weather: cloudy, with slight rain at 1700 hours. Visibility: 2 miles at first, improving to 10 to 15 miles by afternoon, deteriorating to 4 miles by midnight. Cloud: mainly 8/10 to 10/10 above 5,000 feet, dispersing to 4/10 after dusk. | |
| | 2/9. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: S.W'ly, becoming N.W'ly by the afternoon, 5 to 10 mph. Weather: fair or fine at first, becoming cloudy with fair intervals. Cloud: No low cloud at first. 9/10 to 10/10 at 1,500 to 2,000 feet during the early morning. 6/10 to 10/10 at 3,000 to 4,000 ft. later. Visibility: 1 to 2 miles at first, improving to 8 to 10 miles, but deteriorating later in the day to 1 to 2 miles. | |
| | 3/9. | 1900. | Eleven aircraft carried out operations in accordance with Headquarters, No. 3 Group operation order form B.599 dated 3/9/41. (See relevant form 541) | |
| | | 0125. | All aircraft returned safely. | |
| | | | WEATHER. Surface wind: N.W'ly, 5 to 10 mph at first. Light variable later. Weather: cloudy at first. Fair or fine during the day, but foggy later. Cloud: 8/10 to 9/10 at 3,000 to 4,000 feet at first, Variable during the day, 3/10 to 8/10 at 3,000 to 5,000 feet. 10/10 at 200 feet becoming fog. Visibility: 1 to 2 miles at first, improving to 6 to 10 miles but deteriorating to 300 yards in fog. | |

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) NO.9 SQUADRON.

No. of pages used for day 1

| Place | Date 1941 | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTONN | 1/9. | 2030. | Nine aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.597 dated 1/9/41 (See relevant form 541) | |
| | | 0230. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: S.W'ly 5 to 10 mph. Weather: cloudy, with slight rain at 1700 hours. Visibility: 2 miles at first, improving to 10 to 15 miles by afternoon, deteriorating to 4 miles by midnight. Cloud: mainly 8/10 to 10/10 above 5,000 feet, dispersing to 4/10 after dusk. | |
| | 2/9. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: S.W'ly, becoming N.W'ly by the afternoon, 5 to 10 mph. Weather: fair or fine at first, becoming cloudy with fair intervals. Cloud: No low cloud at first. 9/10 to 10/10 at 1,500 to 2,000 feet during the early morning. 6/10 to 10/10 at 3,000 to 4,000 ft. later. Visibility: 1 to 2 miles at first, improving to 8 to 10 miles, but deteriorating later in the day to 1 to 2 miles. | |
| | 3/9. | 1900. | Eleven aircraft carried out operations in accordance with Headquarters, No. 3 Group operation order form B.599 dated 3/9/41. (See relevant form 541) | |
| | | 0125. | All aircraft returned safely. | |
| | | | WEATHER. Surface wind: N.W'ly, 5 to 10 mph at first. Light variable later. Weather: cloudy at first. Fair or fine during the day, but foggy later. Cloud: 8/10 to 9/10 at 3,000 to 4,000 feet at first, Variable during the day, 3/10 to 8/10 at 3,000 to 5,000 feet. 10/10 at 200 feet becoming fog. Visibility: 1 to 2 miles at first, improving to 6 to 10 miles but deteriorating to 300 yards in fog. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 4/9. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: S.E'ly, very light. Weather: foggy during the first half of the morning, becoming fair or fine for the remainder of the day. Cloud: sky obscured during the foggy period, mainly small amounts of low cloud at 2,000 to 4,000 feet later. Visibility: less than 500 yards at times, during the fog, but improving later to 8 to 10 miles, and deteriorating during the evening to 1 to 2 miles. | |
| | 5/9. | | Nothing of operational importance occurred.<br>WEATHER. Surface wind: generally easterly, light at first, becoming 5 to 10 mph. Weather: foggy at first, becoming overcast and then fine by the afternoon, later becoming cloudy again. Cloud: after the fog 10/10 to 400 to 1,000 feet, lifting and breaking to small amounts, but becoming 10/10 at 1,000 feet during the evening. Visibility: less than 500 yards during the fog, becoming 6 miles, but reduced during the evening to 2 to 3 miles. | |
| | 6/9. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: Northerly to N.E. 5 to 10 moh. Weat her: cloudy. Cloud: 10/10 at 1,000 feet to 2,000 feet generally. Visibility: 1 to 2 miles at first, gradually improving to 6 to 8 miles. | |
| | 7/9. | 2010. | Ten aircraft took off for operations in accordance with Headquarters, No. 3 Group operations order form B.603 dated 7/9/41 (See relevant form 541) | |
| | | 0445. | Nine aircraft returned safely. Wellington Z.8845 failed to return (SGT. SAICH and crew). This aircraft took off to carry out an attack against a target in BERLIN. A message "N.A.P." was received from the aircraft at 0050 hrs. but from then onwards nothing further was heard.<br>WEATHER; Surface wind: Northerly 5-10 mph. Weather: Cloudy, becoming fair during morning. Cloud: 10/10 at 1500 feet for first few hours, then nil to 4/10 at 2,000-3,000 feet with increasing high cloud at end of period. Vis: 10-20 miles. | |

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SUREX WEATHER; Surface wind: Northerly 5-10 mph. Weather: Cloudy, becoming fair during morning. Cloud: 10/10 at 1500 feet for first few hours, then nil to 4/10 at 2,000-3,000 feet with increasing high cloud at end of period. Vis: 10-20 miles.

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

No. of pages used for day

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 8/9. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light variable. Weather: fair, becoming overcast during morning with a little light rain at end of period. Cloud: little low cloud at first but increasing to 10/10 at 4,000 - 5,000 feet during morning. Visibility: 5-10 miles. | |
| | 9/9. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light variable becoming NNW 10 mph. at end of period. Weather: cloudy with a little rain near end of period. Cloud: 10/10 at 2,000 - 3,000 feet with a few breaks in the afternoon. Visibility: 1-3 miles. | |
| | 10/9. | 1945. | Six aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 605 dated 10/9/41 (See relevant form 541) | |
| | | 0650. | All aircraft returned safely.<br>WEATHER: Surface wind: Westerly 10-15 mph. Weather: overcast. Cloud: 10/10 at 2,000 - 3,000 feet with a few slight breaks during the afternoon. Visibility: 1-3 miles. | |
| | 11/9. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: Westerly 15-20 mph. veering N.W'ly and decreasing to 5-10 mph. Cloud: 8/10 - 10/10 at 3-000 - 4,000 feet with small amounts of Cu developing at 2,000 feet. Dispersing after dusk. Visibility: 4,000 yards at first becoming 6-12 miles. | 1 |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 12/9. | 1945. | Fourteen aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. dated 12/9/41 (See relevant form 541) | |
| | | 0345. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: W.N.W. to N.W. 5-10 mph. Cloud: 7/10 - 10/10 at 2,500 - 3,500 feet. Weather: Cloudy. Slight shower during morning. Visibility: 4 to 8 miles. | |
| | 13/9. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: N.W'ly 5-10 mph. becoming less than 5 mph. Weather: fair to cloudy. Cloud: variable amounts at 5,000 feet before sunrise. Becoming 7/10 - 10/10 at 2,500 - 3,000 feet. Visibility: 1,000 - 2,000 yards at sunrise soon becoming 4 - 6 miles. | |
| | 14/9. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: Westerly 10-15 mph. veering N.W'ly during afternoon. Weather: cloudy with intermittent rain and drizzle until late afternoon. Cloud: mainly 9/10 - 10/10 at 1,000 - 2,000 feet. Visibility: 2,000 - 4,000 yards becoming 4 - 6 miles. | |
| | 15/9. | 1915. | Eleven aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.610 dated 15/9/41 (See relevant form 541) | |
| | | 0250. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: Northerly, 5 to 10 mph. Weather: cloudy. Cloud: generally 10/10 at 3,000 to 3,500 feet. Visibility: 5 to 10 miles. | |
| | 16/9. | | Nothing of operational importance occurred. | |
| | | | WEATHER:- Surface wind: N.N.E'ly, 5 mph. at first, becoming, light variable. Weather: cloudy at first, becoming fine by the late afternoon. Cloud: generally 10/10 at 3,000 feet until late afternoon, then gradually dispersing to very small amounts. Visibility: 10 to 20 miles during the day, deteriorating to 4 miles by the evening. | |

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WEATHER:- Surface wind: N.N.E'ly, 5 mph. at first, becoming, light variable. Weather: cloudy at first, becoming fine by the late afternoon. Cloud: generally 10/10 at 3,000 feet until late afternoon, then gradually dispersing to very small amounts. Visibility: 10 to 20 miles during the day, deteriorating to 4 miles by the evening.

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

No. of pages used for day

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date 1941 | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON | 17/9. | | Nothing of operational importance occurred. Bombing practice carried out at BERNERS HEATH. WEATHER: Surface wind: light variable, often calm. Weather: fine. Cloud: small amounts of low cloud at 3,000 to 4,000 feet for short periods during the very early morning and late afternoon. Visibility: 1 to 3 miles during thr early morning and late evening, improving to 6 miles during the day. | |
| | 18/9. | 1845. | Three aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 613 dated 18/9/41 (See relevant form 541). | |
| | | 0405. | All aircraft returned safely. WEATHER: Surface wind: calm, becoming N.N.E'ly, 5 to 10 mph. Weather: fog during the early morning, becoming fine and then cloudy from about 1400 hours. Cloud: little or no low cloud at first, variable amounts of low cloud, but becoming 10/10 at 2,000 to 3,000 feet by the end of the day. Visibility: 2,000 yards at first, reduced to 300 yards in fog and improving to 8 to 10 miles during the day. | |
| | 19/9. | | Nothing of operational importance occurred. WEATHER: Surface wind: North to North East, less than 7 mph. Weather: cloudy. Cloud: mainly 10/10 at 1,000 to 2,000 feet. Visibility: 5 to 10 miles. | |
| | 20/9. | | Nothing of operational importance occurred. WEATHER: Surface wind: N.E'ly 5 to 10 mph. Weather: cloudy, becoming fine in afternoon with fog at end of period. Cloud: 10/10 at 2,000 to 3,000 feet breaking at midday. No low cloud after 1700 BST. Visibility: 4 to 8 miles deteriorating rapidly to 100 yards at end of period. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 21/9. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: N.E'ly 5 to 10 mph. Weather: fog till dawn, then lifted fog clearing by dusk, but cloud soon drifting in from sea. Cloud: no cloud till dawn. Then 10/10 lifted fog at 200 feet gradually lifting and breaking in afternoon to 4/10 to 6/10 at 3,000 feet. Little low cloud at dusk but 10/10 stratus at 1,000 feet at end of period. Visibility: less than 200 yards till dawn, improving to 6 miles in afternoon, but deteriorating to 2 to 4 miles at dusk. | |
| | 22/9. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: N.E'ly less than 8 mph. Weather: overcast becoming fine during afternoon, clouding over again at 2000 hours. Cloud: 10/10 stratus at 1000 feet lifting and breaking to 2/10 at 3,000 feet during afternoon but 10/10 stratus at 700 feet drifting in again at 2200 hours. Visibility: 2 to 4 miles deteriorating to 1 to 2 miles at end of period. | |
| | 23/9. | | Nothing of operational importance occurred.<br>The following awards were announced in the London Gazette (35283) : "The King has been graciously pleased to approve the following awards:<br>DISTINGUISHED FLYING CROSS: P/O. P.J.BLURTON.<br>DISTINGUISHED FLYING MEDAL : 580819. SGT. BROADLEY, J.A. 755359. SGT. COPSON, T.W.<br>" " " 906090. SGT. GRIFFIN, S.W. 628731. SGT. JUDSON, L.J. | |
| | ~~22/9~~ | | WEATHER: Surface wind: light and variable at first then easterly less than 10 mph. Weather: cloudy. Cloud: 10/10 stratus below 1,000 feet until 1300 hours, then rising to 1,200 feet during afternoon. Gradually lowering to the surface by 2300 hours. Visibility: 2,000 to 4,000 yards deteriorating to 80 yards at end of period. | |
| | 24/9. | | Nothing of operational importance occurred. Bombing practise carried out.<br>Continued..... | |

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 24/9 (contd) | | The following award was announced in the London Gazette ( 35284.) : His Majesty has been graciously pleased to give orders for the publication of the name of the following who has been Mentioned In Despatches by the Air Officer Commanding in Chief: 357383 F/Sgt (now Warrant Officer) J.W.ALLWOOD. WEATHER: Surface wind: East to South East 5 to 10 miles per hour. Weather: fog early, cloudy after dawn but fair during afternoon. Becoming cloudy around dusk with fog at end of period. Cloud: 10/10 stratus at 500 feet, lifting and breaking to 2/10 to 4/10 at 1,000 feet. in afternoon, later becoming 10/10 and lowering to 200 feet. Visibility: 80 yards at first slowly improving to 1,000 yards at dawn, and to 2 to 4 miles during the day. Falling to 50 yards by end of period. | |
| | 25/9. | | Practice bombing carried out. Nothing of operational importance occurred. WEATHER: Surface wind: East south east veering gradually to westerly less than 10 mph. Weather: Thick fog early clearing during the morning. Fair during afternoon becoming misty in evening. Cloud: No cloud ear;y becoming 4/10 to 8/10 during day and dispersing at night. Visibility: 60 yards at first gradually improving to 6 miles in afternoon and then decreasing to 1100 yards by midnight. | |
| | 26/9. | 1925. | Twelve aircraft carried out operations inaccordance with Headquarters, No. 3 Group operations order form B.619 dated 26/9 (See relevant form 541). | |
| | | 0205. | All aircraft returned safely, but Wellington III X.3222 crashed on return to base at RUSHFORD, near THETFORD. 517683. SGT. WHITE, H.W (2nd. Pilot) 1163420. Sgt. LIFFORD, R.G. (Front Gunner) were killed and J.5094 P/O. J.B.THOMPSON (Observer) died later of injuries. 921067. Sgt. CHISHOLM, J.A. (W/Operator) was admitted to West Suffolk General Hospital, Bury St. Edmunds and placed on the seriously ill list as a result of the injuries he sustained. The two other members of the crew were uninjured. | 66 |

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Reference:- AIR 27 / 126

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 26/9 (contd) | | WEATHER: Surface wind: mainly S.E'ly less than 5 mph. in early morning, increasing to 10 to 15 mph. during the day and falling to 5 mph. at night. Cloud: 9/10 to 10/10 during most of period but dispersing to 3/10 to 5/10 in latter part of the night. Weather: fog early, mainly cloudy during greater part of period, but becoming fair at night. Visibility: improving from 600 yards early to 12 miles in afternoon and then deteriorating to 1,600 yards at end of period. | |
| | 27/9. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: S.E'ly less than 5 mph. at first, increasing to 10 to 20 mph. Weather: fine apart from fog till 1000 BST. Cloud: little or no cloud. Visibility: less than 200 yards at first, improving to 4 to 6 miles by noon, but deteriorating to 2 miles in evening. | |
| | 28/9. | 1915. | Eleven aircraft took off for operations in accordance with Headquarters, No. 3 Group operations order form B. 621 dated 28/9/41 (See relevant form 541) . | |
| | | 0635. | Ten aircraft returned safely. Wellington R. 1279 (F/SGT. KITSON, D.F.M. and crew) failed to return. This aircraft took off to attack a target in GENOA. A message "N.A.P" was received from the aircraft at 01.36 hours and this was followed at 02.08 hours by a message "S.O.S. engine trouble". At the same time a first class "Q.D.M". 144 was taken on the aircraft by HEMSWELL. Nothing further was heard from the aircraft.<br>WEATHER: Surface wind: S.E'ly 10 to 15 mph. veering and decreasing to Westerly 5 mph. at 1600 BST. Weather: fine, becoming cloudy in afternoon with slight rain at end of period. Cloud: little or no low cloud till 1800 BST then 8/10 to 10/10 at 1,000 to 2,000 feet. Visibility: mainly 1 to 3 miles. | |
| | 29/9. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light variable at first, becoming S.W'ly 5 mph. Weather: rain or drizzle until 1100 hours, then cloudy. Cloud: 10/10, with base 400 feet at times in rain, lifting gradually then 10/10 medium. Visibility: 2,000 to 4,000 yards, improving to 6 to 8 miles during the afternoon. | |

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then 10/10 medium. Visibility: 2,000 to 4,000 yards, improving to 6 to 8 miles during the afternoon.

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

No. of pages used for day

of (Unit or Formation) No. 9 SQUADRON.

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 30/9. | 1900. | Nine aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 623 dated 30/9/41 (see relevant form 541) | |
| | | 0435. | All aircraft returned safely, but Wellington III X.3347 crashed at HONINGTON on return. 904329 Sgt. HUMBLE-SMITH (Captain), seriously injured, 1376445 Sgt. HURLEY, J.J.W. (2nd Pilot) dangerously injuredNZ.402182 Sgt. HALL, S,F. (Observer) seriously injured R.67675. Sgt. BARRON, A.S. W/Operator, slightly injured, R.63591. Sgt. RAMSEY, L.M. slightly injured, 549284, Sgt. TAYLOR, A. (Rear Gunner)slightly injured. ~~Further~~ First three admitted West Suffolk General Hospital, Bury St. Edmunds., | |
| | | | WEATHER:Surface wind: Westerly or South-Westerly, 5 to 10 mph. Weather: fine at first, becoming cloudy with a short period of rain in the late afternoon, then becoming fine. Cloud: small amounts of cloud at first, becoming 8/10 to 9/10 in rain, then dispersing to nil. Visibility: 2 miles at first, improving gradually to 8 to 10 miles. | |

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Wt. 44786/4814. 300M. 3/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

Date 1/2nd Sept. 1941

DETAIL OF WORK CARRIED OUT.

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

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk1C. | | | | | | |
| 9786 | W/C WASSE<br>SGT. WILLIAMS<br>SGT. HARBITTEN<br>SGT. AKEHURST<br>SGT. GLOVER<br>SGT. JAGO | Attack KOLN "B" | 2026 | 0213 | Position judged from River, bombs dropped on target and bursts seen. | Y 201 |
| 9785 | SGT. BILLETT<br>SGT. BULFORD<br>SGT. GILBERT<br>F/O. SKINNER<br>SGT. RIDER<br>SGT. BELL | do. | 2030 | 0151 | Bombed town, west of River, bursts not seen owing to evasive action. | |
| 1763 | F/Lt. EDWARDS<br>SGT. VICKERS<br>P/O. BOYERS<br>SGT. LINDEN<br>SGT. HUDSON<br>SGT. STANSFIELD | do. | 2032 | 0142 | Bombed built up area, east of river, bursts not seen. | |
| 1591 | SGT. CLAYTON<br>SGT. CARTER<br>SGT. GOLDING Y<br>SGT. CAWDRON<br>SGT. BLAYDON<br>SGT. VIVIAN | do. | 2040 | 0158 | Bombed target area, bursts seen, and fires started. | |
| 9762 | P/O. ELLIS<br>SGT. DALGLIESH<br>SGT. MILDON<br>SGT. ONIONS<br>SGT. DAVIES<br>SGT. TOWNSEND | do. | 2031 | 0204 | Pin-pointed River S.E. of Town. Bombs dropped in target area, bursts not seen, but incendiaries started small fires. | |
| 9660 | SGT. SAICH<br>SGT. NUTT<br>SGT. LOWE<br>SGT. TROTT<br>SGT. STUFFIN<br>SGT. WARE | do. | 2037 | 0230 | Bombed River and Railway, bursts seen, and fires started. Landed at WEST MALLING. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk. 1C | | | | | | |
| 1757 | SGT. BOWEN<br>SGT. SHAW<br>SGT. GALER<br>SGT. SWIDERISKI<br>SGT. EDWORTHY<br>SGT. MAXIM | Attack KOLN "B" | 2044 | 0136 | Pin-pointed river westvof Town. Town bombed and bursts seen. | Y 201 |
| 1499 | SGT. WILMOT<br>SGT. ANDERSON<br>P/O. BOYLE<br>SGT. SHEPHERD<br>SGT. CASSIDY<br>SGT. WEBBORN | do. | 2038 | 0210 | Bombs dropped in target area, bursts seen, and several fires seen on departure. | |
| 1707 | SGT. BAKER<br>SGT. LUCAS<br>SGT. HENRY<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. CLOTHIER | do. | 2035 | 0220 | Bombs dropped in town, and bursts seen. | |
| Date 3/4th September 1941 | | | | | | |
| 9786 | F/Lt. WILBERFORCE<br>S/L. McLEOD<br>SGT. TARBITTEN<br>F/SGT. AKEHURST<br>SGT. GLOVER<br>SGT. JAGO | Attack Battle Cruisers at BREST. | 1909 | 0055 | Bombs dropped across Dock 1, fires started just near docks<br>Landed at WYTON | Y 202 |
| 8856 | P/O. WILGAR-ROBINSON<br>SGT. FIELDING<br>P/O. BULLOCK<br>SGT. DARTNALL<br>SGT. QUICK<br>SGT. CHADWICK | do. | 1903 | 0100 | Bombs dropped in target area, through smoke screen<br>Landed at ABINGDON | |
| 1763 | SGT. BILLETT<br>SGT. BULFORD<br>SGT. GILBERT<br>F/O. SKINNER<br>SGT. RIDER<br>SGT. BELL | do. | 1900 | 0057 | Bombs dropped and seen to burst near bridge over River Estuary<br>Landed at OAKINGTON | |

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Wt. 44786/4314. 100M. 1/40. H.G.S. 51—8059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

Date 3/4 Sept.1941. (Cont)

DETAIL OF WORK CARRIED OUT.

9 Squadron

From ---hrs.---/---/--- to ---hrs.---/---/---

By

No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington Mk 1C 8845. | W/C WASSE<br>SGT. WILLIAMS<br>P/O CRESSWELL<br>SGT. PALMER<br>SGT. COLLINS<br>P/O MOODY | Attack Battle Crusiers at BREST. | 1905 | 0035 | Bombs seen through smoke screen to fall accross Dock 1. Landed at WYTON | Y 202 |
| 1757 | SGT. BARLOW<br>SGT. THORNTON<br>SGT. HOW<br>SGT. DUNCAN<br>SGT. CLAYES<br>SGT. WELCH | do. | 1904 | 0059 | Bombs beleived accross Dock area, bursts not seen Landed at MILDENHALL | |
| 9660 | SGT. SAICH<br>SGT. NUTT<br>SGT. LOWE<br>SGT. TROTT<br>SGT. STUFFIN<br>SGT. WARE | do. | 1908 | 0013 | Bombs dropped N, of aiming point. Fires Started. Landed OAKINGTON& | |
| 8854 | SGT. BOWEN<br>~~SGT.~~ SHAW<br>SGT. GALER<br>SGT. SWIDERSKI<br>SGT. EDWORTHY<br>SGT. MAXIM | do. | 1906 | 0034 | Bombs dropped, no results seen. Landed at WYTON. | |
| 9762 | SGT. WILMOT<br>SGT. ANDERSON<br>P/O ~~SGT.~~ BOYLE<br>SGT. BELL<br>SGT. SHEPHERD<br>SGT. WEBBORN | do. | 1910 | 0030 | Bombed Dock area, No results seen owing to Haze and smoke screen. Landed at NEWMARKET | |
| 1707 | SGT BAKER<br>SGT. LUCAS<br>SGT. HENRY<br>SGT. HIGGINS<br>SGT. BANKES<br>SGT. CLOTHIER | do. | 1907 | 0125 | Abandoned task as target completely covered by smoke screen. Bombs brought back. Landed at WYTON. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON MK 1C 1591 | SGT. CLAYTON<br>SGT. CARTER<br>SGT. GOLDINGAM<br>SGT. ROBINSON<br>SGT. CAWDRON<br>SGT. VIVIAN | Attack Battle Cruisers at BREST. | 1915 | 0024 | Bombs seen to burst, beleived accross Dock No.1 Fires started. Landed at WYTON. | Y202 |
| 8900 | SGT. ROBERTS<br>SGT. H-SMITH<br>SGT. WADDINGHAM<br>SGT. Atkins-TALLENTIRE<br>SGT. SKIDMORE<br>SGT. DORRELL. | do. | 1913 | 0040 | Bombed accross estimated position of No.1 Dock. No bursts seen. Landed at NEWMARKET. | |
| | Date:- 7/8th SEPTEMBER 1941. | | | | | |
| 9786 | W/C WASSE<br>SGT. WILLIAMS<br>SGT. TARBITTEN<br>SGT. AKEHURST<br>SGT. GLOVER<br>SGT. JAGO | Attack BERLIN "B" | 2010 | 0417 | Bombed centre of town, bursts seen and incendiaries started small fires. Saw immense clouds of grey brown smoke over area on departure. | Y203 |
| 8845 | SGT. SAICH<br>SGT. HUTT<br>SGT. LOWE<br>SGT. BALLS<br>SGT TROTT<br>SGT. McDONALD | do. | 2030 | - | Failed to return to base. | |
| 9785 | SGT. BILLETT<br>SGT. BULFORD<br>SGT. GILBERT<br>F/O SKINNER<br>SGT. BLAKEMORE<br>SGT. BELL | do. | 2012 | 0347 | Failed to reach BERLIN as were off course and short of oxygen. Bombed MUNSTER(beleived) Bursts seen | |
| 8853 | SGT. CLAYTON<br>SGT. GINGLES<br>SGT. GOLDINGAY<br>SGT. CAWDRON<br>SGT. BLAYDON<br>SGT. VIVIAN | do. | 2015 | 0227 | Failed to reach BERLIN owing to damaged petrol tanks, beleived by flak. Bombed MUNSTER, bursts seen followed by 3 or 4 large explosions and three minutes later by green explosion and fire. | |
| 1499 | SGT. WILMOT<br>SGT. ANDERSON<br>P/O BOYLE<br>SGT. SHEPHERD<br>SGT. CASSIDY<br>SGT. WEBBORN | do. | 2014 | 0445 | One large red fire and several others on arrival. Bombed target area. Crash landed. | |

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| | | | | | | |
|---|---|---|---|---|---|---|
| | P/O BOYLE<br>SGT. SHEPHERD<br>SGT. CASSIDY<br>SGT. WEBBORN | | | | | |

Wt. 44786/4814. 100M. 1/40. H.G.S. 51—2059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DATE:- 7/8th SEPTEMBER 1941. (Cont) DETAIL OF WORK CARRIED OUT.

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

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 8854 | SGT. BOWEN<br>SGT. SHAW<br>SGT. GALER<br>SGT. SWIDERSKI<br>SGT. EDWORTHY<br>SGT. MAXIM | Attack BERLIN "B" | 2016 | 0334 | Bombs dropped in target area and seen to burst. Large bright whitish fire burning on depature. | Y 203 |
| 8856 | P/O WILGAR-ROBINSON<br>SGT. FIELDING<br>P/O BULLOCK<br>SGT. DARTBALL<br>SGT. QUICK<br>SGT. CHADWICK | Attack Docks at KIEL | 2025 | 0355 | Lost course owing to heavy cloud and bombed what was beleived to be HAMBURG. Burst seen and three large fires caused by incendiaries. | |
| 1757 | SGT. BARLOW<br>SGT. THORNTON<br>SGT. HOW<br>SGT. DUNCUN<br>SGT. NIGHTINGALE<br>SGT. WELCH | do. | 2026 | 0400 | Bombed S. of KEIL district by two large lakes 5 small fires caused by incendiaries. Landed at MARTLESHAM. | |
| 9762 | SGT. TELLING<br>SGT. HUBBERT<br>SGT. GOVE<br>SGT. PALMER<br>SGT. LEE<br>SGT. McLEAN. | do. | 2018 | 0425 | Two red fires seen on arrival, Bombed and bursts seen. Incendiaries started two fires - one huge red one in dock area. | |
| 1707 | SGT. LUCAS<br>SGT. VICKERS<br>SGT. HENRY<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. CLOTHIER | Attack Docks & Shipping at BOULOGNE | 2031 | 2320 | Saw one or two small fires in wet Dock area, own bombs started further fires. | |



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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk. 1C | DATE 10/11th SEPT. 1941. | | | | | |
| 1763 | F/Lt. EDWARDS<br>SGT. COCHRANE<br>P/O. BOYERS<br>SGT. LINDEN<br>SGT. HUDSON<br>SGT. STANSFIELD | Attack TURIN | 1945 | 0445 | Bombs dropped on exact target where a huge red fire was already burning. | Y 204. |
| 9660 | SGT. TELLING<br>SGT. HUBBERT<br>SGT. GOVE<br>SGT. PALMER<br>SGT. LEE | do. | 1953 | 0455 | Haze prevented pin-pointing of target. Bombs dropped on fires believed to be burning in centre of town. Bursts seen and fires increased. | |
| 8900 | SGT. ROBERTS<br>SGT. GINGLES<br>SGT. WADDINGHAM<br>SGT. BELL<br>SGT. ATKINS-TALLENTYRE<br>SGT. DORRELL | do. | 1948 | 0430 | Unable to locate target owing to haze. Bombs dropped in centre of town, and bursts seen. | |
| 1175 | SGT. CLAYTON<br>SGT. CARTER<br>SGT. GOLDINGAY<br>SGT. CAWDRON<br>SGT. BLAYDON<br>SGT. VIVIAN | do. | 1955 | 0450 | Many fires seen on arrival. Own bombs seen to burst just South of aiming point. Incendiaries seen to start spreading fires. | |
| 1707 | SGT. LUCAS<br>SGT. BULFORD<br>SGT. HENRY<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. CLOTHIER | do. | 1950 | 0425 | Unable to locate exact target, owing to haze; but bombs dropped in target area. Bursts seen, and 34 fires counted on departure. | |
| 9762 | P/O. ELLIS<br>SGT. DALGLIESH<br>SGT. MILDON<br>SGT. ONIONS<br>SGT. DAVIES<br>SGT. TOWNSEND | do. | 1952 | 0556 | Unable to locate target owing to 10/10 cloud. Bombs dropped on town believed to be GENOA. A large red fire started covering a large area. | |

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Reference: AIR 27 / 126

Wt. 44785/4314. 1000M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Date 12/13th September 1941.

From ---hrs.---/---/---to---hrs.---/---/---

By 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 Mk. 1C | | | | | | |
| 1175 | SGT. CLAYTON<br>SGT. CASEY<br>SGT. GOLDINGAY<br>SGT. CAWDRON<br>SGT. BLAYDON<br>SGT. VIVIAN | Attack FRANKFURT'B' | 2003 | 0235 | Bombed target area, bursts seen; and also glow from incendiaries. | Y 205 |
| 9785 | SGT. BILLETT<br>SGT. BULFORD<br>SGT. GILBERT<br>F/O. SKINNER<br>SGT. BLAKEMORE<br>SGT. BELL | do. | 2006 | 0225 | Bombs believed to have dropped 5 mls. West of target. Bursts seen ,and incendiaries burning. | |
| 8900 | SGT. ROBERTS<br>SGT. GINGLES<br>SGT. WADDINGHAM<br>SGT. ATKINS-TALLENTYRE<br>SGT. SKIDMORE<br>SGT. DORRELL | do. | 1959 | 0235 | Bombs dropped across E. side of town, and bursts seen. Landed at MILDENHALL on return. | |
| 1757 | SGT. BARLOW<br>SGT. THOMPSON<br>SGT. HOW<br>SGT. DUNCAN<br>SGT. NIGHTINGALE<br>SGT. WELSH | do. | 2004 | 0235 | Bombs dropped across town, believed South of aiming point. | |
| 1763 | F/Lt. EDWARDS<br>SGT. COCHRANE<br>P/O. BOYERS<br>SGT. LINDEN<br>SGT. HUDSON<br>SGT. STANSFIELD | do. | 2012 | 0219 | Bombs dropped in target area, and seen to burst. | |
| 9762 | P/O. ELLIS<br>SGT. DALGLIESH<br>SGT. MILDON<br>SGT. ONIONS<br>SGT. DAVIES | do. | 2007 | 0250 | Bombs dropped in believed target area, bursts seen and a good fire started. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| ~~WELLINGTON~~ Mk. 1C | | | | | | |
| 9660 | SGT. TELLING<br>SGT. HUBBERT<br>SGT. GOVE<br>SGT. PALMER<br>SGT. LEE<br>SGT. McLEAN | Attack FRANKFURT 'B' | 2011 | 0155 | Bombed believed target area, and bursts seen. | Y 305 |
| 9786 | SGT. BOWEN<br>SGT. SHAW<br>SGT. GALER<br>SGT. SWIDERISKI<br>SGT. EDWORTHY<br>SGT. MAXIM | do. | 1957 | 0148 | Bombs believed to have fallen on Railway Junction just N. of River. Bursts seen , and one fire started. | |
| 1707 | SGT. BAKER<br>SGT. LUCAS<br>SGT. HENRY<br>SGT. HIGGINS<br>SGT. BATES<br>SGT. CLOTHIER | do. | 2001 | 0242 | Bombs dropped in believed target area, bursts not seen, but glow from incendiaries, and definite fires in target area seen. | |
| 1575 | S/T. WILMOT<br>SGT. RILEY-HAWKINS<br>SGT. SHEPHERD<br>P/O. BOYLE<br>SGT. CASSIDY<br>SGT. SKINNER | DO& | 2005 | 0235 | BOmbs dropped on railway line, where some incendiaries were already burning. | |
| 8858 | S/L. INNESS<br>P/O. PEEL<br>SGT. BOFF<br>SGT. ELGIE<br>F/L. DOWNES | Attack Docks & Shipping at CHERBOURG. | 2026 | 0010 | Bombed docks, bursts seen, and incendiaries started.fires. | |
| 1279 | SGT. HUMBLE-SMITH<br>SGT. HURLEY<br>SGT. HALL<br>SGT. BARRON<br>SGT. RAMSEY<br>F/SGT. CARTER | do. | 2010 | 0140 | Unable to locate target owing to 9/10 cloud. Bombs jettisoned in Sea, off Cap La Hague. | |
| 9784 | SGT. BOSHER<br>SGT. VICKERS<br>P/O. INSCH<br>SGT. CAMERON<br>SGT. BELL<br>SGT. NELMS | do. | 1950 | 0106 | Bombs dropped in Dock area, and one fire started. | |

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| | | | | | | |
|---|---|---|---|---|---|---|
| | SGT. BELL<br>SGT. NELMS | | | | | |

Wt. 44786/4516. 1000M. 1/40. H.&S. 81-0050

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Date 12/13th Sept.1941. By 9 Squadron No. of pages used for day

~~From hrs / / to hrs / /~~

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk. III 3222 | W/C. WASSE<br>P/O. CRESWELL<br>F/SGT. CLAYES | Attack Docks & Shipping at CHERBOURG | 2014 | 0015 | Bombs dropped on Dock Area, and a fire started. | Y 205 |
| Date 15/16th September,1941. | | | | | | |
| Mark 1C 1763 | F/Lt. EDWARDS<br>SGT. PENDLETON<br>P/O. BOYERS<br>SGT. LINDEN<br>SGT. HUDSON<br>SGT. STANSFIELD | Attack HAMBURG 'C' | 1933 | 0246 | Bombs dropped on target, bursts seen, and two fires started. | Y 206 |
| 9785 | SGT. BILLETT<br>SGT. BULFORD<br>SGT. GILBERT<br>P/O. SKINNER<br>SGT. BLAKEMORE<br>SGT. BELL | DO& | 1932 | 0143 | Bombs dropped E.S.E. of target, and bursts seen. | |
| 1707 | SGT. BAKER<br>SGT. LUCAS<br>SGT. HENRY<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. CLOTHIER | do. | 1935 | 0240 | Bombs dropped in centre of town, bursts seen, and fires started. | |
| 9762 | P/O. ELLIS<br>F/L. TURNER<br>SGT. MILDON<br>SGT. ONIONS<br>SGT. DAVIES<br>SGT. TOWNSEND | | | | Primary not attacked owing to heavy A.A. & S/L.s After two attempts to reach target returned to BREMEN where bombs were dropped on E. outskirts of Town. Bursts seen, and one large fire started. | |
| 8854 | SGT. BOWEN<br>SGT. SHAW<br>SGT. GALER<br>SGT. SWIDERISKI<br>SGT. EDWORTHY<br>SGT. MAXIM | do. | 1943 | 0025 | PRIMARY NOT attacked owing to travelling too far North of Course. Bombs dropped on WILHELMSHAVEN in Dock area, S.W. of Town. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| ~~WELLINGTON 1C~~ | | | | | | |
| 2579 | SGT. WILMOT<br>SGT. RILEY-HAWKINS<br>P/O. BOYLE<br>SGT. SHEPHERD<br>SGT. CASSIDY<br>F/O. SKINNER | Attack HAMBURG 'B' | 1940 | 0056 | Primary not attacked owing to travelling too far North of Course. Attempted to attack BREMEN, but forced down from 11,000 ft. to 2,500 ft. Bombs finally dropped on DELMENHORST, and bursts seen. | Y 206 |
| 8900 | SGT. ROBERTS<br>SGT. WHITE<br>SGT. WADDINGHAM<br>SGT. ATKINS-TALLENTYRE<br>SGT. SKIDMORE<br>SGT. DORRELL | do. | 1941 | 0201 | Bombs fell just E. of target, bursts seen and incendiaries started fires, red in colour. | |
| 1175 | SGT. CLAYTON<br>SGT. CARTER<br>SGT. GOLDINGAY<br>SGT. CAWDRON<br>SGT. BLAYDON<br>SGT. VIVIAN | do. | 1939 | 0155 | Bombs dropped in target area, bursts seen, and one small fire started. | |
| 3222 | S/L. INNESS<br>SGT. CASEY<br>P/O. PEEL<br>SGT. BOFF<br>SGT. ELGIE<br>F/L. DOWNES | Attack Docks & Shipping at LE HAVRE | 1929 | 2334 | Bombs dropped in Dock area, bursts seen and 3 fires started. Glow from fires seen 20 mls. away | |
| 9784 | SGT. BOSHER<br>SGT. VICKERS<br>P/O. INSCH<br>SGT. CAMERON<br>SGT. LUSHER<br>SGT NELMS | do. | 1915 | 2307 | Bombs dropped 10 mls. N. of LE HAVRE as owing to engine trouble it became necessary to avoid losing height. | |
| 8858 | SGT. HUMBLE-SMITH<br>SGT. HURLEY<br>SGT. HALL<br>SGT. BARRON<br>SGT. RAMSEY<br>SGT. WARE | do. | 1923 | 2353 | 4 good fires seen on arrival, own bombs dropped in Dock area, and bursts seen. Fires seen for 25 mls on return journey. | |

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Reference:- AIR 27 / 126

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

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

# OPERATIONS RECORD BOOK.

Date 18/19th September, 1941.

From ..... hrs. ..... / ..... / ..... to ..... hrs. ..... / ..... / .....

DETAIL OF WORK CARRIED OUT.

By 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 Mk.1C | | | | | | |
| 1763 | SGT. CASEY<br>SGT. DAVIDSON<br>P/O. BOYERS<br>SGT. LINDEN<br>SGT. HUDSON<br>SGT. STANSFIELD | Attack Docks & Shipping at LE HAVRE | 1845 | 2315 | Bombs dropped in Dock area, bursts seen and one fire started | Y 207 |
| 1175 | SGT. GINGLES<br>SGT. CAMERON<br>P/O. THOMPSON<br>SGT. LIFFORD<br>SGT. CHISHOLM<br>SGT. LOVIS | do. | 1910 | 2335 | Bombs dropped in Dock area, bursts seen and small fires started. | |
| 1707 | S/L. TURNER<br>SGT. RILEY-HAWKINS<br>SGT. SCHUMM<br>SGT. WALKER<br>SGT. HAMWORTH<br>SGT. JAMES | do. | 1900 | 2305 | Bombs dropped on N. edge of Dock 7, and bursts seen. Incendiaries jettisoned in N. Sea, owing to losing one airscrew whilst over target, and starboard engine catching fire. | |
| Date 26/27th September, 1941. | | | | | | |
| 1763 | W/C. WASSE<br>SGT. HUBBERT<br>F/O. CRESWELL<br>F/SGT. CLAYES<br>P/O. MOODY<br>F/L. DOWNES | Attack GENOA | 1927 | 0203 | Reached 46.00N 04.14E., when recall received. Returned North, and bombed ST. OMER aerodrome, bursts seen , and incendiaries started fires with much smoke. | Y 208 |
| 1391 | SGT. BILLETT<br>SGT. BULFORD<br>SGT. TARBITTEN<br>F/O. SKINNER<br>SGT. BLAKEMORE<br>SGT. BELL | do. | 1952 | 2154 | Recall received on approaching CALAIS, so these Docks were bombed, bursts seen, and incendiaries caught fire. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk. 1C | | | | | | |
| 1279 | SGT. CASEY<br>SGT. DAVIDSON<br>P/O. BOYERS<br>SGT. LINDEN<br>SGT. HOOPER<br>SGT. STANSFIELD | Attack GENOA | 1934 | 2251 | Recalled when at position 49.40N 03.00E. Bombs dropped on Searchlight concentration near CALAIS. S/L.s dowsed immediately. | Y 208 |
| 1707 | P/O. ELLIS<br>SGT. DALGLIESH<br>SGT. MILDON<br>SGT. ONIONS<br>SGT. DAVIES<br>F/SGT. DIXON | do. | 1938 | 2138 | Recalled when 10 mls. S.E. of DUNKIRK. Bombs jettisoned in North Sea. | |
| 9786 | SGT. WILLIAMS<br>SGT. FLANNAGAN<br>P/O. BOYLE<br>SGT. BELL<br>SGT. COLLINS<br>SGT. JAGO | do. | 1943 | 2241 | Recalled when 30 mls. S.E. of CALAIS. Returned and bombed Searchligh and Flak concentration near GRAVELINES. Bomb bursts seen, and 4 s/l.s dowsed. | |
| 8856 | P/O. WILGAR-ROBINSON<br>P/O. McKENZIE<br>P/O. BULLOCK<br>SGT. DARTNALL<br>SGT. QUICK<br>SGT. CHADWICK | do. | 1950 | 2133 | Recalled and bombs jettisoned safe at 51.20N 02.00E. | |
| 1757 | SGT. BARLOW<br>SGT. THORNTON<br>SGT. HOW<br>SGT. DUNCUM<br>SGT. NIGHTINGALE | do. | 1936 | 0043 | Recalled when 50 mls E. of PARIS. Bombs jettisoned safe within 20 mls. of ABINGDON. Landed at Abingdon. | |
| 2579 | SGT. BOSHER<br>SGT. GORE<br>P/O. FREELAND<br>SGT. CAMERON<br>SGT. GLOVER<br>SGT. NELMS, | do. | 1944 | 2045 | Returned early owing to engine trouble. Bombs jettisoned safe 14 mls. off ORFORDNESS | |

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Reference:- AIR 27 / 126

Wt. 44785/4314. 200M. 1/46. H.G.S. 51—5059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Date 26/27th September 1941

From ~~hrs. / / to hrs. / /~~

By 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~~ Mk.1C 8845 | SGT. LUCAS<br>P/O. SAUNDERS<br>SGT. HENRY<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. CLOTHIER | Attack GENOA | 1947 | 2126 | Recalled. Bombs jettisoned off CALAIS. | Y 208 |
| 1175 | SGT. ROBERTS<br>SGT. PENDLETON<br>SGT. WADDINGHAM<br>SGT. ATKINS-TALLENTYRE<br>SGT. SKIDMORE<br>SGT. DORRELL | do. | 1940 | 2200 | Recalled 30 miles S.E. CALAIS. Bombs jettisoned safe in NORTH SEA. | |
| 3227 | F/Lt. WATTS<br>SGT. CEHA<br>SGT. LLOYD<br>SGT. VICKERS<br>SGT. MASON<br>SGT. DAVIDSON | Attack EMDEN | 1956 | 2145 | Recalled when within 10 miles of Dutch Coast. Bombs jettisoned safe on way back. | |
| 3222 Mark III | SGT. GINGLES<br>SGT. WHITE<br>P/O. THOMPSON<br>SGT. CHISHOLM<br>SGT. LIFFORD<br>SGT. LOVIS | do. | 2002 | 2345 | Recalled. Bombs jettisoned Crash landed at RUSHFORD. Three of Crew killed. | |
| Date | 28/29th September, 1941. | | | | | |
| 1175 | SGT. ROBERTS<br>SGT. PENDLETON<br>SGT. WADDINGHAM<br>SGT. ATKINS-TALLENTYRE<br>SGT. SKIDMORE<br>SGT. DORRELL | Attack GENOA | 1915 | 0419 | Bombs fell ¾ mile inland north of Docks. Bursts seen, and a fire started. | Y 209 |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk 10 | | | | | | |
| 8856 | P/O. WILGAR ROBINSON<br>P/O. McKENZIE<br>P/O. BULLOCK<br>SGT. DARTNALL<br>SGT. QUICK<br>SGT. CHADWICK | Attack GENOA | 1922 | 0630 | Bombs dropped in target area, and bursts seen. | Y 209 |
| 1763 | SGT. CASEY<br>SGT. DAVIDSON<br>P/O. BOYERS<br>F/O. SKINNER<br>SGT. HOOPER<br>SGT. STANSFIELD | do. | 1920 | 2320 | Returned early owing to inter-comm and T R 9 failure. | |
| 1591 | P/O. ELLIS<br>SGT. DALGLIESH<br>SGT. MILDON<br>SGT. ONIONS<br>SGT. DAVIES<br>F/SGT. DIXON | do. | 1925 | 0515<br>~~0320~~ | Identified the harbour, and bombs dropped 1-2 mls. West of it; bursts seen and one large fire started. | |
| 8845 | SGT. LUCAS<br>P/O. SAUNDERS<br>SGT. HENRY<br>SGT. HIGGINS<br>SGT. BANKS<br>SGT. CLOTHIER | do. | 1917 | 0518 | Bombed through gap in cloud. Two bursts seen 1 mile N.E. of round harbour. | |
| 1279 | F/SGT. KITSON<br>P/O. FREELAND<br>SGT. GOVE<br>SGT. PALMER<br>SGT. LEE<br>SGT. McLEAN | do. | 1934 | ? | Sent back N.A.P. Then later S.O.S. engine trouble when over ALPS. Failed to return to base. | |
| 1757 | SGT. BARLOW<br>SGT. THORNTON<br>SGT. HOW<br>SGT. DUNCUM<br>SGT. NIGHTINGALE<br>SGT. WLECH | do. | 1924 | 0546 | Bombs dropped in target area, where fires were already burning. Bursts not seen. | |

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Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From ~~hrs. / / to hrs. / /~~ Date 28/29th September 1941. By 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 | | | | | | |
| Mk III<br>3275 | S/L. TURNER<br>SGT. RILEY HAWKINS<br>SGT. SCHUMM<br>SGT. WALKER<br>SGT. HAWORTH<br>SGT. JAMES | Attack FRANKFURT 'B' | 1939 | 0205 | Bombs dropped in built up area, just S. of aiming point and bursts seen. | Y 209 |
| 3351 | SGT. BOSHER<br>SGT. VICKERS<br>P/O. INSCH<br>SGTL CAMERON<br>SGT. IRVING<br>SGT. NELMS | do. | 1943 | 0139 | Bombed target area in light of flares, and bursts seen. Crash landed at STRADISHALL | |
| Mk. 1C<br>3227 | F/Lt. WATTS<br>SGT. CEHA<br>SGT. LLOYD<br>SGT. VICKERS<br>SGT. MASON<br>SGT. DAVIDSON | Attack EMDEN | 1941 | 2334 | Bombs seen to burst in N. part of town. Incendiaries caused good fires. | |
| 3226 | SGT. CARTER<br>SGT. BULFORD<br>SGT. POLLARD<br>SGT. DARLING<br>SGT. CALVER<br>SGT. RUSHTON | do. | 1948 | 0120 | Bombed in one stick across aiming point. No bursts seen, but incendiaries started fires which got a good hold. Landed at MILDENHALL | |
| Date 30th Sept./1st October, 1941. | | | | | | |
| Mk 1C<br>1763 | SGT. CASEY<br>SGT. DAVIDSON<br>P/O. BOYERS<br>F/O. SKINNER<br>SGT. HOOPER<br>SGT. STANSFIELD | Attack STETTIN 'B' | 1903 | 0049 | Did not attack Primary. Chased by enemy fighters and damage to aircraft by causes unknown. Bombs dropped on town believed to be SCHLESWIG. | Y 210 |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | | | | | | |
| Mk 1C<br>1591 | SGT. ROBERTS<br>SGT. PENDLETON<br>SGT. WADDINGHAM<br>SGT. ATKINS-TALLENTYRE<br>SGT. SKIDMORE<br>SGT. DORRELL | Attack STETTIN 'B' | 1906 | 0315 | Bombs dropped about ½ mile N.W. of target, starting one very big red fire which flared up at intervals. Still seen 50 mls. away. | Y 210 |
| 8856 | P/O. WILGAR-ROBINSON<br>P/O. McKENZIE.<br>P/O. BULLOCK.<br>SGT. DARTNALL.<br>SGT. QUICK.<br>SGT. CHADWICK. | do | 1908 | 2036 | Returned early - Rear Turret U/S - bombs jettisoned 5 miles East of Southwold. | |
| 1707 | P/O. ELLIS.<br>SGT. DALGLIESH.<br>SGT. MILEDEN.<br>SGT. ONIONS.<br>SGT. DAVIES.<br>F/SGT. DICKSON. | do | 1913 | 0344 | Bombs fell within half mile of target. Two bursts seen and a big flash in the middle of buildings, and a further fire caused. | |
| 8854 | SGT. LUCAS.<br>SGT. CROSS.<br>SGT. HENRY.<br>SGT. HIGGINS.<br>SGT. BANKS.<br>SGT. CLOTHIER. | do | 1916 | 0437 | Bombs feel N.W. of aiming point in town, bursts seen and fires started. | |
| Mk III<br>3277 | F/L. WATTS.<br>SGT. CEHA.<br>SGT. LLOYD.<br>SGT. VICKERS.<br>SGT. MASON.<br>SGT. DAVIDSON. | Attack Hamburg "B" | 1924 | 2057 | Returned early. Inter-Comm. U/S and T.R.9 failure. Bombs jettisoned 40 miles off GT. YARMOUTH. | |
| 3353 | SGT. BOSHER.<br>P/O. SAUNDERS.<br>P/O. INSCH.<br>SGT. CAMERON.<br>SGT. IRVING.<br>SGT. NELMS. | do | 1929 | 0115 | Incendiaries caused fires of many colours. Violent explosions observed and fires seen for 40 miles after leaving target. Landed at Acklington owing to petrol shortage. | |

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Reference: AIR 27 / 126

SGT. IRVING.
SGT. NELMS.

Wt. 44785/4814. 100M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

Date 30th Sept./1st October, 1941.

DETAIL OF WORK CARRIED OUT.

From hrs. / / to hrs. / /

By 9 Squadron

No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk III | SGT. HUBLE-SMITH<br>SGT. HURLEY.<br>SGT. HALL.<br>SGT. BARRON.<br>SGT. RAMSEY.<br>SGT. TAYLOR. | Attack Hamburg "B" | 1945 | 0224 | Bombed target area. Crash-landed on return owing to engine failure. Three of crew seriously injured. | Y 210. |
| 3276 | SGT. CARTER.<br>SGT. BULFORD.<br>SG.T POLLARD.<br>SGT. DARLING.<br>SGT. CALVER.<br>SGT. VIVIAN. | do | 1932 | 0139 | Bombed Western outskirts of town, exact position unknown. Saw flashes but no actual bomb bursts. | |

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Reference:- AIR 27 / 126

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 1/10. | | Nothing of operational importance occurred.<br>WEATHER: Wind: mainly westerly less than 12 mph. but light south-westerly after dusk. Weather: fine early. Cloudy from 1000 hours to dusk then fine to end of period. Cloud: less than 3/10 early but 10/10 from 1000 hours to dusk, then little or nil to end of period. Visibility: 4-6 miles until dusk then slowly deteriorating to 1,000 yards by the end of the period. | |
| | 2/10 | | Nothing of operational ~~xxxxxx~~ importance occurred.<br>WEATHER: light variable, less than 7 mph. Weather: fog early, clearing after dawn, then fair until late in period. Fog again formed after 2200 hours. Cloud: traces until midday thereafter 3/10-7/10 to end of period. Visibility: improving from 300 yards early to 4 to 6 miles during afternoon. Slowly deteriorating after dusk to 900 yards. | |
| | 3/10 | ~~xxxx~~ 1905. | Two aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.625 dated 3/10/41 (See relevant form 541). | |
| | | 2110 | Both aircraft returned safely.<br>WEATHER: Wind: calm during early part of period then between east and north-east less than 10 mph. Weather: thick fog early. Fair during morning becoming fine in afternoon. Cloud: little or nil for most of period but 5/10 - 8/10 for a few hours around midday. Visibility: less than 100 yards at dawn, improving to 8-12 miles during afternoon then falling to 1,600 yards by end of period. | 110 |

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| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON | 4/10. | | Nothing of operational importance occurred.<br>WEATHER: Wind: mainly north-easterly 8-12 mph. becoming lighter after dusk. Weather: fog early, clearing quickly at dawn then cloudy until dusk, fog developing towards midnight. Cloud: mainly 10/10 from dawn to dusk. Small amounts in hours of darkness. Visibility: improving from 100 yards at dawn to 4 miles during the afternoon then gradually deteriorating to 80yards by the end of period. | |
| | 5/10 | | Nothing of operational importance occurred.<br>WEATHER: Wind: mainly easterly 5-10 mph. Weather: thick fog early clearing very slowly during the forenoon. Cloudy in afternoon becoming foggy after dusk. Cloud: sky obscured by fog until 0900 hours. Then 8/10-10/10 for remainder of period lowering from 5,000 feet at midday to 500 feet at midnight. Visibility: 60 yards before dawn improving slowly to 4,000 yards in the afternoon then gradually deteriorating to 800 yards at 2400 hours. | |
| | 6/10. | | Nothing of operational importance occurred.<br>WEATHER: Wind: east-south-east less than 8 mph. until 0900 hours then veering to south-east less than 5 mph. Weather: thick fog early clearing by mid-morning, then fine until dusk. Fog developing after dusk. Cloud; 10/10 below 500 feet until 1000 hours, clearing to nil-2/10 for remainder of period. Visibility: 100 yards before dawn improving to 6-12 miles by afternoon then falling to 100 yards at end of period. | |
| | 7/10. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: calm or light variable. Weather: foggy. Cloud: sky obscured or 10/10 at 200 to 500 feet. Visibility: generally not more than 500 yards. | |

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Reference:- AIR 27 / 126

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

No. of pages used for day

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 8/10. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light south-westerly. Weather: foggy at first, then cloudy with a short period of intermittent rain during the early evening. Cloud: sky obscured at first, becoming 10/10 at 400 ft. lifting to 2,000 to 3,000 ft. later. Medium cloud only late in the period. Visibility: about 200 yards generally at first, improving to 2 to 3 miles. | |
| | 9/10. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: cloudy at first, rain from 0800 hours to end of the day. Cloud: 8/10 to 10/10 at 400 feet or below. Visibility: about ~~X~~ 4,000 yards, improving to 4 to 6 miles during the middle of the day. | |
| | 10/10 | 2300. | Two aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.631 dated 10/10/41 (See relevant form 541) | |
| | | 0245. | Both aircraft returned safely, but Wellington Z.8856 (Sgt. Dalgliesh and crew) crashed at Knetteshall, Suffolk. 1005336. Sgt. Dalgliesh, J (Captain) and 1381451 Sgt. Shuttleworth, C (Front Gunner) were slightly injured and admitted to Station Sick Quarters, Honington. The aircraft was completely wrecked (Category "E").<br>WEATHER: Surface wind: south-westerly, 10 to 15 mph. becoming WNW 15 to 20 mph. becoming south-westerly again later. Weather: continuous rain until 0600 hours, then fair or cloudy with occasional showers. Cloud: 10/10 at about 1,000 feet. during rain, variable amounts 2/10-7/10 later. Visibility: 4 to 6 miles at first, improving to 8 to 12 miles. | |

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Reference:- AIR 27 / 126

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 11/10. | 1840. | Five aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.632 dated 11/10/41 (See relevant form 541) | |
| | | 2315. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: south-westerly, 10 to 15 mph. becoming north-westerly, 15 to 25 mph, but gradually decreasing towards the evening. Weather: cloudy during the very early morning, with a period of continuous slight rain, becoming fair in in the afternoon. Cloud: 8/10-10/10 at 1,500 to 3,000 feet at first, varying amounts later. Visibility: 8 to 12 miles. | |
| | 12/10. | 1845. | Six aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 633 dated 12/10/41 (See relevant form 541). | |
| | | 0055. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: calm or light variable. Weather: fair or fine. Cloud: very small amounts. Visibility: 10 to 20 miles, deteriorating to 2 to 3 miles by midnight. | |
| | 13/10. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: calm at first, becoming south-westerly 5 to 10 mph. Weather: fine at first, but fog during early morning, becoming cloudy. Cloud: no low cloud, large amounts of medium cloud. Visibility: 500 yards in fog, improving gradually to 4 to 8 miles. | |
| | 14/10. | 2300. | Five aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.635 dated 14/10/41 (See relevant form 541). | |
| | | 0650. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: south-westerly, 5 to 10 mph. at first, becoming west-north-westerly, 10 to 15 mph. Weather: cloudy with some rain or drizzle during the fore-noon, becoming fine by the late evening. Cloud: medium cloud at first, 7/10-10/10 at 800 to 2,000 feet during rain or drizzle, gradually dispersing to nil late in the day. Visibility: 2 to 6 miles. | |

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| | | | |
|---|---|---|---|
| | | 0650. | All aircraft returned safely. |
| | | | WEATHER: Surface wind: south-westerly, 5 to 10 mph. at first, becoming west-north-westerly, 10 to 15 mph. Weather: cloudy with some rain or drizzle during the forenoon, becoming fine by the late evening. Cloud: medium cloud at first, 7/10-10/10 at 800 to 2,000 feet during rain or drizzle, gradually dispersing to nil late in the day. Visibility: 2 to 6 miles. |

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 15/10. | | Nothing of operational importance occurred. | 1 |
| | | | WEATHER: Surface wind: west-north-west 10-15 mph. backing to south-westerly 5-10 mph. towards end of period. Weather: fine for first few hours and cloudy for remainder of period. Cloud: little or no low cloud until midday then 3/10-6/10 until dusk, at about 3,000 feet. No low cloud after dusk until 2200 hours when 10/10 at 5,000 feet. formed to end of period. Visibility: 4-6 miles. | |
| | 16/10. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: south-westerly 15-20 mph. until midday then moderating and veering to westerly 5-10 mph. Weather: cloudy for first half of period, fine during second half. Some rain about midday. Cloud: 8/10-10/10 at 3,000 feet before dawn gradually lowering to 800 feet at noon. Low cloud then dispersing to very small amounts. A small amount of medium cloud during latter part of period. Visibility: 4 miles before dawn then improving during day to 10-12 miles. Becoming 4 miles after dusk. | |
| | 17/10. | | Nothing of operatipnal importance occurred. | |
| | | | WEATHER Surface wind: mainly wouth-westerly 5-10 mph. to midday, then increasing to 15-20 mph. for remainder of period. Weather: cloudy until dusk. Continuous rain from dusk to midnight. Cloud: some medium cloud until dawn, then varying amounts of low cloud above 2,500 feet during daylight. After dusk 10/10 low cloud gradually lowering to 700 feet. Visibility- 4 miles early improving to 10 miles during the day. Falling to 2-4 miles after dusk | 1 |

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Reference: AIR 27 / 126

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 18/10 | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: south-westerly 10 mph. then gradually increasing to 35-40 mph. by afternoon. Then veering to west-north-west and moderating to 15-20 mph. in later part of period. Weather: rain during first few hours, and cloudy for whole of period. Cloud: 7/10-10/10 at 600-1,000 ft. until 0900 hours then base gradually lifting to 3,000 feet by the end of period. Visibility: 2-4 miles until dawn then improving to 10-12 miles for remainder of period. | |
| | 19/10. | | Nothing of operational importance occurred.<br>WEATHER: Cloud: medium cloud at first, then generally 8/10-10/10 at about 3,000 ft. but lowering to 800 to 1,000 feet in drizzle. Weather: cloudy, with period of rain or drizzle from 0600 hours to 1100 hours. Visibility: generally 8 to 10 miles, but reduced in drizzle to 2 to 4 miles. Surface wind: west-south-westerly, 10 to 15 mph. increasing towards the end of period. | |
| | 20/10. | 1820. | Nine aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.640 dated 20/10/41 (See relevant form 541). | |
| | | 0040. | All aircraft returned safely.<br>WEATHER: Surface wind: west-south-westerly, 15 to 20 mph. at first, gradually moderating. Weather: cloudy at first for short period, becoming fair or fine. Cloud: small amounts of low cloud at 3,000 feet during the afternoon. Visibility: 6 to 12 miles. | |
| | 21/10. | | Nothing of operational importance occurred.<br>WEATHER. Surface wind: north-westerly, 5 to 10 mph, increasing to 15 to 25 mph. during the afternoon, but moderating later. Weather: fair or finr. Cloud: very small amounts of low cloud at 3,000 to 4,000 feet. Visibility: 3 to 10 miles. | |

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during the afternoon, but moderating later. Weather: fair or finr. Cloud: very small amounts of low cloud at 3,000 to 4,000 feet. Visibility: 5 to 10 miles.

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 22/10. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: light North-westerly, increasing gradually to 15 to 25 mph. Weather: fine at first, becoming cloudy by the afternoon, with frequent showers during the evening. Cloud: varying amounts of low cloud, 3/10-10/10 at 1,000 feet to 3,000 feet. Visibility: 1 to 2 miles at first, improving to 10 to 15 miles except in showers. | |
| | 23/10. | 1745. | Eight aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.643 dated 23/10/41 (See relevant form 541). | |
| | | 0115. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: mainly N.N.E. 5 to 10 mph. Weather: frequent showers for first 4 hours becoming fair apart from one or two isolated showers in late afternoon and evening. Cloud: up to 9/10 at 1,000 - 2,000 feet in showery periods at first clearing completely. Becoming 4/10-8/10 at 2,000 feet to 3,000 feet during afternoon and then decreasing to small amounts. Visibility: 5-10 miles improving after dawn to 10-20 miles, but deteriorating to 6-12 miles after dusk. | |
| | 24/10. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: mainly N.N.E'ly 5 to 10 mph. Weather: an occasional shower at first, but frequent showers during afternoon and early evening.. Cloud: clear period at first increasing to 4/10 to 9/10 at 2,000 to 3,000 feet. Visibility: 5 miles at first improving after dawn to 10 to 15 miles except in showers. | |
| | | | The following awards were announced in the London Gazette (24/10/41, No. 35322):- | |
| | | | D.F.C. A/F/O. G.McRINER. D.F.M. 906254. Sgt. FORD, E.J., 937769. Sgt. HEWETT, R.J. | |

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Reference: AIR 27 / 126

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | 1941. | | | |
| HONINGTON. | 25/10. | | Nothing of operational importance occurred.<br>WEATHER: surface wind: mainly N.N.E. 5 to 10 mph. becoming N.W. 10 mph. from about dusk onwards. Weather: frequent showers with bright intervals becoming fair around midday. Cloud: occasional decreases but practically 10/10 at 3,000 feet lowering to 1,000 to 2,000 feet in showers. Visibility: 5 to 10 miles improving to 10 to 15 miles except in showers and decreasing after dusk to 2 to 4 miles. | |
| | 26/10. | 1800. | Eight aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.646 dated26/10/41 (See relevant form 541) | |
| | | 0140. | All aircraft returned safely.<br>WEATHER: Surface wind: mainly north=westerly 15 to 20 mph. but during the afternoon 20 to 25 mph. with gusts of 35 mph. Weather: frequent showers during most of the period with fair intervals. Cloud: 9/10 to 10/10 total cloud during whole day. 7/10 to 10/10 at heights from 500 to 2,500 ft. until 0800 hours, then no low cloud until early afternoon, but very variable amounts from then until end of period. Visibility: 4 to 6 miles for most of period but a temporary deterioration to 2,000 to 4,000 yards during afternoon. | |
| | 27/10. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: North=westerly at first gradually veering to west by the end of period. 15 to 20 mph. throughout period. Weather: overcast for greater part of period, 8/10 to 10/10 at 2,000 feet lowering to 1,000 to 1,500 feet during showers. Visibility 2 miles until dawn then gradually improving to 12 miles by afternoon. Becoming 6 miles after dusk. | |

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Reference:- AIR 27 / 126

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 28/10. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: mainly north-westerly 15-20 mph. to dawn, then gradually increasing to 25-30 mph. by midday, falling off to 15-20 mph. in afternoon and evening. Gusty, especially during hours of daylight. Weather: mainly cloudy with occasional showers. Cloud: 6/10-9/10 at 2,000-3,000 feet, until midday, variable amounts in the afternoon, becoming 10/10 at 1,200 feet during end of period. Visibility: 6-12 miles. | |
| | 29/10. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: north-westerly 20-25 mph. to midday, 10-15 mph. in the afternoon and increasing to 25-30 mph. for last few hours. Gusty at times. Weather: cloudy with showers of rain, hail and snow. Cloud: very variable amounts at 1,500-2,500 feet to midday then 8/10-10/10 total cloud to end of period with 6/10-9/10 low cloud at 1,000-2,000 feet. Visibility: 6-12 miles except in showers. | |
| | 30/10. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: northerly 20-25 mph. to dawn, then backing to north-west and slowly moderating to 10 mph. Weather: cloudy with occasional showers. Cloud: very variable amounts of low cloud at 2,000-3,000 feet with much medium cloud above. Total cloud 8/10-10/10. Visibility: mainly 6 miles to dusk then deteriorating slowly to 4,000 yards. | 1 |

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Reference:- AIR 27 / 126

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 31/10. | | Nothing of operational importance occurred.<br>WEATHER: North-north-west 8-12 mph. to dawn then veering to north-easterly and moderating slightly after dusk. Weather: fair with occasional showers but some fine intervals. Cloud: 4/10-8/10 generally, at 3,000 feet, but some temporary increases to 8/10-10/10 during showery periods. Visibility: 4,000 yards until dawn then improving to 6-12 miles during thr day. Becoming 4 miles after dusk.<br><br>During the course of the month, the Squadron was re-equipped with Wellington Mark III aircraft (Hercules engines). | |

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Reference:- AIR 27 / 126

Wt. 44785/M214. 100M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DATE:- 3/4th OCTOBER, 1941.

DETAIL OF WORK CARRIED OUT.

From ~~hrs.~~ / / to ~~hrs.~~ / / 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 Mk 1C. No.8854. | P/O SAUNDERS<br>SGT. CAWDRON<br>SGT. HALE<br>SGT. CROSBIE<br>SGT. BLAYDON<br>P/O LODGE. | Attack Docks and Shipping at DUNKIRK. | 1906 | 2057 | Docks identified and bombs seen to burst in the vicinity of Docks 5 and 6. A fire started in some sheds. | Y 211 |
| 1757 | SGT. BULFORD<br>SGT. POTTER<br>SGT. POLLARD<br>SGT. DARLING<br>SGT. CALVER<br>SGT. HACK. | do. | 1908 | 2112 | Bombs dropped in Dock area, though exact postition not pinpointed. No results seen. | |
| DATE:- 10/11th OCTOBER, 1941. | | | | | | |
| WELLINGTON Mk 1C. 8854. | P/O SAUNDERS<br>SGT. HUBBERT<br>SGT. HALE<br>SGT. CROSBIE<br>SGT. CAULDRON<br>P/O LODGE. | Attack Docks and shipping at ROTTERDAM | 2307 | 0245 | seen to burst on<br>Bombs dropped and/believed ~~xx~~ bridge over River LEK about 10 miles E. of ROTTERDAM. | Y 212 |
| 8856 | SGT. DALGLIESH<br>P/O ELLIOTT<br>SGT. COULSON<br>SGT. ONIONS<br>SGT. SHUTTLEWORTH<br>SGT. BROWN | do. | 2304 | 0445 | Bombs see to burst along river E. of ROTTERDAM<br>Crashed on landing at KNETTISHALL 5 miles N.E. of base. | |
| DATE:- 11/12th OCTOBER, 1941. | | | | | | |
| WELLINGTON Mk. 1C 8854 | P/O WILGAR ROBINSON,<br>P/O McKENZIE<br>P/O BULLOCK<br>SGT. DARTNALL<br>SGT. QUICK<br>SGT. SMITHSON. | Attack EMDEN "B" | 1843 | 2249 | Primary not attacked owing to 10/10 cloud. Bombs dropped on LEER, bursts seen in built up area. | Y 213 |

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Reference:- AIR 27 / 126

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| | 11/12th OCTOBER 1941. (Cont) | | | | | |
| WELLINGTON Mk. III 3288 | SGT. CASEY<br>SGT. SHORT<br>SGT. MILDON<br>SGT. DUNCUM<br>SGT. HOOPER<br>SGT. STANSFIELD | Attack EMDEN "B" | 1851 | 2325 | Bombed believed within one mile of target, cloud prevented bursts being seen. | Y 213 |
| 3226 | SGT. CARTER.<br>P/O HODGES<br>SGT. LEONARD<br>SGT. CAWDRON<br>SGT. BLAYDON<br>SGT, VIVIAN. | do | 1902 | 2311 | Bombed in one stick, saw bursts but no other results. | |
| 3227 | F/Lt WATTS<br>SGT. CEHA<br>SGT. LLOYD<br>SGT. VICKERS<br>SGT. MASON<br>SGT. DAVIDSON. | do. | 1900 | 2304 | Owing to engine trouble bombed flak concentrations believed about 2 miles E. of EMDEN on DORTMUND - EMS Canal. Bomb flashes seen but no other results. | |
| 3276 | SGT. BOWEN<br>SGT. SHAW<br>SGT. GALER<br>SGT. SWIDERSKI<br>SGT EDWORTHY<br>SGT. MAXIM. | do. | 1903 | 2151 | Rear turret U/S and bombs jettisoned alive at TERSCHELLING. | |
| | DATE:- 12/13th OCTOBER, 1941. | | | | | |
| WELLINGTON Mk. III. 3227 | SGT. WILMOT<br>SGT. ANDERSON<br>SGT. WELCH<br>SGT. SHEPHERD<br>SGT. CASSIDY<br>SGT. WEBBORN. | Attack Docks and shipping at BOULOGNE. | 1859 | 2310 | Bombed in target area between Docks 6 and 4. No results seen. | Y 214. |
| 8854 Mk. IC. | P/O SAUNDERS<br>SGT. HUBBERT<br>SGT. HALE<br>SGT. CROSBIE<br>SGT. HIGGINS<br>P/O LODGE. | Attack BREMEN "B" | 1848 | 0021 | Bombed position believed target and river. Bursts seen, no other results. | |
| Mk. III 3289 | S/L INNESS<br>F/L SEARBY<br>P/O PEEL<br>SGT, POFF, SGT. ELGIE, SGT WELCH. | do. | 1959 | 0048 | Picked up Docks and dropped bombs in two sticks Burst seen, no other results. | |

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| | | | | | | |
|---|---|---|---|---|---|---|
| | SGT. HIGGINS<br>P/O LODGE. | | | | | |
| Mk. 111<br>3289 | S/L INNESS<br>F/L SEARBY<br>P/O PEEL<br>SGT, POFF, SGT. ELGIE, SGT WELCH. | do. | 1959 | 0048 | Picked up Docks and dropped bombs in two sticks Burst seen, no other results. | |

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

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Date:- 12/13th OCTOBER 1941. (Cont)

From ___ hrs. ___/___/___ to ___ hrs. ___/___/___

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<br>Mk. 111<br>3288 | SGT. BULFORD<br>SGT. POTTER<br>SGT. POLLARD<br>SGT. DARLING<br>SGT. CALVER<br>SGT. RUSHTON. | Attack<br>BREMEN "B" | 1951 | 0036 | Bombs believed to have burst in target area. 1000lb bomb appeared to burst among buildings just S.E. of target, causing a big explosion. | Y 214 |
| 3276 | SGT. BOWEN<br>SGT. SHAW<br>SGT. GALER<br>SGT. SWIDERSKI<br>SGT. EDWORTHY<br>SGT. MAXIM | do | 1937 | 2355 | Bombed believed target area, but bombs burst not seen owing to haze and cloud. Hit by heavy Flak. | |
| 3275 | SGT. BOSHER<br>SGT. VICKERS<br>P/O INSCH<br>SGT. CAMERON<br>SGT. LUSHER<br>SGT. NELMS | do. | 1931 | 0026 | Bombed in the vicinity of river probably S. of target. Saw burst and incendiaries started small fires on what appeared to be a long line of buildings. | |
| DATE:- 14/15th OCTOBER, 1941. | | | | | | |
| WELLINGTON<br>8854<br>Mk.1C | P/O SAUNDERS<br>P/O ELLIOTT<br>SGT. HALE<br>SGT. CROSBIE<br>SGT. IRVING<br>P/O LODGE | Attack<br>NURNBERG "A" | 2308 | 0138 | Primary not attacked owing to Wireless, T.R.9, and Blower being U/S. Bombs dropped on OSTEND Docks, starting a large fire. | Y 215 |
| Mk. 111<br>3289 | S/L INNESS<br>P/O MCKENZIE<br>P/O PEEL<br>SGT. POFF<br>SGT. ELGIE<br>SGT. WELCH | do. | 2323 | 0605 | Bombed on E.T.A. owing to 10/10 cloud. No results seen. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington. | Date:- 14/15th OCTOBER 1941. (Cont) | | | | | |
| Mk,111 3226 | SGT. CARTER<br>P/O HODGES<br>SGT. LEONARD<br>SGT. CAWDRON<br>SGT. CALDWELL<br>SGT. VIVIAN | Attack NURNBERG "A" | 2338 | 0448 | Primary not attacked due to cloud and icing. Bombs dropped on Flak concentration believed to be TRIER. | Y 215 |
| 3228 | SGT. CASEY<br>SGT. DAVIDSON<br>SGT. MILDON<br>SGT. DARLING<br>SGT. HOOPER<br>SGT. STANSFIELD | do. | 2326 | 0625 | Bombs dropped in target area, where one big fire was burning. Fire seemed to be giving off flashes for 10 minutes. | |
| 3275 | SGT. BOSHER<br>SGT. VICKERS<br>P/O INSCH<br>SGT. CAMERON<br>SGT. LUSHER<br>SGT. NELMS | do. | 2325 | 0105 | Reached Dutch coast above cloud. Inter Com U/S Bombs jettisoned. | |
| | Date:- 20/21st October 1941. | | | | | |
| Wellington Mk. 1C 8854 | SGT. DALGLEISH<br>P/O. BROOKE<br>SGT. COULSON<br>SGT. ONIONS<br>SGT. HUTCHINSON<br>SGT. BROWN | Attack BREMEN 'A' | 1824 | 0010 | Believed to have bombed about ½ mile West of target. Bursts seen. | Y 216 |
| Mk.III 3289 | S/L. INNESS<br>P/O. McKENZIE<br>P/O. PEEL<br>SGT. POFF<br>SGT. ELGIE<br>SGT. WELCH | do. | 1825 | 2334 | Believed to have bombed target area, no bursts seen. | |
| 3288 | SGT. CASEY<br>P/O. HODGES<br>SGT. MILDON<br>SGT. SINGLETON<br>SGT. DARTNALL<br>SGT. LOVIS | do. | 1826 | 2359 | Bombs seen to burst about one mile E. of target | |

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Wt. 44795/4234. 300M. 1/40. H.G.S. 51—6059

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

# OPERATIONS RECORD BOOK.

Date:- 20/21st October, 1941 (cont.)

DETAIL OF WORK CARRIED OUT.

From ---hrs. ---/---/--- to ---hrs. ---/---/---

By 9 Sqdn.

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

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk. III 3281 | SGT. LUCAS<br>P/O. ELLIOTT<br>SGT. HENRY<br>SGT. HILL<br>SGT. HIGGINS<br>SGT. CLOTHIER | Attack BREMEN 'A' | 1850 | 2007 | Bombs jettisoned owing to engine trouble. Returned early. | Y 216 |
| 3275 | S/L. TURNER<br>SGT. RILEY HAWKINS<br>SGT. SCHUMM<br>SGT. WALKER<br>SGT. HOWORTH<br>SGT. JAMES | do. | 1840 | 0024 | Overshot BREMEN, and attacked HAMBURG. Saw bursts but no other results. | |
| 3226 | SGT. ROBERTS<br>SGT. PENDLETON<br>SGT. TARBITTEN<br>SGT. ATKINS-TALLENTYRE<br>SGT. SKIDMORE<br>SGT. DORRELL | do. | 1842 | 0006 | Bombs believed to have dropped about 5 miles N.W. of BREMEN. Bursts seen. | |
| 3552 | SGT. BULFORD<br>SGT. TAYLOR<br>SGT. POLLARD<br>SGT. DARLING<br>SGT. CALVER<br>SGT. RUSHTON | do. | 1830 | 2354 | Bombs jettisoned alive, 30miles S.W. of HOYA owing to mechanical trouble. | |
| 3227 | SGT. WILMOT<br>SGT. BOSHER<br>SGT. WELCH<br>SGT. SHEPHERD<br>SGT. CASSIDY<br>F/SGT. WEBBORN | do. | 1832 | 2325 | Bombed target area, probably West of aiming point Bursts seen. | |
| 3276 | SGT. BOWEN<br>SGT. SHAW<br>P/O. INSCH<br>SGT. SWIDERISKI<br>SGT. STUFFIN<br>SGT. SMITHSON | do. | 1831 | 0002 | Bombed target area, bursts not actually seen. | |

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Reference:- AIR 27 / 126

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON | **Date 23/24th October 1941.** | | | | | |
| Mk. 10 | P/O. ELLIOTT | Attack Docks & Shipping at LE HAVRE | 1750 | 2349 | Bombed in one stick across Dock area; bursts seen, but no other results. | Y 217 |
| 8854 | SGT. VICKERS H.L. | | | | | |
| | SGT. STEVENS | | | | | |
| | SGT. CAMERON B.H. | | | | | |
| | SGT. LUSHER | | | | | |
| | SGT. WATERSON | | | | | |
| Mk. III | | | | | | |
| 3289 | P/O. McKENZIE | do. | 1806 | 2149 | Bombed in one stick across docks. Bursts seen, and one fire seen burning on departure. | |
| | SGT. PARSONS | | | | | |
| | P/O. DOW | | | | | |
| | SGT. ARNOLD | | | | | |
| | SGT. CAMERON J.D. | | | | | |
| | SGT. DANIEL | | | | | |
| 3352 | P/O. HODGES | do. | 1808 | 2201 | Bombed in one stick, and saw bursts near Docks 6 and 7. Incendiaries also seen burning. | |
| | SGT. CARTWRIGHT | | | | | |
| | SGT. SHORT | | | | | |
| | SGT. ATKINS-TALLENTYRE | | | | | |
| | SGT. LAMB | | | | | |
| | SGT. McLEOD | | | | | |
| 3226 | P/O. WILGAR-ROBINSON | Attack Floating Docks at KIEL. | 1817 | 2023 | Primary not attacked owing to combat with E/A enemy fighter. Rear Gunner claims to have shot E/A down in spite of own Gun turret being U/S. Bombs jettisoned in Sea. | |
| | SGT. FIELDING | | | | | |
| | P/O. BULLOCK | | | | | |
| | SGT. DARTNALL | | | | | |
| | SGT. CHADWICK | | | | | |
| | SGT. HAYWOOD | | | | | |
| 3288 | SGT. BULFORD | do. | 1808 | 0107 | Bombs dropped in believed HAMBURG area. Primary not being attacked owing to 10/10 cloud. | |
| | SGT. TAYLOR A.F. | | | | | |
| | SGT. POLLARD | | | | | |
| | SGT. DARTNALL | | | | | |
| | SGT. CALVER | | | | | |
| | SGT. RUSHTON | | | | | |
| 3275 | SGT. BOWEN | do. | 1811 | 0110 | Bombed on E.T.A. No results seen. | |
| | SGT. GREEN | | | | | |
| | P/O. INSCH | | | | | |
| | SGT. SWIDERSKI | | | | | |
| | SGT. STUFFIN | | | | | |
| | SGT. SMITHSON | | | | | |

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SGT. SMITHSON

Wt. 44785/4314. 300M. 3/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

Date 23/24th October 1941

DETAIL OF WORK CARRIED OUT.

From hrs. / / to hrs. / /

By 9 Squadron.

No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk. III 3276 | SGT. WILMOT<br>SGT. SILVER<br>SGT. WELSH<br>SGT. SHEPHERD<br>SGT. CASSIDY<br>F/SGT. WEBBORN | Attack Floating Docks at KIEL. | 1814 | 0006 | Bombed Flak and Searchlight concentrations North of target area. No results seen. | Y 217 |
| 3277 | F/Lt. WATTS<br>SGT. CEHA<br>SGT. LLOYD<br>SGT. VICKERS T.<br>SGT. MASON<br>SGT. DAVIDSON | do. | 1820 | 0125 | Bombs dropped in target area, and glow of fires seen on clouds. Landed at WADDINGTON. | |
| Date 26/27th October 1941. | | | | | | |
| Mk. 1C | P/O. WILGAR-ROBINSON<br>SGT. FIELDING<br>P/O. BULLOCK<br>SGT. DARTNALL<br>SGT. CHADWICK<br>F/SGT. CARTER | Attack HAMBURG 'B' | 1804 | 0135 | Bombs seen to burst in vicinity of aiming point | Y 219 |
| Mk.III 3289 | S/L. INNESS<br>F/L. GOLDIE<br>P/O. PEEL<br>SGT. POFF<br>SGT. ELGIE<br>SGT. WELCH | do. | 1806 | 2331 | 10/10 cloud over target area. Bombs dropped in centre of flak area, and bursts seen. Attacked by JU 88, but result of combat inconclusive. | |
| 3277 | F/Lt. WATTS<br>SGT. CEHA<br>SGT. LLOYD<br>SGT. VICKERS<br>SGT. MASON<br>SGT. DAVIDSON | do. | 1815 | 0009 | Bombs dropped on estimated aiming point. Bursts seen, and one very large fire, with explosions, in centre seen for a considerable time later. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk. III 3288 | SGT. CARTER<br>SGT. DOUGHTY<br>SGT. HOW<br>SGT. MERRY<br>F/SGT. CLAYES<br>SGT. VIVIAN | Attack HAMBURG 'B' | 1812 | 1935 | Returned early owing to failure of oxygen in Rear Turret. Bombs jettisoned 50 mls. East of SOUTHWOLD. | Y 219 |
| 3352 | SGT. BULFORD<br>SGT. ROGERS<br>SGT. POLLARD<br>SGT. DARLING<br>SGT. CALVER<br>SGT. RUSHTON | do. | 1805 | 2343 | Bombs dropped in vicinity of target, and seen to burst. Fires seen starting S. of Docks, on leaving target. | |
| 3275 | SGT. BOWEN<br>SGT. GREEN<br>P/O. INSCH<br>SGT. SWIDERSKI<br>SGT. STUFFIN<br>SGT. HAWKINS | do. | 1807 | 0031 | Bombs dropped in target area, possiblt HARBURG, and bursts seen. | |
| 3281 | SGT. LUCAS<br>SGT. CROSS<br>SGT. HENRY<br>SGT. HILL<br>SGT. BANKS<br>SGT. CLOTHIER | do. | 1810 | 1919 | Returned early owing to inter-comm. and radio failure. Bombs jettisoned. | |
| 3276 | SGT. WILMOT<br>SGT. SILVER<br>SGT. WELCH<br>SGT. SHEPHERD<br>SGT. CASSIDY<br>F/SGT. WEBBORN | do. | 1808 | 2315 | Primary not attacked, caught in heavy flak and searchlight concentration over large town, believed to be BREMEN. Bombs dropped, but result not seen. | |

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

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

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 1/11. | 1730. | Eight aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.651 dated 1/11/41 (See relevant form 541). | 1 |
| | | 0130. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: mainly north-easterly 8-12 mph., but increasing slightly towards the end of period. Weather: cloudy, with occasional showers. ~~XXXXXXXX~~ Cloud: 8/10-10/10 at 2,000 to 3,000 feet. Visibility: 4-6 miles, improving to 12 miles from dusk to end of period. | |
| | 2/11. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: north-north-easterly, 10 to 15 miles per hour. Weather: showery. Cloud: 8/10-10/10 at 2,000 feet to 4,000 feet, but lower in showers. Visibility: 8 to 12 miles, but 4 to 6 miles in showers. | |
| | 3/11. | 1800. | Four aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.652 dated 3/11/41 (See relevant form 541). | |
| | | 2125. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: North to north-east, during the forenoon, becoming north-north-westerly in the afternoon, 5 to 10 mph. Weather: slight rain during the early morning, cloudy with showers during the afternoon. Cloud: generally 7/10 to 9/10 at 1,500 to 4,000 feet. Visibility: 8 to 12 miles. | |



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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 4/11. | | Nothing of operational importance occurred.<br>WEATHER: continuous slight rain during the early morning, becoming cloudy. Cloud: generally 9/10 at 2,000 to 4,000 feet, but 1,500 feet in rain. Visibility: 6 to 10 miles. Surface wind: north-easterly, 5 to 10 mph. | |
| | 5/11. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: west-north-westerly, becoming west-south-westerly in the evening, 5 to 10 mph. Weather: generally cloudy, becoming fine for a short period during the evening, then foggy. Cloud: generally 9/10-10/10 at 3,000 feet until evening, then cloud dispersing. Visibility: 2 to 6 miles generally, reduced to 600 yards in fog. | |
| | 6/11. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: west-south-west generally, gusty, 10 to 20 mph. Weather: foggy at first, cloudy during the day, rain in the late evening. Cloud: 9/10-10/10 at 2,000 to 5,000 feet. Visibility: 6 to 10 miles, but 1,000 yards in fog. | |
| | 7/11. | 1750 | Ten aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 656 dated 7//11/41 (See relevant form 541). | |
| | | 0135. | All aircraft returned safely.<br>WEATHER: Surface wind: west-north-westerly, 10 to 20 mph. Weather: fine. Cloud: little orno cloud. Visibility: 4 to 10 miles. | |
| | 8/11. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: westerly, 5 to 10 mph., falling calm during evening. Weather: fine, becoming foggy late in the evening. Cloud: little or none. Visibility: 2,000 to 4,000 yards during the early morning, improving during the day to 5 to 10 miles, but reduced in fog to 900 yards. | |

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Weather: fine, becoming foggy late in the evening. Cloud: little or none.
Visibility: 2,000 to 4,000 yards during the early morning, improving during the day to 5 to 10 miles, but reduced in fog to 900 yards.

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | ~~8/11~~. | | ~~Nothing of operational importance occurred~~ | |
| | | | ~~WEATHER: Surface wind:~~ | |
| | 9/11. | 1730. | Seven aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 658 dated 9/11/41 (See relevant form 541). | |
| | | 0030. | Six aircraft returned safely. Wellington III X.3280 (P/O. WILGAR-ROBINSON and crew) failed to return. This aircraft was detailed to attack a target in HAMBURG. A message "N.G.Z" was received from the aircraft at 19.52 hours. At 20.19 hours an "S.O.S" was sent out by the aircraft and a third class fix "H.L.K.L 5719" was obtained on HULL. At 20.47 hours a second class fix "R.L.P.A. 0840" was obtained on HULL. At 21.00 hours a message "S.O.S cancelled" was received by HULL, who obtained a first class fix "H.L.K.L. 1405". After that, no further messages were received from the aircraft, and nothing has been heard of it since. | |
| | | | Wellington III X.3287 (Captain Sgt. BOSHER), after returning from its operational mission, was being dispersed for the night, when No. 1148222. AC2.DAVIES, S. (Flight Mechanic (E)), a member of the ground crew, was struck by an airscrew. He was severely injured and taken to the West Suffolk General Hospital, Bury St. Edmunds. He was taken off the "D.I." list at a later date. | |
| | 11. | | Wellington III X.3352 (SGT. PENDLETON and crew) crashed on return from operations, at EAST WRETHAM, and was completely wrecked and burnt out. The whole crew were injured and taken to Hospital for treatment. | |
| | | | WEATHER: Surface wind: light south-easterly at first, increasing to 10 to 15 mph. later in the day. Weather: foggy in the very early morning, becoming generally cloudy with fair periods late in the day. Cloud: no low cloud, varying amounts of medium cloud. Visibility: 900 yards in fog, improving during the day to 8 to 12 miles | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 10/11. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: south-east to east-south-easterly, 15 to 20 mph., moderating towards end of day. Weather: cloudy, with periods of continuous rain during the forenoon, becoming intermittent during the afternoon with fair periods in the leter evening. Cloud: no low cloud at first, becoming 10/10 at 2,000 feet, lowering to 200 ft. in rain or drizzle, lifting again towards the end of the day. Visibility: 8 miles at first, deteriorating to 2,000 to 4,000 yards in drizzle. | |
| | 11/11 | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: variable at first, becoming light south-easterly, and later becoming north-easterly 10 to 15 mph. Weather: cloudy with intermittent light rain during the forenoon, continuous moderate rain from 1800 hours. Cloud: generally 10/10 at 3,000 feet lowering to less than 500 feet in rain. Visibility: 8 miles at first reduced to 2,000 to 4,000 yards in rain. | |
| | 12/11. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: variable. Generally light. Weather: continuous rain or drizzle until 0700 hours, then cloudy, rain re-commencing at 1700 hours and continuing for the remainder of the day. Cloud: 10/10 at 400 feet in rain, lifting to 2,000 feet during the afternoon, but lowering again in rain. Visibility: 1,500 to 2,000 yards. | |
| | 13/11 | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light north or north-easterly. Weather: continuous light rain or drizzle for the greater part of the day, with poor visibility and fog during the evening. Cloud: generally 10/10 at 400 to 800 feet. Visibility: generally 1,000 to 2,000 yards, but reduced to 500 yards in the evening. | |

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generally 2,000 to 2,000 yards, but reduced to 500 yards in the evening.

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

No. of pages used for day

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | ~~1941.~~ | | | |
| HONINGTON. | 14/11. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: light variable at first, becoming NE'ly 5 to 10 mph. Weather: foggy at first. Cloudy with a period of drizzle during the evening. Later becoming fine. Cloud: mainly 10/10 at 1,000 to 2,500 feet dispersing late in the evening. Visibility: reduced to 90 yards in fog, improving occasionally to 1,200 yards. | |
| | 15/11. | 1740. | Three aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.661 dated 15/11/41 (See relevant form 541). | |
| | | 2345. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: easterly, 5 to 15 mph., becoming light Southerly. Weather: fine at first, becoming cloudy with fine intervals, fine later in the evening. Cloud: little or none at first, becoming mainly 10/10 at 3,000 feet dispersing completely later. Visibility: 2-4 miles, improving to 8-10 miles. | |
| | 16/11. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: south-easterly, light at first, gradually increasing to 15 25 mph. Weather: fine and frosty, becoming overcast with periods of continuous rain or drizzle. Cloud: little or none at first, becoming 7/10 to 10/10 at 1,000 ft. lowering in rain or drizzle. Visibility: 2 to 6 miles. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 17/11. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: generally south-westerly, 20 to 25 mph. Weather: fine at first, becoming cloudy with periods of rain during the afternoon, with fair periods late in the evening. Cloud: small amounts of low cloud at first, variable amounts at 4/10 to 10/10 at 2,000feet to 3,000 feet lowering in rain. Visibility: 4 to 10 miles. | |
| | 18/11. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: west to south-west, 10 to 20 mph. gradually falling calm. Weather: fair or fine, becoming cloudy late in the afternoon. Cloud: generally small amounts of low cloud, increasing amounts of medium later. Visibility: during the day 8 to 10 miles, deteriorating to 1,500 yards after dark. | |
| | 19/11. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: calm or light variable less than 5 mph. Weather: cloudy, slight mist with occasional rain. Fog after dusk. Cloud: mainly 8/10-10/10 at 1,000 to 3,000 feet. Medium cloud above. Visibility: 2 to 4 miles in day, but reduced to below 1900 yards in fog. | |
| | 20/11. | | Nothing of operational importance occurred. Air firing practice carried out over the Wash.<br>WEATHER: Surface wind: southerly 10 mph. Weather: cloudy, slight mist. Some rain or drizzle in late morning. Cloud: mainly 10/10 below 1,000 feet in morning, lifting and breaking to 5/10-8/10 later at 2,000 - 3,000 feet, medium cloud above. Visibility: 1,000 to 2,000 yards in morning becoming 2-5 miles in afternoon. | |

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... yards in morning becoming 2-5 miles in afternoon.

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 21/11. | | Nothing of operational importance occurred. The London Gazette (No. 35353) announced the following awards: Distinguished Flying Cross - S/ Ldr. R.S.J.EDWARDS, F/L. R.G.WILBERFORCE, P/O. K.E.ROBINSON and Distinguished Flying Medal - 549957. Sergt. HAYWOOD, C.H. WEATHER: Surface wind: SSE'ly, 10 mph. Weather: cloudy with slight mist. Some rain or drizzle in late afternoon becoming fine after dusk with slight mist. Cloud: mainly 10/10 at 500-1,000 feet dispersing after dusk. Visibility: 2-5 miles. | |
| | 22/11. | | Bombing practice carried out at BERNERS HEATH. Nothing of operational importance occurred. WEATHER: Surface wind: SSE'ly 0-5 mph. at first, increasing to 10-15 mph. during morning and reaching 20 mph. about dusk falling later 10-15 mph. Weather: cloudy with slight mist. Fog clearing by dawn. Cloud: variable amounts low cloud. Mainly 5-9/10 after dark at 7,000 feet. Much medium and high cloud above. Visibility: 1-200 yards in fog, otherwise 2-5 miles. | |
| | 23/11. | 1724. | Five aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 665 dated 23/11/41 (See relevant form 541). | |
| | | 2010. | All aircraft returned safely. WEATHER: Surface wind: SE'ly veering gradually to SW'ly 5-10 mph. Weather: cloudy with slight mist, becoming fair during the morning but cloudy again after 2100 hrs. Cloud: 10/10 at 4-6,000 feet at first, gradually breaking and dispersing during the morning. Medium and high cloud persisting. Visibility 4-6 miles decreasing to 2-4 miles in the afternoon and thereafter. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 24/11. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: SSW'ly, 10-15 mph. Weather: cloudy with slight mist. Cloud: variable low cloud, 5/10-10/10 generally 1-3,000 ft. but 4-7,000 feet in early hours of morning. Visibility: 1-4 miles. | |
| | 25/11. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: SSW'ly 10 mph. veering gradually to Westerly and decreasing to calm in late evening. Weather: cloudy with slight mist becoming fair at dusk then foggy. Some rain in late morning. Cloud: mainly 10/10 at 1-3,000 feet in morning dispersing in afternoon. Some medium and high cloud above dispersing by dusk. Visibility: 2-6 miles in morning. 2 miles in afternoon, becoming 800 ft. in fog. | |
| | 26/11. | 1720. | Five aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 668 dated 26/11/41 (See relevant form 541). | |
| | | 2315. | All aircraft returned safely.<br>WEATHER: Surface wind: SSW'ly 0-5 mph. increasing gradually to 10 mph. by midday. Weather: foggy before dawn gradually coming cloudy with slight mist by late morning. Cloud: no low cloud. No medium cloud till 0800 hours then mainly 10/10 medium and high cloud. Visibility: 700 yards in fog improving gradually to 1-4 miles. | |
| | 27/11. | 1715. | Ten aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.669 dated 27/11/41 (See relevant form 541). | |
| | | 2230 | Nine aircraft returned safely to base, but Wellington X.3287(Sgt. RAMEY and crew) crashed in sea off HERNE BAY on return journey. Two of the crew were killed - R.61790. Sgt. Armstrong, G. (2nd pilot) and 1050632. Sgt. BILSBOROUGH, P.W. (Rear Gunner). Three other members of the crew were injured - CAN.67847. Sgt. RAMEY, W.T., (Captain); 910498.Sgt. AMPHLETT, J. (Observer) and 1177167. Sgt. STEVENS, K.W. (W/Operator). They were admitted to Victoria Hospital, Herne Bay, and later transferred to Station Sick Quarters, Honington. | |

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(Rear Gunner). Three other members of the crew were injured - CAN.67847. Sgt. RAMEY, W.T., (Captain); 910498.Sgt. AMPHLETT, J. (Observer) and 1177187. Sgt. STEVENS, K.W. (W/Operator). They were admitted to Victoria Hospital, Herne Bay, and later transferred to Station Sick Quarters, Honington.

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 27/11 | (contd). | WEATHER: Surface wind: Southerly 10-15 mph. Weather: clpudy. Slight mist till dawn and again in evening. Cloud: mainly 10/10 at 1-2,000 feet in morning but variable amounts in afternoon. Medium cloud above. Visibility: 2 miles at first improving to 6-10 miles in day and falling to 2-5 miles at night. | |
| | 28/11 | | Nothing of operational importance occurred.<br>WEATHE R: Surface wind: southerly 5-10 mph. backing gradually to Easterly and becoming 1-4 mph. in afternoon. Weather: cloudy with slight mist at first, becoming cloudy with slight or moderate drizzle after 0500 hours and generally poor visibility and fog persisting after midday. Cloud: mainly 10/10 low cloud at 1,500 feet lowering rapidly to below 400 feet. Cloud base varying from surface to 1,000 feet after midday. Visibility: 4 miles at first, deteriorating to below 1,000 yards in late morning. 200-1,000 yards during rest of period. | |
| | 29/11 | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: E E becoming ENE 5-10 mph. Weather: fog at first, then cloudy with slight mist and periods of drizzle in afternoon and evening. Cloud: 10/10 at 1-2,000 feet with some fragments at 5-600 feet at times. Visibility: below 1,000 yards early, improving to 2 miles in morning but deteriorating to 1-2,000 yards afterwards. | |



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Page No.

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 30/11. | 1720. | Two aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. (See relevant form 541). | |
| | | 2250. | Both aircraft returned safely. | |
| | | | WEATHER: Surface wind: NE'ly 5-10 mph. falling calm at dusk, but becoming light variable after 2000 hours. Weather: mainly cloudy, with fog forming after dusk. Cloud: mainly 10/10 at 2,000 feet lifting and dispersing after dusk. 10/10 on surface in fog. Visibility: 2 miles improving in morning to 4-8 miles but deteriorating towards dusk to 1-2 miles and falling to 100 yards in fog. | |

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Wt. 44765/4514. 100M. 1/42. H.G.S. 51—6059

Appendix: R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Date 1/2nd. November, 1941

From ---hrs.---/---/--- to ---hrs.---/---/---

By 9 Squadron

No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| LLINGTON Mk.III 3281 | SGT. DALGLEISH<br>P/O. BROOKE<br>SGT. COULSON<br>SGT. STEVENS<br>SGT. ONIONS<br>SGT. BROWN | Attack KIEL 'A' | 1744 | 0021 | Bombed in one stick on E.T.A. No bursts or results seen. | Y 220 |
| 3275 | S/L. TURNER<br>SGT. RILEY-HAWKINS<br>SGT. SCHULEM<br>SGT. WALKER<br>SGT. HOWARTH<br>SGT. JAMES | do | 1756 | 0005 | Bombed on E.T.A. No results seen. | |
| 3283 | SGT. BOWEN<br>SGT. GREEN<br>P/O. INSCH<br>SGT. SWIDERSKI<br>SGT. STUFFIN<br>SGT. HARIM | do. | 1754 | 2345 | Bombed on D.R. believed KIEL Area. No results seen. | |
| 3276 | SGT. WILMOT<br>SGT. SILVER<br>SGT. WALSH<br>SGT. SHEPHERD<br>SGT. CASSIDY<br>SGT. WEBBORN | do. | 1757 | 0336 | Bombed shipping off SYLT. Five bursts seen near two ships. Attacked by enemy a/c 5 mls. S. of SYLT. Petrol tank holed, and fire in Port engine. | |
| 3277 | F/Lt. WATTS<br>SGT. PEARSON<br>SGT. LLOYD<br>SGT. VICKERS<br>SGT. MASON<br>SGT. DAVIDSON | do. | 1752 | 0136 | Bombed target area, but no results seen. | |
| 3289 | P/O. McKENZIE<br>SGT. EARNS<br>P/O. JOW<br>SGT. ARNOLD<br>SGT. BURN<br>SGT. DANIELS | Attack Docks & Shipping at LE HAVRE | 1732 | 2125 | Bombed on course parallel to Dock 11. Bursts seen | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk.III 3305 | SGT. PENDLETON<br>SGT. [illegible]<br>SGT. JENKINS<br>SGT. SINGERTON<br>SGT. SADLER<br>SGT. NICHOLAS | Attack Docks & Shipping at LE HAVRE | 1729 | 2314 | Bombs dropped across Docks 2 & 3. Bursts seen followed by red explosions. Incendiaries started fires in same area. | Y 220 |
| 3352 | P/O. HODGES<br>SGT. DOUGHTY<br>SGT. SHORT<br>SGT. MERRY<br>SGT. LAMB<br>SGT. McLEOD | do | 1734 | 2123 | Bombs seen to burst across west of Dock 7, and incendiaries started fires just N.E. of same dock. | |
| **Date 3/4th November 1941.** | | | | | | |
| Mark III 3305 | SGT. PENDLETON<br>SGT. CARTWRIGHT<br>SGT. JENKINS<br>SGT. SINGERTON<br>SGT. SADLER<br>SGT. NICHOLAS | Attack Docks & Shipping at BOULOGNE | 1804 | 2041 | Bombs jettisoned safe 60 mls. N. of CALAIS. Unable to identify target owing to 10/10 cloud. | Y 221 |
| 3287 | SGT. BUSHER<br>SGT. RALEY<br>SGT. AMPHLETT.<br>SGT. STEVENS K.<br>SGT. RUTHERFORD<br>SGT. BILSBOROUGH | do. | 1811 | 2047 | Bombs jettisoned safe 45 mls. N. of CALAIS owing to 10/10 cloud over target area. | |
| 3226 | SGT. TAYLOR A.F.<br>SGT. KEARNS<br>SGT. CASPER<br>SGT. MERRY<br>SGT. SANDERS<br>SGT. WATSON | do. | 1808 | 2115 | Bombs jettisoned North of Calais owing to 10/10 cloud over target area. | |
| 3375 | P/O. ELLIOTT<br>SGT. VICKERS<br>SGT. STEVENS D.A.<br>SGT. CAMERON<br>SGT. BUSHER<br>SGT. WATERSON | do. | 1806 | 2102 | Bombs jettisoned safe North of CALAIS owing to 10/10 cloud over target area. | |

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Wt. 44785/4314 100M. 1/40. H.G.S. 51—2059

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

# OPERATIONS RECORD BOOK.

Date 7/8th November, 1941

DETAIL OF WORK CARRIED OUT.

From ..... hrs. ...../...../..... to ..... hrs. ...../...../.....

By 9 Squadron

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

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| INGTON<br>.III<br>3289 | SGT. INNESS<br>SGT. DOUGHTY<br>P/O. PEEL<br>SGT. POFF<br>SGT. ELGIE<br>SGT. WELCH | Attack BERLIN 'G' | 1752 | 0127 | Reached point N. of BERLIN, but unable to locate target owing to 10/10 cloud, returned via the RUHR and bombs dropped on a large red fire. Bombs seen to burst. | Y 222 |
| 3280 | P/O. WILCAR-ROBINSON<br>SGT. FIELDING<br>P/O. BULLOCK<br>SGT. DARTHALL<br>SGT. QUICK<br>SGT. SMITHSON | do. | 1838 | 2003 | Bombs jettisoned on BERNER HEATH owing to all instruments being U/S. | |
| 3226 | SGT. ROBERTS<br>SGT. ROGERS<br>SGT. TARBITTEN<br>SGT. ATKINS-TALLENTYRE<br>SGT. SKEDMORE<br>SGT. DORRELL | do. | 1756 | 0002 | Unable to reach Primary owing to 10/10 cloud and several fires. Bombs dropped on JUTERBOG but no results seen. | |
| 3352 | SGT. GARVIN<br>SGT. RUTHERFORD<br>SGT. SANDON<br>SGT. HOY<br>SGT. CAMPBELL<br>SGT. VIVIAN | do. | 1802 | 2357 | Primary not located owing to 10/10 cloud. Bombs dropped on concentration of light flak 20 mls. W. of MAGDEBURG. No results seen. | |
| 3285 | SGT. WILMOT<br>SGT. SILVER<br>SGT. WELSH<br>SGT. HARDY<br>SGT. SHEPHARD<br>P/SGT. WEBSTER | do. | 1803 | 0053 | Searched for half an hour in target area, and then bombs dropped singly on A.T.A. Flash of 1,000 lb. bomb seen. | |
| 3281 | SGT. DALGLEISH<br>P/O. BROOKE<br>SGT. JOULSON<br>SGT. OLIVER<br>SGT. HUTCHINSON<br>SGT. BROWN | do. | 1757 | 0105 | Bombed believed target area on A.T.A. Bursts not seen. | |

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Reference:- AIR 27 / 126

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| ~~WELLINGTON~~ | | | | | | |
| Mk III | P/O. ELLIOTT | Attack | 2010 | ? | Bombs seen to burst in vicinity of target. | Y. 222 |
| 3283 | SGT. VICKERS | MANNHEIM 'D' | | | Landed at THORNTON on return. | |
| | SGT. STEVENS | | | | | |
| | SGT. BANKS | | | | | |
| | SGT. CAMERON | | | | | |
| | SGT. WATERSON | | | | | |
| 3287 | SGT. BOSHER | Attack Docks & Shipping at OSTEND | 2023 | 2225 | Bombs dropped on target in one stick, and bursts seen. | |
| | SGT. RAMSY | | | | | |
| | SGT. AMPHLETT | | | | | |
| | SGT. STEVENS | | | | | |
| | SGT. RUTHERFORD | | | | | |
| | SGT. BILLSBOROUGH | | | | | |
| 3288 | SGT. PENDLETON. | do. | 2019 | 2254 | Bombs dropped East of main wet Dock, and bursts seen. | |
| | SGT. CARTWRIGHT | | | | | |
| | SGT. JENKINS | | | | | |
| | SGT. SINGLETON | | | | | |
| | SGT. SADLER | | | | | |
| | SGT. NICHOLAS | | | | | |
| 3277 | SGT. TAYLOR A.F. | do. | 2027 | 0057 | Bombs dropped across Dock area, bursts seen and several fires started. | |
| | SGT. ADAMS | | | | | |
| | SGT. JASPER | | | | | |
| | SGT. MERRY | | | | | |
| | SGT. SANDERS | | | | | |
| | SGT. WATSON | | | | | |
| **Date 9/10th November, 1941.** | | | | | | |
| 3280 | P/O. WILLIAMSON | Attack HAMBURG 'B' | 1730 | ? | Attacked target at 1958. S.O.S. sent at 2109, then cancelled, and last message heard from East of HELLIGOLAND. **Failed to return to base.** | Y 223 |
| | SGT. FIELDING | | | | | |
| | SGT. HOY | | | | | |
| | SGT. DARTNALL | | | | | |
| | SGT. QUICK | | | | | |
| | SGT. SMITHSON | | | | | |
| 3288 | SGT. CARTER | do. | 1738 | 2357 | Bombs dropped on Flak and S/L concentration 5 mls N. of HAMBURG. Bombs seen to burst, and incendiaries ignite. | |
| | SGT. DAVIDSON | | | | | |
| | SGT. MILDON | | | | | |
| | F/SGT. CLAYTON | | | | | |
| | SGT. HOOPER | | | | | |
| | SGT. STANSFIELD | | | | | |
| 3206 | P/O. HODGES | do. | 1740 | 2347 | Bombs dropped close to aiming point, bursts seen, and incendiaries started fires, one with a yellowish flame. | |
| | SGT. DOUGHTY | | | | | |
| | SGT. SHORT | | | | | |
| | SGT. POFF | | | | | |
| | SGT. LAMB | | | | | |
| | SGT. McLEOD | | | | | |

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| | | | | | | |
|---|---|---|---|---|---|---|
| 3286 | P/O. HODGES<br>SGT. DOUGHTY<br>SGT. SHORT<br>SGT. POFF<br>SGT. LAMB<br>SGT. McLEOD | do. | 1740 | 2347 | Bombs dropped close to aiming point, bursts seen and incendiaries started fires, one with a yellowish flame. | |

Wt. 44795/4814. 200M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Date 9/10 November, 1941.

From ..... hrs. ...../...../..... to ..... hrs. ...../...../.....

By 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 Mark III | SGT. BOSHER<br>SGT. ARMSTRONG<br>SGT. AMPHLETT<br>SGT. STEVENS<br>SGT. RUTHERFORD<br>SGT. BILSBOROUGH | Attack HAMBURG 'B' | 1732 | 2345 | Bombs dropped about 1½ mls. S.W. of target. Bursts not seen, but incendiaries started reddish fires which appeared to be spreading. | Y 223 |
| 3285 | SGT. WILMOT<br>SGT. SAMPSON<br>SGT. WELSH<br>SGT. SHEPHERD<br>SGT. CASSIDY<br>F/SGT. WEBBORN | do. | 1737 | 2330 | Bombs dropped in one stick in WANDSBECK area. Bursts seen and a fire started with black smoke. | |
| 3283 | P/O. ELLIOTT<br>P/O. HALE<br>SGT. STEVENS<br>SGT. CAMERON<br>SGT. EGLINGTON<br>SGT. WATERSON | do. | 1734 | 0035 | Bombs dropped in one stick, just south of aiming point. Bursts seen. | |
| 3352 | SGT. PENDLETON<br>SGT. CARTWRIGHT<br>SGT. JENKINS<br>SGT. CAWDRON<br>SGT. SADLER<br>SGT. NICHOLAS | do. | 1731 | 2210 | Port Engine hit by heavy flak 15-20 mls. N. of HAMBURG. All bombs dropped in this area, and return journey made on starboard engine only. Crashed landed at EAST WRETHAM and A/C burnt out. No fatal casualties. | |
| 3277 | SGT. TAYLOR<br>SGT. KEAYNS<br>SGT. JASPER<br>SGT. MERRY<br>SGT. SANDERS<br>SGT. WATSON | do. | 1736 | 2321 | Bombed in one stick on concentration of flak and searchlights in N. of town. Bombs seen to burst. | |
| 3305 | SGT. EDDY<br>SGT. OSBORN J.<br>SGT. AUSTIN<br>SGT. BAKER<br>SGT. MILLER<br>SGT. WITTS | do. | 1745 | 2315 | Bombs dropped in target area, south of aiming point. Bursts seen. | |

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Reference:- AIR 27 / 126

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk. III | | | | | | |
| **Date 15/16th November, 1941.** | | | | | | |
| 3318 | SGT. RAMEY<br>SGT. ARMSTRONG<br>SGT. AMPHLETT<br>SGT. STEVENS K.<br>SGT. RUTHERFORD<br>SGT. BILSBOROUGH | Attack Docks & Shipping at BOULOGNE | 1748 | 2100 | Bombs dropped in one stick across Dock Area. Bursts seen. Landed at MILDENHALL on return. | Y 234 |
| 3227 | P/O. BROOKE<br>SGT. LOVELL<br>P/O. HOULT<br>SGT. SEBERRAS<br>SGT. HARRISON<br>SGT. PEACY | do. | 1752 | 2345 | Unable to identify target, bombs jettisoned on BERNERS HEATH. | |
| 3283 | SGT. TELLING<br>SGT. HUBBERT<br>P/O. SAUL<br>SGT. MORRIS<br>SGT. WALKER<br>SGT. AITCHENSON. | do. | 1810 | 2314 | Unable to identify target. Bombs jettisoned safe on BERNERS HEATH. | |
| **DATE 23rd NOVEMBER 1941.** | | | | | | |
| 3287 | SGT. RAMEY<br>SGT. ARMSTRONG<br>SGT. AMPHLETT<br>SGT. STEVENS<br>SGT. RUTHERFORD<br>SGT. BILSBOROUGH. | Attack Docks and shipping DUNKIRK. | 1751 | 1931 | Bombs jettisoned alive 51°16' N 02°10E owing to 10/10 cloud overtarget. | Y 225. |
| 3277 | P/O BROOKE<br>SGT. LOVELL<br>P/O HOULT<br>SGT. SEBERRAS<br>SGT. HARRISON<br>SGT. PEACHY | do | 1726 | 1915 | Bombs jettisoned safe 51°17N 02°17E. owing to 10/10 cloud over target. Incendiaries brought back. | |
| 3289 | SGT. DAVISON<br>SGT. PARSONS<br>P/O DOW<br>SGT. STIRLING<br>SGT. ARNOLD<br>SGT. WARE. | do. | 1734 | 1936 | Bombs jettisoned safe 30 miles N.W. of DUNKIRK owing to 10/10 cloud over target. | |

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Reference:- AIR 27 / 126

SGT. ARNOLD
SGT. WARE.

Wt. 44785/4314. 100M. 2/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

Date 23rd November, 1941. (Cont)

DETAIL OF WORK CARRIED OUT.
No. 9 Squadron.

From ~~---hrs.---/---/---~~ to ~~---hrs.---/---/---~~ By ..... No. of pages used for day .....

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk. III<br>3276 | SGT. TELLING<br>SGT. SAMPSON<br>P/O SAUL<br>SGT. MORRIS<br>SGT. EVANS<br>SGT. AITCHENSON | Attack Docks and Shipping at DUNKIRK | 1735 | 2012 | Saw town in small break in cloud and bombed dock area on course of 230° No results seen. | Y 225 |
| 3407 | SGT. CARTER<br>P/O DOWDELL<br>SGT. HALL<br>SGT. BLAYDON<br>SGT. CALDWELL<br>SGT. VIVIAN. | do. | 1739 | 1925 | Bombs jettisoned safe 51°30' N 02°00 E. owing to 10/10 cloud over target. A.B brought back. | |
| | DATE 26th NOVEMBER 1941. | | | | | |
| 3390 | SGT. TELLING<br>SGT. SAMPSON<br>P/O SAUL<br>SGT. MORRIS<br>SGT. EVANS<br>SGT. AITCHENSON. | Attack EMDEN "A" | 1725 | 2235 | Bombed target area on E.T.A. owing to 10/10 cloud White glare seen on cloud for 6 minutes. | Y 226 |
| 3281 | SGT. SHAW<br>SGT. VICKERS<br>P/O INSCH<br>SGT. SWIDERSKI<br>SGT. STUFFIN<br>SGT. LOVIS | do. | 1747 | 2120 | Bombed believed Borkum as A.S.I. u/s for period probably frozen up. Flash of bombs seen but no other results. | |
| 3288 | SGT. DAVIDSON<br>P/O DOWELL<br>P/O DOW<br>SGT. STACEY<br>SGT. ARNOLD<br>SGT. WARE. | do | 1730 | 2312 | Bombed believed target area. No results seen. | |

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Reference:- AIR 27 / 126

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk111. 3283 | SGT. LOVELL<br>SGT. WEBB<br>P/O. HOULT<br>SGT. SEBERRAS<br>SGT. WALKER<br>SGT. TURNER. | Attack EMDEN "A" | 1750 | 2222 | Bombed on E.T.A. owing to 10/10 cloud. Bomb flashes seen through cloud. | Y 226 |
| 3287 | SGT. RAMEY<br>SGT. ARMSTRONG<br>SGT. AMMHLETT<br>SGT. STEVENS<br>SGT. RUTHERFORD<br>SGT. BILSBOROUGH | do. | 1716 | 2150 | Dropped bombs on believed target area on E.T.A. owing to 10/10 cloud. Flashes seen no other results. | |
| **Date 27/28th November, 1941.** | | | | | | |
| 3223 | SGT. ROBERTS<br>P/O. DOWDELL<br>SGT. TARBITTEN<br>SGT. POFF<br>SGT. SKIDMORE<br>SGT. DORRELL | Attack DUSSELDORF 'B' | 1723 | 2141 | Bombs dropped about 1 mile N.E. of aiming point. Bombs seen to burst. | Y 227 |
| 3289 | SGT. CASEY<br>SGT. HATHAWAY<br>SGT. MILDON<br>SGT. SINGERTON<br>SGT. HOOPER<br>SGT. STANSFIELD | do. | 1717 | 2057 | Bombed believed NEUSS owing to patch of cloud over target. Bomb bursts seen, and incendiaries started fires. | |
| 3407 | P/O. HODGES<br>P/O. GULLIVER<br>SGT. SHORT<br>SGT. MOUNT<br>SGT. LAMB<br>SGT. McLEOD | do. | 1737 | 2231 | Bombed searchlight concentration about 1 mile north of target. Saw bursts and incendiaries started 2 or 3 small fires. | |
| 3398 | P/O. ELLIOTT<br>P/O. BROOKE<br>SGT. STEVENS<br>SGT. McKIE<br>SGT. CAMERON<br>SGT. WATERSON | do. | 1719 | 2149 | Bombs dropped on town on East side of river. Bursts seen, and incendiaries seen burning. | |

W.A.(C.)(A.) 2000. 2/42. W.O.G. 51—6059

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Reference:- AIR 27 / 126

SGT. WATERSON

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

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Date 27/28th November 1941. (Cont)

~~From ---hrs.---/---/---to---hrs.---/---/---~~

By 9 Squadron

No. of pages used for day

| Aircraft Type and No. ~~WELLINGTON~~ | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Mk.III<br>3287 | SGT. RAMEY<br>SGT. ARMSTRONG<br>SGT. AMPHLETT<br>SGT. STEVENS<br>SGT. RUTHERFORD<br>SGT. BILSBOROUGH | Attack DUSSELDORF 'B' | 1713 | ? | Bombed target area, and bursts seen. Starboard engine caught fire after crossing Dutch Coast and Crew baled out over HERNE BAY. Two of crew being drowned and the rest safe. | Y 227 |
| 3285 | SGT. WILMOT<br>SGT. HARRIS<br>SGT. WELSH<br>SGT. SHEPHERD<br>SGT. CASSIDY<br>SGT. HAWKINS | do. | 1715 | 2108 | Bombed target area, and bursts seen. | |
| 3390 | SGT. TELLING<br>SGT. SAMPSON<br>P/O. SAUL<br>SGT. BANKS<br>SGT. EVANS<br>SGT. AITCHENSON | DO& | 1721 | 2106 | Bombs dropped about ¼ mile South of aiming point in built up area. Bursts seen, and incendiaries started fires | |
| 3397 | SGT. TAYLOR<br>SGT. PATRICK<br>SGT. JASPER<br>SGT MERRY<br>SGT. SANDERS<br>SGT. WATSON | do. | 1724 | 2125 | Bombed target area, bursts seen one of which was very bright. | |
| 3305 | SGT. BULFORD<br>SGT. CLARKE<br>SGT. POLLARD<br>SGT. DARLING<br>SGT. CALVER<br>SGT. RUSHTON | do. | 1731 | 2150 | Bombs dropped in believed DUISBURG and bursts seen. Landed at MOUNT FARM, HARWELL | |
| 3283 | SGT. SHAW<br>SGT. VICKERS<br>P/O. INSCH<br>SGT. SWIDERESKI<br>SGT. STUFFIN<br>SGT. LOVIS. | Attack Docks & Shipping at OSTEND | 1741 | 1936 | Owing to Navigational error attacked DUNKIRK, bombs being dropped on Docks 6,7, and 8. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| **Date 30th Nov/1st December 1941.** | | | | | | |
| WELLINGTON Mk. III | | | | | | |
| 3288 | SGT. DAVIDSON<br>SGT. PARSONS<br>P/O. DOW<br>SGT. ARNOLD<br>SGT. BURNS<br>SGT. WARE | Attack EMDEN 'B' | 1735 | 2230 | Bombs seen to burst on railway, ½ mile West of aiming point. | Y 228 |
| 3283 | SGT. LOVELL<br>SGT. WEBB<br>P/O. HOULT<br>SGT. SEBERRAS<br>SGT. HARRISON<br>SGT. PEACY | do. | 1719 | 2243 | Bombs seen to burst immediately north of aiming point along railway dock. Red glow seen when leaving target. | |

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21793 Wt. 38805/3593 400.000 12/39—McC & Co—51-5658

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

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

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 1/12. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: calm or light variable. Weather: Fog clearing after dawn, then cloudy with mist and rain becoming continuous in afternoon. Foggy after dusk. Cloud: 10/10 on surface in fog, but lifting to 1-2,500 feet in day. Visibility: Less than 100 yards at first in fog, improving to 1-2 miles but deteriorating in rain and very rapidly to 600 yards in fog. | |
| | 2/12. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: Northerly falling to calm, becoming westerly 5 mph. after 1400 hours. Weather: continuous fog. Cloud: 10/10 on the surface. Visibility: 100 yards falling to 40 yards about dusk. | |
| | 3/12. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: westerly 5 mph. Weather: continuous fog. Cloud: 10/10 on the surface. Visibility: 50 yards improving to 900 yards during the day, falling to 500 yards around dusk. | |
| | 4/12. | | Nothing of operationalimportance occurred.<br>WEATHER: Surface wind: West becoming South-Westerly 5 mph. Weather: fog. Cloud: 10/10 on surface. Visibility: 900 yards improving to 1,400 yards during the day, falling again around dusk to 1,000 uards. | |



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Reference:- AIR 27 / 126

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 5/12. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: South-westerly, 5 mph. increasing to 10 to 15 mph. during the day. Weather: fog at first, then cloudy, with drizzle or rain after dusk. Cloud: 10/10 on surface in fog, lifting to 3,000 to 5,000 feet, falling to 2,000 feet after 2000 hours. Visibility: 200 yards, improving to 4 miles, falling to 1 to 2 miles in rain. ~~xxxxxx~~ | |
| | 6/12. | | Nothing of operational importance occurred. | |
| | | 1125. | Wellington X. 3289 (Captain - S/Ldr. W.I.C.INNESS) crashed at Brandon (Suffolk). Fire occurred near the starboard engine, which eventually fell out and the aircraft on landing was completely burnt. The rear gunner, No.645684. Sgt. WELCH, D.S.S. was slightly injured and admitted to R.A.F. Hospital, Ely.<br>WEATHER: Surface wind: south-westerly, 15 to 20 mph., veering to West-north-west, 10 to 15 mph. after 2000 hours. Weather: cloudy at first, followed by continuous rain in the afternoon and evening. Cloud: 10/10 at 1,200 to 2,500 feet with occasional breaks. Visibility: 4 to 6 miles. | |
| | 7/12. | ~~0210~~. | ~~xxxxxxxxxxxxxx~~ Nothing of operational importance occurred.<br>WEATHER: Surface wind: Westerly, 10 to 15 mph. Weather: rain at first, then fine. Cloud: 10/10 at 1,500 to 3,000 feet, small amounts in the afternoon. Visibility: 4 to 6 miles. | |
| | 8/12. | 0210. | Eleven aircraft carried out operationa in accordance with Headquarters, No. 3 Group operations order form B.672 dated 7/12/41 (See relevant form 541) | |
| | | 0630. | All aircraft returned safely.<br>WEATHER: Surface wind: WNW 15-20 becoming WSW 1015 in the evening. Weather: cloudy with slight mist becoming foggy for a short period in the evening. Cloud: 8/10-10/10 with base at 4,000 ft. or higher. Vis: 4-6 miles deteriorating to 1,000 yds. in the evening, but improving again to 3,000 - 4,000 yards. | |

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WEATHER: Surface wind: WNW 15-20 becoming WSW 10-15 in the evening. Weather: cloudy with slight mist becoming foggy for a short period in the evening. Cloud: 8/10-10/10 with base at 4,000 ft. or higher. Vis: 4-6 miles deteriorating to 1,000 yds. in the evening, but improving again to 3,000 - 4,000 yards.

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

No. of pages used for day

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 9/12. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: S.W'ly 10-15 mph. Weather: cloudy with slight drizzle in the morning and slight rain in the afternoon. Cloud: 8/10-10/10 at 2,000-4,000 ft. falling to 1,500 ft. in the late evening. Visibility: 4-6 miles, deteriorating to 4,000 yards in late evening. | |
| | 10/12. | | Nothing of operational importance occurred. Local night flying practice was carried out. | |
| | | | WEATHER: Surface wind: S.W'ly 15-20. Weather: cloudy with slight drizzle in the evening. Cloud: 10/10 at 700-1,000 feet, lifting slightly and breaking temporarily to 5/10 in the evening. Visibility: 4-6 miles improving to 6-12 miles during the morning but decreasing again to 4-6 miles in the evening. | |
| | 11/12. | 1700. | Four aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 675 dated 11/12/41 (See relevant form 541). | |
| | | 2220. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: S.W'ly 15-20, gusty in the morning. Weather: cloudy with rain early in the morning. Cloud: 9/10 at 1,500-2,000 feet breaking temporarily to 3/10 in the morning and becoming later 8/10-10/10 at 3,000 feet. Visibility: 6-12 miles becoming over 12 miles around midday and later deteriorating to 4-6 miles. | |

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Reference: AIR 27 / 126

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON | 12/12 | | Nothing of operational importance occurred. Bombing practice carried out at BERNERS HEATH. | |
| | | | WEATHER: Surface wind: SW'ly 15-20 mph. gusty at times. Weather: cloudy, slight drizzle in the morning clearing in the afternoon. Cloud: mainly 10/10 until 1300 hours, breaking to 1/10 for the rest of the period. Visibility: 4/6 miles. | |
| | 13/12. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: W'ly becoming SSW 10-15 mph. Weather: fine becoming cloudy and light rain after dusk. Cloud: no cloud at first, then 10/10 above 8,000Xft. lowering after 1600 hours to 10/10 at 1,500 feet. Visibility: 4-6 miles, deteriorating to 1 mile after dusk. | |
| | 14/12. | 0515. | Two aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.677 dated 13/12/41 (See relevant form 541) | |
| | | 0730. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: SW'ly becoming S. about midday veering later to SW'ly 10-15 mph. at first, increasing to 15-25 mph. and becoming gusty after 1600 hours. Weather: cloudy at first, rain after 0900 hours. Cloud: 10/10 at 1,500 feet, lowering at times to 500 feet and lifting to 4,000 feet towards end of period. | |
| | 15/12. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: Southwesterly 10-15 mph. Weather: fair. Cloud: 8/10-10/10 medium and high cloud. 3/10-6/10 at 3,000 ft. developing during afternoon dispersing towards dusk. Visibility: 4-6 miles. | |
| | 16/12. | 1745. | Ten aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 682 dated 16/12/41 (See relevant form 541). | |
| | | 0320. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: Southwest veering West 10-15 mph. Weather: mainly fine. Cloud: small amounts of cloud. Visibility: 5-10 miles. | |

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Reference:- AIR 27 / 126

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON | 12/12 | | Nothing of operational importance occurred. Bombing practice carried out at BIRNERS HEATH. | |
| | | | WEATHER: Surface wind: SW'ly 15-20 mph. gusty at times. Weather: cloudy, slight drizzle in the morning clearing in the afternoon. Cloud: mainly 10/10 until 1300 hours, breaking to 1/10 for the rest of the period. Visibility: 4/6 miles. | |
| | 13/12. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: W'ly becoming SSW 10-15 mph. Weather: fine becoming cloudy and light rain after dusk. Cloud: no cloud at first, then 10/10 above 8,000Xft. lowering after 1600 hours to 10/10 at 1,500 feet. Visibility: 4-6 miles, deteriorating to 1 mile after dusk. | |
| | 14/12. | 0515. | Two aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.677 dated 13/12/41 (See relevant form 541) | |
| | | 0730. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: SW'ly becoming S. about midday veering later to SW'ly 10-15 mph. at first, increasing to 15-25 mph. and becoming gusty after 1600 hours. Weather: cloudy at first, rain after 0900 hours. Cloud: 10/10 at 1,500 feet, lowering at times to 500 feet and lifting to 4,000 feet towards end of period. | |
| | 15/12. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: Southwesterly 10-15 mph. Weather: fair. Cloud: 8/10-10/10 medium and high cloud. 3/10-6/10 at 3,000 ft. developing during afternoon dispersing towards dusk. Visibility: 4-6 miles. | |
| | 16/12. | 1745. | Ten aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 682 dated 16/12/41 (See relevant form 541). | |
| | | 0320. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: Southwest veering West 10-15 mph. Weather: mainly fine. Cloud: small amounts of cloud. Visibility: 5-10 miles. | |

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK



of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 17/12. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: west veering northwesterly 10-15 mph. Weather: fair but occasional showers in [illegible] | |

WEATHER: Surface wind: Southwest veering West 10-15 mph. Weather: mainly fine. Cloud: small amounts of cloud. Visibility: 5-10 miles.

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 17/12. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: west veering northwesterly 10-15 mph. Weather: fair but occasional showers in afternoon. Cloud: 6/10-9/10 at 2,000-4,000 feet falling to 1,500 feet in showers. Visibility: 4-6 miles. | |
| | 18/12. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: Northwesterly 10-15 mph. decreasing to 5 mph. after midday. Weather: fair. Fog forming soon after dusk. Cloud: Nil-5/10 at 3,000-5,000 feet, 9/10 at 2,500 feet after dusk. Visibility: 4,000 yards falling to 900 yards after dusk. | |
| | 19/12. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light variable mainly westerly. Weather: fog clearing slightly about noon but reforming during afternoon. Cloud: sky obscured during early morning. 8/10-10/10 at 3,000 - 5,000 feet above fog. Visibility: less than 1,000 yards during morning and less than 100 yards at dawn. Improving to 1,600 yards around midday but soon decreasing to less than 500 yards. | |
| | 20/12. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light Northwesterly or calm. Weather: foggy. Cloud: sky obscured. Visibility: less than 1,000 yards. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 21/12. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light variable becoming Southwesterly 5 mph. Weather: fair. Fog during early morning. Cloud: variable amounts at 4,000 feet. Visibility: less than 1,000 yards at first, improving to 4,000 yards by midday but falling to 1,200 yards after dusk. | |
| | 22/12. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: Westerly 10-12 mph. Weather: cloudy with occasional drizzle during the morning, becoming fine by late afternoon. Cloud: 10/10 falling to less than 500 feet in drizzle, lifting and breaking after midday and dispersing by dusk. Visibility: 1,200 - 3,000 yards. | |
| | 23/12. | 1710. | Two aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 686 dated 23/12/41 (See relevant form 541). | |
| | | 2000. | Both aircraft returned safely.<br>~~WEATHER~~ The following announcement appeared in the London Gazette dated 23/12/41 (Serial No. 35589): DISTINGUISHED FLYING MEDAL awarded to No. 914262. Sgt. BLAKEMORE, E.J., of No. 9 Squadron.<br>WEATHER: Surface wind: W-NW. 10-15 mph. freshening to 15-20 mph. Weather: misty with fog around dawn becoming cloudy during the day. Cloud: none at first; medium and high increasing with low cloud at 2,000 feet in the afternoon, increasing to 10/10 by 2359. Visibility: 2,000 yards falling to 1,000 yards by dawn and then improving to 4,000 yards. | |
| | 24/12. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: W'ly 15-20. Weather: mainly cloudy. Cloud: 8/10-10/10 at 2-3,000 feet breaking after midday to variable amounts; medium and high cloud above. Visibility: 4,000 yards becoming over 6 miles after sunrise and falling to 4 miles late in period. | |

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WEATHER: Surface wind: W'ly 15-20. Weather: mainly cloudy. Cloud: 8/10-10/10 at 2-3,000 feet breaking after midday to variable amounts; medium and high cloud above. Visibility: 4,000 yards becoming over 6 miles after sunrise and falling to 4 miles late in period.

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

No. of pages used for day

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date 1941. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 25/12. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: NNW'ly 15-20 mph. falling to 5-10 mph. after dusk. Weather: cloudy with occasional showers in morning becoming clpudy with fair periods in afternoon. Cloud: mainly 10/10 at 2-3,000 feet but lower in rain lifting and breaking to 0-5/10 at 3-4,000 feet after dusk. Visibility: 4-6 miles at first improving to 10-20 miles by midday. | |
| | 26/12. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: NW. Veering gradually to W. 5-10 mph. and increasing to 10-20 mph. after midday. Weather: cloudy, slight mist. Thick mist in afternoon clearing after dusk. Slight rain towards midnight. Cloud: little at first, but mainly 10/10 medium and high after dawn. Little low cloud during day but mainly 10/10 after dusk. Visibility: 4 miles at first deteriorating gradually to 2,000 yards at midday. 1-2,000 yards in afternoon improving to 2 miles late in period. | |
| | 27/12. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: W'ly 15 mph. falling to 5-10 mph. and becoming NW'ly. Calm after 2100 hours. Weather: cloudy with continuous slight rain becoming intermittent and ceasing by 0900 hours. Fair in afternoon with slight mist after dusk. Cloud: mainly 10/10 1-2,000 feet lifting and breaking in afternoon to 0-4/10 at 3,000 feet. Variable medium and high cloud all day. Visibility: 2 miles improving after dawn to 10-20 miles and deteriorating after dusk gradually to 2,000 yards. | |

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Reference:- AIR 27 / 126

Page No.

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 28/12. | 1730. | Ten aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order, form B.889 dated 28/12/41. (See relevant form 541). | |
| | | 2330. | All aircraft returned safely . Wellington X.3276 was subjected to a heavy concentration of light flak whilst over the target area. The aircraft received some damage and the Wireless Operator, No. 1152974. Sgt. MORRIS, J. was slightly injured. On return to HONINGTON he was removed to R.A.F. Hospital, Ely. WEATHER: Surface wind: SE'ly 10 mph. falling to 0-5 mph. after dusk. Weather: cloudy becoming fine in afternoon. Slight mist after 1900 hours. Cloud: little or no low cloud most of day but 9/10 in late morning. Visibility: 1-2,000 yards improving gradually to 6 miles at dawn. 10-20 miles in day deteriorating after dusk to 2-4 miles. | |
| | 29/12. | | Nothing of operational importance occurred. WEATHER: Surface wind: Light SW'ly veering NW'ly. Weather: hazy during the morning becoming misty after noon and thickening to fog after sunset. Cloud: No low cloud early but 9-10/10 at 3,000 feet after noon. Visibility: 2-4,000 yards falling to 1-2,000 yards after midday and below 1,000 yards after dusk. | |
| | 30/12. | | Nothing of operational importance occurred. WEATHER: Surface wind: Light W'ly. Weather: fog persisting all day. Cloud: sky obscured by fog until midday; thereafter 9-10/10 at 2-3,000 feet dispersing to nil towards midnight. Visibility: falling below 100 yards before dawn and remaining below until after 1000 hours then rising to 800 yards but steadily deteriorating after dusk to 100 yards by midnight. | |
| | 31/12. | | Nothing of operational importance occurred. WEATHER: Surface wind: Westerly 5 mph. Weather: foggy. Cloud: No cloud early morning. Becoming 10/10 at 3,000-4,000 feet above fog. Dispersing towards dusk. Visibility: less than 100 yards at first. Improving to 900-1,000 yards by midday. Decreasing again after dusk. | |

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| | | |
|---|---|---|
| | 31/12. | Nothing of operational importance occurred. |

WEATHER: Surface wind: Westerly 5 mph. Weather: foggy. Cloud: No cloud early morning. Becoming 10/10 at 3,000-4,000 feet above fog. Dispersing towards dusk. Visibility: less than 100 yards at first. Improving to 900-1,000 yards by midday. Decreasing again after dusk.

Wt. 44785/4814. 10938. 1/40. H.G.S. 52—6059

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

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

DATE:- 7/8th [illegible], 1941.

From ..... hrs. ..... / ..... / ..... to ..... hrs. ..... / ..... / .....

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 Mk.III: 3281. | S/L. TURNER<br>P/O [illegible]<br>SGT. [illegible]<br>SGT. [illegible]<br>SGT. [illegible]<br>F/Lt. [illegible] | Attack Nazi [illegible] at AACHEN | 0211 | 0530 | Bombed on S.T.A. owing to thick cloud and haze. | Y 229 |
| 3338. | P/O [illegible]<br>P/O [illegible]<br>SGT. [illegible]<br>SGT. [illegible]<br>SGT. [illegible]<br>SGT. [illegible] | do. | 0219 | 0617 | 5/10 cloud over target, bomb flashes seen. | |
| 3348 | SGT. [illegible]<br>SGT. [illegible]<br>P/O [illegible]<br>SGT. [illegible]<br>SGT. [illegible]<br>SGT. [illegible] | do. | 0233 | 0630 | Bomb burst seen. | |
| 3355 | SGT. DAVISON<br>SGT. PARSONS<br>P/O [illegible]<br>SGT. [illegible]<br>SGT. BURN<br>SGT. LOVIS. | do. | 0236 | 0625 | Bombed on S.T.A. owing to 10/10 cloud. | |
| 3388 | P/O [illegible]<br>SGT. [illegible]<br>SGT. [illegible]<br>SGT. [illegible]<br>SGT. [illegible]<br>SGT. [illegible] | do. | [illegible] | 0602 | Bombed on S.T.A. believed AACHEN, after square searching for 40 minutes. | |
| 3363 | SGT. [illegible]<br>SGT. [illegible]<br>SGT. [illegible]<br>SGT. STACEY<br>SGT. HOOPER<br>SGT. [illegible] | do. | 0215 | 0520 | Flew over large town which by S.T.A. should have been AACHEN. Could not recognize it owing to snow, and after searching for 20 minutes dropped bombs on railway line. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON. | | | | | | Y229 |
| Mk 111. | SGT. WILMOT | Attack NAZI | 0231 | 0556 | Square searched after arrival on E.T.A. but owing | |
| 3285 | SGT. PEARSON | Headquarters | | | to cloud and mist target was not located. | |
| | SGT. WELSH | at AACHEN | | | Bombed barges in dock area and bursts seen. | |
| | SGT. SHEPHERD | | | | | |
| | SGT. CASSIDY | | | | | |
| | F/SGT. WEBBORN | | | | | |
| 3283 | SGT. LOVELL | do. | 0228 | 0547 | Arrived on E.T.A. and did square search, but failed | |
| | SGT. WEBB | | | | to pick up any groundetail. As mechanical defect had | |
| P/O | SGT. HOULT | | | | developed bombs dropped and bursts seen. | |
| | SGT. SEBERRAS | | | | | |
| | SGT. HARRISON | | | | | |
| | SGT. PEACY | | | | | |
| 3407 | SGT. CARTER | do. | 0225 | 0507 | Reached Dutch coast and turned back owing to | |
| | SGT. RUNNICLES | | | | severe icing. Bombs jettisoned safe at 51°35'N | |
| | SGT. HALL | | | | 02°50'E. | |
| | SGT. BLAYDON | | | | | |
| | SGT. CALDWELL | | | | | |
| | SGT. VIVIAN | | | | | |
| 3397 | SGT. TAYLOR | do. | 0227 | 0543 | Bombed believed AACHEN. | |
| | SGT. KEARNS | | | | | |
| | SGT. MERRY | | | | | |
| | SGT. JASPER | | | | | |
| | SGT. SAUNDERS | | | | | |
| | SGT. WATSON | | | | | |
| 3305 | SGT. BULFORD | DO. | 0217 | 0555 | Bombs fell S.E. area of AACHEN. Bursts seen. | |
| | SGT. CLARKE | | | | | |
| | SGT. POLLARD | | | | | |
| | SGT. DARLING | | | | | |
| | SGT. CALVER | | | | | |
| | SGT. RUSHTON. | | | | | |
| | DATE:- 11/12th DECEMBER, 1941. | | | | | |
| | | | | | | Y 230 |
| 3482 | SGT. SAMPSON | Attack Docks | 1657 | 2054 | LE HAVRE reached but target no identified owing | |
| | SGT. SILVER | and shipping | | | to 9/10th Cloud. | |
| | SGT. AYRES | at LE HAVRE. | | | | |
| | SGT. HARDY | | | | | |
| | SGT. Mc DOUGALL | | | | | |
| | SGT. HAWKINS | | | | | |
| | SGT. HALE | do | 1658 | 2113 | Bombed believed No. 7 Dock, incendiaries seen | |
| 3277 | P/O GREEN | | | | burning. | |
| | SGT. GREENWOOD | | | | | |
| | SGT. McKIE | | | | | |
| | SGT. LAURIE | | | | | |
| | SGT. TURNER. | | | | | |

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| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 3277 | SGT. GREEN<br>SGT. GREENWOOD<br>SGT. McKIE<br>SGT. LAURIE<br>SGT. TURNER. | | | | burning. | | |

Wt. 44785/461.4. 100M. 1/40. H.G.S. 51—6059

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

# OPERATIONS RECORD BOOK.

DATE:- 11/12th DECEMBER, 1941. (Cont) DETAIL OF WORK CARRIED OUT.

~~From hrs. / / to hrs. / /~~ 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. Mk III 3288 | SGT. CASEY<br>SGT. HATHAWAY<br>F/Lt. McRINER<br>SGT. STACEY<br>SGT. HOOPER<br>SGT. STANSFIELD | Attack COLOGNE 'C' | 1803 | 2215 | Cologne area reached but unable to locate target bombs jettisoned in North Sea. | Y 230 |
| 3407 | P/O HODGES<br>SGT. DOUGHTY<br>SGT. SHORT<br>SGT. MOUNT<br>SGT. LAMB<br>SGT. McLEOD. | do. | 1814 | 2210 | Bombs dropped and three bursts sen followed by a terrific explosion and a huge red shoot of flame. | |
| | DATE:- 12/13th DECEMBER, 1941. | | | | | |
| 3422 | SGT. SAMPSON<br>SGT. SILVER<br>SGT. AYRES<br>SGT. HARDY<br>SGT. McDOUGA L<br>SGT. HAWKINS | Attack Docks and shipping at DUNKIRK | 0521 | 0719 | Bombed accross Docks 4 and 8, burst seen and red fire started in Dock 6. | Y 231 |
| 3277 | P/O HALE.<br>SGT. GREEN<br>SGT. GREENWOOD<br>SGT. Mc KIE<br>SGT LAURIE<br>SGT. TURNER. | do. | 0519 | 0712 | Reached DUNKIRK but bombs dropped in sea 2½ miles from aiming point owing to evasive action being taken | |
| | DATE:- 16/17th December, 1941. | | | | | |
| 3276 | SGT. TELLING.<br>SGT. HUBBERT<br>P/O SAUL<br>SGT. MORRIS<br>SGT. EVANS<br>SGT. AITCHENSON | Attack WILHELMSHAVEN | 1757 | 2336 | Bombed concentration of Flak and Searchlights in target area. | Y 232 |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk 111 3283 | P/O ELLIOTT<br>P/O BROOK<br>SGT. STEVENS<br>SGT. CAMERON<br>SGT. EDLINGTON<br>SGT. WATERSON | Attack WILHELMSHAVEN | 1750 | 2316 | Bombed target area and bursts seen | Y 232 |
| 3285 | SGT. WILMOT<br>P/O COOPER<br>SGT. WELSH<br>SGT. SHEPHERD<br>SGT. CASSIDY<br>F/SGT. WEBBORN | do. | 1746 | 2234 | Bombed estimated position of town, incendiaries seen to ignite. | |
| 4322 | S/L TURNER.<br>W/C WADDINGTON<br>P/O BULLOCK<br>SGT, WALKER<br>SGT. HOWARTH<br>SGT. JAMES. | do. | 1747 | 2159 | Bombed estimated position of target. | |
| 3407 | SGT. CARTER<br>P/O GULLIVER<br>SGT. HALL<br>SGT. BLAYDON<br>SGT. CADDWELL<br>SGT. VIVIAN | Attack Battle Cruisers at BREST. | 1950 | 0052 | Bombed target area. | |
| 3395 | SGT. DAVIDSON<br>SGT. PARSONS<br>P/O DOW<br>SGT. ARNOLD<br>SGT. BURN<br>SGT. DANIEL | do. | 2006 | 0320 | Recognised Docks and bombed Dock One. Two bursts seen. | |
| 3305 | SGT. BULFORD<br>SGT. CLARKE<br>SGT. POLLARD<br>SGT. DARLING<br>SGT. CALVER<br>SGT. WARE. | do. | 2002 | 0156 | Bombs dropped in target area. | |
| 3277 | SGT. DARBISH<br>SGT. PEARSON<br>SGT. COULSON<br>SGT. ONIONS<br>SGT. HUTCHINSON<br>SGT. WALKER. | do | 2000 | 0237 | Reached believed BREST but unable to locate target. Bombs jettisoned in sea. | |

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Reference:- AIR 27 / 126

SGT. WALKER.

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

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From Date 16/17th December 1941 ( Cont.) hrs. / / to hrs. / / By 9 Sqdn. No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk. III 3288 | SGT. CARTWRIGHT<br>SGT. RUNNACLES<br>SGT. JENKINS<br>SGT. SINGERTON<br>SGT. SKIDMORE<br>SGT. NICHOLAS | Attack Docks & Shipping at OSTEND. | 1741 | 2017 | Bombs dropped in target area, | Y 232 |
| 3397 | SGT. DOUGHTY<br>SGT. ROGERS<br>P/O. SIMPSON<br>SGT. STIRLING<br>SGT. BLACK<br>SGT. HESLOP | do. | 1745 | 2049 | Unable to identify target, bombs jettisoned safe in sea. A/C. hit by heavy flak, and second Pilot slightly wounded in thigh. | |
| Date 23/24th December, 1941. | | | | | | |
| 3388 | SGT. DOUGHTY<br>SGT. KEARNS<br>P/O. SIMPSON<br>SGT. STIRLING<br>SGT. FLACK<br>SGT. HESLOP | Attack Docks & Shipping at DUNKIRK. | 1715 | 1956 | Bombs dropped in one stick across Dock 2, and Jearty Canal. Yellowish fires seen burning S.E. of town on leaving target area. | Y 233 |
| 3407 | SGT. CARTWRIGHT<br>SGT. RUNNACLES<br>SGT. JENKINS<br>SGT. SINGERTON<br>SGT. STUFFIN<br>SGT. NICHOLAS | do. | 1710 | 1938 | Unable to locate target owing to cloud. Bombs jettisoned safe in sea. | |



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Reference:- AIR 27 / 126

Date:- 28/29 DECEMBER, 1941

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk. 111<br>3397 | SGT. TAYLOR<br>LT. SOUTHGATE<br>SGT. JASPER<br>SGT. MERRY<br>SGT. SANDERS<br>SGT WATSON | Attack Main Railway Stn. at WILHELMSHAVEN. | 1745 | 2223 | Bombs dropped just North of HAFEN Canal, seen to burst followed by a number of fierce fires, seen blazing an hour later. | Y 235 |
| 3407 | SGT. CARTER<br>2LT. PULLEN<br>SGT. HALL<br>SGT. BLAYDON<br>SGT. SKIDMORE<br>SGT. VIVIAN. | do. | 1740 | 2048 | Returned early owing to pilot feeling ill. ( No second pilot in crew ). | |
| 3388 | SGT. DAVIDSON<br>SGT. PARSONS<br>P/O. DOW<br>SGT. POFF<br>SGT. HOOPER<br>SGT. DANIEL | do. | 1744 | 2328 | Bombs dropped quite close to W. edge of BAUHAFEN; bursts seen & explosions caused, & red fires increased those already burning. | |
| 3276 | SGT. TELLING<br>CAPT. BUCK<br>P/O SAUL<br>SGT. MORRIS<br>SGT. EVANS<br>SGT. AITCHESON. | do. | 1747 | 2328 | Bombed from 300 ft. in stick right across target, causing line of bright, whitish-yellow fires illuminating buildings. W/OP. injured in shoulder and foot. | |
| 3283 | P/O. ELLIOTT<br>SGT. LANGTON<br>SGT. STEVENS<br>SGT. CAMERON<br>SGT. EGLINGTON<br>SGT. TOWNSEND. | do. | 1741 | 2344 | Bombs dropped near target causing three large red fires between Bauhafen & Hafen Canal, visible for 50 miles after leaving. | |
| 3422 | SGT. RAMEY<br>SGT. MC.CARTNEY<br>SGT. AMPHLETT<br>SGT. STEVENS<br>SGT. RUTHERFORD<br>SGT. OWEN. | Attack Emden A. | 1730 | 2143 | Bombs dropped in one stick across S. portion of Docks. Bursts & incend. started fires. | |
| 3285 | SGT. SAMPSON<br>SGT. SILVER<br>SGT. AYRES<br>SGT. HARDY<br>SGT. MC.DOUGAL<br>SGT. HAWKINS. | do | 1735 | 2140 | Bombs dropped ~~between~~ in one stick just West of No. 1 Hafen Becken Dock. One large & two small fires started. | |

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| | | | | | | |
|---|---|---|---|---|---|---|
| | SGT. HARDY<br>SGT. MC.DOUGAL<br>SGT. HAWKINS. | | | | | |

Wt.44785/4814. 100M. 2/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

Date:- 28/29th. DECEMBER, 1941.

DETAIL OF WORK CARRIED OUT.
No. 9 Squadron.
By

No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk. III 3277 | P/O. HALE<br>SGT. GREEN<br>SGT. GREENWOOD<br>SGT. MC.KIE<br>SGT. LAWRIE<br>SGT. TURNER. | Attack Emden A. | 1731 | 2219 | Bombs seen to burst on extreme N. end of Docks, causing fires. | Y235. |
| 3305 | SGT. DOUGHTY.<br>SGT. KEARNS<br>P/O. SIMPSON<br>SGT. STIRLING<br>SGT. FLACK<br>SGT. HESLOP. | do. | 1734 | 2148 | Bombs seen to burst near aiming point starting line of fierce orange red fires visible for an hour after leaving. | |
| 3288 | SGT. CARTWRIGHT<br>SGT. RUNNACLES<br>SGT. JENKINS<br>SGT. COOKE<br>SGT. STUFFIN<br>SGT. NICHOLAS | do. | 1735 | 1915 | Returned early owing to hot air system being U/S. | |

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Reference:- AIR 27 / 126

(*27080) Wt. 34712—2432 50M 11/45 T.S. 700

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

No. of pages used for day

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | 1942. | | | |
| HONINGTON. | 1/1. | | The following announcement was made in the London Gazette (35399/ dated 1/1/42: | |
| | | | The KING has been graciously pleased to give orders for the publication of the names of the following personnel who have been mentioned in despatches by the Air Officer Commanding-in-chief: | |
| | | | W/Cdr. R.G.C.ARNOLD (Deceased); 508154. F/Sgt. PIKE, E.S; 561830. F/Sgt. WALMSLEY, B; 363022. F/ Sgt. STYLES, J.H.; 564246. Sgt. HEMSTOCK, T.G.; 905812. Sgt. RETTER, S.C.; 564989. Sgt. TUCKER, G.W.; 982328. Sgt.HOWARTH, S.D.J.; | |
| | | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: light variable, becoming SW'ly 5-10 mph. Weather: cloudy with thick fog at first, becoming misty by midday. Cloud: mainly 10/10 at 2,500 ft. Visibility: 30 yards at first, improving gradually to 1,500-2,000 yards. | |
| | 2/1. | | Nothing of operational importance occurred. Air Firing practice was carried out at The Wash. At night, landing practice was undertaken. | |
| | | | WEATHER: Surface wind: WSW'ly 10-15 mph. Weather: cloudy with slight mist and occasional rain or drizzle. Cloud: 4-7/10 at 4,000 ft. with medium cloud above, becoming 10/10 at 3-4,000 ft. after dusk. Visibility: 4-6 miles becoming 2-4,000 yards after dusk. | |
| | 3/1. | | Nothing of operational importance occurred. Air Firing practice carried out over HOLKHAM BAY. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON | 3/1 (contd) | | | |
| | | 1615. | Seven aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 693 dated 3/1/42 (See relevant form 541) | |
| | | 2255. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: SW'ly 10-20 mph. Weather: cloudy with slight mist. Rain commenced about dusk and continued till after midnight. Cloud: variable 4/10-9/10 base 4,000 feet at first, lowering to 1,000 feet generally and 500 ft. in rain. Visibility: 2-4 miles becoming 2-4,000 yards after dusk. | |
| | 4/1. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: SW'ly, veering to W'ly during the day. 10-20 mph. Weather: cloudy with slight rain about midday. Cloud: 8-10/10 at 600-1,000 ft. lifting after dark to 2-3,000 ft. with some fragments at 600 ft. Visibility: 2-5 miles in morning improving to 4-8 miles later. | |
| | 5/1. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: NW'ly 10-15 mph. Weather: cloudy with fair periods and showers of rain and snow especially after midday. Cloud: variable amounts of low cloud at 2-3,000 feet, but 10-10 at 1,000 feet or less in precipitation. Visibility: 6-12 miles becoming 4-6 miles in afternoon and reduced to less than 1,000 yards in heavy showers. | |
| | 6/1. | 0330. | Twelve aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 695 dated 5/1/42 ( See relevant form 541). | |
| | | 1130. | Eleven aircraft returned safely, but Wellington X.3388 crashed just before landing. The rear gunner, No. 1169710. Sgt. MILLS, C.W. was killed, and 1160607. Sgt. | |

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Reference:- AIR 27 / 126

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON | 6/1 (contd). | | SHORT, R. (Observer) was slightly injured, necessitating admission to Ely Hospital. The aircraft was complete wrecked (Category "E"). | |
| | | | WEATHER : Surface wind: NW'ly, 10-15 mph. Weather: cloudy, becoming fair. Slight mist. Cloud: 10/10 at 2-600 feet at first, lifting and breaking to variable amounts of medium and low cloud above 3,000 feet. Visibility: 2-4,000 yards, falling to 1,500-2,000 yards after dusk. | |
| | 7/1. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: WNW'ly 5-10 mph. Weather: mainly fair, but misty at first, becoming foggy after dark. Cloud: variable amounts of low cloud at 2-4,000 feet, with small amounts of medium and high cloud above. Visibility: 1-2,000 yards, but 800 yards after dark. | |
| | 8/1. | 0355. | Five aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 697 dated 7/1/42 (See relevant form 541). | |
| | | 1115. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: NW'ly, 7-12 mph. Weather: mainly fair with slight mist. Cloud: variable low cloud at 2-500 feet, lifting and dispersing at dusk. Much medium cloud after 1800 hours. Visibility: 2-4,000 yards falling to 1,500 yards after 1800 hours. | |

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Reference:- AIR 27 / 126

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON | 9/1. | 0355. | Five aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 698 dated 8/1/42 (See relevant form 541). | |
| | | 1100. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: Northwesterly 15-20 mph. Veering NNE. 10 mph. late in evening. Weather: intermittent rain in early morning becoming fair with showers of sleet and snow. Cloud: mainly 4-6/10 at 2,500-3,000 feet but 9/10-10/10 at 1-000 feet in showers. Visibility: 1,000 yards in early morning improving to 4 miles by afternoon. | |
| | 10/1. | | Air firing practice carried out. Nothing of operational importance occurred. WEATHER: Surface wind: light NE'ly. Weather: cloudy with showers early becoming fine during afternoon. Cloud: 8/10-10/10 at 3,000-4,000 feet during morning, breaking to nil-5/10 during afternoon. Visibility: 4-6 miles. | |
| | 11/1. | | Bombing practice carried out at BERNERS HEATH. Nothing of operational importance occurred. WEATHER: Surface wind: NW'ly backing WSW Light. Weather: fine during morning, but 8/10-10/10 at 3,000-4,000 feet during afternoon with occasional breaks to nil-2/10. Visibility: 4 miles at first deteriorating to 2,000-4,000 yards by afternoon and 1,000-1,500 yards after dusk. | |
| | 12/1. | | Bombing practice carried out. Nothing of operational importance occurred. WEATHER: Surface wind: light variable. Weather: cloudy during morning becoming fine during afternoon but cloudy again in evening. Cloud: 8/10-10/10 at 3,000-5,000 feet with breaks to nil to 3/10 during morning. No cloud during afternoon but becoming 10/10 at 6,000 feet late in evening. Visibility: 1,000 to 2,000 yards. | |

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| | | | | |
|---|---|---|---|---|
| | | | [illegible] during morning. No cloud during afternoon but becoming 10/10 at 6,000 feet late in evening. Visibility: 1,000 to 2,000 yards. | |

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 13/1. | | Bombing practice carried out. Nothing of operational importance occurred.<br>WEATHER: Surface wind: Southerly 15-20 mph. Weather: cloudy with slight snow. Cloud: mainly 8/10-10/10 at 2,500-3,000 feet but falling below 800 feet in snow. Occasional breaks during afternoon to 4/10-6/10. Visibility: 2-4 miles reduced to 1,000-3,000 yards in snow. | |
| | 14/1. | | Bombing and air firing practice carried out. Nothing of operational importance occurred.<br>WEATHER: Surface wind: Southerly 10 mph. backing Easterly, light. Weather: cloudy with slight snow in early morning becoming fair to fine in afternoon. Cloud: 10/10 at 6,000 feet lifting and breaking to nil to 3/10 by afternoon. Visibility: 2,000-4,000 yards increasing to 4 miles during afternoon but falling to 1,000-2,000 yards after dusk. | |
| | 15/1. | | Bombing practice and air firing practice carried out. Nothing of operational importance occurred.<br>WEATHER: Surface wind: light easterly becoming S.E'ly 6-12 mph. Weather: fair. Cloud: no cloud during early morning becoming 7/10-9/10 at 3-4,000 feet, but dispersing again in afternoon. 8/10-10/10 at 1,000-1,500 ft. after dusk. Visibility: 800 yards at first improving to 4 miles by midday, but falling to 2,000/4,000 yards after dusk. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 16/1. | | Navigation exercise carried out. Nothing of operational importance occurred.<br>WEATHER: Surface wind; East - South East 10-15 mph. Weather: cloudy. Cloud 1 0/10 at 1,200-1,600 feet during morning. Breaking and variable amounts during afternoon. Visibility: 2,000-4,000 yards improving to 4 miles, but becoming 2,000 yards after dusk. | |
| | 17/1. | | Air firing practice carried out by day. At night, bombing practice, cross country flying and circuits and landings were undertaken. During this training, Wellington III aircraft X.3451 was damaged in a taxying accident. The damage was assessed as Category 'AC'.<br>WEATHER: Surface wind: North easterly 5-10 mph. falling calm or light after 2100 hours. Weather: mainly cloudy. Cloud: 10/10 at 1,500-2,500 ft. Visibility: 2 miles during hours of darkness. 4-6 miles in day. | |
| | 18/1. | | DAY. Navigation exercise, and air-air firing over the Wash, carried out. Nothing of operational importance occurred.<br>WEATHER: Surface wind: light, variable or calm. Weather: cloudy, but with considerable fair periods. Slight snow in late period. Cloud: variable amounts in early morning, lifting and breaking at dawn. Medium or high cloud Nil-4/10. 10/10 low cloud at 3,500 in evening, falling to 1,500 ft. in snow. Visibility: 1-3 miles, falling to less than 2,000 yards soon after dark. | |
| | 19/1. | | Nothing of operational importance occurred. Navigation exercise carried out in the morning. During this exercise, Wellington X3370, crashed at FOLLY FARM, THETFORD (1050 hrs). The whole crew, consisting of the following personnel, were all killed ;- 916899.Sgt. TELLING, R.D. (Captain). NZ.4068. F/LT. P.H.CRESWELL, (Instructor); P/O. E.L.TARBITTEN, (Observer);910498. Sgt. AMPHLETT, J, (Observer)<br>/contd..... | |

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Reference:- AIR 27 / 126

all killed; [illegible] Sgt. [illegible]
(Instructor); P/O. H.L.TARBITTEN, (Observer); 910498. Sgt. ALPHLETT, J. (Observer)
/contd.....

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 19/1 (contd). | | 1052205.Sgt. GREENWOOD, T.F. (Observer); 1359899. Sgt. BANKS, T.G. (W/Operator); 1377687. Sgt. AITCHISON, R.S. (Rear Gunner). The aircraft was completely wrecked and burnt. The cause of the accident is unknown, and is the subject of a Court of Enquiry. WEATHER: Surface wind: NE-SE. Light at first, becoming 10-20 mph. Weather: Cloudy with some slight snow in early hours of morning. Cloud: mainly 10/10 at 1-000 feet falling to 500 ft. in snow, lifting to 3-4,000 ft. after 1600 hours. Visibility: 1-2,000 yards improving to 6-10 miles in day, but 2-4 miles after dark. | |
| | 20/1. | | Nothing ofcoperational importance occurred. WEATHER: Surface wind: SE-East. 10-15 mph. falling light after dark. Weather: Cloudy at first, gradually becoming fair, then fine. Cloud: 10/10 at 1-2,000 ft. lifting and breaking to 3-6/10 at 2-3,000 ft. and dispersing after dusk. Medium and high cloud above. Visibility: 2-4 miles generally, becoming 1-2 miles after dark. | |
| | 21/1. | 1740. | Seven aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 709 dated 21/1/42 (See relevant form 541). | |
| | | 2300. | All aircraft returned safely. Night bombing practice and cross country flying was also carried out. WEATHER: Surface wind: Easterly 5-10 mph. Weather: fine at first becoming cloudy with snow showers in the afternoon. Cloud: nil at first increasing to 8-10/10 at 2-3,000 feet. Visibility: 2-4,000 yards becoming 2-4 miles after dawn. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 22/1. | | Navigation exercises were carried out by day and night. Nothing of operational importance occurred. WEATHER: Surface wind: E.5-10 mph. veering slowly to SSE. 5 mph. Weather: fair, becoming overcast after dusk. Cloud: variable amounts of low cloud at 2-3,000 ft. dispersing after 1900 hrs. High and medium cloud increasing in the afternoon. Visibility: mainly 2-4 miles. | |
| | 23/1. | | Nothing of operational importance occurred. WEATHER: Surface wind: S=SSE. 5=10 mph. increasing to 10=15 mph; gusty in the evening. Weather: continuous light snow beginning 0500 hours and becoming moderate later; changing to sleet and then to rain in the afternoon. Cloud: 10/10 at 4,000 feet lowering to 1,200 feet by dawn, to below 1,000 feet by 1700 and to 400 feet by ~~XXXX~~2000. Visibility: 2,000=4,000 yards falling to 1,000=2,000 yards before dawn until midnight except for a temporary improvements to 4,000 yards in the afternoon. | |
| | 24/1 | | Nothing of operational inportance occurred. WEATHER: Surface wind: SSW. 5=10 veering after 0300 to WNW 10=15 mph. backing in the afternoon to WSW and later to S. 5=10 mph. Weather: continuous rain ceasing before dawn, cloudy during daylight with rain and mist from dusk until midn ight. Cloud: mainly 10/10 at 300=700 feet lifting slowly to 1500=2000 ft before dawn but falling to 600=1,000 ft. in the afternoon. Visibility: 1,000=2,000 ~~feet x before dawn x after x lifting~~ yards before dawn and after dusk improving to 2=4 miles during daylight. | |
| | 25/1 | | Nothing of operational importance occurred. WEATHER: Surface wind: Westerly 20=25 mph. during early morning becoming light variable around midday but W. 20=25 mph. during late afternoon and evening. Weather: Cloud with showers of rain during early morning. Rain becoming continuous and sleet and snow at times. Becoming fine after 2100 hours. Cloud: 10/10 at 600=1,000 feet breaking and lifting to nil = 6/10 at 3,500 = 4,000 ft after 2100 hours. Visibility:2=4 miles but falling to 1,000 = 2,000 yards in heavier precipitation. | |

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during early morning. Rain becoming continuous and sleet and snow at times. Becoming fine after 2100 hours. Cloud: 10/10 at 600=1,000 feet breaking and lifting to nil = 6/10 at 3,500 = 4,000 ft after 2100 hours. Visibility:2=4 miles but falling to 1,000 = 2,000 yards in heavier precipitation.

21793 Wt. 38805/3593 1400,000 12/39—McC & Co—31-5658

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 26/1. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: Westerly 20=25 mph. veering N=NE. and becoming light. Weather: cloudy with continuous light snow during afternoon. Cloud: 8/10=10/10 at 4,500 feet early soon becoming 10/10 at 2,000 feet and falling to 800 to 1,000 feet in precipitation. Lifting during evening to 3,000 ft. Visibility: 4=6 miles falling to 2,000 yards in snow. | |
| | 27/1 | | Nothing of operational inportance occurred. | |
| | | | WEATHER: Southerly 15 mph. veering Westerly during evening. Weather: fair becoming cloudy with rain and sleet. Fine late in evening. Cloud: 6/10=9/10 at 3,000 feet becoming 10/10 at 800 ft. in rain and sleet. Dispersing during evening. Visibility: 4 to 6 miles. Reduced to 2.000 yards in rain and sleet. | |
| | 28/1 | | Bombing practice and S.C.I. training carried out by day. | |
| | | | Navigation exercise and cross country flying carried out at night. | |
| | | 2000 | Two aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.715 dated 28/1/42 (See relevant form 541 | |
| | | 2330. | Both aircraft returned safely. | |
| | | | WEATHER: Surface wind: WSW 10=15 mph. Weather: Fine to fair with showers during afternoon. Cloud: variable nil = 4/10 at 3,000 feet. 9/10 at 1,500 ft. in showers. Visibility: 4 = 6 miles. | |
| | 29/1 | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: SW. 10 mph. atfirst, becoming light S'ly by midday veering N to NE'ly 15 to 25 mph. Weather: fair at first, becoming cloudy with intermittent slight rain becoming snow towards evening. Cloud: 7/10 to 10/10 at 2,000 ft. to 3,000 ft. at first, lowering to 500 to 1,000 feet in snow. Visibility: 4 to 6 miles. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 30/1 | | Nothing of operational importance occurred. Navigation exercise carried out by day.<br>WEATHER: Surface wind: WSW 10 to 15 backing SSE by afternoon. Weather: Cloudy, continuous rain commencing at 1700 hrs. turning to snow later. Cloud: 8/10 to 10/10 at 3,000 to 4,000 feet, lowering to 500 to 1,000 feet later in precipitation. Visibility: 1 to 3 miles decreasing to 1,000 to 2,000 yards in precipitation. | |
| | 31/1 | | Nothing of operational importance occurred. Navigation exercise carried out by day.<br>WEATHER: Surface wind: NNE. 10 to 15 mph. backing NNW 5 to 10 mph. by afternoon. Weather: Cloudy with occasional slight showers of snow during the afternoon. Cloud: 8/10 to 10/10 at 600 to 1,000 feet lifting to 2,000 to 3,000 feet towards midnight. Visibility: 4 to 6 miles throughout day. | |

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Reference: AIR 27 / 126

Wt. 44786/4812a. 100M. 1/42. H.G.R. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

Date 3/4th January 1942

From hrs. / to hrs. /

DETAIL OF WORK CARRIED OUT.

By 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 Mk. III 3388 | SGT. DOUGHTY<br>P/O. GULLIVER<br>P/O. SIMPSON<br>SGT. STIRLING<br>SGT. FLACK<br>SGT. HESLOP | Attack Battle Cruisers at BREST. | 1625 | 2228 | Bombed on E.T.A. No results seen owing to 10/10 cloud Landed at FELTWELL on return. | Y 236 |
| 3305 | SGT. BULFORD<br>SGT. GINGLES<br>SGT. POLLARD<br>SGT. MOUNT<br>2nd Lt. PULLEN<br>SGT. WAKE | do. | 1614 | 2038 | Could not locate target owing to icing and heavy cloud. Bombs jettisoned | |
| 3407 | SGT. CARTWRIGHT<br>SGT. PATRICK<br>SGT. JENKINS<br>SGT. COOKE<br>SGT. STUFFIN<br>SGT. NICHOLAS | do. | 1620 | 2208 | Bombed on E.T.A. No results seen owing to 10/10 cloud. Fires seen reflected through clouds. Landed at MILDENHALL on return. | |
| 3416 | P/O. ELLIOTT<br>P/O. BROOKE<br>SGT. STEVENS<br>2ndLT. MULLOCK<br>SGT. TOWNSEND<br>SGT. CAMERON | do. | 1624 | 2 220 | Bombed on E.T.A. Bursts not seen owing to 10/10 cloud. Landed at MILDENHALL on return. | |
| 3277 | P/O. HALL<br>SGT. GREEN<br>SGT. GREENWOOD<br>SGT. MCKIE<br>SGT. LAWRIE<br>SGT. TURNER | do | 1613 | 2120 | Bombed on E.T.A. No results seen owing to 10/10 cloud. Starboard undercarriage collapsed on landing. 2nd Pilot slightly injured. | |
| 3283 | SGT. DALGLEISH<br>P/O COOPER<br>SGT. COULSON<br>SGT. ONIONS<br>CAPT BUCK.<br>SGT. WALKER. | do. | 1617 | 2240 | Bombed believed Brest on E.T.A. Bursts seen and large fires and dull red glow seen through clouds. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Wellington Mk. III / [illegible] 3422. | SGT. RAMEY<br>SGT. McCARTHEY<br>SGT. MACLEOD<br>SGT. STEVENS<br>SGT. RUTHERFORD<br>SGT. OWEN. | Attack Battle Cruisers at BREST | 1615 | 1955 | Did not locate target owing to 10/10 cloud and icing. Bombs jettisoned in sea. Landed at ABINGDON. | Y 236 |
| 3452 | P/O ROBERTS<br>SGT. MaThan. Y<br>P/O TaRBITTEN<br>P/O ChaYES<br>SGT. ELGIE<br>SGT. DORRELL | do. | 1643 | 2235 | Bombed on E.T.A no results seen owing to 10/10 cloud. Landed West RAYNHAM. | |
| DATE | 5/6th JaNUaRY 1942. | | | | | |
| Wellington Mk. III 3469 | S/L TURNER<br>SGT. WEBB<br>P/O BULLOCK<br>SGT. WALKER<br>CAPT BUCK.<br>SGT. JAMES. | Attack Arsenal Power Station at BREST. | 0330 | 0904 | Did not locate target owing to 10/10 th cloud. Bombs jettisoned in sea. | Y 237 |
| 3416 | P/O ELLIOTT<br>P/O BROOKE<br>SGT. STEVENS<br>SGT. CAMERON<br>2nd.Lt. MUDDOCK<br>SGT. TOWNSEND. | do. | 0337 | 1022 | Bombed N.E. of PORT MILITAIRE, no bursts seen owing to 9/10ths cloud. | |
| 3366 | P/O HODGES<br>SGT. OWEN<br>SGT. [illegible]ORT<br>SGT. McCART<br>Lt. PULLAN<br>SGT. MILLS. | do. | 0346 | 0735 | Did not reached target owing to port engine failing and repeatedly catching fire. Bombs jettisoned in sea. Crashed on landing, rear gunner killed, Pilot and Observer slightly injured. | |
| 3451 | SGT. DOUGHTY<br>P/O SULLIVAN<br>P/O SIMPSON<br>SGT. STIRLING<br>SGT. BLACK<br>SGT. [illegible]SLOP | do. | 0437 | 1021 | Bombed on E.T.A owing to 9/10th cloud, bursts seen through cloud. | |
| 3397 | SGT. TAYLOR<br>SGT. KEARNS<br>SGT. JASPER<br>SGT. MURRAY<br>SGT. WATSON<br>Lt. SOUTHGATE. | do. | 0432 | 1037 | BOMBED ON E.T.A OWING TO 9/10th cloud. Bursts seen and dark red fire started. | |

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Reference:- AIR 27 / 126

SGT. JASPER
SGT. MERRY
SGT. WATSON
Lt. SOUTHGATE.

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

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

January 5/6th, 1942 (Cont.)

DETAIL OF WORK CARRIED OUT.

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

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk. III 3285 | SGT. WILMOT<br>SGT. HUBBERT<br>SGT. WELSH<br>SGT. SHEPHERD<br>SGT. CASSIDY<br>SGT. WEBBORN | Attack Arsenal Power Station at BREST | 0428 | 1018 | Bombed on E.T.A. owing to 10/10 cloud, no results seen | Y 237 |
| 3422 | SGT. RAMEY<br>SGT. McCARTNEY<br>SGT. AMPHLETT<br>SGT. STEVENS<br>SGT. RUTHERFORD<br>SGT. OWEN | do. | 0425 | 0928 | Bombed concentration of Flak in Brest area, owing to 10/10 cloud. Landed at WYTON | |
| 3283 | SGT. DA LGLIESH<br>SGT. PEARSON<br>SGT. COULSON<br>SGT. ONIONS<br>SGT. HUTCHINSON<br>SGT. BROWN | do. | 0423 | 0951 | Bombed just West of Port MILITAIRE. Two bursts seen through break in 8/10 cloud. | |
| 3470 | SGT. CARTWRIGHT<br>SGT. GINGLES<br>SGT. JENKINS<br>SGT. COOKE<br>SGT. STUFFIN<br>SGT. NICHOLAS | do | 0435 | 1013 | Bombed north of Bassin No. 1. Bursts not seen owing to 9/10 cloud, but orange red fires broke out immediately after bombing. | |
| 3305 | SGT. BULFORD<br>SGT. CLARKE<br>SGT. POLLARD<br>SGT. BELL<br>SGT. DARLING<br>SGT. WARE | do | 0433 | 0946 | Bombed on E.T.A. no results seen. | |
| 3452 | P/O. ROBERTS<br>SGT, REID<br>P/O TARBITTEN<br>P/O CLAYES<br>SGT. HOPER<br>F/LT. DOWNES | do. | 0430 | 0944 | Bombed West bank of Port Militaire, no results seen. A/C. hit by flak in many places. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk. III 3407 | SGT. RUNACRES<br>SGT. NATHAWAY<br>SGT. HALL<br>SGT. BLAYDON<br>SGT. SKIDMORE<br>SGT. VIVIAN | Attack Docks & Shipping at CHERBOURG | 0520 | 0938 | Believed bombed Docks 4 & 5. No burstst seen but incendiaries seen burning. | Y 237 |
| Date | 7/8th January 1942. | | | | | |
| 3496 | S/L. TURNER<br>P/O. COOPER<br>P/O. SOMMOR<br>SGT. HOLGATH<br>SGT. WALKER<br>SGT. JAMES | Attack Arsenal Power Station at BREST | 0335 | 0856 | Unable to identify target owing to 10/10 cloud. H.E. bombs jettisoned in sea. Incendiaries brought back. | Y 238 |
| 3416 | P/O. ELLIOTT<br>P/O. BROOKE<br>SGT STEVENS<br>SGT. CAMERON<br>2nd Lt. MULLOR<br>SGT. TOWNSEND | do. | 0402 | 0858 | Bombs released after identifying Pointe de Espangnol and coast line west of Docks. No results seen. Landed at ....TERSEZOH | |
| 3397 | SGT. TAYLOR<br>SGT. KEARNS<br>SGT. JASPER<br>SGT. MERRY<br>SGT. SAUNDERS<br>SGT. WATSON | do. | 0405 | 0908 | Bombed on E.T.A. bursts no t seen owing to 10/10 cloud. | |
| 3451 | SGT. CARTWRIGHT<br>SGT. GINGELS<br>SGT. JENKINS<br>SGT. COOKE<br>SGT. STUFFIN<br>SGT NICHOLAS | do | 0417 | 0945 | Bombed on E.T.... and saw a glare through clouds. | |
| 3288 | SGT. CASEY<br>P/O GULLIVER<br>SGT. MILDON<br>SGT. STACEY<br>2nd Lt. FULLER<br>SGT. STANSFIELD | do | 0401 | 0949 | Saw Rade in break in 10/10 cloud. Bombs dropped on estimated position of target. No results seen. | |

WL 44706/1284 200M 3/40 W.O.P. 51-9010

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Wt. 44795/631a. 200M. 2/40. H.G.S. 51—5059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

Date 7/8th January 942 (Cont.)

DETAIL OF WORK CARRIED OUT.

From ..... hrs. ../../.. to ..... hrs. ../../..

By 9 Squadron

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

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk. III 3390 | P/O. HALE<br>SGT. LANGTON<br>SGT. GREENWOOD<br>SGT. McKIE<br>SGT. LAWRIE<br>SGT. TURNER | Attack Battle Cruisers at BREST. | 0359 | 0900 | Bombs dropped between glow of two fires on cloud. Landed at KINGSLTON | Y 238 |
| 3285 | SGT. WILMOT<br>SGT. HUBBERT<br>SGT. WELSH<br>SGT. SHEPHERD<br>SGT. CASSIDY<br>F/SGT. WEBBORN | do | 0403 | 1000 | Bombs dropped on estimated position of target. Bursts seen but no other results, owing to 10/10 cloud | |
| 3395 | SGT. BULFORD<br>SGT. CLARKE<br>SGT. POLLARD<br>SGT. DARLING<br>SGT. CALVER<br>SGT. WARD | do. | 0403 | 0921 | Bombs believed to have dropped close to Dock 9, but bursts not seen owing to 10/10 cloud. Landed at WATERBEACH | |
| 3470 | SGT. DAVIDSON<br>SGT. REID<br>P/O. DOW<br>SGT. ARNOLD<br>LT. SOUTHGATE<br>SGT. DANIEL | do | 0419 | 0820 | No attack madeowing to W/T being U/S 60 miles from English Coast. Bombs jettisoned in Sea. Landed at WATERBEACH | |
| 3283 | SGT. LOVELL<br>SGT. WEBB<br>P/O. HOULT<br>SGT. SEBBERAS<br>SGT. HARRISON<br>SGT. PEACEY | do. | 0412 | ? | Landed at North Weald. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Date 21/22 January 1942. | | | | | | |
| WELLINGTON Mk. III 3422 | P/O. COOPER<br>SGT. LANGTON<br>P/O. MITCHELL<br>SGT. LUKER<br>SGT. ENGLISH<br>SGT. WALKER | Attack EMDEN | 1756 | 2213 | Bombed in one stick just north of aiming point. No results seen. | Y 243 |
| 3285 | SGT. PEARSON<br>SGT. FLANNERY<br>SGT. WELSH<br>SGT. HOWORTH<br>SGT. STUFFIN<br>F/SGT. WEBBORN | do. | 1753 | 2310 | Attacked unidentified Town North of EMDEN, HAGE aerodrome and believed factory in woods South of HAGE, believed UTGANSCHOOT. | |
| 3407 | SGT. RUNNACLES<br>F/LT. GOLDIE<br>SGT. HALL<br>SGT. BLAYDON<br>SGT. SKIDMORE<br>SGT. DORREL | do. | 1745 | 2155 | Bombs dropped in target area, bursts seen. | |
| 3288 | P/O. ROBERTS<br>~~XXTXXXXXX~~<br>SGT. DEEN<br>P/O. SIMPSON<br>P/O. CLAYES<br>P/O. SULLIVAN<br>F/Lt. DOWNES | Attack SOESTERBURG AERODROME | 1911 | 2147 | Could not locatetarget and as both turrets were U/S turned back and jettisoned bombs safe in Sea. | |
| 3305 | SGT. DOUGHTY<br>SGT. GINGLES<br>P/O. DOW<br>P/O. SKINNER<br>~~SGT.~~ BANKS<br>SGT. WARE | do. | 1920 | 2203 | Attack SCHIPOL aerodrome. Machine gunned enemy aircraft about to land. Tracer seen to enter E/A which burst into flames and burnt out on ground. Hangers and buildings bombed from 400 feet. Three searchlights shot out, and one light gun emplacement silenced. | |
| 3281 | SGT. DALGLIESH<br>SGT. McCARTNEY<br>SGT. COULSON<br>SGT. ONIONS<br>SGT. HUTCHINSON<br>SGT. BROWN | do. | 1915 | 2222 | Saw the dummy aerodrome, them picked up SOESTERBURG aerodrome. The flare path was on, and E/A taking off, lights switched on and off, until another E/A came into land when all lights were switched on. Bombed flare path from 500 feet, also machine gunned 'dromed. Repeatedly followed E/A circling drome, and fired at no less than seven including two on ground , Balance of H.E. s and incendiaries dropped on concentration of lights or fires on the aerodrome. | |

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Reference:- AIR 27 / 126

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

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

28/29th January 1942.

From ~~hrs~~ / / to ~~hrs~~ / / By 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 Mk III 3422 | SGT. WEEB<br>SGT. VICKERS<br>F/O SAUL<br>SGT. SWIDERSKI<br>SGT. RUTHERFORD<br>SGT. EVANS | Attack Docks and Shipping at Boulogne | 2004 | 2256 | Identified target area and bombs believed to have dropped alongside Dock No. 6. No results seen owing to being caught in searchlights. | Y 245 |
| /"// 3233 | SGT. PARSONS<br>SGT. HOLMES<br>SGT. PULLEN<br>SGT. BELL<br>SGT. CARTY<br>SGT. LOVIS | do | 2010 | 2323 | Bombs dropped across Dock No. 3. No results seen owing to being caught in Searchlight concentration and heavy Flak. | |

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

No. of pages used for day

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 1/2. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: Light variable becoming Southeasterly 5-10 mph. Weather: Cloudy with slight continuous snow commencing during forenoon and continuing all day. Cloud: cloud lowering gradually and becoming 800 feet with onset of snow, but ~~XXXX~~ 200-600 feet in heavier snow. Visibility: 1,000-3,000 yards but less than 1,000 yards in heavier precipitation. | |
| | 2/2. | | Nothing of operational importance occurred. Cross country flying was carried out. | |
| | | | WEATHER: Surface wind: Southeasterly 5-10 mph. Weather: continuous snow till early afternoon then cloudy. Cloud: 10/10 at 600-800 feet during snow but lifting to 1,000 feet during afternoon and later to 2,500 feet. Visibility: 1,000-2,000 yards in snow becoming 2,000-4,000 yards later. | |
| | 3/2. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: S.E'ly 10-20 mph. veering during day to WNW'ly. Weather: moderate snow commencing at 0440 turning to rain during afternoon with slight drizzle towards midnight. Cloud: lowering to 500-900 feet with onset of snow, 10/10 all day. Visibility: mainly 1,000-3,000 yards, but decreasing to less than 1,000 yards in heavier precipitation. | |
| | 4/2. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: Northwesterly 15-20 mph. veering to NNE'ly during morning. Weather: ~~cloudy with intermittent~~ snow during the afternoon. Cloud: 10/10 at 200- | |

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Reference: AIR 27 / 126

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | 4/2 (contd) | | 800 feet lifting to 1,500-2,500 feet during afternoon with slight breaks. Visibility: 800-1,500 yards at first increasing to 4,000 yards by afternoon. | |
| | 5/2. | | Nothing of operational importance occurred. Navigation exercise and air firing practice carried out. WEATHER: Surface wind: N.N.E. 10-15 mph. Weather: continuous snow becoming intermittent towards midnight. Cloud: 10/10 at 2,600 feet lowering gradually to 600 feet by afternoon. Lifting to 1,800 feet after dusk. Visibility: mainly 2,000-4,000 yards but reduced to less than 2,000 yards in heavier snow. | |
| | 6/2. | | Nothing of operational importance occurred. Navigation exercise and air firing practice over the Wash was carried out. WEATHER: Surface wind: Northerly 5-10 mph. Weather: intermittent slight snow. Cloud: 10/10 at 2,000-3,000 feet. Visibility 2-4 miles but decreasing to 3,000 yards in snow. | |
| | 7/2. | | Nothing of operational importance occurred. Aircraft carried out navigation exercise and cross country flying. WEATHER: Surface wind: N.E'ly 5-10 mph. Weather: cloudy with slight snow during late morning and early afternoon. Cloud: 10/10 at 1,500-2,500 feet with slight breaks during morning. Visibility: mainly 2-4 miles. | |
| | 8/2. | | Nothing of operational importance occurred. Aircraft carried out navigation exercise and air firing practice. WEATHER: Surface wind: Light ENE at first but becoming Westerly 5-10 mph. during the morning. Weather: fair. Cloud: 10/10 at 2,500-3,000 feet during morning | |

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 8/2 (contd) | | dispersing during afternoon but reforming after dusk. Visibility: 4-6 miles decreasing to 1,000-3,000 yards after dusk. | |
| | 9/2.. | | Nothing of operational importance occurred. WEATHER: Surface wind: WSW. veering N'ly during morning, backing WNW after dusk. 5-10 mph. Weather: Cloudy with intermittent rain or drizzle. Cloud: 7/10-10/10 at 3,000 feet at first soon becoming 10/10 at 800-1,500 feet. Visibility: 1,500-2,000 yards but falling to 600 yards in precipitation. | |
| | 10/2. | | Nothing of operational importance occurred. Navigation exercise carried out. WEATHER: Surface wind: WSW-W 10-20 mph. veering Northerly after 2200 hours. Weather: fair to cloudy with rain commencing at 2000 hours turning to snow later. Cloud: 6/10-10/10 at 2,500-3,500 feet falling to 500 feet for short period around 2100-2200 hours. Visibility: 2,000-4,000 yards. | |
| | 11/2. | | Nothing of operational importance occurred. WEATHER: Surface wind: NNW. to N. 10 to 15 mph. falling light at times; backing slowly throughout day becoming WSW to W, mainly 10 mph. Weather: fair at first, becoming ~~cloudy~~ cloudy after dawn, becoming fair to fine after 2200 hours. Slight haze. Cloud: small amounts of cloud at first; thereafter much medium and high cloud. Visibility: 3 to 6 miles becoming 2000 to 4000 yds. after 1900 hours. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | 12/2. | 1505. | One aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. dated 12/2/42. (See relevant form 541) | Y245 |
| | | 1905. | Aircraft returned safely. | |
| | | | WEATHER: Surface wind: WSW. to W. 15 to 20 mph. Gusty at times. Weather: fair at first becoming cloudy with intermittent slight rain and drizzle after 0900 hrs. until 1400 hours. Thereafter cloudy. Cloud: small amounts of medium and high cloud, until 0600 hours. Afterwards mainly 6-10/10. at 1,000 to 3,000 feet with temporary breaks to Nil to 4/10. Visibility: 2,000 to 4,000 yards at first improving after dawn to 4 to 6 miles. | |
| | 13/2. | 1810. | One aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 727 dated 13/2/42 (See relevant form 541) | Y246 |
| | | 2230. | Aircraft returned safely. | |
| | | | Air firing practice carried out. At night aircraft carried out navigation exercise. | |
| | | | The London Gazette, Serial No. 35454, announced the award of the Distinguished Flying Cross to P/O. A.L.ROBERTS and P/O. H.L.TARBITTEN (since deceased.) | |
| | | | WEATHER: Surface wind: W to NW. 15 to 25 mph. Weather: mainly fair, but cloudy with intermittent slight rain at first. Cloud: very variable amounts at 2,000 to 3,000 feet with small amounts of medium cloud above. Visibility: 4 to 6 miles at first, improving to 6 to 10 miles. | |
| | 14/2. | 1840. | Three aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.728 dated 14/2/42 (See relevant form 541). | Y247 |
| | | 0025. | All aircraft returned safely. | |
| | | | WEATHER: Surface wind: NW'ly 10 to 20 mph. Weather: fine at first becoming cloudy. Cloud: At first no cloud, small amounts of cloud before dawn, increasing to 7/10 to 9/10 at 1,500 to 2,500 feet, breaking occasionally to 3/10. Visibility: 4 to 6 miles falling to 2,000 to 4,000 yards after dusk. | |

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Reference:- AIR 27 / 126

Cloud: At first no cloud, small amounts of cloud before dawn, increasing to 7/10 to 9/10 at 1,500 to 2,500 feet, breaking occasionally to 3/10. Visibility: 4 to 6 miles falling to 2,000 to 4,000 yards after dusk.

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

R.A.F. Form 540

*See instructions for use of this form in K.R. and A.C.I., para. 2340, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.*

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 19 SQUADRON.

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

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 15/2. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: NNW'ly at first, veering to N. to NNE'ly by 1400 hours; 5 to 10 mph. | |
| | | | Weather: Cloudy; slight shower of rain at 1100 to 1200 hours; becoming fine after 2200 hours. | |
| | | | Cloud: 8/10 to 10/10 at 3,000 to 4,000 feet, until 2200 hours; thereafter no cloud. Visibility: 2 to 4 miles until dawn, then becoming 2,000 to 4,000 yards, improving later to 4 to 6 miles. | |
| | 16/2. | 1835. | Two aircraft carried out operations in accordance with Headquarters, No. 3 Group. operations order form B.730 dated 16/2/42 (See relevant form 541) | Y/248 |
| | | 2200. | Both aircraft returned safely. | |
| | | | During the day, navigation exercise was carried out, whilst at night circuits and landings were practised. | |
| | | | WEATHER: Surface wind: NE'ly 10 to 15 mph. Weather: Cloudy. Cloud: 8/10 to 10/10 at 2,000 to 3,000 feet. Visibility: 2,000 to 4,000 yards at first, improving after dawn to 2 to 4 miles and later to 6 to 10 miles, deteriorating again to 2 to 4 miles towards dusk. | |
| | 17/2. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: Northeasterly 15 to 20 mph. Weather: Cloudy with occasional slight snow 0800 to 1700 hours. Cloud: 10/10 at 1,500 to 2,000 feet Visibility: 2 to 4 miles at first becoming 6 to 10 miles at about0900 hours decreasing again to 4 to 6 miles after 1900 hours. | |
| | 18/2. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: Northeast to East 10 to 15 mph. Weather: cloudy with occasional slight snow. Cloud: 10/10 at 1,500 to 2,500 feet. Visibility: 4 to 6 miles improving to 6 to 10 miles 0800 to 1700 hours. | 178 |

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Reference:- AIR 27 / 126

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON, | 19/2. | | Nothing of operational importance occurred. Cross country flying carried out during the day. Navigation exercise at night. WEATHER: Surface wind: North easterly 5 to 10 mph. Weather: cloudy, but becoming fair temporarily during afternoon. Cloud: 8/10 to 10/10 at 1,000 to 2,000 feet until about 1100 hours, becoming 3/10 to 6/10 at 3,000 to 4,000 feet until about 1700 hours and then 8/10 to 10/10 at 1,500 to 2,000 feet. Visibility: 4 to 6 miles improving temporarily to 6 to 10 miles between 0800 and 1700 hours. | |
| | 20/2. | | Nothing of operational importance occurred. WEATHER: Surface wind: N. to NE. 5 to 10 mph. Weather: cloudy with occasional slight snow, after 0800 hours. Cloud: 10/10 at 1,500 to 2,500 feet, falling at times to 600 to 1,000 feet. Visibility: 1 to 4 miles improving during day to mainly 4 to 8 miles. | |
| | 21/2. | | Nothing of operational importance occurred. WEATHER; Surface wind: North-easterly 5 to 15 mph. Weather: cloudy with slight snow until about midday and then becoming fair at times with occasional snow showers. Cloud: 8/10 to 10/10 at 1,000 to 2,000 feet until midday, then becoming variable broken shower cloud at 1,500 to 2,500 feet, but falling to 800 feet in showers. Visibility: 2,000 to 4,000 yards improving ~~xx800~~ slowly during morning up to 4 to 6 miles, but decreasing again after about 1600 to 1 to 3 miles. | |
| | 22/2. | 1800. | Two aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 735 dated 22/2/42. (See relevant form 541). | Y249 |
| | | 2345 | Both aircraft returned safely. WEATHER: Surface wind: Northerly 2 to 8 mph. Weather: slight snow during early morning. Fine around midday and fair later. Cloud: 10/10 falling to 1,500-2,000 feet. in snow. Breaking late in morning to 2-6/10 but becoming 6/10-10/10 after dusk. Visibility: 2,000 - 4,000 yards. | |

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WEATHER: Surface wind: Northerly [illegible] mph. Weather: [illegible] morning. Fine around midday and fair later. Cloud: 10/10 falling to 1,500-2,000 feet. in snow. Breaking late in morning to 2-6/10 but becoming 6/10-10/10 after dusk. Visibility: 2,000 - 4,000 yards.

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

of (Unit or Formation) NO. 9 SQUADRON.

Page No.

No. of pages used for day

| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 23/2. | | Nothing of operational importance occurred. Aircraft carried out cross country flying and navigation exercise. WEATHER: Surface wind: NNE 5-10 mph. Weather: ~~cloudy~~ cloudy with slight snow around midday. Cloud: 10/10 at 2,000 - 3,000 feet falling to 1,000 feet in heavier snow. Breaking temporarily during afternoon to 8/10. Visibility: 2,000 yards at first soon improving to 4-6 miles except in snow. | |
| | 24/2. | | Air Firing practice and navigation exercises were carried out during the day. At night, circuits and landings were practised, and further navigation exercises carried out. WEATHER: Surface wind: NNE - NE. 10-15 mph. Weather: cloudy. Cloud: mainly 10/10 at 2,500 feet but occasional breaks to 4/10-6/10. | |
| | 25/2. | | Nothing of operational importance occurred. Various training was carried out, including formation flying, navigation exercises, S.CI practice and air to air firing over the Wash. WEATHER: Surface wind: NNE - NE. 10-15 mph. Weather: cloudy. Slight snow during morning for short period. Cloud: 9/10-10/10 at 1,800-2,500 feet. Visibility: 4 to 6 miles. | |
| | 26/2. | | Nothing of operational importance occurred. Navigation exercises were carried out. WEATHER: Surface wind: NE-NNE. 10-15 mph. decreasing 5-10 mph. towards midnight. Weather: cloudy with intermittent slight snow. Cloud: 8-10/10 at 1,000-1,500 ft. Visibility: 2-4 miles. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 27/2. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: Nly 5-10 mph. backing SSW-SW by afternoon. Weather: cloudy becoming fair late afternoon and foggy by midnight. Cloud: 10/10 at 1,000-1,500 ft. breaking to small amounts by afternoon. Visibility: 1-3 miles decreasing rapidly during the evening to 1,000-1,500 yards by midnight. | |
| | 28/2. | | Nothing of operational importance occurred. Formation flying and navigation exercises were carried out.<br>WEATHER: Surface wind: SSW 10-15 mph. Weather: foggy during early morning becoming fine. Cloud: small amounts at first; increasing amounts of medium and high cloud dispersing after dusk. Visibility: 500-1,000 yards at first, becoming 1-2 miles. | |

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Wt. 44786/4854. 200M. 3/40. H.G.S. 51—5059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

Date 12th February 1942. DETAIL OF WORK CARRIED OUT.

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

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk. III 3422 | SGT. CASEY<br>P/O. GULLIVER<br>SGT. MILDON<br>SGT. STACEY<br>SGT. HOOPER<br>SGT. STANSFIELD | Attack Enemy Battle Cruisers off the Dutch Coast. | 1520 | 1807 | Unable to locate target owing to heavy rain, snow and icing. Bombs jettisoned alive. | Y 245 |
| Date 13/14th February 1942. | | | | | | |
| 3411 | SGT. WEBB<br>SGT. VICKERS<br>P/O. SAUL<br>SGT. RUTHERFORD<br>SGT. SWIDERESKI<br>SGT. PEACEY | Attack Docks and Shipping at LE HAVRE. | 1810 | 2218 | Bombs brought back owing to bomb doors not opening when over target. | Y 246 |
| Date 14/15th February 1942. | | | | | | |
| 3277 | SGT. CARTWRIGHT<br>SGT. ROGERS<br>F/ SGT. DIGNAN<br>SGT. SINGERTON<br>SGT. SADLER<br>SGT. NICHOLAS | Attack target at MANNHEIM | 1845 | 2349 | Bombed with one stick on E.T.A. and bursts seen. Second stick dropped on concentration of searchlights on coast near OSTEND. | Y 247 |
| 3422" | SGT. CASEY<br>SGT. GINGLES<br>SGT. MILDON<br>SGT. STACEY<br>SGT. HOOPER<br>SGT. STANSFIELD | do. | 1846 | 0016 | Bombed centre of flak and searchlight concentrations. No results seen owing to cloud. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk. III 3283 | SGT. WEBB<br>SGT. VICKERS<br>P/O. SAUL<br>SGT. SWIDERESKI<br>SGT. RUTHERFORD<br>SGT. PEACEY | Attack Docks and Shipping at LE HAVRE | 1841 | 2215 | Unable to identify docks owing to 8/10 cloud. Bombs jettisoned safe in sea. | Y 247 |
| Date | 16/17th February 1942. | | | | | |
| 3283 | P/O. COOPER<br>SGT. LANGTON<br>P/O. MITCHELL<br>SGT. LUKER<br>SGT. COOKE<br>SGT. WALKER | Leaflet dropping over LILLE Area | 1838 | 211 | Leaflets dropped on E.T.A. 27 miles E.N.E. of LILLE | Y 248 |
| 3288 | SGT. PEARSON<br>SGT. FLANNERY<br>SGT. WELSH<br>SGT. HOWORTH<br>SGT. STUFFIN<br>SGT. WEBBORN | do. | 1846 | 2145 | Leaflets dropped on E.T.A. 27 miles E.N.E. of LILLE | |
| Date | 22/23 February 1942. | | | | | |
| 3288 | S/L. GOLDIE<br>SGT. PATRICK<br>P/O. PEEL<br>P/O. LANGDON<br>SGT. BLACK<br>SGT. TOWNSEND | Attack target at EMDEN | 1845 | 2254 | Bomb seen to burst, but no other results. | Y 249 |
| 3283 | SGT. DAVIDSON<br>SGT. REID<br>SGT. PULLEN<br>SGT. BELL<br>SGT. BURN<br>SGT. LOVIS | do. | 1855 | 2340 | Primary not attacked owing to cloud. Bombs dropped on concentration of flak at WILHELMSHAVEN, but no results seen. | |

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

of (Unit or Formation) No 9 Senatown

Page No.

No. of pages used for day

| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 1/3. | | Nothing of operational importance occurred. Navigation exercise was carried out. | |
| | | | WEATHER: Surface wind: SSW 5=10 mph. backing steadily during the day to Easterly less than 5 mph. Weather: cloudy. Cloud: 8/10=10/10 at 1,000=2,000 feet above sea level. Visibility: 2=4 miles. | |
| | 2/3. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Surface wind: Easterly 5=10 mph. Weather: cloudy, becoming fair by afternoon with fog forming towards midnight. Cloud: 8/10=10/10 at 500=1,000 feet above sea level, breaking to small amounts by afternoon. Visibility: 1=2,000 yards falling to less than 1,000yards towards midnight. | |
| | 3/3 | | During the day, navigation exercise was carried out, as well as air to sea firing practice. | |
| | | 1840. | Two aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 744 dated 3/3/42 (See relevant form 541). | |
| | | 2315. | Both aircraft returned safely. | |
| | | | WEATHER: Surface wind: ESE to SE 5 = 10 mph. freshening to 10 = 15 mph. by afternoon. Weather: fine, with widespread fog at first, becoming cloudy towards the evening. Cloud: none at first; medium and high cloud increasing during the afternoon and lowering to 7/10 = 10/10 at 4 = 6,000 feet above sea level by midnight. Visibility: Less than 500 yards at first, slowly improving to 1 = 2 miles during the afternoon but deteriorating to 1,500 yards after dusk. | |
| | 4/3. | | Nothing of operational importance occurred. Beam flying was practised. | |
| | | | WEATHER: Surface wind: SE to E 10 to 15 mph. backing during afternoon to E to NE 5 to 10 mph. Weather: cloudy with almost continuous rain, moderate at times after about 0700 and turning to sleet about 2000. Cloud: 10/10 at 5,000 to 6,000 feet at first, base gradually lowering and becoming 400 to 600 feet about 1100. Visibility: mainly 1,000 to 2,000 yards. | 151 |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 5/3. | | Nothing of operational importance occurred. Low flying practice was carried out.<br>WEATHER: Surface wind: NE to E 10 mph. increasing towards midnight to 10 to 15 mph. Weather: cloudy with almost continuous light sleet or snow becoming intermittent about midday. Cloud: 10/10 at 500 to 1,000 feet. Visibility: 1,500 to 2,000 yards at first, improving to 3 to 6 miles after abput 1100 hours. | |
| | 6/3 | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: E to NE 10 to 15 mph. Weather: overcast with occasional light snow. Cloud: 10/10 at 500 to 1,000 feet falling at times to 300 feet. Visibility: mainly 2 to 5 miles. | |
| | 7/3. | | Nothing of operational importance occurred. Formation flying was carried out over NEWMARKET.<br>WEATHER: Surface wind: NE'ly 10 to 15 mph, backing during morning to NW'ly 15 mph. but decreasing to 5 to 10 mph. towards midnight. Weather: overcast with occasional slight snow, but becoming fine after abput 2000 hours. Cloud: 10/10 at 800 to 1,000 feet, base lifting and cloud dispersing during evening and becoming nil after about 2000 hours. Visibility: mainly 2 to 4 miles but decreasing to 2,000 to 4,000 yards after about 2100 hours. | |
| | 8/3. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: SW'ly 5 mph. increasing during afternoon to 15 mph. Weather: fine at first, becoming cloudy about midday, Cloud: no low cloud but increasing high and medium cloud during late morning and becoming 8/10 to 10/10 by about midday, but dispersing again towards midnight. Visibility: 1,000 to 3,000 yards at first, increasing and becoming mainly 1 to 3 miles after dawn. | |
| | 9/3. | 0010. | 15 aircraft took off for operations in accordance with Headquarters, No. 3 Group operations order form B. 745 dated 8/3/42 (See relevant form 541) | |
| | | 0724. | 13 aircraft returned safely. | |

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| | | | |
|---|---|---|---|
| | | 0724. | order form B. 745 dated 8/3/42 (See relevant form 541)<br>13 aircraft returned safely. |

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 9/3 (contd) | | Wellington X.3411 (Captain Sgt. Lovell)and Wellington X.3641 ( Captain Sgt. Doughty)both failed to return and were reported missing. X.3411, with the following crew, took off at 0028 hours to attack a target in ESSEN: 1376533. Sgt. Lovell, R.J.T.: 108010. P/O. T.W.W.Woodford; 106534. P/O. R.P.Hoult; 1199261. Sgt. Cooke, W.L; 977278. Sgt. Bowers, W.H.; and 902440. Sgt. Peacey, D.W. No messages were received from the aircraft after it took off. | |
| | | | X.3641, with the following crew, took off at 0031 hours, and was also detailed to attack ESSEN. The aircraft requested a fix at 0112 hours and a further fix at 0127 hours, but after that time, nothing further was heard. As soon as daylight permitted, a sweep over the North Sea was carried out by aircraft from other stations, but without success; 1063795. Sgt. DOUGHTY,J; 68189. P/O. T.G. GULLIVER; P/O. C.D.WADDINGHAM,DFC; 997898. Sgt. STIRLING,E.F;645684. Sgt. WELCH, D.S; 845752.Sgt. HESLOP,J. | |
| | ~~XXX~~. | 1941. | Nine aircraft carried out operations in accordance with Headquarters, No..3 Group operations order form B.746 dated 9/3/42 (See relevant form 541) | |
| | | 0030. | Eight aircraft returned safely. The other aircraft, X.3643, crashed at HARLESTON, Norfolk, on return to base and was burnt out. The cause of the accident is not known, but the whole crew, comprising the following personnel, were killed: 1110531. Sgt. CARTWRIGHT, J; 1365260 Sgt. ROGERS, J.A; 581147. F/Sgt. DIGNAN, T; 647330. Sgt. SINGERTON, A.E; 1063724. Sgt. ERRINGTON, T.H; and 534052. Sgt. NICHOLAS, D.S. | |
| | | | WEATHER: Surface wind: SW'ly 5 to 10 mph. decreasing during evening and becoming E to NE 5 mph. about dusk. Weather: fine for first 2 or 3 hours but quickly becoming cloudy. Cloud: No low cloud but medium cloud quickly increasing and becoming 8/10 to 10/10 by 0300 hours. Visibility: 3 to 5 miles but decreasing to 2,000 to 4,000 yards after about midday. | |
| | 10/3. | | Information was received that P/O. R.P.HOULT, reported missing in aircraft X. 3411 on 9/3/42, has been picked up by a trawler after 33 hours in the sea, and admitted to LOWESTOFT General Hospital, suffering from exposure. No news received of the other members of the crew. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 10/3. | | WEATHER: Surface wind: E'ly 5 mph. becoming calm or light in the evening. Weather: misty before dawn becoming fair; fog forming rapidly just before midnight. Cloud: variable amounts of medium and high cloud at first; 5=9/10 low cloud at 3,000 feet forming after midday and dispersing after dusk. Visibility: 2,000 yards improving steadily to 6=12 miles after midday and falling after dusk to 2,000 yards and rapidly to 400 yards near midnight. | |
| | 11/3. | | Nothing of operational importance occurred. Beam flying practice carried out.<br>WEATHER: Surface wind: Light SE'ly becoming variable and later NE'ly 5 mph. Weather: fog dispersing after dawn; misty until midday becoming cloudy and fair late in the evening. Cloud: sky obscured by fog until nearly dawn; then mainly 10/10 at 2 to 3,000 feet lifting towards dusk to over 5,000 feet and dispersing by midnight. Visibility: 200 yards improving to 800 yards by dawn and to 2,000 yards by midday. 2=4 miles later falling to 2,000 yards by midnight. | |
| | 12/3. | 1925. | Eight aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B.748 dated 12/3/42 (See relevant form 541) | |
| | | 0200. | All aircraft returned safely.<br>WEATHER: Surface wind: calm becoming light E'ly veering ESE and freshening to 10=15 mph. in the afternoon, later to 20=25 mph. gusty moderating after dusk to 15 = 20 mph. Weather: fine at first becoming cloudy in the morning for the rest of the day. Cloud: no cloud at first; then 5=9/10 at 2=3,000 feet becoming 10/10 at 1,200 feet in last few hours. Visibility: 2=4,000 yards increasing after dawn and becoming over 12 miles by mid=afternoon then falling slowly to 4 to 6 miles. | |
| | 13/3. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: ENE 15=20 mph. falling to 10 mph. after dusk. Weather: cloudy becoming fine after dawn. Cloud: 10/10 at 1,000 feet breaking and dispersing to nil after dawn. Visibility: 2 to 4 miles falling to 2,000 to 4,000 yards after dusk. | |

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# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 14/3. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: SE less than 5 mph. becoming 5 to 10 mph. by afternoon. Weather: fine at first becoming cloudy with slight rain and fog clearing by early evening. Continuous slight rain recommencing shortly before midnight. Cloud: little or no cloud at first, soon becoming 10/10 at 500-1,000 feet with a temporary clearance during the evening. Visibility: 1 to 3 miles but 500 to 1,000 yards in fog and precipitation. | |
| | 15/3. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: S-SSW 5 to 10 mph. Weather: cloudy, with a period of continuous slight rain during early morning. Cloud: 10/10 at 1,000 to 2,000 feet at first breaking to 6/10 to 9/10 at 2,000 to 3,000 feet during morning. Visibility: 2 to 4 miles. | |
| | 16/3. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: SSW to S 10 to 15 mph. Weather: fair at first becoming cloudy, with occasional slight showers of rain during evening. Cloud: 2/10 to 4/10 at 4,000 to 5,000 feet at first, increasing to 8/10 to 10/10 at 1,500 to 2,500 feet and lowering to 500 to 1,000 feet in showers. Visibility: 2 to 4 miles. | |
| | 17/3 | | Nothing of operational importance occurred. Air firing practice was carried out over the WASH.<br>WEATHER: Surface wind: Southerly 10 to 15 mph. backing to SE. less than 5 mph. Weather: cloudy with continuous slight rain at first becoming mainly fair.temporarily during the day but continuous rain recommencing shortly before midnight. Cloud: mainly 8/10 to 10/10 at 2,000 to 3,000 feet lowering in rain to 500 to 1,000 feet but breaking to 4/10 to 6/10 during the morning. Visibility: 2 to 4 miles. | 153 |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 18/3. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light variable, mainly WSW to SW less than 5 mph. Weather: cloudy, intermittent slight rain becoming of a showery nature towards evening. Cloud: 8/10 to 10/10 at 2,000 to 3,000 feet, falling to 800 to 1,000 feet in precipitation. Visibility: 2 to 4 miles falling to 1 to 2 miles in precipitation. | |
| | 19/3. | | Nothing of operational importance .<br>WEATHER: Surface wind: NNE to NE 5 to 10 mph. Weather: thick fog at first clearing very slowly during the day. A period of continuous slight drizzle with the re-appearance of thick fog towards midnight. Cloud: sky obscured during the morning. 10/10 stratus at 200 to 500 feet persisting for rest of day. Visibility: 200 to 1,000 yards generally, with a temporary improvement to 1,000 to 2,000 yards during the afternoon. | |
| | 20/3 | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light variable, less than 5 mph. Weather: fog and drizzle during morning. Cloudy conditions persisting for the rest of the day. Cloud: 10/10 at 500 to 1,000 feet falling to 100 to 500 feet in drizzle. Visibility: 500 to 1,000 yards, improving by afternoon to 1,000 to 2,000 yards. | |
| | 21/3. | | Nothing of operational importance occurred. Air firing practice was carried out.<br>WEATHER: Surface wind: light variable, less than 5 mph. becoming mainly ENE 5 to 10 mph. during the evening. Weather: cloudy with occasional slight drizzle during the day. Cloud: 10/10 at 500 to 1,000 feet. Visibility: 1 to 2 miles. | |
| | 22/3 | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: North Easterly 10 to 20 mph. Weather: cloudy, with some occasional | |

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...ly 10 to 20 mph. Weather: cloudy, with some occasional

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R.A.F. Form 540

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# OPERATIONS RECORD BOOK

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of (Unit or Formation) AT NO. 9 SQUADRON

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON | 22/3 (contd) | | slight drizzle towards midnight. Cloud: 8/10 to 10/10 at 500 to 1,000 feet. Visibility: 1 to 3 miles. | |
| | 23/3. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: NE to ENE 5 to 10 mph. Weather: fair at first, clearing by evening, with thick fog forming towards midnight. Cloud: variable amounts of low cloud. High cloud increasing during the evening. Visibility: 1 to 2 miles, falling to 1,000 to 1,500 yards soon after dawn then improving rapidly to 4 to 6 miles in afternoon, but deteriorating rapidly to less than 500 yards by midnight. | |
| | 24/3. | | Nothing of operational importance occurred.<br>WEATHER: Surface wind: light, variable, less than 5 mph. Weather: thick fog clearing slowly and becoming mainly fair. Cloud: fog at first, clearing to give some high cloud which dispersed after dusk. Visibility: less than 100 yards during the morning, improving to 4 to 6 miles later and falling again to 1 to 2,000 yards by midnight. | |
| | 25/3. | 1900. | Twelve aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 761 dated 25/3/42 (See relevant form 541) | |
| | | ~~XXXX~~ 0240. | All aircraft returned safely.<br>WEATHER: Surface wind: light and variable, less than 5 mph. becoming mainly Northerly, 5 to 10 mph. Weather: fair to fine, becoming cloudy towards midnight. Cloud: small amounts of medium and high cloud 8/10 to 10/10 of low cloud after 2300 hours. Visibility: 1,500 to 2,000 yards, improving by afternoon to 2 to 4 miles. | 154 |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 26/3. | 1935. | Eight aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 762 dated 26/3/42 (See relevant form 541) | |
| | | 0045. | All aircraft returned safely.<br>WEATHER: Surface wind: E to ESE less than 5 mph. at first, increasing to 10 to 20 mph. by afternoon. Weather: fair. Cloud: 5/10 to 8/10 low cloud dispersing during the morning. Increasing amounts of medium and high cloud. Visibility: 1,000 to 2,000 yards falling temporarily around dawn to 500 to 1,000 yards, then improving rapidly to 6 to 12 miles. | |
| | 27/3 | | Nothing of operational importance occurred.<br>WEATHER: Cloudy. Surface wind: E.NE. 10 to 15 mph. Cloud: much medium and high cloud at first, small amounts of low cloud at 2,000 feet dispersing by midnight. Visibility: 6 to 12 miles. | |
| | 28/3. | 1855. | Eleven aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 763 dated 28/3/42 (See relevant form 541). | |
| | | 0400. | All aircraft returned safely. Wellington X.3649 had been detailed to attack LUBECK. The aircraft reach, and bombed, its objective, and commenced to return along the approved route. Shortly after leaving the coast at WESTERHAVER, the aircraft was attacked by a ME110, which caused injuries to the rear gunner, 2nd pilot and observer. The aircraft was also damaged by the attack, but the Captain succeeded in bringing it back to base, at 0248 hours. The emergency hydraulic system had been damaged and despite continued efforts, the Captain was unable to make the under-carriage function, and decided to make a belly landing. This he did successfully, and the three wounded members of the crew were immediately removed to the West Suffolk General Hospital, Bury St. Edmunds. The observer, Sgt. FULLEN, was placed on the "D.I." list, suffering with a gun shot wound in the left thigh and a fractured left femur. P/O. DOWDELL (2nd pilot) and Sgt. RUSHTON (Rear Gunner)were placed on the "S.I." list, the former suffering from a gun shot wound in the right shoulder and the latter with first degree burns of the hands, and abrasions to head and face. | |

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right shoulder and the latter with first degree burns of the hands, and abrasions to head and face.

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R.A.F. Form 540

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# OPERATIONS RECORD BOOK

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 28/3. | (contd) | The remainder of the crew was unhurt. The aircraft was damaged and placed in Cat. "A.C.". | |
| | | | WEATHER: Fair becoming cloudy by afternoon. Surface wind: NE to ENE 10 to 15 mph. Cloud: variable amounts of medium and high cloud. 5-8/10 at at 2,000 to 2,500 feet, dispersing shortly after dusk. Visibility: 6 to 12 miles. | |
| | 29/3. | | Sweep carried out over the North Sea for missing aircraft of other stations. | |
| | | | WEATHER: fair. Surface wind: NE to 5 to 10 mph. veering E= SE by afternoon. Cloud: variable amounts of medium and high cloud. Visibility: 4 to 6 miles. | |
| | 30/3. | | Nothing of operational importance occurred. | |
| | | | WEATHER: mainly overcast. Surface wind: Southerly 5/10 mph. becoming SSW 10 mph. late in period. Cloud: variable amounts at 6,000 feet dispersing after dusk. High and medium cloud above. Visibility: 2,000 to 4,000 yards falling to 1,600 yards by midday then improving to 4 miles but deteriorating after dusk and becoming 1,800 yards by midnight. | |
| | 31/3. | 1100. | Five aircraft carried out daylight operations in accordance with Headquarters, No. 3 Group | |
| | | 1945. | operations order form B. 766 dated 31/3/42 (See relevant form 541) All aircraft returned safely | |
| | | | WEATHER: cloudy with continuous rain between 1000/18000. Surface wind: Southerly 10/15 mph. becoming 15/20 mph. veering south-westerly in the afternoon. Cloud: low stratus forming at 0200 rapidly becoming 10/10 at 500 to 800 feet, breaking to nil in the evening, but high and medium cloud persisting. Visibility: 1,800 yards improving after dawn and becoming 9 to 12 miles by end of period. | |

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Wt. 44785/4314. 300M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

3/4th March 1942. DETAIL OF WORK CARRIED OUT.

From ~~hrs. / / to hrs. / /~~ 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 III<br>3288 | SGT. RUNNACLES<br>P/O SWEENEY<br>SGT. HALL.<br>SGT. SLAYDON<br>SGT. SKIDMORE<br>SGT. DORRELL | Attack Renault Works BILLANCOURT | 1840 | 2312 | Bombed along length of Island. Reddish fire started. Three fires on leaving visible for fifteen minutes. | Y 251 |
| 3283 | P/O ELLIOTT<br>P/O BROOME<br>SGT. STEVENS<br>SGT. CAMERON<br>2nd/Lt. MULLOCK<br>SGT. WATERSON | Do | 1848 | 2300 | Bombed northern part of target. Numerous fires and large clouds of smoke all over target area. | |
| 8/9th March 1942. | | | | | | |
| Wellington III<br>3346 | S/L TURNER<br>SGT. RILEY HAWKINS<br>F/O BULLOCK<br>SGT. WALKER<br>2nd/Lt. PULLAN<br>SGT. JAMES | Attack target at ESSEN | 0007 | 0422 | Flares dropped West and South of Marshalling Yards. Bombed close to aiming point, slightly South West. | Y 252 |
| 3463 | P/O COOPER<br>SGT. LANGTON<br>P/O MITCHELL<br>P/O CLAYES<br>SGT. WELLOCK<br>SGT. WALKER | Do | 0015 | 0329 | Essen not reached owing to engine trouble. Turned back at 5125 N 0645 E. Bombs jettisoned safe in sea. | |
| 3637 | P/O ELLIOTT<br>P/O BROOKE<br>SGT. STEVENS<br>SGT. CAMERON<br>Lt. MULLOCK<br>SGT. WATERSON | Do | 0013 | 0 - | Turned back with engine trouble. Crashed landed at Manston, Kent. | |
| 3472 | S/L GOLDIE<br>SGT. RICHARDS<br>P/O PEEL<br>P/O LANGDON<br>SGT. WILLIAMS<br>SGT. TOWNSEND | Do | 0023 | 0512 | Flares dropped 690° in one stick. Bombed target area. Bursts not seen. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 8/9th March continued. | | | | | | |
| Wellington III<br>3643 | SGT. CARTWRIGHT<br>SGT. ROGERS<br>F/SGT. DIGNAN<br>SGT. SINGERTON<br>SGT. SADLER<br>SGT. NICHOLAS | Attack target at ESSEN | 0027 | 0523 | Flares dropped East to West across Town. Bombs dropped on same course. | Y 252 |
| 3411 | SGT. LOVELL<br>P/O WOODFORD<br>P/O HOULT<br>SGT. COOK<br>SGT. BOWERS<br>SGT. PIERCEY | Do | 0028 | - | Did not return to Base. Nothing heard after take-off. One survivor rescued from sea. | |
| 3332 | SGT. SAMPSON<br>SGT. SILVER<br>SGT. AYRES<br>SGT. STEVENS<br>SGT. JOHNSON<br>SGT. HAWKINS | Do | 0041 | 0448 | Incendiaries believed dropped in target area. | |
| 3358 | P/O HALE<br>SGT. NUTT<br>F/LT. DUNHAM<br>SGT. MCKIE<br>SGT. LAWRIE<br>SGT. OWEN | Do | 0033 | 0410 | Flares were illuminating Krupps Works on arrival. Incendiaries dropped. Orange fires seen on leaving. | |
| 3603 | SGT. WEBB<br>SGT. VICKERS<br>P/O SAUL<br>SGT. SWIDERSKI<br>SGT. RUTHERFORD<br>SGT. EVANS | Do | 0018 | 0425 | Flares illuminated Town on arrival. Incendiaries fell near aiming point. Fresh fires started. Five large fires seen on leaving. | |
| 3449 | P/O HODGES<br>P/O DOWDELL<br>F/?OINSCH<br>SGT. MOUNT<br>SGT. LAMB<br>SGT. MACLEOD | Do | 0038 | 0439 | One large red and many other fires seen on arrival. Incendiaries dropped on two fires just east of aiming point which caused it to increase. Fire seen 50-60 miles away on leaving | |
| 3649 | SGT. DAVIDSON<br>SGT. REID<br>SGT. RUBLEN<br>SGT. BELL.<br>SGT. BURN<br>SGT. LOVIS | Do | 0035 | 0514 | Flares clearly illuminating town on arrival. Incendiaries dropped near aiming point and Marshalling Yards. No results seen owing to numerous fires. | |

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Reference:- AIR 27 / 126

SGT. BELL.
SGT. BURN
SGT. LOVIS

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

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

8/9th March continued.
~~From ---- hrs. ----/----/---- to ---- hrs. ----/----/----~~

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 III 3641 | SGT. DOUGHTY<br>P/O GULLIVER<br>P/O WADDINGHAM<br>SGT. STIRLING<br>SGT. HESLOP<br>SGT. WELCH | Attack target at ESSEN | 0031 | - | Aircraft failed to return to Base. Last Fix at 5227 N 0243 E. at 0127. | Y 252 |
| 3666 | F/SGT. CASEY<br>SGT. GINGLES<br>P/O TENTERBORN<br>SGT. STACEY<br>SGT. HOOPER<br>SGT. STANSFIELD | Do | 0037 | 0423 | Incendiaries dropped as aircraft arrived over target. Town clearly seen, and very big fires started. | |
| 3389 | P/O TAYLOR<br>SGT. DWEN<br>SGT. POLLARD<br>SGT. TALLENTYRE<br>SGT. SANDERS<br>SGT. WATSON | Do | 0040 | 0435 | Target clearly lit up on arrival by flares. Incendiaries dropped near aiming point. Small fires and red glow seen on leaving. | |
| 3288 | SGT. PATRICK<br>SGT. HOLMES<br>F/SGT. BUDOCK<br>SGT. DARLING<br>SGT. CALVERT<br>SGT. WARE | Attack Docks and shipping at LE HAVRE. | 0333 | 0720 | Docks plainly seen. Bombed in one stick on Mole South of Bassin Maree. Saw bursts including one very large flash. | |
| 9/10th March 1942. | | | | | | Y 253 |
| Wellington III 3346 | S/L TURNER<br>SGT. RILEY HAWKINS<br>F/O BULLOCK<br>SGT. WALKER<br>2/LT. PULLAN<br>SGT. JAMES. | Attack target at ESSEN | 2029 | 2342 | Small fires left over from previous night seen on arrival. Flares dropped, also fires now appeared to be burning in town, and what appeared to be a large explosion sending up columns of black smoke and orange flames. Bombed N.W. of aiming point. No bursts seen. | |
| 3474 | S/L GOLDIE<br>SGT. RICHARDS<br>P/O PEEL<br>P/O LANGDON<br>LT. SOUTHGATE<br>SGT. TOWNSEND | Do | 2017 | 2354 | Town illuminated by flares on arrival. Our flares dropped West to East across town. Bombed in area of Krupps Works. Bursts not seen. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 9/10th March continued. | | | | | | |
| Wellington III<br>3643 | SGT. CARTWRIGHT<br>SGT. ROGERS<br>F/SGT. DIGNAN<br>SGT. SINGERTON<br>SGT. ERKINGTON<br>SGT. NICHOLAS | Attack target at ESSEN. | 2008 | 2122 | Returned early owing to engine trouble. Crash landed and burnt out near HARLESTON. Crew killed. | Y 253. |
| 3449 | F/O RODGES<br>F/O DOWDELL<br>F/O INSCH<br>SGT. MOUNT<br>SGT. LAMB<br>SGT. McLEOD | Do | 2011 | 2338 | Flares and incendiaries illuminated marshalling yard on arrival. Own flares dropped across aiming point parallel to marshalling yards. Bombs dropped just West of aiming point. Bursts not seen. Large fires with huge columns of smoke and smaller fires with orange coloured explosions seen in target area on leaving. | |
| 3603 | SGT. WEBB<br>SGT. VICKERS<br>F/O SAUL<br>SGT. SWIDERSKI<br>SGT. RUTHERFORD<br>SGT. EVANS | Do | 2005 | 0004 | Nothing seen on arrival. Incendiaries dropped before flares. No fires started. Flares dropped 5 minutes before zero. Own bombs dropped East of aiming point. No results seen. Several fires seen on leaving. | |
| 3389 | F/O TAYLOR<br>SGT. DWEN<br>SGT. JASPER<br>SGT. BELL<br>SGT. SAUDERS<br>SGT. WATSON | Do | 2016 | 0024 | Owing to navigational error DUISBURG mistaken for ESSEN. Many flares and one large fire on arrival. Own incendiaries dropped near fire. Six large fires seen on leaving. | |
| 3283 | SGT. DAVIDSON<br>SGT. REED<br>SGT. FULLEN<br>SGT. ARNOLD<br>SGT. BURN<br>SGT. LOVIS | Do | 2026 | 0016 | Several fires burning all round ESSEN on arrival. Bombed in vicinity of target, after seeing big explosion. | |
| 3288 | SGT. PATRICK<br>SGT. HOLMES<br>F/SGT. HUDOCK<br>SGT. DARLING<br>SGT. CALVER<br>SGT. WARE | Attack Docks and Shipping at BOLOUGNE. | 1938 | 2218 | Ran into dense haze up to 4,000 ft., which persisted over the whole of the journey. No land or sea visible. Bombs jettisoned 15 miles North of Cap Grisnez. | |

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Wt. 44785/4914. 200M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

12/13th March, 1942.
~~From ---- hrs. ---/---/---- to ---- hrs. ---/---/---~~

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 III<br>3474 | F/O HODGES<br>P/O DOWDELL<br>F/O INSCH<br>SGT. MOUNT<br>SGT. LAMB<br>SGT. MCLEOD | Attack the DEUTSCHE WERKE at KIEL | 1948 | 2149 | Forced to return early owing to Port Engine failing. Furthest position reached 53.44 N 02.42 E. Bombs jettisoned. | Y 254 |
| 3606 | F/O TAYLOR<br>SGT. DWEN<br>SGT. JASPER<br>SGT. SANDERS<br>SGT. BELL<br>SGT. WATSON | Do | 1926 | 0157 | Picked up the DEUTSCHE WERKE on course of 300°, and bombed. Glow of bursts seen. | |
| 3666 | F/SGT. CASEY<br>SGT. GINGLES<br>P/O PEEL<br>SGT. STACEY<br>SGT. STANSFIELD<br>SGT. HOOPER | Do | 1925 | 0126 | Did not reach KIEL owing to petrol shortage. Bombed KAPPELN, 32 miles South East of FLENSBURG. | |
| 3389 | SGT. RUNNACLES<br>P/O, SWEENEY<br>SGT. HALL<br>SGT. BLAYDON<br>SGT. SKIDMORE<br>SGT. DORRELL | do | 1928 | 2113 | Returned early owing to engines overheating. All bombs jettisoned safe in sea at 53.26N 0309E. | |
| 3332 | F/O ELLIOTT<br>P/O BROOKE<br>SGT. STEVENS<br>SGT. CAMERON.<br>LT. MULLOCK<br>SGT. WATERSON. | do | 1930 | 0128 | Definitely bombed target area, but no results seen owing to flak and flares. Inland Docks clearly seen. | |
| 3276 | P/O COOPER<br>SGT. LANGTON<br>P/O MITCHELL<br>SGT. DARLING.<br>SGT. WELLOCK<br>SGT. WALKER | do | 1932 | 2014 | Port engine failed when put into weak mixture after taking off. Bombs jettisoned safe at Berners Heath at 2005 hrs. Height 1,400 ft. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 12/13th March, 1942, continued. | | | | | | |
| Wellington III<br>3603 | SGT. WEBB<br>SGT. VICKERS<br>P/O SAUL<br>SGT. SWIDERSKI<br>SGT. RUTHERFORD<br>SGT. EVANS | Attack the DEUTSCHE WERKE at KIEL | 1934 | ? | Bursts seen on edge of target, E to W. Starboard engine cut-out and almost on fire. Partially recovered, but had to be nursed all way home. Thought to have been hit by flak. Crashed on landing at BODNEY. | |
| 3346 | SGT. PEARSON<br>SGT. FLANNERY<br>SGT. WELSH<br>SGT. HAWORTH<br>SGT. STUFFIN<br>SGT. RUSHTON | Do | 1937 | 2325 | Reached point 5410N 0710E when forced to return owing to persistent overheating of starboard engine. Bombs jettisoned alive at 5410N 0710E. | |
| 25th/26th March, 1942. | | | | | | |
| Wellington I II<br>3349 | F/O HODGES<br>F/O DOWDELL<br>F/O INSCH<br>SGT. MOUNT<br>SGT. LAMB<br>SGT. McLEOD | Attack target at ESSEN | 2005 | 2334 | 6 to 8 bundles of flares and 1 load of incendiaries dropped about 1 minute before ZERO. Industrial haze prevented ground being seen. Flares appeared to be scattered over an area of about 20 sq. miles. Bombs dropped on DUISBURG which was seen by stick of flares. Visibility good over river at DUISBURG. | Y 265 |
| 3606 | P/O TAYLOR<br>LT. SOUTHGATE<br>P/O SIMPSON<br>SGT. BELL<br>SGT. McCROSSAN<br>SGT. WATSON | Do | 2029 | 0023 | Flares scattered over RUHR, not concentrated on target. Saw DUISBURG and RIVER RHINE and bombed on estimated position of target. One red fire just N. of DUIDBURG. Three red fires which were burning well were seen in ESSEN, but did not appear to be spreading. | |
| 3649 | SGT. DAVIDSON<br>SGT. PATTERSON<br>SGT. PULLEN<br>SGT. WILLIAMS<br>SGT. BURN<br>SGT. RUSHTON | do. | 2012 | 2336 | Target not visible in light of flares owing to glare and haze. Bombed on T.R. fix., but no direct results seen. Six fires scattered over town, and started to flare up on leaving. | |
| 3666 | P/O. CASEY<br>SGT. GINGLES<br>P/O. PEEL<br>F/SGT. STACEY<br>SGT. HOOPER<br>SGT. STANSFIELD | do. | 1959 | 0007 | Ran in west to east and had to avoid flak. Caught in s/l.s for 15 mins. All bombs brought back owing to damage to bomb panel circuit. | |
| 3346 | S/L. TURNER<br>SGT. BARNES<br>F/O. BULLOCK<br>SGT. ONIONS<br>LT. PULLEN<br>SGT. SULLIVAN | do. | 2023 | 0018 | Own flares dropped in vicintity of target. Own bombs hung up and brought back. | |

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|---|---|---|---|---|---|---|
| | F/O. BULLOCK<br>SGT. ONIONS<br>LT. PULLEN<br>SGT. SULLIVAN | | | | | |

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

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Date 25/26th March 1942. ( cont) By 9 Squadron. No. of pages used for day

From ~~hrs. / / to hrs. / /~~

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk. III<br>3389 | SGT. RUNNACLES<br>P/O. SWEENEY<br>SGT. HALL<br>SGT. BLAYDON<br>SGT. SKIDMORE<br>SGT. DORRELL | Attack target at ESSEN. | 2003 | 0021 | Bombs dropped near fire in ESSEN. Own incendiaries started a fresh fire nearby, burning white at first then turning to red. | Y 255 |
| 3369 | F/O. ELLIOTT<br>SGT. WANOSTRACHT<br>SGT. STEVENS<br>SGT. CAMERON<br>LT. MULLOCH<br>SGT. WATERSON | do. | 2019 | 0010 | Flares and bombs dropped on T.R. fix. and bursts only seen owing to industrial haze. | |
| 3603 | SGT. WEBB<br>SGT. ARMSTRONG<br>P/O. SAUL<br>SGT. SWIDERESKI<br>SGT. RUTHERFORD<br>SGT. EVANS. | do | 2020 | 2117 | Returned early owing to engine trouble. Flares and bombs brought back. | |
| 3463 | P/O. HALE<br>SGT. GREEN<br>F/SGT. HUDOCK<br>SGT. LUKER<br>SGT. LAWRIE<br>SGT. WALKER | do. | 2120 | 0111 | Two large fires seen, on arrival, resembling two factories ablaze, and many other fires seen over whole of RUHR area. Own bombs dropped near to a fire already burning East of Railway junction in town. | |
| 3276 | SGT. RAMEY<br>SGT. HUBBERT<br>SGT. JASPER<br>SGT. SEBBERAS<br>SGT. RUSSELL<br>SGT. EGLINGTON | do. | 2006 | 0014 | Bombs dropped in centre of town near to aiming point, and a white red fire started. Many red fires seen on leaving. | |
| 3594 | P/O. BROOKE<br>SGT. COLLINS<br>SGT. JACQUES<br>SGT. COLEMAN<br>SGT. MADDOCK<br>SGT. NAYLOR | Attack Docks and Shipping at ST. NAZAIRE. | 1900 | 0145 | Landed at BOSSINGTON. St NAZAIRE not attacked owing to haze, but LORIENT attacked. Bombs dropped along N. coast of Island. Bursts seen but no other results. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON Mk. III 3178 | SGT. DWEN<br>SGT. RICHARDS<br>P/O. MARSH<br>SGT. SEYMOUR<br>P/O. LANGDON<br>P/O. STEPHENSON | Attack Docks & Shipping at ST NAZAIRE | 1935 | 0240 | Bombs dropped across N.E. corner of Docks, near building shops. Bursts seen. | Y 255 |
| | Date 26/27th March 1942. | | | | | |
| 3449 | F/O. HODGES<br>P/O. DOWDELL<br>F/O. INSCH<br>SGT. MOUNT<br>SGT. LAMB<br>SGT. McLEOD | Attack Target at ESSEN | 2042 | 0043 | Bombs dropped in vicinity of aiming point, but no bursts seen. Smoke screen operating. | Y 256 |
| 3649 | SGT. DAVIDSON<br>SGT. PADDISON<br>SGT. PULLEN<br>SGT. WILLIAMS<br>SG T. BURN<br>SGT. RUSHTON | do | 2031 | 0020 | Two very large red fires and 7 smaller ones seen on arrival. Own flares and bombs dropped slightly south of target, but bursts not seen owing to s/l.s and flak. | |
| 3713 | P/O. CASEY<br>SGT. GINGLES<br>P/O. PEEL<br>SGT. STACEY<br>SGT. HOOPER<br>SGT. STANSFIELD. | do. | 2039 | 0013 | Own flares and bombs dropped on target, but no bursts seen owing to searchlights. Many large fires including two red ones seen for 70 mls. on leaving. | |
| 3369 | F/O ELLIOTT<br>P/O MUSSELWHITE<br>SGT. STEVENS.<br>SGT. CAMERON<br>LT. MULLOCK<br>SGT. WATERSON | do | 2017 | 0017 | Flares dropped across town and railway yards. Bombs dropped in South of town, but no bursts seen. Two large red fires N.E. of town on leaving. | |
| 3332 | SGT. WEBB<br>SGT. ARMSTRONG<br>P/O SAUL<br>SGT. SWIDERSKI<br>SGT. RUTHERFORD<br>SGT. EVANS | DO | 2015 | 2352 | 8 bundles of flares dropped South to North, and 4 bundles and bombs North to South, bombs falling in South of town, but no results seen. Two large red fires seen on leaving. | |
| 3276 | SGT. RAMEY<br>SGT. HUBBERT<br>SGT. JASPER<br>SGT. SEBBERRAS<br>SGT. EGLINGTON<br>SGT. RUSSELL | do | 2019 | 0010 | Own incendiaries dropped over aiming point. Fires, which appeared to be spreading, seen on leaving. | |

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|---|---|---|---|---|---|---|
| | SGT. EGLINGTON<br>SGT. RUSSELL | | | | | |

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

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Date:- 26th/27th March, 1942.
From ~~---hrs.---/---/---~~ to ~~---hrs.---/---/---~~ By 9 No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON III<br>3463 | F/O HALE<br>SGT. GREEN<br>F/SGT. HUDOCK<br>SGT. LUKER<br>SGT. LAWRIE<br>SGT. WALKER | Attack target at ESSEN | 2024 | 2345 | Bombed on course of 320°, but incendiaries overshot aiming point 'B' through Distributor sticking. Fell in Krupps area and were seen to catch fire. | Y 256 |
| 3178 | SGT. DWEN<br>SGT. SHAW<br>F/O MARSH<br>SGT. SEYMOUR<br>SGT. MCCROSSAN<br>F/O STEVENSON. | Attack Docks and shipping at LE HAVRE | 2111 | 2316 | 7 bombs dropped across jetty containing Electricity Station, on East end of Basin Maree. Bursts seen. Second stick of 9 bombs dropped on a line from Inner Port to Bassin de Commerce. Bursts seen. | |
| Date:- 28th/29th March, 1942. | | | | | | |
| WELLINGTON III<br>3369 | F/O ELLIOTT<br>SGT. WANOSTROCHT<br>SGT. STEVENS<br>SGT. CAMERON<br>LT. MULLOCK<br>SGT. WATERSON | Attack LUBECK | 1955 | 0159 | Own flares dropped over centre of Island, and bombs dropped in centre of Island too. Immediately a big red fire was seen. Two large fires seen clearly when 90 miles away on leaving. | Y 257 |
| 3463 | F/O HALE<br>SGT. GREEN<br>F/O INSCH<br>SGT. MCKIE<br>SGT. LAWRIE<br>SGT. RAINS | Do | 1950 | 0150 | Four fairly large red fires seen in North part of town on arrival. Own flares dropped in two sticks one E to W and one W to E. Bombs dropped N to S in town, but bursts not seen through fires. Fires increasing on leaving and one visible 100 miles away on leaving. | |
| 3332 | SGT. PEARSON<br>SGT. BARNES<br>SGT. WELSH<br>SGT. HAWORTH<br>SGT. STUFFIN<br>SGT. WELLOCK | Do | 1958 | 0207 | LUBECK not attacked owing to combat with unidentified fighter at 2248 hrs, 7500 ft. near NEUMUNSTER. Turned and found TONNING where incendiaries were dropped in built up area. No casualities to crew. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Date:- 28th/29th March, 1942, continued. | | | | | | |
| WELLINGTON III<br>3716 | SGT. WEBB<br>SGT. ARMSTRONG<br>P/O SAUL<br>SGT. SWIDERSKI<br>SGT. RUTHERFORD<br>SGT. EVANS | Attack LUBECK | 2000 | 0152 | Whole town of LUBECK could be seen blazing from KIEL CANAL. Dropped incendiaries about centre of town, but could not see aiming point owing to smoke and fires. | Y 257 |
| 3638 | SGT. RAMEY<br>SGT. HUBBERT<br>SGT. JASPER<br>SGT. SEBBERAS<br>SGT. EGLINGTON<br>SGT. RUSSELL | Do | 2002 | 0203 | Whole tonw was ablaze on arrival. Bombs dropped in centre of Island, but no bursts seen owing to fires, which appeared to be solid. | |
| 3389 | SGT. RUNNACLES<br>P/O MUSSELWHITE<br>SGT. HALL<br>SGT. BRAYDON<br>SGT. SKIDMORE<br>SGT. DORRELL | Do | 1959 | 0143 | 12 large fires burning on arrival. Own incendiaries dropped in centre of fires in town. Fires were spreading rapidly on leaving and were visible 90 miles away at a height of 16,000 ft. | |
| 3606 | P/O TAYLOR<br>SGT. GINGLES<br>P/O SIMPSON<br>SGT. BELL<br>SGT. BLACK<br>SGT. WATSON | Do | 2150 | 0348 | Town was one big blaze from end to end, including Island on arrival. Own bombs dropped across Machine Tool Factory which was ablaze at southern end. No results seen. A red glow could be seen from the JUTLAND COAST on return. | |
| 3716 | SGT. OWEN<br>SGT. PADDISON<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. McCROSSAN<br>P/O STEPHENSON | Do | 2003 | 0212 | Whole centre of town, except for a narrow strip running North to South centre was ablaze on arrival. Own incendiaries dropped in this strip which was seen to kindle first white then red. No fires outside town Island. Fires and smoke seen up to 60 miles away on leaving. | |
| 3649 | SGT. DAVIDSON<br>P/O DOWDELL<br>SGT. PULLEN<br>SGT. WILLIAMS<br>SGT. BURN<br>SGT. RUSHTON | Do | 2004 | 0248 | Whole Island ablaze on arrival. Own bombs dropped on Island but no results seen owing to to blaze. Attacked twice by Me 110 at WESTERHAVEN on return journey. Rear turret rendered u/s and hydraulics shot away. Rear Gunner, 2nd Pilot and Navigator wounded, the latter seriously. The Captain of the aircraft commends the great courage and devotion to duty of the Navigator, Sgt. Pullen, who, although seriously wounded in both legs, refused to leave his table and navigated the aircraft back. Only when English Coast was reached did he allow himself to be placed on a bed. | |
| 3178 | P/O SWEENEY<br>SGT. SHAW<br>P/O TETTENBORN<br>P/O LANGDON<br>LT. SOUTHGATE<br>SGT. NORTHCOAT TOWNSEND | Nickel raid over PARIS | 1858 | 2345 | Cloud prevented anything being seen until PARIS area was reached, where considerable light flak was encountered. Nickels dropped from 4,000 ft on D.R. at 21.25. | |

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|---|---|---|---|---|---|
| 3178 | P/O SWEENEY<br>SGT. SHAW<br>P/O TETTENBORN<br>P/O LANGDON<br>LT. SOUTHGATE<br>SGT. SOUTHGATE TOWNSEND | Nickel raid over PARIS | 1858 | 2345 | Cloud prevented anything being seen until PARIS area was reached, where considerable light flak was encountered. Nickels dropped from 4,000 ft on D.R. at 21.25. |

Wt. 44786/4514a. 100M. 1/40. H.G.S. 52—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

Date:- 28th/29th March, 1942, continued.
From ---hrs.---/---/---to ---hrs.---/---/---  By  No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON III<br>3469 | P/O BROOKE<br>SGT. COLLINS<br>SGT. JACQUES<br>SGT. COLEMAN<br>SGT. LADLOW<br>SGT. TAYLOR | Nickel raid over PARIS | 1913 | 2336 | Reached Paris area by D.R. owing to clouds. Nickels dropped from 15,000 ft at 21.30 hrs. | Y 257 |
| Date:- Day, 31st March, 1942. | | | | | | |
| WELLINGTON III<br>3666 | P/O CASEY<br>SGT. GINGLES<br>P/O PEEL<br>SGT. STACEY<br>SGT. HOOPER<br>SGT. STANSFIELD | Attack on ESSEN area | 1107 | 1411 | Cloud cover, 9/10 - 10/10th. all the way to ESSEN area. T.R. faded 25 miles W. of ESSEN so bombed on D.R., probably in area between HAMBORN and ESSEN. No results seen. | Y 258 |
| 3389 | SGT. HUNNACLES<br>SGT. RICHARDS<br>SGT. HALL<br>SGT. MCCROSSAN<br>SGT. SKIDMORE<br>SGT. DORRELL | Do | 1114 | 1420 | 9 -m10/10th cloud all the way. T.R. faded at 5135N 0520E, and so bombed on E.T.A. Exact position unknown, but definitely in Germany. Impossible to see results. | |
| 3606 | P/O TAYLOR<br>P/O MACTAGGART<br>SGT. MILDON<br>SGT. BELL<br>SGT. FLACK<br>SGT. WATSON | Do | 1321 | 1705 | Bombed in two sticks on D.R. some way east of DUISBURG, as T.R. had faded. Position estimated by flak. No results seen. | |
| 3463 | P/O COOPER<br>SGT. LANGTON<br>P/O MITCHELL<br>SGT. LUKER<br>SGT. HALL<br>SGT. WALKER | Do | 1530 | 1852 | Bombed in one stick in presumed RUHR area, as T.R. had faded out. No results seen. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| Date:- Day, 31st March, continued. | | | | | | |
| WELLINGTON III 3469 | SGT. PEARSON<br>SGT. VICKERS<br>SGT. WELSH<br>SGT. HAWORTH<br>SGT. STUFFIN<br>SGT. WELLOCK | Attack on ESSEN area | 1325 | 1507 | Reached 5202N 0220E when forced to return owing to being unable to gain height without cylinders temperature becoming too high. Bombs jettisoned safe at BENNERS HEATH at 14.50. | Y 258 |
| 3346 | P/O HALE<br>SGT. TILEY HAWKINS<br>SGT. CRAMPTON<br>SGT. MCKIE<br>SGT. ELMES<br>SGT. RAINES | Do | 1602 | 1943 | 10/10th cloud all the way. T.R. faded out so bombed on E.T.A. in believed ESSEN area. No results seen. Engaged by heavy flak for 16-18 minutes in RUHR area. | |

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R.A.F. Form 540

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# OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 1/4. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Fair or fine with frequent showers between midday and midnight. Surface wind: S.W'ly, 15 to 25 mph. Cloud: variable amounts of medium and high cloud at first, becoming 5/10 to 8/10 at 2,500 to 3,500 feet with temporary increases in showers during afternoon and evening. Visibility: 6 to 12 miles. | |
| | 2/4. | 2010. | Seven aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 770 dated 2/4/42 (See relevant form 541 . | |
| | | 0050. | All aircraft returned safely. | |
| | | | His Majesty the King, on the recommendation of the A.O.C. in C. , approved the immediate award of the Distinguished Flying Medal to 1190622. Sgt. DAVIDSON, F. and 926340. Sgt. PULLEN, H.J. | |
| | | | WEATHER: fair or fine with scattered showers in afternoon. Becoming cloudy in evening. Surface wind: W.NW 20-30 mph. becoming W. 5 to 10 mph. after dusk. Cloud: mainly small amounts at 2,000 to 3,000 feet, increasing to 5/10 to 8/10 at 1,000 to 3,000 feet during afternoon. Low cloud clearing and high cloud increasing after dusk. Visibility: 6 to 12 miles. | |
| | 3/4. | | Nothing of operational importance occurred. Air to sea firing practice was carried out at HOLKHAM BAY. | |
| | | | WEATHER: cloudy with intermittent slight rain from 1,000 to 1300 and then frequent showers till dusk. Rain commencing shortly before midnight. Cloud: 10/10 medium and high cloud at first with low cloud increasing to 8/10 to 10/10 at 1500 to 2000 feet. Low cloud decreasing after dusk and becoming 3/10 tp 6/10 at 2,500 to 3,000 feet. Surface wind: ~~X/XX~~ S'ly 5 to 10 mph. Visibility: 4 to 6 miles reduced to 2 to 4 miles in precipitation. | |

1942

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 4/4. | | Nothing of operational importance occurred. Formation flying was practiced and air to sea firing carried out at HOLKHAM BAY. WEATHER: slight rain ceasing before dawn, becoming fair but slight rain from 1700 until midnight. Surface wind: SSE. 10-15 mph. veering SW. during morning; backing S and increasing to 15-20 mph. after dusk. Cloud: 10/10 at 5,000 ft. falling to 1,200 feet before dawn, then lifting and breaking to small amounts at 2-3,000 feet. Increasing to 8-10/10 in afternoon fallingto 1,200 feet towards midnight. Visibility: 4-6 miles at night, over 6 miles by day. | |
| | 5/4. | 2325. | Thirteen aircraft took off for operations in accordance with Headquarters, No. 3 Group operations order form B. 773 dated 5/4/42 (See relevant form 541). | |
| | | 0600. | Twelve aircraft returned safely. Wellington X. 3415 (P/O. BROOKE and crew), failed to return. Nothing was heard of this aircraft after its take-off. WEATHER: slight rain at first, becoming cloudy with showers in the afternoon, fair later and fine by midnight. Surface wind: SE'ly 15-20 mph. veering early to SW'ly and becoming gusty; temporary veer to WNW at 1900 then backing SW 5-10, increasing again to 15-20 towards midnight. Cloud: 8/10-10/10 at 600-1,000 feet, lifting to 3,000 feet and breaking near dawn. Cloud increasing again during morning to 7-9/10 at 2,000 ft. dispersing to nil after 2300. visibility: 4-6 miles becoming over 6 miles. | |
| | 6/4. | | Nothing of operational importance occurred. WEATHER: fine becoming fair with showers in the afternoon continuing at intervals until midnight. Surface wind: SW'ly 15-20 mph. increasing to 20-25 in the evening and becoming gusty backing SSW. Cloud: nil at first, increasing after 1000 to 5-8/10 at 2,000 feet becoming 9/10 at 1500 ft. in heavier showers. Visibility: over 6 miles except for a period of 4-6 miles just before noon | |

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over 5 miles except for a period of 1½ hours just before noon

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) HQ. 9 SQUADRON.

No. of pages used for day

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 7/4. | 0020. | Eight aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 774 dated 6/4/42 (See relevant form 541). | |
| | | 0530. | All aircraft returned safely | |
| | | | WEATHER: mainly fair apart from occasional showers before dawn and during afternoon. Slight local thunder. Cloud: 5/10-8/10 at 1500 - 2500 feet becoming 8/10-10/10 at 1500 feet in showers in afternoon. Surface wind: S-SW, 15-20 mph. Visibility: 4-6 miles. | |
| | 8/4. | 2030. | Thirteen aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 775 dated 8/4/42 (See relevant form 541). | |
| | | 0430. | All aircraft returned safely. | |
| | | | WEATHER: mainly fine apart from scattered showers during afternoon. Surface wind: S'ly 10-15 mph. Cloud: small amounts of low cloud at first with 4/10-6/10 at 2,000 to 3,000 feet developing during afternoon. Increasing to 8/10-10/10 at 2,000 feet in showers in afternoon. Visibility: 6-12 miles. | |
| | 9/4. | | Nothing of operational importance occurred. | |
| | | | WEATHER: fine at first, becoming cloudy with rain or drizzle sometimes continuous between 0500 an 1700 GMT. Surface wind: SW. 10-15 mph, becomign S'ly 20-25 mph. | |
| | | | Cloud: cloudless with low cloud increasing at 10/10 at 1,000-2,000 feet and lowering to below 1,000 feet in precipitation. Becoming variable at 1,500-2,500 feet after dusk. Visibility: 6 miles reduced to 4 miles in rain. | |



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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| IONINGTON. | 10/4. | 2100. | Twelve aircraft took off for operations in accordance with Headquarters, No. 3 Group operations order form B. 777 dated 10/4/43 (See relevant form 541). | |
| | | 0015. | Eleven aircraft returned safely. Wellington X. 3702 (P/O. MacTaggart and crew), failed to return. Nothing was heard of this aircraft after it took off. WEATHER: Fair becoming fine after dusk. Surface wind: W. 20 mph. veering gradually 30-3 mph. after dawn and moderating 10-15 mph. during late evening. Cloud: 5/10-9/10 at 3,000 - 8,000 foot, clearing after dusk. Visibility: 4 miles improving to 8-10 miles. | |
| | 11/4. | | Nothing of operational importance occurred. WEATHER: Fine. Surface wind: W.S.W. 5/10 mph. backing steadily throughout the day to S.W. Cloud: small amounts of medium and high cloud. Visibility: 4/8 miles. | |
| | 12/4. | 2215. | Twelve aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 779 dated 12/4/43 (see relevant form 541). | |
| | | 0415. | Eleven aircraft returned safely. Wellington X. 3722 (SGT. DAVIDSON, D.F.M. and crew) failed to return. After it took off, nothing was heard of this aircraft. WEATHER: Fine. Surface wind: S.S.E. to S.W. 10-15 mph. increasing to 15-20 mph. after midday. Cloud: no cloud in early morning, then variable amounts of medium and high cloud. Visibility: 4 - 8 miles. | |
| | 13/4. | | Nothing of operational importance occurred. Air firing practice was carried out. WEATHER: Fine, becoming cloudy during the morning, clearing soon after dusk. Surface wind: 15-25 mph., backing ENE 10 to 15 mph. by evening. Cloud: small amounts of high cloud increasing during the day, but dispersing again towards midnight. Visibility: 4 to 8 miles. | |

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R.A.F. Form 540

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# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date 1943. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 14/4. | 0235. | Ten aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 731 dated 14/4/43 (See relevant form 541). | |
| | | 0405. | All aircraft returned safely. | |
| | | | The following announcements were made in the London Gazette, No. 35524, dated 14/4/43:- DISTINGUISHED FLYING CROSS - F/LT. L.B.JONES; F/O. J.A.G.SKINNER; P/O. [illegible]. DISTINGUISHED FLYING MEDAL - F/SERGT. J.S.MAINS; F/SERGT. O.P.J. [illegible]; SERGEANT J. [illegible]. | |
| | | | WEATHER: Fair, becoming fine by afternoon. Surface wind: Easterly, 10 to 15 mph. increasing to 15 to 20 during the afternoon. Cloud: 8/10 high cloud, clearing in early morning. Visibility: 5 - 10 miles. | |
| | 15/4. | 0030. | Nine aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 733 dated 15/4/43 (See relevant form 541). | |
| | | 0535. | All aircraft returned safely. | |
| | | | WEATHER: Fine. Surface wind: mainly easterly, 10-15 mph. backing NE-N 10 mph. Cloud: None. Visibility: 6 - 10 miles. | |
| | 15/4. | 2125. | One aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 735 dated 15/4/43 (See relevant form 541). | |
| | | 0035. | Aircraft returned safely. | |
| | | | WEATHER: Fine. Surface wind: light N'ly at first, veering E/N 10-15 mph. during afternoon, then backing NE. 5-10 mph. towards midnight. Cloud: None. Visibility: 6-10 miles. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 17/4. | 2045. | Night aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order F [illegible] B. 704 dated 17/4/43 (See relevant form 541). | |
| | | 0625. | All aircraft returned safely. | |
| | | | WEATHER: Fine becoming overcast in evening. Surface wind: NE'ly 10 mph. veering Easterly and freshening to 15-20 mph. for a few hours in the afternoon. Cloud: no low cloud. 8/10-10/10 medium and high cloud in the evening. Visibility: mainly over 8 miles. | |
| | 18/4. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Fair or fine. Surface wind: NE'ly 10 mph. becoming Easterly in the afternoon and veering Southerly and falling light after dusk. Cloud: variable amounts of medium and high cloud. Visibility: 4-10 miles falling to 2,000-4,000 yards later in period. | |
| | 19/4. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Fair or fine. Occasional showers in the evening. Surface wind: Light Southerly veering South-Westerly and increasing to 10-15 mph. by midday, falling light during the evening. Cloud: variable amounts of medium and high cloud all day. Visibility: 2,000 - 4,000 yards improving to 4-10 miles by midday falling to 4,000 yards late in period. | |
| | 20/4. | | Nothing of operational importance occurred. | |
| | | | WEATHER: Fair becoming overcast after midday. Surface wind: Light Westerly becoming 10 mph. veering North-Westerly. Cloud: variable high and medium cloud all day. 5/10-9/10 low cloud at 3,000-5,000 feet after midday. Visibility: 2,000 - 4,000 yards, improving to 3-4 miles. | |

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# OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day

| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 21/4. | | Nothing of operational importance occurred.<br>WEATHER: Cloudy, with a period of intermittent slight drizzle during morning, becoming fine after dusk. Surface wind: Light north-easterly, less than 5 mph. veering SSE-S, 5 to 10 mph. by afternoon. Cloud: 4-8/10 at 4 - 6,000 feet, with variable amounts of medium and high cloud dispersing after dusk. Visibility: 3-6 miles deteriorating in drizzle to 1-3 miles. | |
| | 22/4. | 2130. | Eight aircraft took off for operations in accordance with Headquarters, No. 3 Group operations order form B. 788 dated 22/4/42 (See relevant form 541). | |
| | | 0300. | Five aircraft returned safely. Wellington X. 3558 (P/O HALE and crew) and Wellington X. 3633 (SGT. HARRIS and crew) both failed to return. No messages was received from either aircraft after take-off. Wellington X.3759 (SGT. RAILEY and crew) carried out its operational mission and returned safely to this country. Whilst preparing to land, the machine crashed at SAPISTON, Suffolk, and the following airmen were killed: SERGEANT W.F. RAILEY, SERGEANT J. HUBBERT, SERGEANT J.W.JASPER, FLIGHT SERGEANT J.A. SERRARAS and SERGEANT H. HOLLINTON. The rear gunner, SERGEANT P.G. RUSSEL, was the only survivor, who received slight injuries.<br>WEATHER: Cloudy: Surface wind: light variable, less than 5 mph. Cloud: variable amounts of low cloud at 600-1,000 foot, during the morning lifting to 3-4,000 feet later. Increasing amounts of medium cloud after dusk. Visibility: 2-4 miles deteriorating to 1-2 miles towards midnight. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 23/4. | 2355. | Six aircraft carried out operations in accordance with Headquarters, No. 5 Group operations order form B. 789 dated 23/4/42 (See relevant form 541). | |
| | | 0540. | All aircraft returned safely.<br>WEATHER: Mainly cloudy. Surface wind: light SE'ly, backing and increasing to NE'ly 10-20 mph. by afternoon. Cloud: 8/10-10/10 at 4-000-5,000 feet with temporary breaks to 5-5/10 during the afternoon. Visibility: 1-2,000 yards at first, improving slowly to 4-6 miles. | |
| | 24/4. | 2350. | One aircraft carried out operations in accordance with Headquarters, No. 5 Group operations order form B.790 dated 24/4/42 (See relevant form 541). | |
| | | 0100. | The aircraft returned safely.<br>WEATHER: Fair. Surface wind: NE'ly, 15-20 mph. Cloud: variable amounts of low cloud at 1500-2500 feet with small amount of medium and high cloud dispersing after dusk. Visibility: 6-10 miles. | |
| | 25/4. | 2325. | Eight aircraft took off for operations in accordance with Headquarters, No. 5 Group operations order form B. 791 dated 24/4/42 (See relevant form 541). | |
| | | 0555. | Seven aircraft returned. Wellington X. 3286 (S/LDR. D.H. HOLMES and crew) failed to return. Nothing was heard of this machine after it took off.<br>Wellington X. 3448 (P/O. A. EATON and crew) was attacked by an enemy fighter shortly after leaving the target area (ROSTOCK). The rear gunner, Sergeant J.W. WATSON was killed and the aircraft severely damaged. The Captain, however, succeeded in bringing his machine back to base where he made a belly landing, without causing further injury to the crew. He himself was slightly wounded in the back.<br>WEATHER: Mainly fine. Surface wind: NE-E 15-20 mph. Cloud: small amounts of cloud above 8,000 feet during morning. Visibility: 6-12 miles. | |

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WEATHER: Mainly fine. Surface wind: NE-E 15-20 mph. Cloud: small amounts of cloud above 6,000 foot during morning. Visibility: 6-12 miles.

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

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

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | 1942. | | | |
| HONINGTON. | 26/4. | | Nothing of operational importance occurred.<br>WEATHER: Fine. Surface wind: mainly NNE 15-20 mph. Cloud: small amounts of Cumulus at 5-6,000 feet during the morning. Increasing amounts of high cloud appearing in the evening. Visibility: 10-15 mph. | |
| | 27/4. | 2210. | Five aircraft carried out operations in accordance with Headquarters, No. 3 Group operations order form B. 793 dated 27/4/42 (See relevant form 541) | |
| | | 0540. | All aircraft returned safely. Wellington R. 3504, whilst over the target area, was held in searchlights and shot at very severely. The Captain (SGT. PATRICK) warned the crew to stand by to abandon aircraft. Soon afterwards, the inter-communication failed, and a little later it was discovered that the rear gunner, SERGEANT C.H. WARE, was missing. It was presumed that as the inter-com. had failed so that he was out of touch with the rest of the crew, and as the aircraft did get into a difficult situation, he thought that the Captain had given the order to bale out and did so himself. He was not, however, soon to jump by any members of the crew. The aircraft returned safely to base.<br>WEATHER: Fair. Surface wind: [illegible] 10-15 mph. increasing during afternoon to Easterly 25-30 mph. moderating after dark. Cloud: variable, but mainly 4-8/10 medium and high cloud. Visibility: 10-15 miles. | |
| | 28/4 | 2245. | Five aircraft took off for operations in accordance with Headquarters, No. 3 Group operations order form B. 794 dated 28/4/42 (See relevant form 541). | |
| | | 0530. | Four aircraft returned safely. Wellington R. 3176 (SGT. SAMPSON and crew), failed to return. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | | | No news was heard of this machine after its take-off. WEATHER: Fair. Surface wind: Easterly 10-15 mph. increasing after dawn to 25-30 mph. Cloud: mainly 4-8/10 of high cloud. Visibility: 10-15 miles. | |
| | 29/4. | | Nothing of operational importance occurred. WEATHER: Fine. Surface wind: East, Eastnortheast 20-25 mph. increasing 30-40 mph. moderating at dusk. Cloud: variable amounts of medium and high cloud dispersing during evening. Visibility: 10-15 mph. | |
| | 30/4. | | Nothing of operational importance occurred. WEATHER: Fine. Surface wind: Eastnortheast 10-15 mph. backing to N.N.E'ly 10 mph. in evening. Cloud: little or no cloud most of day but 8-10/10 stratus 900 feet spreading from N.E. after 2230. Visibility: 10-15 miles. | |

Wt. 44785/451A. 108M. 1/40. H.G.S. 51-6059

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Wt. 44795/4514. 100M. 1/40. H.G.S. 51—6059

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

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

2nd/3rd April, 1942.
From ___ hrs ___/___/___ to ___ hrs ___/___/___

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 III 3638 | SGT. WEBB<br>SGT. ARMSTRONG<br>P/O SAUL<br>SGT. SWIDERSKI<br>SGT. RUTHERFORD<br>SGT. EVANS | Attack on MATFORD WORKS, POISSY | 2024 | 0029 | Bombs hit Northern end of Factory for certain. Factory was in flames. | Y 259 |
| 3349 | P/O TAYLOR<br>F/LT. STRANGEY<br>SGT. BELL<br>SGT. FLACK<br>SGT. WATSON<br>P/O SIMPSON | do | 2016 | 0030 | Bombs hit Factory, but bursts not seen. Fires seen in factory after bombing. | |
| 3666 | P/O CASEY<br>SGT. RICHARDS<br>P/O PEEL<br>F/SGT. STACEY<br>SGT. HOOPER<br>SGT. STANSFIELD | do | 2014 | 0035 | Almost certainly bombed Factory. Bursts seen. | |
| 3346 | S/L TURNER<br>SGT. RILEY HAWKINS<br>F/O BULLOCK<br>SGT. WALKER<br>2/LT. PULLAN<br>SGT. JAMES | do | 2026 | 0040 | Bombs seen to hit target, in which there were fires. | |
| **5th/6th April, 1942.** | | | | | | |
| WELLINGTON III //@ 3346 | S/L TURNER<br>SGT. HOGAN<br>F/O BULLOCK<br>SGT. WALKER<br>LT. PULLAN<br>SGT. JAMES | Attack on COLOGNE | 0001 | 0450 | Bombs fell $\frac{3}{4}$ mile from aiming point. 12 large red fires seen in target area on leaving. | Y 260 |
| 3332 | SGT. SIMPSON<br>SGT. SILVER<br>SGT. AYRES<br>SGT. STEVENS<br>SGT. WELLOCK<br>SGT. HAWKINS | do | 0011 | 0125 | Turned back at 5205N 0220E owing to radio becoming U/S. Bombs jettisoned in sea at 5205N 0220E. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| | **5th/6th April, 1942, continued.** | | | | | Y 260 |
| WELLINGTON III 3483 | P/O HALE<br>SGT. G REEN<br>P/O SCHUMM<br>SGT. MCKIE<br>P/O SULLIVAN<br>SGT. RAINES | Attack on COLOGNE | 2353 | 0435 | Flares dropped. Bombs seen to burst in target area. | |
| 3716 | SGT. WEBB<br>SGT. HUBBERT<br>P/O SAUL<br>SGT. SWIDERSKI<br>SGT. RUTHERFORD<br>SGT. EVANS | do | 2358 | 0600 | Bombed North East area of town, East of River. Saw what believed to be Power Station and huge Transformers illuminated by fire. | |
| 3469 | SGT. PEARSON<br>SGT. VICKERS<br>SGT. WELSH<br>SGT. HOWARTH<br>SGT. FLACK<br>F/SGT. WEBBORN | do | 2330 | 0500 | Bombed slightly North of aiming point. Large fires seen as result of incendiaries. | |
| 3415 | P/O BROOKE<br>SGT. COLLINS<br>SGT. JACQUES<br>SGT. COLEMAN<br>SGT. MADDOCK<br>SGT. NAYLOR | do | 2336 | - | Nothing heard of this aircraft after take off. | |
| 3718 | P/O SWEENEY<br>SGT. RICHARDS<br>P/O TETTENBORN<br>P/O LANCTON<br>LT. SOUTHGATE<br>SGT. TOWNSEND | do | 2344 | 0444 | Dropped incendiaries in centre of town, and saw them ignite. Four fires, one large one, seen in target area. | |
| 3594 | SGT. PATRICK<br>SGT. HOLMES<br>SGT. POLLARD<br>SGT. DARLING<br>SGT. CALVER<br>SGT. WARE | do | 2339 | 0107 | Returned early owing to engines overheating. Bombs jettisoned in sea 4 miles South East of Orfordness. | |
| 3606 | P/O TAYLOR<br>SGT. RABEY<br>P/O SIMPSON<br>SGT. BELL<br>SGT. SANDERS<br>SGT. WATSON | do | 2326 | 0427 | Bombed target area West of Rhine, and three bursts seen. Seven good fires dispersed over Cologne. | |

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SGT. WATSON

Wt. 44786/4814. 1000m. 1/40. H.G.S. 51—3859

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

5th/6th April, 1942, continued.

From ~~hrs~~ / / to ~~hrs~~ / / 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 III 3389 | SGT. HUNTINGS<br>F/SGT. SEBERRAS<br>SGT. [illegible]<br>SGT. CAMERON<br>SGT. SAUNDERS<br>SGT. DURRELL | Attack on COLOGNE | 2353 | 0400 | Believed bombed Cologne area. Bursts not seen. Fires seen in North of town. | Y 260 |
| 3666 | P/O CASEY<br>SGT. GINGLES<br>P/O PENN<br>SGT. STACEY<br>SGT. HOOPER<br>SGT. STANSFIELD | do | 2337 | 0430 | Flares and bombs dropped in target area. River identified and confirmed by T.R. Fix. Rear Gunner saw plane shot down in flames over target area. | |
| 3704 | P/O MACTAGGART<br>P/O MACKENZIE<br>SGT. ORSUCK<br>SGT. FRANCIS<br>SGT. ELLS<br>SGT. TAPLEY | Attack Docks and Shipping at LE HAVRE | 0205 | 0600 | Bombs dropped in target area, and bursts seen. Three small fires seen after first stick of bombs dropped. | |
| 3638 | SGT. BANKS<br>SGT. ARMSTRONG<br>P/O BRENNER<br>SGT. JOHNSON<br>SGT. ONIONS<br>SGT. WILLIAMS | do | 0203 | 0545 | Bombed on North bank of River. Saw six bursts on bank and two in River just East of Dock area. | |
| 6th/7th April, 1942. | | | | | | |
| WELLINGTON III 3713 | SGT. DEAN<br>SGT. PARDISON<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. MACROSSAN<br>P/O STEVENSON | Attack on ESSEN | 0054 | 0205 | Just after take off wireless receiver failed, and told on T.R.9. to proceed to sea, jettison bombs and return. Wireless then worked correctly and was continuing to target but ran into static storm and icing CLOUD. Bombs jettisoned at furthest point reached, 5153N 0203E. | Y 261 |
| 3638 | SGT. RAMEY<br>SGT. HUBBERT<br>SGT. JASPER<br>F/SGT. SEBBERRAS<br>SGT. EGLINGTON<br>SGT. RUSSELL. | do | 0055 | 0145 | Severe icing conditions down to 3000 ft. Furthest point reached was 5149N 0237E, where bombs were jettisoned. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 6/7th April, 1942, continued. | | | | | | Y 261 |
| WELLINGTON III 3346 | S/L TURNER<br>P/O BRENER<br>F/O BULLOCK<br>SGT. WALKER<br>LT. PULLAN<br>SGT. JAMES | Attack on ESSEN | 0020 | 0220 | Turned back at 12 miles from BRUSSELS owing to engine trouble. Bombs and flares jettisoned alive in sea at 5140N 0330E. | |
| 3666 | P/O CASEY<br>SGT. GINGLES<br>P/O PEEL<br>SGT. STACEY<br>SGT. HOOPER<br>SGT. STANSFIELD | do | 0045 | 0230 | Turned back on reacning KNOCKE owing to engine trouble. All flares and bombs jettisoned over North Sea at 0140 hours. | |
| 3463 | P/O HALE<br>SGT. GREEN<br>P/O SCHUMM<br>SGT. MCKIE<br>P/O SULLIVAN<br>SGT. RAINES | do | 0020 | 0310 | Turned back 5 miles N.W. of GHENT owing to unfavourable weather, at point 5148N 0216E | |
| 3606 | P/O TAYLOR<br>P/O MUSSELWHITE<br>P/O SIMPSON<br>SGT. BELL<br>SGT. SANDERS<br>SGT. WATSON | do | 0038 | 0214 | Icing conditions and electrical storms thought to have put compassnout by 10°. Turned back at 5145N 0305E. Bombs and flares brought back. | |
| 3716 | SGT. WEBB<br>SGT. ARMSTRONG<br>P/O SAUL<br>SGT. SWIDERSKI<br>SGT. RUTHERFORD<br>SGT. EVANS | do | 0032 | 0150 | Turned back at 5200N 0305E owing to severe icing and static electricity. 7 bundles of flares jettisoned 15 miles East of Southwold. Balance of flares and all bombs brought back. | |
| 3389 | SGT. RUNNACLES<br>P/O MCKENZIE<br>SGT. HALL<br>SGT. CAWDRON<br>SGT. SKIDMORE<br>SGT. DORRELL | do | 0045 | 0529 | Bombed on T.R. Fix, but results not seen. Incendiary loads seen burning in north and south of town. | |
| 8/9th April, 1942. | | | | | | Y 262 |
| WELLINGTON III 3346 | S/L TURNER<br>SGT. RILEY HAWKINS<br>F/O BULLOCK<br>SGT. WALKER<br>LT. PULLAN<br>SGT. JAMES | Attack on HAMBURG | 2145 | 0335 | Bombed on T.R. Fix. Bursts not seen but glow observed through cloud. | |

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| | | | | | | |
|---|---|---|---|---|---|---|
| III<br>3346 | SGT. RILEY HAWKINS<br>F/O BULLOCK<br>SGT. WALKER<br>LT. PULLAN<br>SGT. JAMES | HAMBURG | | | observed through cloud. | |

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

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

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

8/9th April, 1942, continued.
~~From ... hrs. ... / ... / ... to ... hrs. ... / ... / ...~~ By ..... 9 ..... No. of pages used for day .....

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON III 3332 | SGT. SAMPSON<br>SGT. SILVER<br>SGT. AYRES<br>SGT. STEVENS<br>SGT. WELLOCK<br>SGT. HAWKINS | Attack on HAMBURG | 2224 | 0353 | Bombed on T.R. Fix through 9/10 cloud. No results seen. | Y 262 |
| 3469 | SGT. PEARSON<br>SGT. VICKERS<br>SGT. WELSH<br>SGT. HOWARTH<br>SGT. FLACK<br>F/SGT. WEBBORN | do | 2250 | 0310 | HAMBURG not attacked owing to icing. Bombed HAAMSTEDE Aerodrome, and bursts seen on target. | |
| 3463 | P/O COOPER<br>SGT. LANGTON<br>P/O MITCHELL<br>SGT. LUKER<br>SGT. HALL<br>SGT. WALKER | do | 2150 | 0035 | Turned back approximately 30 miles East of English Coast owing to severe icing in clouds. Bombs jettisoned in sea 10 miles South East of Southwold. | |
| 3358 | P/O HALE<br>P/O SCHUMM<br>SGT. MCKIE<br>SGT. LAMB<br>P/O SULLIVAN | do | 2145 | 0255 | Believed bombed target, but bursts not seen owing to 10/10 cloud. Fires seen to illuminate cloud. | |
| 3369 | F/O ELLIOTT<br>SGT. WANOSTROCHT<br>SGT. ~~MCKIE~~ STEVENS<br>SGT. CAMERON<br>LT. MULLOCK<br>SGT. WATERSON | do | 2155 | 0320 | Bombed within a 7 miles radius of HAMBURG. No rrsults seen owing to 10/10 cloud. | |
| 3718 | P/O SWEENEY<br>SGT. SHAW<br>P/O TETTENBORN<br>P/O LANGDON<br>LT. SOUTHGATE<br>SGT. TOWNSEND | do | 2225 | 0425 | Unable to identify target owing to 10/10 cloud. Bombed area N. of BREMEN, and one flash seen. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 8/9th April 1942 continued. | | | | | | |
| WELLINGTON III 3594 | SGT. PATRICK<br>SGT. HOLMES<br>SGT. POLLARD<br>SGT. DARLING<br>SGT CALVER<br>SGT. WARE | Attack on HAMBURG | 2230 | 0305 | HAMBURG not attacked through time being lost in evading static storm and icing conditions. Bombed HELIGOLAND ISLAND, and 6 bursts seen but no other results observed. | Y 262 |
| 3713 | SGT. OWEN<br>SGT. PADDISON<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. MCCROSSAN<br>P/O STEPHENSON | do | 2245 | 0120 | Turned back at 5355N 0625E owing to engine trouble. Bombs jettisoned at that point, at 2314 hours. | |
| 3606 | P/O TAYLOR<br>F/SGT. WILLIAMS<br>P/O SIMPSON<br>SGT. BELL<br>SGT. SANDERS<br>SGT. WATSON | do | 2247 | 0430 | Bombed on E.T.A. East of HAMBURG. Bursts, but no other results seen. | |
| 3389 | SGT. RUNNACLES<br>SGT. WILLIAMS<br>SGT. HALL<br>SGT. CAWDRON<br>SGT. SKIDMORE<br>SGT. DORRELL | do | 2145 | 0030 | Turned back at 5300N 0210E owing to bad weather. Bombs jettisoned at 5220N 0200E from 2000 ft. | |
| 3702 | P/O MACTAGGART<br>P/O MCKENZIE<br>SGT. ORBUCK<br>SGT. FRANCIS<br>SGT. ELMES<br>SGT. TAPLEY | Attack on Docks and Shipping at LE HAVRE | 2055 | 0025 | Bombs dropped across BASSIN DE MAREE, South of target. Bursts, but no other results seen. | |
| 3638 | SGT. BARNES<br>SGT. ARMSTRONG<br>P/O BRENER<br>SGT. JOHNSON<br>SGT. WILLIAM<br>SGT. BURN | do | 2100 | 0040 | Bombed across Northern part of Docks. 8 bursts, but no other results seen. | |
| 10/11th April, 1942. | | | | | | |
| WELLINGTON III 3369 | F/O ELLIOTT<br>SGT. WANOSTROCHT<br>SGT. STEVENS<br>SGT. CAMERON<br>LT. MULLOCK<br>SGT. WATERSON | Attack on ESSEN | 2200 | 0305 | Bomed in target area through 9/10 cloud. Incendiaries not seen to ignite, but cloud was brightly lit up immediately after bombing. | Y 263 |

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| | | | | | | |
|---|---|---|---|---|---|---|
| [illegible] | SGT. STEVENS<br>SGT. CAMERON<br>LT. MULLOCK<br>SGT. WATERSON | | | | immediately after bombing. | |

Wt. 44785/4311. 100M. 1/40. H.G.S. 51—5059

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

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

10/11th April 1942, continued.
~~From ... hrs ... / ... / ... to ... hrs ... / ... / ...~~ By ..... 9 ..... No. of pages used for day .....

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON III 3638 | SGT. BARNES<br>SGT. ARMSTRONG<br>P/O BRENER<br>SGT. JOHNSON<br>SGT. WILLIAMS<br>SGT. WELLOCK | Attack on ESSEN | 2140 | 0215 | ESSEN not attacked owing to failure of T.R. Bombs dropped East of DORTMUND, causing fires followed by two explosions. | Y 263 |
| 3332 | SGT. SAMPSON<br>SGT. SILVER<br>SGT. AYRES<br>SGT. STEVENS<br>SGT. HARRISON<br>SGT. HAWKINS | do | 2149 | 0011 | Unable to reach ESSEN owing to engine trouble, which made it impossible to maintain height. Bombs dropped 2-300 yards south of flarepath at SCHIPOL Aerodrome, causing fires to the West of SCHIPOL. | |
| 3358 | P/O HALE<br>SGT. GREEN<br>P/O SCHUMM<br>SGT. MCKIE<br>SGT. EVANS<br>SGT. RAINES | do | 2200 | 0020 | Turned at 5232N 0331E owing to failure of W/T. Bombs and flares jettisoned in sea 5 miles East of Southwold at 2350 hours. | |
| 3463 | P/O COOPER<br>SGT. LANGTON<br>P/O MITCHELL<br>SGT. LUKER<br>SGT. HALL<br>SGT. WALKER | do | 2205 | 0250 | Bombs dropped approximately 1 mile N.W. of Railway Yards, but no results seen. Two lines of incendiary fires seen running E-W and N-S of aiming point. | |
| 3469 | SGT. PEARSON<br>SGT. VICKERS<br>SGT. WELSH<br>SGT. HAWORTH<br>SGT. FLACK<br>F/SGT. WEBBORN. | do | 2145 | 0245 | Incendiaries dropped in target area and seen to ignite. Numerous fires seen in ESSEN. | |
| 3713 | SGT. DWEN<br>SGT. PADDISON<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. MCCROSSAN<br>P/O STEPHENSON | do | 2155 | 0315 | Bombs dropped S.E. of Marshalling Yards, causing several small fires. 90 x 4 Incendiaries jettisoned 5 miles North of DORTMUND at 2337 to gain height. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 10/11th April 1942 continued. | | | | | | Y 283 |
| WELLINGTON III 3389 | P/O TAYLOR<br>SGT. MUSGRAVE<br>P/O SIMPSON<br>SGT. BELL<br>SGT. SANDERS<br>SGT. WATSON | Attack on ESSEN | 2147 | 0217 | Bombed on T.R. fix. Bursts not seen owing to cloud and haze. | |
| 3594 | SGT. PATRICK<br>SGT. HOLMES<br>SGT. POLLARD<br>SGT. DARLING<br>SGT. CALVER<br>SGT. WARE | do | 2155 | 0305 | Target not reached owing to 10/10 cloud. Bombs jettisoned at turning point, 5144N 0849E on T.R. fix, at 0022 hours. 1 container of incendiaries brought back. | |
| 3702 | P/O MACTAGGART<br>SGT. WALKER<br>SGT. ORBUCK<br>SGT. FRANCIS<br>SGT. ELMES<br>SGT. TAPLEY | do | 2205 | - | Nothing heard of this aircraft after take off. | |
| 3722 | SGT. DAVIDSON<br>SGT. RILEY HAWKINS<br>SGT. MILDON<br>SGT. WILLIAMS<br>SGT. BURN<br>SGT. JAMES | do | 2245 | 0255 | Bombed ESSEN area, but no results seen. Fires seen S.E. of town. | |
| 3666 | P/O SWEENEY<br>SGT. LAMB<br>P/O TETTENBORN<br>P/O LANGDON<br>LT. SOUTHGATE<br>SGT. TOWNSEND | do | 2245 | 0235 | Bombed Essen on T.R. fix. No results seen from own bombs. | |
| 12/13th April 1942. | | | | | | Y 284 |
| WELLINGTON III 3722 | SGT. DAVIDSON<br>SGT. RILEY HAWKINS<br>SGT. MILDON<br>SGT. WILLIAMS<br>SGT. BURN<br>SGT. JAMES | Attack on ESSEN | 2251 | - | Nothing heard of this aircraft after take off. | |
| 3666 | SGT. OWEN<br>SGT. PADDISON<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. MCCROSSAN<br>P/O STEVENSON | do | 2230 | 0415 | Bombed large sheds on river bank S.E. of town. Bombs seen to burst, but no other results observed. | |

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|---|---|---|---|---|---|
| | SGT. PADDISON<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. MCCROSSAN<br>P/O STEVENSON | do | 2235 | 0415 | Bombed large fires on river bank S.E. of town. Bombs seen to burst, but no other results observed. |

Wt. 44786/432A. 200M. 3/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

12/13th April 1942, continued.

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

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON III 3594 | SGT. PATRICK<br>SGT. HOLMES<br>SGT. POLLARD<br>SGT. DARLING<br>SGT. CALVER<br>SGT. WAKE | Attack on ESSEN | 2235 | 0350 | Bombs seen to burst S.W. of town. Numerous fires seen. | I.264 |
| 3718 | P/O SWEENEY<br>SGT. RICHARDS<br>P/O TETTENBORN<br>P/O LANGDON<br>LT. SOUTHGATE<br>SGT. TOWNSEND | do | 2255 | 0330 | Incendiaries dropped over ESSEN. Were seen to be burning on leaving | |
| 3606 | P/O TAYLOR<br>S/L HOLMES<br>P/O SIMPSON<br>SGT. BELL<br>SGT. SANDERS<br>SGT. WATSON | do | 2348 | 0315 | Bombs fell in target area, but no results seen. | |
| 3389 | P/O H.DOES<br>P/O MCKENZIE<br>SGT. HALL<br>SGT. CAWDRON<br>SGT. LAMB<br>SGT. MCLEOD | do | 2241 | 0011 | Turned back at 5120N 0210E owing to starboard engine overheating. All bombs and 7 bundles of flares jettisoned alive at 5125N 0200E at 2328 hrs. 5 bundles of flares brought back. | |
| 3638 | SGT. BARNES<br>SGT. ARMSTRONG<br>P/O BREWER<br>SGT. JOHNSON<br>SGT. WILLIAMS<br>SGT. WELLOCK | do | 2240 | 0410 | Bombs fell in target area, but no results seen. Two large fires seen burning in ESSEN. Had engagement with Me 109 or Hell3 over ESSEN. Rear Gun Turret U/S. | |
| 3369 | F/O ELLIOTT<br>SGT. WANOSTROCHT<br>SGT. STEVENS<br>SGT. CAMERON<br>LT. MULLOCK<br>SGT. WATERSON | do | 2215 | 0330 | Bombs dropped near target area. Large red fire seen, probably in target area. 1 green flare brought back. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| **April 12/13th, 1942 continued.** | | | | | | I 264 |
| WELLINGTON III 3469 | SGT. PEARSON<br>SGT. VICKERS<br>SGT. WELSH<br>SGT. HAWORTH<br>SGT. FLACK<br>F/SGT. WEBBORN | Attack on ESSEN | 2235 | 0325 | Target bombed, but no results seen. Large number of fires seen in target area. | |
| 3558 | P/O HALE<br>SGT. GREEN<br>P/O SCHUMM<br>SGT. MCKIE<br>SGT. EVANS<br>SGT. RAINES | do | 2215 | 0310 | Bombed on T.R. Fix - believed ESSEN, but no results seen. Green flare brought back. | |
| 3552 | SGT. SAMPSON<br>SGT. SILVER<br>SGT. AYRES<br>SGT. STEVENS<br>SGT. HARRISON<br>SGT. HAWKINS | do | 2225 | 0400 | Bombs fell in target area, and were seen to ignite. Red and white lights on ground appeared to follow aircraft through France. | |
| **14/15th April, 1942.** | | | | | | |
| WELLINGTON III 3346 | S/L TURNER<br>SGT. MUSGRAVE<br>F/O BULLOCK<br>SGT. SWIDERSKI<br>CAPT. PULLAN<br>SGT. EVANS | Attack on DORTMUND | 2250 | 0325 | Bombed on T.R. Fix, but no results seen. Dummy fire seen in position 5132N 0738E. | I 265 |
| 3569 | F/O ELLIOTT<br>SGT. WANOSTROCHT<br>SGT. STEVENS<br>SGT. CAMERON<br>CAPT. MULLOCK<br>SGT. WATERSON | do | 2240 | 0350 | Bombed S.E. corner of town. 3 bursts seen. One large fire seen in centre of town. | |
| 3358 | P/O HALE<br>SGT. GREEN<br>P/O SCHUMM<br>SGT. MCKIE<br>SGT. RUTHERFORD<br>SGT. RAINES | do | 2255 | 0340 | Bombed on T.R. Fix, but no results seen. One red flare brought back. | |
| 3463 | P/O COOPER<br>SGT. LANGTON<br>P/O MITCHELL<br>SGT. LUKER<br>SGT. HALL<br>SGT. WALKER | do | 2250 | 0110 | Target not attacked because starboard engine overheated. Furthest point reached was French Coast 5 miles West of DUNKIRK. Bombs jettisoned 10 miles East of Southwold at 0027 hrs. | |

Wt. 44786/4514. 200M. 2/40. H.G.S. 51—6059

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| | | | | | | |
|---|---|---|---|---|---|---|
| | SGT. LANGTON<br>P/O MITCHELL<br>SGT. LUKER<br>SGT. HALL<br>SGT. WALKER | | | | Furthest point reached was French Coast 5 miles West of DUNKIRK. Bombs jettisoned 10 miles East of Southwold at 0027 hrs. | |

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

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

April 14/15th 1942, continued.

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

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON III 3332 | SGT. SAMPSON<br>SGT. AYRES<br>SGT. STEVENS<br>SGT. HARRISON<br>SGT. HAWKINS | Attack on DORTMUND | 2250 | 0240 | Target not attacked owing to overheating of Port engine. Furthest point reached GIVET. Bombs jettisoned at 0205 hrs. at 5150N 0220E. | Y 265 |
| 3469 | SGT. PEARSON<br>SGT. VICKERS.<br>SGT. WELSH<br>SGT. HAWORTH<br>SGT. STUFFIN<br>F/SGT. WEBBORN | do | 2240 | 0405 | Bombs fell 1 mile south of aiming point. Bursts seen. Fires and bomb bursts seen in target area. | |
| 3759 | SGT. BARNES<br>SGT. ARMSTRONG<br>P/O BRENER<br>SGT. JOHNSON<br>SGT. WILLIAMS<br>SGT. WELLOCK | do | 2240 | 0016 | Target not attacked owing to engine trouble. Furthest point reached5332N 0153E. Bombs jettisoned at 5150N 0130E at 2340 hrs. | |
| 3594 | SGT. PATRICK<br>SGT. SILVER<br>SGT. POLLARD<br>SGT. DARLING<br>SGT. CALVER<br>SGT. WARE | do | 2235 | 0430 | Bombs fell ~~in~~ NE of aiming point, and were seen to ignite. Numerous fires seen in target area. | |
| 3389 | SGT. DWEN<br>SGT. PADDISON<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. MCCROSSAN<br>P/O STEPHENSON | do | 2235 | 0435 | Target not attacked owing to being misled by flares when bombing visually. Bombed ALTENA. Bursts and numerous fires seen. | |
| 3606 | P/O TAYLOR<br>S/L HOLMES<br>P/O SIMPSON<br>SGT. BELL<br>SGT. SANDERS<br>SGT. WATSON | do | 2255 | 0355 | Bombed on T.R. Fix, but no results seen. One very large red fire seen in target area. Two bundles of flares hung up and were brought back. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| | April 15/16th April, 1942. | | | | | I 266 |
| WELLINGTON III 3369 | F/O ELLIOT<br>SGT. WANOSTROCHT<br>SGT. STEVENS<br>SGT. CAMERON<br>CAPT. MULLOCK<br>SGT. WATERSON. | Attack on DORTMUND | 0005 | 0520 | Bombed on T.R. Fix possibly in the neighbourhood of GELSENKIRCHEN. Flares dropped believed close to target area. No results seen. | |
| 3358 | P/O HALE<br>SGT. GREEN<br>P/O SCHUMM<br>SGT. MCKIE<br>SGT. FLACK<br>SGT. RAINES | do | 0011 | 0440 | Bombed on T.R. Fix through 10/10 cloud. Flashes from bomb bursts seen through clouds. | |
| 3759 | SGT. RAILY<br>SGT. HUBBERT<br>SGT. JASPER<br>SGT. SEBERRAS<br>SGT. EGLINGTON<br>SGT. RUSSELL | do | 0030 | 0440 | Bombed on T.R. Fix through 8-10/10 cloud. No results seen. | |
| 3716 | SGT. SAMPSON<br>SGT. AYRES<br>SGT. STEVENS<br>SGT. HARRISON<br>SGT. HAWKINS | do | 0007 | 0428 | Bombed on T.R. Fix owing to cloud, but target was observed visually afterwards. Incendiaries seen to ignite in built up area. Fires observed. | |
| 3346 | P/O COOPER<br>SGT. LANGTON<br>P/O MITCHELL<br>SGT. LUKER<br>SGT. HALL<br>SGT. WALKER | do | 0005 | 0425 | Bombed on T.R. Fix 1-2 miles N.E. of aiming point. No results seen. Small scattered fires in target area. | |
| 3469 | SGT. PEARSON<br>SGT. VICKERS<br>SGT. WELSH<br>SGT. HAWORTH<br>SGT. STUFFIN<br>F/SGT. WEBBORN | do | 2354 | 0321 | DORTMUND not attacked owing to bad weather and faulty port engine. Furthest point reached 5020N 0610E. Bombed KNOCKE Aerodrome, but no results seen. | |
| 3449 | F/O HODGES<br>SGT. HALL<br>SGT. CAWDRON<br>SGT. LAMB<br>SGT. MCLEOD | do | 2350 | 0400 | Bombed on T.R. Fix, but no results seen. | |

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Wt. 44786/4324. 300M. 3/40. H.G.S. 51—5059

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

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

15/16th April 1942, continued.

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

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON III 3666 | P/O CASEY<br>SGT. GINGLES<br>F/O PEEL<br>F/SGT. STACEY<br>SGT. HOOPER<br>P/O STEPHENSON | Attack on DORTMUND | 2347 | 0429 | Landed at [illegible]STON owing to shortage of petrol. | Y 266 |
| 3389 | P/O SWEENEY<br>SGT. RICHARDS<br>P/O TETTENBORN<br>P/O LANGDON<br>CAPT. SOUTHGATE<br>SGT. TOWNSEND | do | 0005 | 0435 | Bombed on T.R. Fix, bursts, but no other results seen. Three large fires seen in target area. | |
| 16/17th April, 1942. | | | | | | Y 267 |
| WELLINGTON III 3716 | P/O SAUL<br>SGT. HOLMES<br>SGT. S[illegible]IDERSKI<br>SGT. RUTHERFORD<br>SGT. EVANS | Attack on Docks and Shipping at LE HAVRE | 2115 | 0016 | Target not attacked owing to Wireless and Lighting becoming u/s. Bombs jettisoned safe at 2355 hrs., 20 miles E. of Southwold. Furthest point reached 30 miles N.W. of Worthing. | |
| 17/18th April, 1942. | | | | | | Y 268 |
| WELLINGTON III 3718 | P/O SWEENEY<br>SGT. RICHARDS<br>P/O TETTENBORN<br>P/O LANGDON<br>CAPT. SOUTHGATE<br>P/O SULLIVAN | Attack on HAMBURG | 0000 | 0405 | HAMBURG not attacked owing to Wireless becoming u/s. Bombed HELIGOLAND ISLAND, but no results seen. Furthest point reached AMRUN. | |
| 3594 | SGT. PATRICK<br>SGT. POLLARD<br>SGT. DARLING<br>SGT. CALVER<br>SGT. WARE | do | 2345 | 0233 | HAMBURG not attacked as Pilot was taken ill and no second Pilot on aircraft. Bombs jettisoned at furthest point reached, 5405N 0500E, at 0114 hrs. | |
| 3666 | P/O CASEY<br>SGT. GINGLES<br>P/O PEEL<br>F/SGT. STACEY<br>F/SGT. HOOPER<br>SGT. WATERSON | do | 2342 | 0042 | HAMBURG Not attacked owing to P4 compass becoming u/s. Bombs jettisoned at furthest point reached, 10 miles E. of Orfordness, at 0002 hrs. | |



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Reference: AIR 27 / 126

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| April 17/18th. 1942, continued. | | | | | | Y 268 |
| WELLINGTON III 3389 | SGT. DYEN<br>SGT. PADDISON<br>P/O MARSH<br>SGT. SEYMOUR<br>F/SGT. HUNT<br>P/O STEPHENSON | Attack on HAMBURG | 0005 | 0625 | Bombs believed to be on target, but no results seen. One bomb hung-up and was jettisoned at 5404N 0917E from 20000 ft. | |
| 3759 | SGT. RALEY<br>SGT. HUBBERT<br>SGT. JASPER<br>F/SGT. SEBARRAS<br>SGT. EGLINGTON<br>SGT. RUSSELL | do | 2350 | 0115 | Target not attacked owing to rear turret becoming u/s. Bombs jettisoned safe at 5310N 0200E at 0030 hrs, from 3000 ft. | |
| 3356 | F/O [illegible]<br>SGT. GREEN<br>P/O SCHURM<br>SGT. MCKIE<br>SGT. BLACK<br>SGT. RIDDS | do | 2345 | 0515 | Bombed on D.R., and incendiaries seen to ignite. | |
| 3732 | SGT. SAMPSON<br>SGT. WA[illegible] STRICKLE<br>SGT. AYRE<br>SGT. STEVENS<br>SGT. HARRISON | do | 0005 | 0614 | HAMBURG not attacked owing to W/T becoming u/s. Furthest point reached 5410N 0500E. Bombed DE KOOY AERODROME, and incendiaries seen to ignite. | |
| 3489 | SGT. PEARSON<br>SGT. VICKERS<br>SGT. [illegible]<br>SGT. WALDRON<br>SGT. TUFFIN<br>F/SGT. WEBBORN | do | 2350 | 0625 | Target recognised by River and bombs fell in Dock area. Incendiaries seen to ignite. Numerous fires seen in target area. | |
| April 18/19, 1942. | | | | | | |
| WELLINGTON III 3542 | S/L TUPPER<br>F/SGT. HULCOCK<br>SGT. COLLINS<br>CAPT. PULLAN<br>SGT. HOLE | Attack on COLOGNE | 2215 | 0105 | Returned early owing to W/T becoming u/s. Furthest point reached 5015N 0517E. 810 x 4 incendiaries brought back. | Y 269 |
| 3389 | F/O ELLIOTT<br>SGT. WINCOTTCOTT<br>SGT. STEVENS<br>SGT. CAMERON<br>CAPT. MULLOCK<br>SGT. WATERSON | do | 2210 | 0245 | Bombs dropped near target area, and incendiaries were seen to ignite. No other results seen | |

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

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

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

April 22/23 1942, continued.
From ... hrs. ... / ... / ... to ... hrs. ... / ... / ...

By ..... 9 ..... No. of pages used for day .....

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON III 3358 | P/O HALE<br>SGT. GREEN<br>P/O SCHUMM<br>SGT. MCKIE<br>SGT. LAWRIE<br>SGT. RAINES | Attack on COLOGNE | 2223 | - | Nothing heard of this aircraft after take-off. | Y 269 |
| 3469 | SGT. PEARSON<br>SGT. VICKERS<br>SGT. WELSH<br>SGT. HAWORTH<br>SGT. STUFFIN<br>F/SGT. WEBBORN | do | 2210 | 0200 | Bombed target area by T.R. fix, but no results seen. | |
| 3759 | SGT. RAMEY<br>SGT. [illegible]<br>SGT. JASPER<br>F/SGT. SEBERRAS<br>SGT. EGLINGTON<br>SGT. RUSSELL | do | 2220 | - | Plane crashed on landing 3 miles N.E. of Honington. Five of crew killed. | |
| 3638 | SGT. BARNES<br>SGT. ARMSTRONG<br>P/O BREWER<br>SGT. MCCROSSAN<br>SGT. WILLIAMS<br>SGT. WELLOCK | do | 2219 | - | Nothing heard of this aircraft after take-off. | |
| 3716 | SGT. SAMPSON<br>SGT. SILVER<br>SGT. AYRES<br>SGT. STEVENS<br>SGT. HARRISON<br>SGT. HAWKINS | do | 2222 | 0229 | Bombed on T.R. Fix. Bombs seen to burst, but no other results. | |
| 3449 | P/O TAYLOR<br>P/O MUSSELWHITE<br>P/O SIMPSON<br>SGT. HALL<br>SGT. SANDERS<br>SGT. WATSON | do | 2215 | 0210 | Bombed on T.R. Fix. Incendiaries seen to ignite but no other results observed. | |

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Reference:- AIR 27 / 126

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON III 3666 | P/O CASEY<br>SGT. GINGLES<br>P/O PEEL<br>F/SGT. STACEY<br>SGT. BLACK<br>SGT. WALKER | Attack on COLOGNE | 2216 | 0300 | Bombed on T.R. Fix through 10/10 cloud. No results seen | I 269 |
| 3389 | SGT. DEEN<br>SGT. PAIDLSON<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. JOHNSON<br>P/O STEPHENSON | do | 2215 | 0240 | Bombed on T.R. Fix, and incendiaries seen to ignite. | |
| 3226 | S/L HOLDEN<br>SGT. FLANNERY<br>F/SGT. RICHARDS<br>F/SGT. RICHMOND<br>F/SGT. NORTH<br>F/SGT. BALLANTYNE<br>F/SGT. LOCK | Attack on Docks and Shipping at LE HAVRE | 2131 | 0135 | Bombs seen to burst across Docks 7, 6 and 5. One fire seen in dock area on arrival. | |
| April 22/23.1942. | | | | | | |
| WELLINGTON III 3346 | S/L TURNER<br>W/C INNESS<br>F/SGT. HUDOCK<br>SGT. UNIONS<br>CAPT PULLAN<br>F/LT. DOWNES | Attack on ROSTOCK | 2236 | 0534 | Bombed across old town. Bursts seen and fires started. Fires visible for 120 miles after leaving. | I 270 |
| 3369 | F/O ELLIOTT<br>SGT. MACSTROCHE<br>SGT. STEVENS<br>SGT. CAMERON<br>CAPT MULLOCK<br>SGT. WATERSON | do | 2245 | 0525 | Bombs dropped in target area, starting small fires. | |
| 3716 | SGT. SAMPSON<br>SGT. SILVER<br>SGT. AYRES<br>SGT. STEVENS<br>SGT. HARRISON<br>SGT. HAWKINS | do | 2259 | 0543 | Bombs dropped in target area, but no results seen owing to intense activity on ground. | |
| 3449 | P/O TAYLOR<br>P/O RUSSELWHITE<br>P/O SIMPSON<br>SGT. BELL<br>SGT. SANDERS<br>SGT. WATSON | do | 2250 | 0550 | Bombs dropped in target area, starting small fires. | |

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Reference:- AIR 27 / 126

W.O. 64732/42A—2000M. 1/42. H.O.S. 51—0059

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

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

~~From ... hrs. .../.../... to ... hrs. .../.../...~~ By 2 No. of pages used for day ...

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| **April 23/24th April 1942, continued.** | | | | | | |
| WELLINGTON III 3389 | SGT. OWEN<br>SGT. PADDISON<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. CALVER<br>P/O STEPHENSON | Attack on ROSTOCK | 2235 | 0525 | Bombs dropped in town on South bank of the River. Three big fires seen in target area. | Y 270 |
| 3594 | P/O CASEY<br>SGT. GINGLES<br>P/O PEEL<br>F/SGT. STACEY<br>SGT. FLACK<br>SGT. WARE | do | 2248 | 0535 | Bombs seen to burst in target area. Numerous fires were burning. | |
| **April 24/25th 1942.** | | | | | | |
| WELLINGTON III 3226 | S/L HOLMES<br>SGT. FLANNERY<br>F/SGT. RICHMOND<br>F/SGT. NORTH<br>F/SGT. BALLANTYRE<br>F/SGT. LOCK | Attack on Docks and Shipping at LE HAVRE | 2250 | 0100 | Bombs dropped in target area, but no results seen. One bomb hung-up and was brought back. | Y 271 |
| **April 25/26th 1942.** | | | | | | |
| WELLINGTON III 3546 | P/O COOPER<br>SGT. LANGTON<br>P/O MITCHELL<br>SGT. HALL<br>SGT. JOHNSON<br>SGT. WALKER | Attack on ROSTOCK | 2230 | 0530 | Bombed along Southern edge of old town, and incendiaries were seen to ignite. Many fires in N., N.E., and centre sections of town. | Y 272 |
| 3463 | F/O ELLIOTT<br>SGT. WANOSTROCHT<br>SGT. STEVENS<br>SGT. CAMERON<br>SGT. CAWDRON<br>SGT. WATERSON | do | 2225 | 0535 | Bombs dropped on eastern section of town and were seen to start several fires. | |

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Reference: AIR 27 / 126

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| **April 25/26th continued.** | | | | | | |
| WELLINGTON III 3469 | SGT. PEARSON<br>SGT. VICKERS<br>SGT. WELSH<br>SGT. HAWORTH<br>SGT. STUFFIN<br>F/SGT. WEBBORN | Attack on ROSTOCK | 2230 | 0515 | Bombs dropped in target area, but no results seen. Several fires in target area, and HEINKEL WORKS were on fire. | Y 272 |
| 3716 | SGT. SAMPSON<br>SGT. SILVER<br>SGT. AYRES<br>SGT. STEVENS<br>SGT. HARRISON<br>SGT. HAWKINS | do | 2237 | 0510 | Bombs definitely dropped in town. Bursts seen and numerous fires started. | |
| 3226 | S/L HOLMES<br>SGT. FLANNERY<br>F/SGT. RICHMOND<br>F/SGT. NORTH<br>F/SGT. BALLANTYNE<br>F/SGT. LOCK | do | 2230 | - | Nothing heard of this aircraft after take-off. | |
| 3449 | P/O TAYLOR<br>P/O MUSSELWHITE<br>P/O SIMPSON<br>SGT. BELL<br>SGT. SANDERS<br>SGT. WATSON | do | 2235 | 0535 | Bombs dropped on target and were seen to ignite. Majority of town appeared to be on fire. Rear turret and tail on fire and starboard elevator, aileron and hydraulics shot away by fighter 25 miles N. of AMELAND. Rear Gunner, SGT. WATSON, killed. The Captain, P/O TAYLOR, although wounded in hip brought the aircraft back and crash landed without further injury to the crew. | |
| 3594 | P/O CASEY<br>SGT. GINGLES<br>P/O PEEL<br>SGT. STACEY<br>SGT. FLACK<br>SGT. WARE | do | 2254 | 0505 | Bombs dropped in target area, starting fires | |
| 3389 | SGT. OWEN<br>SGT. PADDISON<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. CALVER<br>P/O STEPHENSON | do | 2220 | 0535 | Bombs definitely dropped in old town and bursts seen. Numerous fires in target area, which were visible from DENMARK on return journey. | |
| **April 27/28th 1942.** | | | | | | |
| WELLINGTON III 3346 | S/L TURNER<br>SGT. VICKERS<br>F/SGT. HUDOCK<br>SGT. ONIONS<br>SGT. BEATON<br>SGT. MARK HOWE | Attack on COLOGNE | 2225 | 0522 | Bombs fell ½ mile south of aiming point on edge of the old and new town. Incendiaries appeared to spread over whole of target area. | Y 273 |

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Reference:- AIR 27 / 126

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

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

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

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 28 | 27/28th April, 1942, continued. | | | | | |
| WELLINGTON III 3346 | P/O COOPER<br>SGT. LANGTON<br>P/O MITCHELL<br>SGT. HALL<br>SGT. JOHNSON<br>SGT. WALKER | Attack on COLOGNE | 2215 | 0325 | Bombs dropped S.E. to N.W. finishing on aiming point. Eight large fires seen. | Y 275 |
| 3666 | P/O CASEY<br>SGT. GINGLES<br>P/O PEEL<br>F/SGT. STACEY<br>SGT. BROWN<br>SGT. FLACK | do | 2215 | 0035 | COLOGNE not reached owing to engines overheating. Furthest point reached was LILLE. 630 x 4lbs. incendiaries jettisoned in North Sea at 0009 hours. 180 x 4 incendiaries brought back. | |
| 3594 | SGT. PATRICK<br>SGT. POLLARD<br>SGT. DARLING<br>F/SGT. HUNT<br>SGT. WARE | do | 2210 | 0340 | Bombs dropped on aiming point, but no results seen. Rear Gunner (Sgt. WARE) baled out over COLOGNE when held in searchlights. Hydraulics, T.R. AND W/T aerials shot away by flak over COLOGNE. | |
| 3389 | SGT. DEEN<br>SGT. PADDISON<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. CALVER<br>P/O STEPHENSON | do | 2210 | 0210 | Target not attacked owing to trouble with starboard engine. Furthest point reached 4953N 0512E. Bombed believed PALISEUL A/D, and many small fires started. | |
| | 29/29th April 1942. | | | | | |
| WELLINGTON III 3389 | SGT. DEEN<br>SGT. PADDISON<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. CALVER<br>P/O STEPHENSON | Attack on KIEL | 2245 | 0530 | Bombs dropped ½ mile S.E. of aiming point, and several bursts seen. Fires seen in target area. | Y 274 |
| 1516 | P/OCASEY<br>SGT. GINGLES<br>P/O PEEL<br>F/SGT. STACEY<br>SGT. BROWN<br>SGT. FLACK | do | 2252 | - | Target not attacked owing to starboard engine overheating. Bombs jettisoned at furthest point reached, 5530N 0230E. A/C landed at DOCKING on return. | |

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Reference:- AIR 27 / 126

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| **28/29th April 1942, continued.** | | | | | | |
| WELLINGTON III 3546 | S/L TURNER<br>SGT. VICKERS<br>F/O BULLOCK<br>SGT. ONIONS<br>SGT. BEATON<br>SGT. HOWE | Attack on KIEL | 2300 | 0450 | Bombs dropped on town through smoke screen, but no results seen owing to jinking. Large fires in target area on leaving. 30 x 4 incendiaries hung-up and were brought back | Y 274 |
| 3459 | F/O ELLIOTT<br>F/SGT. HUDOCK<br>SGT. A. TALLANTYRE<br>SGT. CAWDRON<br>SGT. WATERSON | do | 2256 | 0238 | KIEL not attacked owing to starboard engine failing and catching fire. Bombs jettisoned at furthest point reached, 5432N 0555E from 14000 ft. | |
| 3483 | P/O COOPER<br>SGT. LANGTON<br>P/O MITCHELL<br>SGT. HALL<br>SGT. JOHNSON<br>SGT. WALKER | do | 2255 | 0525 | KIEL not attacked owing to failure of Navigational Aid. Furthest point reached LUBECKER BUCHT. 810 x 4 incendiaries brought back. | |
| 3716 | SGT. SAMPSON<br>SGT. SILVER<br>SGT. AYRES<br>SGT. STEVENS<br>SGT. MOUNT<br>SGT. HARRISON | do | 2307 | - | Nothing heard of this aircraft after take off. | |

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Reference:- AIR 27 / 126

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.....

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

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

| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 1/5 | | Nothing of Operational Importance occurred. Air to Sea firing practice was carried out at HOLKHAM BAY. WEATHER; Mainly fine. Surface wind NE. ENE. 5 to 10 mph. increasing during morning to 15 - 20mph Cloud. Small amounts of low cloud at 1000 tp 2000 feet,dispersing after dusk. Visibility. 10 to 20 miles. | |
| | 2/5 | | Nothing of Operational importance occurred. WEATHER. Fair. Surface wind. N.N.W. 5 to 10 miles per hour becoming generally N.N.E.ly 10m.p.h. towards midday and backing to Northerly 5 to 10 m.p.h. around dusk. Cloud 10/10 stratus at 600 to 1000 ft. forming soon after 0200 lifting and breaking to 3-6/10 Cu at 2500 ft. towards noon and dispersing in the evening. Visibility. 6 to 12 miles becoming over 12 miles during afternoon. | |
| | 3/5. | 2250. | Six aircraft carried out operations in accordance with Headquarters No.3.Group operations order form B. 798 dated the 3/5/42 ( See relevant form 541 ) | |
| | | 0505. | All aircraft returned safely. WEATHER. Cloudy early becoming fair to fine after dawn. Surface wind. Nly. 5 to 10 m.p.h. Cloud. 10/10 stratus at 500 ft. forming about 0400 dispersing soon after dawn; later small amounts at 2000 ft. with variable medium cloud above.Visibility; 4-6 miles becoming 6 to 12 miles in the afternoon. | |
| | 4/5. | 0045. | One aircraft carried out operations in accordance with Head quarters,No.3 Group operations order form B.799 dated the 4/5/42.(See relevant form 541.) | |
| | | 0600. | Aircraft returned safely . WEATHER. Fair to fine.Surface wind; Light Nly. becoming varible and Sly. 10 m.p.h. in evening | |

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Reference:- AIR 27 / 126

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 4/5/42 | | CLOUD: Nil at first soon becoming 5 - 9/10 Sc at 2-400o feet dispersing late in period.; variable high and medium cloud above. Visibility; 4 to 6 miles becoming 6 to 12 miles after 0900. | |
| | 5/5/42. | 2240. | Seven aircraft carried out operations in accordance with Headquarters No.3.Group operations order form B.800 dated the 5/5/42.(See revelant form 541) | |
| | | 0540. | All aircraft returned safely. | |
| | | | WEATHER. Fair. Surface wind; SWly. 10 becoming variable and W 15 20 mph in the afternoon, Cloud: Variable medium and high cloud. Visibility: 2- 4000 yds.improving slowly to 6 to 12 miles by noon. | |
| | 6/5/42. | 2135 | Two aircraft took off and carried out operations in accordance with Headquarters No.3.Group operations order form B.801 dated the 6/5/42.(See relevant form 541) | |
| | | 0355 | Both aircraft returned safely. | |
| | | | WEATHER. Fair; Surface wind: W to WSW 10 mph freshening temporarily to 15 - 20 mph in afternoon Cloud: Variable medium and high cloud. Visibility. 6 to 12 miles becoming over 12 miles during the afternoon. | |
| | 7/5/42. | 2155. | Eight aircraft carried out operations in accordance with Headquarters No.3.Group operations order form B.802 dated the 7/5/42. ( See revelant form 451 ) | |
| | | 0500 | All aircraft returned safely. | |
| | | | WEATHER. Fine becoming fair. Surface Wind; WSW. W.10 mph veering sharply to NNE 15 to 20 mph. about 1600 and later to NE 10 mph. Cloud: Small amounts medium and high cloud until 1600 5 - 10SC at 3500 feet around 1600 5/10 Sc at 1500 to 2000 feet after 2100 Visibility 6 to 12 miles. | |
| | 8/5/42 | 2200 | Eight aircraft took off for operations in accordance with Headquarters No.3.Group operations order form B. 803 dated the 8/5/42. (See revelant form 541) | |
| | | 0545. | Seven returned safely. Wellington. X.3369 ( F/O J.L.Eliott and crew),failed to return. Nothing was heard of this aircraft after its take - off. | |

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Reference: AIR 27 / 1126

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

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

No. of pages used for day

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 8/5. | | WEATHER. Fair. Surface Wind; NE.becoming ENE 10 to 15 mph. Cloud: 5/10 Sc at 2000 ft. becoming variable amounts at 3 - 5000 ft. with temporary increases to 9 -10/10; dispersing after 1200 variable medium and high cloud above until 2359. Visibility. 6 to 12 miles becoming over 12 miles after 1000. | |
| | 9/5 | | Nothing of operational importance occurred. WEATHER. Mainly fair.Surface wind; NE. NNE. 5 to 10 mph. increasing during morning to 15 to 20 mph. Cloud: Small amounts of low cloud at 1000 to 2000 feet. Dispersing after dusk. Visibility; 10 to 20 miles. | |
| | 10/5 | | Nothing of operational importance occurred. WEATHER. Fine at first becoming cloudy by afternoon with occasional slight rain towards midnight.Surface wind: NE. 15 to 20 mph. Cloud; Small amounts of medium and high cloud increasing during the day to 10/10 at 5000 feet in slight precipitation.Visibility. 6 to 12 miles. | |
| | 11/5 | | Nothing of Operational importance occurred. WEATHER. Cloudy with periods of intermittent slight rain or drizzle during the day. Surface wind. Light variable less than 5 mph.,becoming WNW 5/10 mph. by afternoon. Cloud; 8/10 to 10/10 at 1000 to 1500 feet lowering to 500 feet in precipitation. Visibility. 1 to 3 miles. | |
| | 12/5 | | Nothing of Operational importance occurred. WEATHER. Cloudy with occasional slight drizzle. Surface wind; WNW. 5 - 10 mph. veering slowly during the day to ENE. Cloud: 10/10 at 1000 - 1500 feet lowering to 500 - 1000 feet in precipitation. Visibility; 2000 yards.in early morning slowly improving to 4 - 8 miles. | 178 |

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Reference:- AIR 27 / 126

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 13/5. | | Nothing of Operational importance occurred.<br>WEATHER. Intermittant slight drizzle becoming fair before noon and overcast in the evening. Surface wind; NEly 10 to 15 mph. backing Nly 10 to 13 mph. Cloud: 10/10 base surface to 500 feet lifting slowly to 1000 feet and dispersing by noon.4 - 6/10 Cu and Sc in the afternoon. 10/10 stratus reforming after 2000 base falling to 500 feet. Visibility. Falling early 1500 yards improving after dawn to 4 miles and to 6 - 12 miles in afternoon falling later to 4000 yards. | |
| | 14/5 | | Nothing of Operational importance occurred.<br>WEATHER. Cloudy becoming fair in the afternoon and fine after 1800 but cloudy just before midnight. Surface wind: Nly . 10 to 15 mph veering NEly and falling to 5 to 10 mph after dusk Cloud; 8 - 10/10 stratus base 6 - 800 ft. becoming 4 - 8/10 Sc base 2500 feet in afternoon; cloud dispersing to nil after 1800 but 8/10 Sc at 6000 ft. just before midnight. Visibility; 2 - 4000 yds improving to 4 to 6 miles after dawn and to over 6 miles later. | |
| | 15/5 | 2255 | Six aircraft took off for operations in accordance with HEADQUARTERS NO.3.GROUP operations order form B. 811 dated the 15/5/42 .(See relevant form 541.) | |
| | | 0610. | Five aircraft returned safely.Wellington aircraft Z.1615 (Sgt.Richards and Crew), failed to return Nothing was heard of the aircraft after it tookm off.<br>WEATHER. Fine at first becoming fair or cloudy later. Fog in early morning. Surface wind; NEly 5 to 10 mph. veering to SEly 10 to 15 mph. Cloud. Nil at first 5 to 9/10Sc base 2 to3000 ft. later clearing by 1900.Variable medium and high cloud above, Visibility: 4000 yards falling suddenly to 200 yards about 0645 then improving slowly to 1000 yds. and after 0900 to over 6 miles falling slowly to 4000 yds after dusk. | |
| | 16/5 | | Nothing of operational importance occurred.<br>WEATHER; Slight intermittent rain becoming continous moderate rain round about dawn ceasing after noon. | |

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Reference:- AIR 27 / 126

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

No. of pages used for day

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

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 16/5. | | Surface Wind: Light S Sely. freshening to SSW 10 mph. in afternoon and later falling to light Sly. Cloud: 8 10/10 Sc at 3500 ft. becoming 10/10 at 6 - 800 ft. in moderate rain lifting and breaking later to 4 - 8/10 at 2 to 3000 ft..Variable medium and high cloud above. Visibility. 4000 yards falling to 2000 yards in rain and improving later to 4 to 6 miles. | |
| | 17/5. | 2300 | Two aircraft took off for operations in accordance with Headquarters No.3.Group operations order form B. 813 dated the 17/5/42. ( See relevant form 541.) | |
| | | 0200 | One aircraft returned safely.Wellington X.3276 (Sgt.Wanostrocht and crew ) failed to return. Nothing was heard of the aircraft after it took off. WEATHER. Fair or Fine. Surface wind: SWly. 5 mph. backing Sly 15 to 20 in afternoon and later SEly 10 to 15 mph. Cloud: 4 8/10 Cu and Sc base base 3500 feet forming in afternoon and dispersing after dusk. Increasing medium and high cloud above. Visibility: 4 to 6 miles improving to over 12 miles. | |
| | 18/5/ | | Nothing of operational importance occurrred. WEATHER. Slight intermittent rain all day with heavier rain in early morning and around midnight. Surface wind: SSE. 10 to 15 mph. veering in afternoon to SSW and to W. 20 to 25 mph. after 2300. Cloud.Mainly 8- 10/10 base 3 - 4000 feet falling to 1000 feet after 2300.Visibility. 4 to 6 miles. | |
| | 19/5 | 2340 | One aircraft carried out operations in accordance with Headquarters No.3.Group operations order form B.815 dated 19/5/42.(see relevant form 541.) | |
| | | 0130 | Aircraft returned safely. | |

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Reference:- AIR 27 / 126

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 19/5. | | WEATHER. Fair or Fine. Surface wind. Light SWly wind falling calm around noon becoming SEly 5 to 10 mph. and later light NEly wind. Cloud: 10/10 at 800 to 1400 ft. dispersing after dawn. 4 to 8/ 10 at 3500 feet forming about noon and dispersing after dusk. Visibility; 6 to 12 miles becoming over 12 miles. | |
| | 20/5 | | Nothing of operational importance occurred. WEATHER. Fine becoming overcast during the morning. Surface wind: Light SWly falling calm about noon becoming SEly 5 to 10 mph and later light NEly. Cloud. Nil at first 4 to 8/10 Cu and SC forming during the morning at 3000 ft. and slowly dispersing after dusk; 10/10 medium and high cloud above. Visibility. 6 to 12 miles falling temporarily to 2 - 4 miles soon after dawn then improving again to 6 to 12 miles. | |
| | 21/5 | | Nothing of operational importance occurred. Bombing practice carried out over Berners Heath. WEATHER. Fair to Cloudy with fog about dawn quickly dispersing. Surface wind. Light NEly becoming ENE 5 - 10 mph. in afternoon. Cloud. Variable medium and high most of the day with mainLt 10/10 at 3000 feet tom 4000 feet forming during the day. Patch of 10/10 lifting from surface to 500 feet about 0800nhours. Visibility; 2 to 5 mi les deteriorating th 400 yards, soon after dawn then increasing to 10 - 15 miles during the day. | |
| | 22/5 | | Nothing of Operational importance occurred. WEATHER. Cloudy with slight mist most of the day. Some showers in the late afternoon and occasional thunder. Surface wind: ENE. veering gradually throughout the day to NWly 5 - 10 mph and falling calm after dusk. Cloud: Patches of low stratus around dawn gradually lifting and becoming mainly 8/10 to 10/10, base varying 2 - 4000 feet but falling to 1000 feet in showers. VISIBILITY. 2 to 5 miles. | |

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

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

No. of pages used for day

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 23/5. | | Nothing of operational importance occurred.<br>WEATHER. Mist becoming fog soon after dawn and dispersing during the morning. Slight rain commencing about 1900. Surface wind: SSWly 5 mph. increasing gradually to 15 mph. and backing to SSE in late afternoon. Cloud.Little low cloud at first 10/10 stratus lifting from surface soon afte r dawn. 500 to 700 feet. Gradually dispersing 5 8/10 to 2 - 3000 ft. during day with medium cloud increasing and lowering with onset of rain. Visibility. 1000 to 3000 yards. deteriorating to 300 yards.by dawn improving gradually during morning to 3 to 5 miles and to 10 to 15 mi.les in afternoon,falling to 3 to 5 miles in rain later. | |
| | 24/5 | | Nothing of operational importance occurred.<br>WEATHER. SWly Cloudy with intermittent slight rain becoming fair with occassional slight showers in afternoon. Cloud dispersing towards dusk. Surface wind. SWly. 15 - 20. mph.gusty. Cloud.8 10/10 at 1-2000 ft. lowering to less than 1000 ft. in precipitation.Cloud lifting and breaking in afternoon and dispersing later. Visibility. 10 to 29 miles. except in precipitation | |
| | 25/5 | | Nothing of operational importance occurred.<br>WEATHER. Fine becoming cloudy with slight or moderate rain after 1700.Surface wind: SSwly 10 to 15 mph. at first, becoming 25 to 30 mph. by midday. Cloud. Variable medium and high cloud early; increasing and lowering later.NIL 5/10 oflow cloud building up in afternoon. Visibility: 5 to8 miles reduced 4000 yds.in rain. | |
| | 26/5 | | Nothing of operational importance occurred.<br>WEATHER. Generally cloudy with fair intervals and a spell,of rain in the late afternoon. Surface Wind: SSWly. 10 to 15 miles backing temporarily SSE 20, mph. gusty in late afternoon but veering SSW and decreasing to 10 mph.in evening. Cloud: 5/10 to 8/10 at 2000 ft. with mainly 10/10 medium cloud lowering in afternoon temporarily.Visibility: 6 miles in morning reducing to 5000 yards later in rain. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 27/5 | | Nothing of operational importance occurred.<br>WEATHER. Mainly fair with slight rain after dusk. Surface Wind: SSW.ly., 15 to 20 mph. gusty. Cloud: Only medium cloud at first but 7 10/10 Cu developing in day. Medium cloud lowering in evening with broken low cloud at 1500 to 2000 ft. and below 1000 ft. in rain. Visibility: 6 to 10 miles. | |
| | 28/5 | " | Nothing of operational importance occurred. Practice bombing carried out at Berners Heath.<br>WEATHER. Cloudy, intermittent rain in early morning, showery in afternoon; becoming fine in the evening. Surface Wind: SW to SSW. 15 to 25 mph. Moderating to 10 to 15 mph in evening. Cloud: 7/10 to 9/10 base 2000 to 3000 ft. with medium cloud above. Cloud dispersing to little or none during evening. Visibility: ~~XX~~ 4 to 8 miles. | |
| | 29/5 | 2250 | Eight aircraft carried out operations in accordance with Headquarters No 3 Group operations order form B.825 dated the 29/5/42. (See revelant form 541.) | |
| | | 0535. | All aircraft returned safely.<br>WEATHER: Fair at first, showers developing during afternoon. Hail. Fair again in evening with shower about midnight. Surface Wind: SSW. 10 to 15 mph. increasing to 20 to 25 mph around midday. Cloud: 3/10 to 5/10 at 2500 ft. during early morning and at night increasing to 7/10 to 9/10 increasing to 10/10 and lowering to 1500 ft. in showers. Visibility: 6 to 12 miles. | |
| | 30/5. | 2315. | Fourteen aircraft took off in accordance with Headquarters No.3. Group operations order form B.826 dated the 30/5/42 (See revelant form 541.) THOUSAND PLAN. | |
| | | 0445. | Twelve aircraft returned safely to base. Wellington aircraft BJ.674 ( A/F/L M.R.Hodges and crew) failed to return. Wellington aircraft X.3469 ( Sergeant Langton and crew) also failed to return. Nothing has been heard of these aircrafts after they took off.<br>WEATHER: Cloudy, thunderstorms developing around midday and ceasing towards dusk. | |

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

No. of pages used for day

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

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 30/5. | | WEATHER: Surface Wind: SW SSW., 10 to 15 mph. falling t o 5 mph. in evening. Cloud: 3/10 - 7/10 base 1500 to 2500 ft. but below 1000ft. around dawn increasing to 9/10 at 1000 ft. or below in thunderstorms. Low cloud dispersing in the evening. Visibility; 4 to 8 miles falling to 2 to 3 miles in heavier rain. | |
| | 31/5 | | Nothing of operational importance occurred.<br>WEATHER: Fair. Slight rain in morning and showery in afternoon. Surface Wind: WSW. 5 mph at first becoming NW 10 mph later. Cloud: Little low cloud at first. becoming 3/10 to 5/10 at 3000 to 4000 ft. during morning and 5/10 to 8/10 at 1500 to 2500 ft. during the afternoon, dispersing again at night. Visibility. 4 to 8 miles. | |

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Wt. 44786/4314. 1000M. 2/40. H.G.S. 51—5059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

3/4th May 1942.

DETAIL OF WORK CARRIED OUT.

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

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON III 3606 | P/O HODGES<br>SGT. HALL<br>SGT. CAWDRON<br>F/SGT. STEWART<br>SGT. JONES | Attack on HAMBURG | 2300 | 0125 | HAMBURG not attacked owing to starboard engine overheating in climbing. Furthest point reached 5350N 0410E. Bombs jettisoned at 5340N 0317E. | Y 275 |
| 3713 | P/O SWEENEY<br>SGT. TRUSTUM<br>P/O TETTENBORN<br>P/O LANDOON<br>SGT. BROWN<br>SGT. TOWNSEND | do | 2300 | 0400 | HAMBURG not attacked owing to Rear Gunner being badly frozen due to perspex of turret being u/s. Furthest point reached 5440N 0810E. 360 x 4 incendiaries jettisoned in sea at 5404N 0602E. 450 x 4 incendiaries brought back. | |
| 3566 | P/O CASEY<br>SGT. GINGLES<br>P/O PEEL<br>F/SGT. STACEY<br>SGT. FLACK<br>SGT. HALL | do | 2257 | 0430 | Bombs dropped on HAMBURG, but no results observed. | |
| 3546 | S/L TURNER<br>F/O BULLOCK<br>SGT. ONIONS<br>SGT. BEATON<br>SGT. HOWE | do | 2310 | 0140 | HAMBURG not attacked owing to inter-com: being u/s, and owing to icing. Furthest point reached 5340N 0430E. All bombs brought back. | |
| 3463 | P/O COOPER<br>P/O MITCHELL<br>SGT. HALL<br>SGT. JOHNSON<br>SGT. WALKER | do | 2315 | 0515 | Bombs fell approximately ½ to 1½ miles E. of aiming point, and were seen to ignite. Considerable number of incendiary fires seen. | |
| 3469 | P/O SAUL<br>SGT. HOLMES<br>SGT. A-TALLANTYRE<br>SGT. RUTHERFORD<br>SGT. EVANS | Mining in HELIGOLAND BIGHT | 2318 | 0428 | Mines seen to hit water and parachutes open. Bombs dropped on HARINE LIGHT on South of WESTERHEVER and were seen to burst. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| 4/5th May 1942. | | | | | | Y 276 |
| WELLINGTON III 3469 | P/O SAUL<br>SGT. HOLMES<br>SGT. A-TALLANTY RE<br>SGT. RUTHERFORD<br>SGT. EVANS | Attack on Docks at NANTES. | 0049 | 0636 | Unable to identify NANTES owing to fog. Attacked Docks at ST. NAZAIRE and bombs believed to have hit Waterfront. | |
| 5/6th May, 1942. | | | | | | |
| WELLINGTON III 3389 | F/O HODGES<br>SGT. HALL<br>SGT. CAMERON<br>F/SGT. STEWART<br>SGT. JONES | Attack on STUTTGART | 2245 | 0435 | Bombs dropped in N.W. area of town, and incendiaries were seen to ignite. | Y 277 |
| 3666 | P/O CASEY<br>SGT. GINGLES<br>P/O PEEL<br>F/SGT. STACEY<br>SGT. BLACK<br>SGT. HALL | do | 2246 | 0430 | Bombs dropped on a very large fire in believed STUTTGART, and were seen to ignite. | |
| 3594 | SGT. PATRICK<br>SGT. TRUSTUM<br>SGT. POLLARD<br>SGT. DARLING<br>SGT. CALVER<br>SGT. CLARKE | do | 2250 | 0155 | Turned back at RENNES owing to oxygen failure. 630 x 4 incendiares jettisoned in sea from 10,000 ft. 180 x 4 incendiaries brought back. | |
| 3713 | P/O SWEENEY<br>P/O TETTENBORN<br>P/O LANGDON<br>SGT. BROWN<br>SGT. TOWNSEND | do | 2245 | 0430 | Bombs dropped on STUTTGART, identified by bend in river, and were seen to ignite. Other fires seen in area on leaving. | |
| 3469 | S/L TURNER<br>F/O BULLOCK<br>SGT. ONIONS<br>SGT. BEATON<br>SGT. HOWE | do | 2250 | 0010 | STUTTGART not attacked owing to overheating of starboard engine, and oil pressure dropping to zero. Furthest point reached was 5120N 0223E. 310 x 4 incendiaries jettisoned in sea at this point at 2330 hours. | |
| 3346 | F/O ELLIOTT<br>F/SGT. HUDOCK<br>SGT. CAMERON<br>F/O BLAIN<br>SGT. WATERSON | do | 2251 | 0441 | Bombs dropped over town (possibly STUTTGART) and small incendiary fires started. | |

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Wt. 44786/4614. 500M. 2/40. H.G.S. 51—5059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 6/7th May 1942. to hrs / / By 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 III 1615 | SGT. RICHARDS<br>P/O SIMPSON<br>SGT. BELL<br>SGT. SANDERS<br>P/O STEPHENSON | Attack on Docks and Shipping at NANTES | 2150 | 0355 | Bombs dropped on Docks at NANTES and bursts seen. Fires started by other aircraft observed. | Y 278 |
| 3332 | SGT. LANGTON<br>SGT. VICKERS<br>SGT. WELSH<br>SGT. HAWORTH<br>SGT. JOHNSON<br>SGT. STUFFIT | do | 2125 | 0350 | Bombs dropped on Docks, but no results seen. | |
| 7/8th May 1942. | | | | | | |
| WELLINGTON III 3606 | P/O HODGES<br>SGT. HALL<br>SGT. CAWDRON<br>F/SGT. STEWART<br>SGT. JONES | Mining in the BALTIC | 2200 | 0500 | Mines laid in positions ordered. Attempted to bomb railway on Isle running to SYLT. No results observed. | Y 279 |
| 3666 | P/O CASEY<br>SGT. CINGLES<br>P/O PEEL<br>F/SGT. STACEY<br>SGT. PLACK<br>SGT. HALL | do | 2258 | 0420 | Mines laid in positions ordered. 2 x 500 lbs G.P. bombs brought back as no suitable target found. | |
| 3389 | P/O SWEENEY<br>P/O TETTENBORN<br>P/O LANDGON<br>SGT. BROWN<br>SGT. TOWNSEND | do | 2200 | 0425 | Failed to locate position ordered owing to bad visibility. Mines laid in sea North of HELIGOLAND. Furthest point reached FLENSBURG area. 2 x 500 lb G.P. brought back as no suitable target was found. | |
| 3594 | SGT. PATRICK<br>SGT. TRUSTUM<br>F/SGT. POLLARD<br>SGT. DARLING<br>SGT. CALVER<br>SGT. CLARKE | do | 2200 | 0435 | Mines laid in positions ordered. 2 x 500 lb G.P. bombs brought back as no suitable target found. | |



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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| | | | | | | Y 279 |
| | 7/8th May 1942, continued. | | | | | |
| WELLINGTON III 3369 | F/O ELLIOTT<br>F/O BULLOCK<br>SGT. CAMERON<br>F/O BLAIN<br>SGT. WATERSON | Mining in BALTIC | 2155 | 0450 | Mines laid in positions ordered. 2 x 500lb S.P. bombs brought back as no suitable target found. | |
| 3443 | P/O COOPER<br>P/O MITCHELL<br>SGT. LUKER<br>SGT. HALL<br>SGT. WALKER | do | 2155 | 0445 | Mines laid in positions ordered. 2 x 500lb G.P. bombs dropped on light approximately 5 miles West of ESJBERG. | |
| 3469 | P/O SAUL<br>SGT. HOLMES<br>SGT. A-TAILANTYRE<br>SGT. RUTHERFORD<br>SGT. EVANS | do | 2202 | 0450 | Mines laid in positions ordered. 2 x 500lb G.P. bombs brought back as no suitable target found. | |
| 3352 | SGT. LANGTON<br>SGT. VICKERS<br>SGT. WELSH<br>SGT. HAWORTH<br>SGT. JOHNSON<br>SGT. STUFFIN. | do | 2155 | 0435 | Mines laid in positions ordered. 2 x 500lb G.P. bombs dropped on Aerodrome at BRONDUM, but no results seen. | |
| | 8/9th May 1942. | | | | | |
| WELLINGTON III 674 | F/O HODGES<br>SGT. HALL<br>SGT. CAWDRON<br>F/SGT. STEWART<br>SGT. JONES | Attack on WARNEMUNDE | 2155 | 0440 | Bomb dropped on aiming point and was seen to explode with a large yellow flash. | Y 280 |
| 3332 | P/O CASEY<br>SGT. GIBBLES<br>P/O PEEL<br>F/SGT. STACEY<br>SGT. FLACK<br>SGT. HALL | do | 2203 | 0515 | Bombs dropped on incendiary fire in believed WARNEMUNDE. Bursts, but no other results seen. | |
| 3389 | P/O SWENNEY<br>P/O TETTENBORN<br>P/O LANGDON<br>SGT. BROWN<br>SGT. TOWNSEND | do | 2200 | 0510 | Bombs dropped on Assembly Buildings and Workshops in WARNEMUNDE, and all were seen to burst. Large fires seen. | |
| 3423 | P/O COOPER<br>P/O MITCHELL<br>SGT. HALL<br>SGT. LUKER<br>SGT. WALKER | do | 2201 | 0457 | Bombs dropped across aiming point, and all bursts seen. | |

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Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 8/9th May 1942. continued. hrs / / to hrs / / By 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 III 3469 | P/O SAUL<br>SGT. HOLMES<br>SGT. A-TALLANTYRE<br>SGT. RUTHERFORD<br>SGT. EVANS | Attack on WARNEMUNDE | 2207 | 0458 | Bombs believed to have dropped just North of aiming point and three bursts seen. Town seemed well ablaze. | Y 280 |
| 3713 | SGT. DWEN<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. ROGERS<br>P/O STEPHENSON | do | 2203 | 0535 | Bombs dropped on aiming point and bursts seen. | |
| 1615 | SGT. PATRICK<br>SGT. TRUSTUM<br>F/SGT. POLLARD<br>SGT. DARLING<br>SGT. CALVER<br>SGT. CLARKE | do | 2220 | 0540 | Bombs dropped N.W. of town, and were all seen to bursts. | |
| 3369 | P/O ELLIOTT<br>P/O BULLOCK<br>SGT. CAMERON<br>P/O BLAIN<br>SGT. WATERSON | do | 2229 | - | Nothing heard of this aircraft after take-off. | |
| 15/16th May, 1942. | | | | | | Y 281 |
| WELLINGTON III 3605 | SGT. DWEN<br>SGT. GOALEN<br>P/O MARSH<br>SGT. SEYMOUR<br>P/O STEPHENSON | Mining in South end of GREAT BELT | 2255 | 0555 | Mines laid in positions ordered. 2 x 500lb bombs brought back, as no suitable target was found. | |
| 3409 | SGT. LANGTON<br>P/O COWEN<br>SGT. WELSH<br>SGT. HARRISON<br>SGT. JOHNSON<br>SGT. STUFFIN | do | 2305 | 0610 | Mines laid in positions ordered. Bombs dropped on Landing Ground Installations on FANO ISLAND. Bursts were seen and a fountain of green lights were emitted at first explosion. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| **15/16th May 1942, continued.** | | | | | | |
| WELLINGTON III 3423 | P/O COOPER<br>P/O MULLINS<br>P/O MITCHELL<br>SGT. LUKER<br>SGT. HALL<br>SGT. WALKER | Mining in South end of GREAT BELT | 2300 | 0550 | Mines laid in positions ordered. Bombs brought back as no suitable target was found. | Y 281 |
| 3863 | P/O CASEY<br>S/L LEDGER<br>P/O PEEL<br>F/SGT. STACEY<br>SGT. FLACK<br>SGT. BATES | do | 2301 | 0545 | Mines paid in positions ordered. Bombs aimed at light in sea off BLAAVAND, but missed. | |
| 3594 | F/O HODGES<br>SGT. BOOTH<br>SGT. HALL<br>F/SGT. NEWBY<br>F/SGT. STEWART<br>SGT. JONES | do | 2255 | 0525 | Mines laid in positions ordered. Bombs dropped on small boat on coast due West of RIBE. Bursts, but no other results seen. | |
| 1615 | SGT. RICHARDS<br>P/O SIMPSON<br>SGT. BELL<br>SGT. GRUCHY<br>SGT. GAUM | do | 2304 | - | Nothing heard of this aircraft after take-off. | |
| **17/18th May 1942.** | | | | | | |
| WELLINGTON III 3866 | SGT. TRUSTUM<br>SGT. KERMODE<br>SGT. PERKINS<br>SGT. MEISON<br>SGT. HALL | Attack on Docks and Shipping at BOULOGNE | 2300 | 0200 | BOULOGNE not identified visually owing to 10/10 cloud. Bombs jettisoned in sea at 5220N 0200E at 0130 hours. | Y 283 |
| 3276 | SGT. WANNOSTROCHT<br>SGT. COLVIN<br>SGT. FRAZER<br>SGT. BATES<br>SGT. HOYLE | do | 2304 | - | Nothing heard of this aircraft after take-off. | |
| **19/20th May 1942.** | | | | | | Y 285 |
| WELLINGTON | SGT. TRUSTUM<br>SGT. KERMODE<br>SGT. ~~XXXXXX~~ PERKINS<br>SGT. MEISON<br>SGT. HALL | Attack on Docks and Shipping at ST. NAZAIRE | 2345 | 0127 | Aircraft returned early owing to Pilot's Escape Hatch being open. Furthest point reached was 69 miles from Base. Bombs jettisoned on BERNERS HEATH from 2,000 ft. | |

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Reference: AIR 27 / 126

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

May 29/30th, 1942.

From hrs. / / to hrs. / /

By No. 9 quadron.

No. of pages used for day

| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| WELLINGTON III 3346 | S/L TURNER<br>F/SGT. HUDOCK<br>F/SGT. HAIGH<br>SGT. MOFFATT<br>SGT. HOWE | Attack on GNOME & RHONE WORKS, GENNEVILLIERS | 2359 | 0455 | 2 x 1000 lb bombs dropped on or near the Power Station. Rest of stick followed at .5 second intervals on course and in direction of the Factory. Several bursts seen on or near Power Station. | Y 284 |
| WELLINGTON III (423) 674 | P/O SAUL<br>SGT. HOLLIS<br>SGT. SWIDERSKI<br>SGT. RUTHERFORD<br>SGT. EVANS. | do | 0030 | 0531 | Unable positively to identify Factory owing to low cloud, although three runs were made over the area. 1 x 4000 lb bomb dropped alongside Jetty at LE HAVRE, and was seen to burst. | |
| WELLINGTON III 3423 | P/O COWAN<br>P/O BROWN<br>SGT. HEALEY<br>SGT. CLARKSON<br>SGT. BROWN | Attack on Docks and Shipping at DIEPPE | 2300 | 0340 | DIEPPE not identified owing to cloud. 8 x 250 bombs jettisoned in sea at 5015N 0035E. 8 x 250 bombs brought back | |
| 3475 | P/O HOLLINS<br>P/O GROVES<br>P/O CORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | do | 2259 | 0320 | DIEPPE not attacked owing to 10/10 cloud. 7 x 250 bombs jettisoned in sea. 9 x 250 bombs brought back. | |
| 3372 | SGT. WHITE<br>SGT. MILLS<br>SGT. BROOKS<br>SGT. KETLAROFSKY<br>SGT. JONES | do | 2301 | 0330 | DIEPPE not attacked owing to 10/10 cloud. All bombs jettisoned in sea 10 miles off BEACHY HEAD. | |
| 3332 | SGT. GOALEN<br>SGT. SHANLEY<br>SGT. PATON<br>SGT. DICKIE<br>SGT. HUGH | do | 2302 | 0327 | DIEPPE not identified owing to 10/10 cloud. 10 x 250 bombs jettisoned in sea at 5030N 0100E. 6 x 250 bombs brought back. | |
| 3606 | S/L LEDGER<br>P/O BEECH<br>P/O COLEMAN<br>F/SGT. LUDKIN<br>F/SGT. HUNTER | do | 2250 | 0310 | DIEPPE not attacked owing to 10/10 cloud. 3 x 250 bombs jettisoned in sea. 13 x 250 bombs brought back. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| | May 29/30th, 1942, continued. | | | | | |
| WELLINGTON III 3666 | SGT. THUSTUM<br>SGT. KERRODE<br>SGT. PERKINS<br>SGT. MEISON<br>SGT. HALL | Attack on Docks and Shipping at DIEPPE. | 2250 | 0300 | DIEPPE not identified owing to 10/10 cloud. 6 x 250 bombs jettisoned in Sea. 10 x 250 bombs brought back. | |
| WELLINGTON IC 674 | P/O HAWARD<br>SGT. MACDONALD<br>P/O BURTON<br>SGT. THURSTON<br>SGT. DOUGLAS | do | 2235 | 0315 | 5 x 250 bombs dropped on E.T.A. DIEPPE, but no results seen. 7 x 250 bombs jettisoned in sea. | |
| | May 30/31, 1942. | | | | | |
| WELLINGTON III 3372 | S/L TURNER<br>F/SGT. HUDOCK<br>SGT. MOFFAT<br>SGT. MASON<br>SGT. HOWE | Attack on COLOGNE | 2321 | 0257 | Bombs overshot aiming point and fell half in Old Town and half in New Town, and were seen to ignite. The whole town area was ablaze at 0105. | I 285 |
| 3423 | P/O COOPER<br>P/O MITCHELL<br>SGT. LUKER<br>SGT. HALL<br>SGT. WALKER | do | 2325 | 0305 | Bombs dropped in one stick, starting from town end of HOHENZOLL RN BRIDGE, running S.W. Whole town was ablaze at 0115, and fires were visible for 100 miles after leaving. | |
| 3469 | SGT. LANGTON<br>F/SGT. WELSH<br>SGT. HAWORTH<br>SGT. JOHNSON<br>SGT. PEXMAN | do | 2302 | - | Nothing heard of this aircraft after take-off. | |
| 3695 | P/O SAUL<br>SGT. HOLMES<br>SGT. SZLERSKI<br>SGT. RUTHERFORD<br>SGT. EVANS | do | 2331 | 0345 | Bombs fell across aiming point on a course of 060°, but no many fires seen. Many fires seen in COLOGNE. | |
| 3474 | P/O SWEENEY<br>SGT. ARNOTT<br>P/O LANGDON<br>SGT. LOVIS<br>SGT. TOWNSEND | do | 2327 | 0320 | Bombs fell in town centre, and three bursts seen. The whole town was ablaze. | |
| 3594 | SGT. PATRICK<br>SGT. PLISKA<br>SGT. DARLING<br>SGT. CALVER<br>SGT. CLARKE | do | 2328 | 0305 | Bombs fell on aiming point, but no bursts seen. Fires visible from ANTWERP on return. | |

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Wt. 44785/4214. 100M. 1/40. H.G.S. 53—6059

Appendix R.A.F. Form 541.

# OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From hrs. / / to hrs. / / 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. |
|---|---|---|---|---|---|---|
| May 30/31st, 1942, continued. | | | | | | |
| WELLINGTON III 3713 | SGT. DWEN<br>SGT. MACDONALD<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. QUIBELL<br>P/O STEPHENSON | Attack on COLOGNE | 2324 | 0355 | Bombs fell in centre of city and were seen to burst. Numerous fires observed. | Y 285 |
| 3389 | SGT. [illegible]<br>SGT. HALL<br>F/SGT. NEWTON<br>SGT. FLACK<br>SGT. EUSHTON | do | 2322 | 0346 | Bombs fell in centre of town, but the bursts were indistinguishable from many other incendiaries and fires. Fierce fires seen in centre of town. | |
| 3353 | F/LT DUNHAM<br>SGT. PADDISON<br>SGT. CURD<br>SGT. LOW<br>SGT. PERCHARD | do | 2326 | 0423 | Bombs fell ½ mile S.W. of Cathedral, but no results were seen owing to numerous fires and other sticks of bombs. Fires visible from Dutch Coast from 10,000 ft on return. | |
| WELLINGTON IC 696 | P/O COWAN<br>P/O BROWN<br>SGT. HEWISON<br>SGT. CLARKSON<br>SGT. BROWN | do | 2358 | 0515 | Bombs fell in central city area. Four bursts seen 300 yards West of HOHENZOLLERN BRIDGE. | |
| WELLINGTON III ~~XX~~ 3475 | P/O MULLINS<br>P/O GROVES<br>P/O CORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | do | 2330 | 0445 | Bombs fell in centre of COLOGNE, but no results were seen. | |
| 3332 | SGT. GOALEN<br>SGT. SHANLEY<br>SGT. PATON<br>SGT. DICKIE<br>SGT. HUGHES | do | 2332 | 0229 | COLOGNE not reached owing to rear turret becoming u/s. Furthest point reached, 5215N 0238E, where bombs were jettisoned at 0051 hours. | |
| WELLINGTON III (423) 674 | F/O HODGES<br>SGT. HARTNETT<br>F/SGT. NEWBY<br>F/SGT. STEWART<br>SGT. JONES | do | 2337 | - | Nothing heard of this aircraft after take-off. | |

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| Aircraft Type and No. | Crew. | Duty. | Time Up. | Time Down. | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|
| | May 30/31st ,942, continued. | | | | | |
| WELLINGTON III 3606 | S/L LELGER<br>P/O BEECH<br>P/O COLEMAN<br>F/SGT. LUDKIN<br>F/SGT. HUNTER | Attack on COLOGNE | 2340 | 0315 | Bombs fell in centre of town, but there were too many bomb bursts to distinguish them. Many fires seen in and around COLOGNE. | |
| 3666 | SGT. THUSTUM<br>SGT. KEATONE<br>SGT. PERKINS<br>SGT. MEISON<br>SGT. HALL | do | 2337 | 0327 | COLOGNE reached but bombs not dropped as Selector Switch was not selected by Bomb Aimer. 2 x 1000 and 4 x 500 bombs brought back. | |
| WELLINGTON IC 372 | P/O HAWARD<br>SGT. MACDONALD<br>P/O BURTON<br>SGT. THURSTON<br>SGT. DOUGLAS | do | 2356 | 0446 | Bombs fell in centre of city, among already blazing buildings, and were all seen to burst. Fires were seen all over the town. | |

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

Page No.

No. of pages used for day

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 1942. 1/6 | | WEATHER: Fine or fair, becoming cloudy in late afternoon. | |
| | | | No training was carried out on this date owing to preparations for operations at night. | |
| | | | The following crews were briefed for operations on ESSEN:- | |
| | | | "N". SGT. PADDISON. "K" F/L. DUNHAM. "D" F/O. SWEENEY. "S" S/L. TURNER. | |
| | | | "G" SGT. PATRICK. "X" P/O. COOPER. "J" SGT. OWEN. "V" P/O. SAUL. | |
| | | | "M" S/L. LEDGER. "P" P/O. MULLINS. "Y" SGT. RUNNACLES. "O". SGT. GOALEN. | |
| | | | "R" SGT. WHITE. | |
| | | | This was the second "Thousand Plan" raid and all aircraft took off for the target. All aircraft were carrying either flares or incendiary bombs and all except S/L. Turner attacked the primary target. S/L. Turner was forced to return from SOESTERBURG and succeeded in bringing all bombs back. All aircraft returned safely. The only incident reported was slight flak damage to F/L. Dunham's aircraft. | |
| | 2/6. | | WEATHER: Cloudy most of day but low cloud lifting and dispersing in evening. | |
| | | | No flying took place today and all crews enjoyed a stand down. | |
| | 3/6. | | WEATHER: Fine with slight mist early and late in the perio,d. | |
| | | | No training flights were carried out owing to preparations for operations. The following crews were briefed for an attack on BREMEN:- | |
| | | | "Y" SGT. RUNNACLES. "V" S/L. TURNER. "J". SGT. PADDISON. "X" P/O. COOPER. "M" S/L. LEDGER. "P" P/O. MULLINS. "G" SGT. PATRICK. "S" P/O. COWAN. "N" P/O. HAWARD. "R" SGT. WHITE. "K" SGT. McDONALD. "O" SGT. GOALEN. | |
| | | | Of these Sgt. McDonald, Sgt. Goalen and P/O. Cowan were unable to take off for a variety of reasons and Sgt. White was forced to return from some 100 miles in the North Sea on one engine, his starboard engine failing him. All other aircraft returned without incident, reporting a satisfactory trip. | |

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| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 4/6 | | Weather: Fine apart from slight ground mist aroud dawn. The Squadron was not called upon to produce a main effort today so training was carried out by day and by night. The only operational effort was Sgt. McDonald, in aircraft "M", who attacked HUELVE. Nothing outstanding occurred during his trip and he returned without incident. | |
| | 5/6 | | Weather: Fine. Once more the Squadron was not called upon to operate, so an intensive flying and ground training programme was embarked upon. A ground defence exercise was arranged for the Station and a number of aircraft contributed to the party with S.C.I. sprays using training mixture. The spraying was 100% successful. | |
| | 6/6 | | Weather: Fine, with only small amounts of medium cloud in late evening. Operations were resumed today when the following crews were briefed for an attack on EMDEN:- "M" S/L. LEDGER. "V" S/L. TURNER. "J". SGT. PADDISON. "X" P/O. COOPER. "Y". SGT. RUNNACLES. "P". P/O. MULLINS. "N" SGT. TRUSTRUM. "F". P/O. COWAN. "G". P/O. HAWARD. "O". SGT. GOALEN. "K" SGT. McDONALD. "R". SGT. WHITE. "D". SGT. HANNAFORD. "S" SGT. HALL. The Squadron particularly wished to make a good show on this evening as it was the occasion of a visit by two officers of the U.S. Army Air Corps, Major Chilvers and Major Douglas. As it happened, luck was right out on this day. S/L. Ledger and Sgt. Hannaford collided with each other while taxying from dispersal, Sgt. Runnacles burst a tyre while taxying and P/O. Haward's port engine refused to take any interest in the programme for the evening. When "M" and "D" were finally unlocked from their loving embrace, the path from dispersal was cleared and the remaining aircraft became airborne, and proceeded to the target, with the exception of P/O. Cowan who was last to take-off. This crew had a remarkable escape. Immediately after taking off and before a height of 100 feet had been reached, the revolutions began to fall on both engines. Height was lost and the aircraft crashed about a mile south of the aerodrome. The bomb load of incendiaries. | |

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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*

# OPERATIONS RECORD BOOK

Page No.

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

No. of pages used for day

| Place | Date 1942 | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 6/6 (contd) | | immediately ignited and the flames spread so rapidly that although the fire tender was on the scene within two minutes of the crash it was a hopeless task to subdue the fire and as no enemy aircraft were in the vicinity to be attracted by the blaze, it was allowed to burn itself out, which it did in about an hour.<br>All members of the crew escaped from the aircraft. The observer, P/O. Brown, injured his back and had to be carried by other members of the crew and P/O. Cowan received a gash in the forehead, necessitating a few stitches, otherwise no one was hurt. P/O. Brown's injuries proved to be no more than a few bruises.<br>Before the excitement from this episode had ceased, S/Ldr. McDonald returned early under the impression that he was obtaining a phenomenally high petrol consumption. Subsequent investigation showed faulty petrol gauges.<br>To wind up a perfect night, Sgt. White endeavoured to land at Horsham St. Faith and crashed on landing.<br>Altogether not a very successful evening, but some consolation was found in the fact that the attack on EDEN appeared to be quite successful. All aircraft returned without incident. | |
| | 7/6. | | Weather: Fair to cloudy all day.<br>No flying took place today with the exception of S/L. Turner who proceeded to Horsham St. Faith to collect the crew which had crashed there the previous night. A little excitement was caused on his return owing to the aircraft being rather heavily laden. S/L. Turner decided that a landing with the load aboard would be a little tough on the undercarriage so unloaded a few gallons of petrol over the aerodrome. This caused consternation, disgust and other mixed feeling amongst the car & motor cycle owners on the Station! | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 8/6. | | Weather: Fine at night, cloudy during the day.<br>Another full day of training flights wound up with three crews being briefed for an attack on DIEPPE. They were:- "G". SGT. HANNAFORD. "O". SGT. STOREY. "S". SGT. HALL.<br>Sgt. Storey only reached mid-channel when a hydraulic failure forced his return. The other crews were unable to identify their target and returned. | |
| | 9/6. | | Weather: Fine at first, becoming fair.<br>Owing to operational commitments, no training flights took place and the following crews were briefed for minelaying in the BORKUM RIFF area:- "G" P/O. COWAN. "V". SG . TURNER. "N". SG . TRUSTRUM. "X". P/O. COOPER. "A". P/O. HAWARD. "P". P/O. MULLINS. "Y". SGT. McDONALD. "O". SGT. WHITE. "J". SGT. PADDISON. "S" SGT. HALL.<br>All aircraft took off except Sgt. Hall and all mines were laid in the required positions, except P/O. HAWARD who could not get a satisfactory pin-point from which to start his mining run. All aircraft returned without incident. | |
| | 10/6. | | Weather: Fair, becoming overcast during the morning and clearing again around dusk.<br>A certain amount of training was carried out, including fighter affiliation with the A.F.D.U.<br>Night flying tests were carried out but operations were cancelled. | |
| | 11/6. | | Weather: Fine, becoming fair.<br>Training was carried out today and the following crews were briefed for minelaying in the BORKUM RIFF area:- "G". SGT. HANNAFORD. "O" S/L. TURNER. "J" SG . PADDISON. "V" P/O. SAUL. "A" P/O. HAWARD. "S". SGT. HALL. "Y". S/L. LEDGER. "K". SGT. McDONALD.<br>All aircraft took off except "G", and all laid their mines as ordered, except SGT. HALL, who accidentally brought his back. In addition, Sgt. Paddison discovered a convoy off the FRIESIANS which he proceeded to shake-up a little with 2-500 lb. G.P. bombs and a few rounds from his guns, | |

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# OPERATIONS RECORD BOOK

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of (Unit or Formation) NO. 9 SQUADRON.

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| Place | Date 1942 | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 11/6 | (contd). | and Sgt. McDonald received a little attention from a flak ship which he returned with interest, in the shape of 2-500 lb. G.P. bombs. P/O. SAUL did not return from this trip. D/F. Stations at HESTON and HULL heard signals from him, but they were being jammed by another aircraft and could not be clearly distinguished. All other aircraft returned without incident. | |
| | 12/6. | | Weather: Fair, becoming cloudy with intermittent slight rain after midday, becoming continuous later. Aircraft were stood by to search for P/O. SAUL and crew but, other aircraft having reported finding an empty dinghy in the search area, our aircraft did not take off. It is reported that the enemy have picked up a crew in the same area which it is hoped will proved to be P/O. Saul. The day was devoted entirely to training. P/LT. STUBBS arrived from No. 20 O.T.U. P/O. PINK arrived from No. 12 O.T.U. | |
| | 13/6. | | Weather: Continuous slight rain ceasing by 0400. Fog forming rapidly around dawn clearing soon but mist persisting until 1000 hours, Slight intermittent drizzle from 1400 until midnight. No flying took place today. Ground training was carried out. | |
| | 14/6. | | Weather: Cloudy with intermittent slight rain or drizzle in the morning becoming fair later. No operations took place today so training was concentrated upon and amongst other things seven crews carried out low level bombing against the ship target at Berners Heath, producing very good results. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 15/6. | | Weather: Cloudy with some showers in the afternoon. Continuous rain in evening. Training and night flying tests were carried out but operations were cancelled. | |
| | 16/6. | | Weather: Rain at first, ceasing around dawn, then cloudy. A certain amount of training was carried out and the following crews were briefed for nickelling in the ROUEN area:- "J". F/O. SWEENEY. "Y". SGT. McKEEN. "G". SGT. HANNAFORD. "T". SGT. STOREY. "A" P/O. HAWARD, "S". SGT. HALL. "X". SGT. GOALEN. The operations was carried out as ordered and all aircraft returned without incident. P/O. BROWN and P/O. SMITH arrived from No. 22 O.T.U. | |
| | 17/6. | | Weather: Cloudy. Training was carried out today and the following crews were briefed for operations in the BORKUM ROFF area:- "A" F/O. SWEENEY. "P". P/O. MULLINS. "N". SGT. RUNNACLES. "G". SGT. GOALEN. "X". P/O. COOPER. "T". SGT. STOREY. In addition "K". Sgt. McKEEN, set out to attack the docks at St. Nazaire. All aircraft except "T" (Sgt. Storey) took off and laid their mines as ordered. P/O. Cooper enlivened his trip by bombing and shooting up a flak and searchlight position on TERSCHELLING which opened up at him as he commenced his mining run. He was not hit. All aircraft returned safely. | |
| | 18/6. | | Weather: Cloudy with occasional slight rain or drizzle. Training was carried out today and included fighter affiliation with Spitfires of the A.F.D.U. Crews were briefed for operations, but bad take-off conditions caused a cancellation. | |
| | 19/6. | | Weather: Cloudy with slight rain at first, becoming fair. More fighter affiliation was carried out today and the following crews were briefed for operations on EMDEN:- "N" SGT. PATRICK. "Y". SGT. McKEEN. "G". SGT. HANNAFORD. "T". SGT. STOREY. | |

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| Place | ~~Date~~ | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 19/6 (contd) | | The weather was not very kind and Sgt. Storey was the only one claiming to have seen the target. This crew also had minor encounters with 2 F.W. 190's, after bombing, but returned without damage and did not claim a victory. | |
| | 20/6. | | Weather: Fine at first, becoming cloudy in afte noon and then fair in evening. Ground fog around dawn. No training was carried out today owing to operational preparations. The following crews were briefed for an attack on EMDEN:-W/CDR. JAMES. P/O. MULLINS. S/L. LEDGER. SGT. GOALAN. SGT. RUNNACLES. SGT. HALL. F/SGT. McDONALD. P/O. COOPER. P/O. HAWARD. P/O. COWAN. P/O. PINK. P/O. STUBBS. All aircraft took off for the target, but drifting cloud over the target area caused mixed opinion as to the success of the raid. S/L. Ledger was unable to get a clear view of the target at all, so brought his bombs back. The Squadron was most unfortunate in losing its Commanding Officer, Wing Commander James, on this trip. Nothing was heard of him all night. This was W/Cdr. James' 27th raid and the first of his second tour of operations. All other aircraft returned safely. | |
| | 21/6. | | Weather: Fine at first, becoming cloudy in early afternoon and persisting throughout remainder of day. A certain amount of training was carried out by day and night, but as many as crews as possible were given a stand-down in the afternoon. | |
| | 22/6. | | Weather: Fair. Training was carried out, including fighter affiliation with A.F.D.U. Spitfires. The following crews were briefed for operations, EMDEN once more being the target;- F/L. STUBBS. SGT. McKEEN. P/O. MULLINS. SGT. RUNNACLES. SGT. GOALEN. F/SGT. McDONALD. P/O. COOPER. P/O. PINK. P/O. HAWARD. SGT. HALL. SGT. PATRICK. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 22/6 (contd). | | Sgt. Hall and Sgt. Patrick failed to take off owing to technical troubles, but all other crews reached the target and returned safely. F/Sgt. McDonald had a little bother with ~~xxxxxxxxxx~~ a searchlight cone and some heavy flak which caused slight damage to his rudder, but returned safely as did all other aircraft.<br>A very good crop of photographs resulted from this raid, P/O. Mullins bringing back a particularly good one of the target. | |
| | 23/6. | | Weather: Fair.<br>No training was carried out today owing to preparations for operations and the following crews were briefed for minelaying in the St. Nazaire area:- P/O. HAWARD. SGT. WHITE. SGT. PATRICK. SGT. GOALEN. SGT. PADDISON. P/O. COWAN. SGT. McKEEN. SGT. HALL.<br>Sgt. KINGDON was briefed for a bombing attack on St. Nazaire docks. All aircraft took off and reached their objectives. Sgt Goalen attacked a merchant vessel with his bombs, but in the heat of the moment his bomb aimer forgot to fuse them and the result was merely a shower bath for the crew of the ship. Sgt. Kingdon got into difficulties when near Abingdonmon the return journey. He was heard calling "Darky" on his R/T. by P/O. Haward and Sgt. Patrick who returned and reported seeing an aircraft crash in flames south of Abingdon. This was found to be Sgt. Kingdon who crashed 1½ miles north of Steventon, killing all the crew except the rear gunner (Sgt Georges), who was seriously injured.<br>All other aircraft returned without incident. | |
| | 24/6. | | Weather: Fair.<br>An intensive training programme was carried out today, no operations being called for. | |
| | 25/6. | | Weather: Fair, becoming fine.<br>No training was carried out today owing to operational commitments and the following crews were briefed for an attack on BREMEN:- | |

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# OPERATIONS RECORD BOOK



of (Unit or Formation) NO. 9 SQUADRON.

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 25/6 (contd). | | S/L. LEDGER. S/L. CLYDE - SMITH. P/O. HAWARD. P/O. MULLINS. SGT. PATRICK. P/O. COWAN. P/O. SWEENEY. F/L. STUBBS. SGT. WHITE. SGT. GOALEN. SGT. RUNNACLES. SGT. McKEEN. SGT. PADDISON. SGT. HALL. F/SGT. McDONALD. P/O. COOPER.<br>All aircraft took off and with one exception reached the target. This was Sgt. White who jettisoned his H.E. bombs and returned early owing to the illness of a member of his crew. Of the remainder, S/L. Clyde-Smith and F/Sgt. McDonald brought all bombs back owing to 10/10 cloud over the target. All other aircraft dropped their bombs and returned safely. | |
| | 26/6. | | Weather Fine at first, becoming fair.<br>The following crews were briefed for minelaying in the St. Nazaire area:- P/O. SWEENEY. S/L. CLYDE-SMITH. P/O. PINK. P/O. COOPER. SGT. TRUSTRUM. P/O. COWAN. SGT. WHITE.<br>All crews laid their mines as ordered. P/O. Cowan had an exciting moment when one of his mines refused to do what was expected of it and blew up on striking the water. Luckily no damage was caused to the aircraft.<br>S/L. Clyde-Smith laid his mines and was approaching the coast at low altitude when he was engaged by searchlights and flak. Although hit in several places the aircraft was safely returned to Abingdon where an attempt to land on one engine was made. While coming in to land however, the other engine failed and the aircraft crashed on the aerodrome without injury to the crew.<br>All other aircraft returned safely. | |
| | 27/6. | | Weather: Fair, ground fog in early morning.<br>A training programme, including formation flying was carried out today. No operations were called for. | |



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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 28/6. | | Weather: Fair, slight rain and drizzle in morning. | |
| | | | A further programme of training was carried out today and Sgt. Patrick was detailed for operations on St. Nazaire docks. Nothing outstanding occurred and he returned safely. | |
| | 29/6. | | Weather: Fine with ground fog around dawn, becoming cloudy. | |
| | | | A certain amount of training was carried out and the following crews were briefed for operations, the target once more being BREMEN:- S/L. LEDGER. P/O. MULLINS. P/O. HAWARD. P/O. COOPER. SGT. TRUSTRUM. P/O. COWAN. SGT. RUNNACLES. SGT. HALL. F/SGT. McDONALD. SGT. PADDISON. | |
| | | | All aircraft took off with one exception and all reached the target except P/O. Cowan who returned early with inter-com. trouble. | |
| | | | F/O. Sweeney crashed on the flare-path in taking off but luckily his incendiary load took no action and apart from slight facial injury to the rear gunner (Sgt. Lovis) no one was hurt. | |
| | | | On return Sgt. Goalen made a bad landing which proved too much for his undercarriage which folded up under the strain. Apart from laying out the rear gunner no injury was sustained by any member of the crew. | |
| | | | All other aircraft returned without incident. | |
| | 30/6. | | Weather: Cloudy apart from showers of a thunder nature during early morning and evening. | |
| | | | No operations being called for, the Squadron spent the day in training. | |

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DETAIL OF WORK CARRIED OUT

BY NO. 9 Squadron.

**SECRET**



(7472) Wt. 24229/1650. 180M. 8/40. P.I. 51-7751.

FOR THE MONTH OF JUNE, 1942.

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 1/2nd JUNE 1942. | WELLINGTON LLL 3281 | S/L TURNER<br>F/SGT. HUDOOK<br>F/SGT. MOFFATT<br>SGT. MASON<br>SGT. HOWE | Attack on ESSEN | 2320 | 0210 | ESSEN not attacked owing to failure of oxygen supply to Rear Turret. Furthest point reached was SOESTERBERG. All bombs, 3 x 500 and 1 x 250, brought back. | Y 286 |
| | 3423 | P/O COOPER<br>SGT. HALL<br>P/O MITCHELL<br>SGT. LUKER<br>SGT. HALL<br>SGT. WALKER | do | 2321 | 0245 | Bombed in centre of Flares droped in line W. by N and E. by S., centred on aiming point, but no results were seen | |
| | 3695 | P/O SAUL<br>SGT. HOLMES<br>SGT. SWIDERSKI<br>SGT. RUTHERFORD<br>SGT. EVANS | do | 2343 | 0303 | Bombs dropped on built up area, but bursts not seen. Many scattered fires visible. | |
| | 3476 | P/O MULLINS<br>P/O GROVES<br>P/O CORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | do | 2340 | 0355 | Bombs dropped on ESSEN, but no results seen owing to 8/10 low cloud. | |
| | 3332 | SGT. GOALEN<br>SGT. SHANLEY<br>SGT. PATON<br>SGT. DICKIE<br>SGT. HUGHES | do | 2339 | 0304 | Bombs across KRUPPS ARMAMENT WORKS, ESSEN, and four bursts seen. Many fires visible. | |
| | 3372 | SGT. WHITE<br>SGT. MILLS<br>SGT. BROOKES<br>KETLAHOPSKY<br>SGT. JONES | do | 2340 | 0330 | Bombs dropped on North side of ESSEN, and bursts were seen. 1 x 1000 bomb hung-up and was brought back. | |
| | 3474 | P/O SWEENEY<br>SGT. ARNOTT<br>P/O LANGDON<br>SGT. LOVIS<br>SGT. TOWNSEND | do | 2328 | 0320 | Bombed built up area, believed near KRUPPS WORKS, ESSEN. Incendiaries seen burning as aircraft left. | |
| | 3894 | SGT. PATRICK<br>SGT. PLISKA<br>SGT. DARLING<br>SGT. CALMER<br>SGT. CLARKE | do | 2333 | 0304 | Bombs dropped on concentration of flares and incendiaries, but no results seen. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 1/2 June cont. | WELLINGTON III 3713 | SGT. DWEN<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. QUIBELL<br>P/O STEPHENSON | Attack on ESSEN | 2330 | 0340 | Bombs fell on large oil fire in the centre of ESSEN, and bursts were seen. Numerous other fires visible. | Y 286 |
| | 3353 | F/LT. DUNHAM<br>SGT. MACDONALD<br>SGT. GRIMES<br>SGT. CURD<br>SGT. LOW | do | 2329 | 0325 | Bombs dropped on ESSEN, but impossible to see results owing to extensive fires, which were visible for 85 miles on return journey. | |
| | 3606 | S/L LEDGER<br>P/O BEECH<br>P/O COLEMAN<br>F/SGT. LUDKIN<br>F/SGT. HUNTER | do | 2332 | 0305 | Bombs dropped on ESSEN district, and incendiaries were seen to ignite. Large concentrations of fires seen. | |
| | 3666 | SGT. PADDISON<br>SGT. KERMODE<br>SGT. PERKINS<br>SGT. MIESON<br>SGT. HALL. W. | do | 2345 | 0335 | Bombs believed dropped on ESSEN, but not certain. Bursts of 1000 lbs. bombs seen, but no other results. | |
| | 3389 | SGT. RUNNACLES<br>SGT. HANNAFORD<br>SGT. HALL. J.<br>F/SGT. NEWTON<br>SGT. FLACK<br>SGT. RUSHTON | do | 2336 | 0333 | Bombs dropped on ESSEN, but nobresults were seen. | |
| | WELLINGTON IC 672 | P/O HAWARD<br>SGT. MCDONALD<br>P/O BURTON<br>SGT. THURSTON<br>SGT. DOUGLASS | do | 2335 | 0350 | Bombs dropped on ESSEN, but no results were seen. | |
| 3/4th June 1942. | WELLINGTON III 3695 | S/L TURNER<br>SGT. HALL<br>F/SGT. HUDOCK<br>F/SGT. MOFFATT<br>SGT. MASON<br>SGT. HOWE | Attack on BREMEN | 2330 | 0345 | Bombed 300 yards S.E. of aiming point in built up area. Bursts ~~not~~ seen. Several large fires visible. | Y 287 |
| | 3423 | P/O COOPER<br>SGT. STOREY<br>P/O MITCHELL<br>SGT. LUKER<br>SGT. HALL<br>SGT. WALKER | do | 2331 | 0340 | BREMEN identified visually, and bombs dropped on a line E. to W., centred on aiming point, and bursts were seen. | |

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BY No. 9 Squadron

FOR THE MONTH OF JUNE, 1942.

(7472) Wt. 24229/1650. 180m. 8/40. P.I. 51-7751.

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 3/4th June cont. | WELLINGTON III 3372 | SGT. WHITE<br>SGT. MILLS<br>SGT. BROOKES<br>SGT. KETLAROFSKY<br>SGT. JONES | Attack on BREMEN | 2340 | 0105 | BREMEN not attacked owing to starboard engine failure over NORTH SEA. Furthest point reached was 5235N 0259E, at which point bombs were jettisoned safe from 14000 ft. | Y 287 |
| | 3475 | P/O MULLINS<br>P/O GROVES<br>P/O CORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | do | 2335 | 0415 | Bombs dropped in BREMEN area, but no results seen. | |
| | 3389 | SGT. RUNNACLES<br>SGT. HALL. J.<br>F/SGT. NEWTON<br>SGT. FLACK<br>SGT. RUSHTON | do | 2327 | 0341 | Bombs dropped on Old Town, but no results seen. | |
| | 3594 | SGT. PATRICK<br>SGT. KERMODE<br>SGT. DARLING<br>SGT. CALVER<br>SGT. CLARKE | do | 2336 | 0335 | Bombs dropped S.E. of aiming point, but no results seen. Terrific explosion, with red flames and much smoke seen in Dock area. | |
| | 3606 | S/L LEDGER<br>P/O BEECH<br>P/O COLEMAN<br>F/SGT. LUDKIN<br>SGT. HALL. W.K. | do | 2340 | 0355 | Bombs dropped close to aiming point, but no results seen. Large red fire seen South of River. | |
| | 3713 | SGT. PADDISON<br>P/O MARSH<br>SGT. QUIBELL<br>SGT. SEYMOUR<br>P/O STEPHENSON | do | 2332 | 0416 | Bombs dropped close to moat on large red fire, with smoke at 10,000 ft, but no results seen. | |
| | 3666 | P/O HAWARD<br>SGT. MACDONALD<br>P/O BURTON<br>SGT. THURSTON<br>SGT. DOUGLAS | do | 2334 | 0435 | Bombs believed dropped in centre of built up part of Town, but no results seen. | |
| 4/5th June | WELLINGTON III 3353 | SGT. MACDONALD<br>SGT. GRIMES<br>SGT. CURD<br>SGT. LOW<br>SGT. PERCHARD | Attack Docks and Shipping at DIEPPE | 2305 | 0325 | Bombs believed to have dropped near aiming point, and were all seen to burst. | Y 288 |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 6/7th June | WELLINGTON III 3332 | SGT. GOALEN<br>SGT. SHANLEY<br>SGT. PATON<br>SGT. DICKIE<br>SGT. HUGHES | Attack on EMDEN | 2335 | 0340 | Bombs dropped across aiming point. Bursts seen with large blue flash | Y 289 |
| | 3695 | S/L TURNER<br>F/SGT. HUDOCK<br>F/SGT. MOFFATT<br>SGT. MASON<br>SGT. HOWE | do | 2330 | 0330 | Bombs fell ½ mile South of aiming piint, and were seen to burst. | |
| | 3423 | P/O COOPER<br>P/O MITCHELL<br>SGT. STOREY<br>SGT. LUKER<br>SGT. HALL<br>SGT. WALKER | do | 2331 | 0400 | Bombed on line running East to West about ¼ mile South of, and centred on, aiming point, and were seen to burst. | |
| | 3475 | P/O MULLINS<br>P/O GROVES<br>P/O CORBALL<br>SGT. GURR<br>SGT. HIGHFIELD | do | 2332 | 0420 | Bombs dropped slightly off centre of Town. No results seen. | |
| | 3713 | SGT. PADDISON<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. QUIBELL<br>P/O STEPHENSON | do | 2323 | 0335 | Bombed Town near 'Y' shaped Docks, but no results seen. | |
| | 3666 | SGT. TRUSTRAM<br>SGT. KERMODE<br>SGT. PERKINS<br>SGT. MIESON<br>SGT. HALL W. | do | 2350 | 0350 | Bombs dropped on aiming point and were seen to burst and fires seemed to increase. | |
| | 3354 | SGT. MCDONALD<br>SGT. GRIMES<br>SGT. CURD<br>SGT. LOW<br>SGT. PERCHARD | do | 2355 | 0255 | EMDEN not reached owing to shortage of petrol as recorded by guage. Furthest point reached was 5350N 0500E where 540 x 4 incendiaries were jettisoned. 270 x 4 incendiaries brought back. | |
| | 3281 | SGT. HALL<br>SGT. CLARKE<br>SGT. LEVY<br>SGT. MARTIN<br>SGT. MILLER | do | 2357 | 0458 | Bombed West to East in town North of aiming point, and fresh fires started. | |

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By No. 9 Squadron. **SECRET** Page No. 3

(7472) Wt. 24229/1650. 180m. 8/40. P.I. 51-7751.

For the Month of June, 1942.

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 6/7th June, 1942, cont. | WELLINGTON III X. 3372 | SGT. WHITE<br>SGT. MILLS<br>SGT. BROOKS<br>SGT. KETLAROFSKY<br>SGT. JONES | Attack on EMDEN | 2354 | Landed at HORSHAM ST. FAITH | Bombs dropped on EMDEN, but nor results seen. Soon after bombing a large fire was seen in built up area, and the glow of incendiaries could be seen all over the town. | Y 289 |
| 8/9th June, 1942. | X. 3281 | SGT. HALL<br>SGT. CLARKE<br>SGT. LEVY<br>SGT. MARTIN<br>SGT. MILLER | Attack Docks and Shipping at DIEPPE | 2305 | 0305 | Bombs fell on Island in Harbour, and were seen to burst. | Y 290 |
| | X. 3332 | SGT. STOREY<br>SGT. CHAMBERLAIN<br>SGT. BROWN<br>SGT. NEWBY<br>P/O MOORHEAD | do | 2310 | 0246 | DIEPPE not attacked as hydraulics of Rear Turret were u/s. Furthest point reached was 10 miles from DIEPPE. All bombs jettisoned safe in sea 10 miles South of LITTLEHAMPTON. | |
| | X. 3594 | SGT. HANNAFORD<br>SGT. KING<br>SGT. FERRY<br>SGT. ELMSLIE<br>SGT. CLARKE | do | 2307 | 0335 | DIEPPE not attacked as it could not be identified. Furthest point reached was 10 miles inland West of DIEPPE. 10 x 250 bombs jettisoned in sea 20 miles from LITTLEHAMPTON. 6 x 250 bombs brought back. | |
| 9/10th June, 1942. | X. 3695 | S/L TURNER<br>F/SGT. HUDOCK<br>F/SGT. MOFFATT<br>SGT. MASON<br>SGT. HOWE | Mining off BROKUM RIFT | 2339 | 0330 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | Y 291 |
| | X. 3423 | P/O COOPER<br>P/O MITCHELL<br>SGT. LUKER<br>SGT. HALL<br>SGT. WALKER | do | 2335 | 0420 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | |
| | X. 3415 | P/O MULLINS<br>P/O GROVES<br>P/O CORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | do | 2336 | 0425 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | |
| | X. 3332 | SGT. WHITE<br>SGT. MILLS<br>SGT. BROOKS<br>SGT. KETLAROFSKY<br>SGT. JONES | do | 2340 | 0340 | Mines paid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 9/10th June, 1942. cont. | WELLINGTON III X.3594 | P/O COWAN<br>SGT. SHANLEY<br>SGT. HEWISON<br>SGT. DICKIE<br>BROWN R.W. | Mining in BORKUM RIFT | 2336 | 0431 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | Y 291 |
| | X.3649 | P/O HAWARD<br>SGT. MACDONALD<br>P/O BURTON<br>SGT. THURSTON<br>SGT. DOUGLAS | do | 2338 | 0405 | Mines not laid as it was impossible to identify position owing to limited visibility. Mines jettisoned safe in deep water at 5400N 0600E at 0200 hours on a course of 260°. 2 x 500 bombs brought back as no suitable target was found. | |
| | X.3713 | SGT. PADDISON<br>SGT. MCKEEN<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. QUIBELL<br>P/O STEPHENSON | do | 2330 | 0426 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | |
| | X.3666 | SGT. TRUSTRUM<br>SGT. KERMODE<br>SGT. PERKINS<br>SGT. MIESON<br>SGT. HALL | do | 2331 | 0406 | Mines paid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | |
| | X.3389 | SGT. MCDONALD<br>SGT. GRIMES<br>SGT. GURD<br>SGT. LOW<br>SGT. PERCHARD | do | 2338 | 0400 | Mines paid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | |
| 11/12th June, 1942. | WELLINGTON III X.3389 | S/L LEDGER<br>P/O BEECH<br>P/O COLEMAN<br>F/SGT. LUDKIN<br>F/SGT. HUNTER | Mining in BORKUM RIFT | 2350 | 0411 | Mines laid within ½ mile of positions ordered. 2 x 500 bombs brought back as no suitable target was found. | Y 292 |
| | X.3713 | SGT. PADDISON<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. QUIBELL<br>P/O STEPHENSON | do | 2340 | 0415 | Mines laid in positions ordered. 2 x 500 bombs dropped 20 yards astern of two ships, which were afterwards shot up by machine gun. | |
| | X.3649 | P/O HAWARD<br>SGT. MACDONALD<br>P/O BURTON<br>SGT. THURSTON<br>SGT. LOVIS | do | 2351 | 0330 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | |

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By No. 9 Squadron

For the Month of JUNE, 1942.

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 11/12th June 1942, Cont. | WELLINGTON III X.3353 | SGT. MCDONALD<br>SGT. GRIMES<br>SGT. CURD<br>SGT. LOW<br>SGT. PERCHARD | Mining in BORKUM RIFT | 0005 | 0416 | Mines laid in positions ordered. 1 x 500 bomb dropped at Flak Ships, but no results seen. 1 x 500 bomb brought back. | Y 292 |
| | X.3332 | S/L TURNER<br>F/SGT. HUDOCK<br>F/SGT. MOFFATT<br>SGT. MASON<br>SGT. HOWE | do | 2341 | 0540 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | |
| | X.3695 | P/O SAUL<br>SGT. HOLMES<br>SGT. SWIDERSKI<br>SGT. RUTHERFORD<br>SGT. EVANS | do | 2355 | - | Nothing heard of this aircraft after take-off. | |
| | X.3281 | SGT. HALL<br>SGT. CLARKE<br>SGT. LEVY<br>SGT. MARTIN<br>SGT. MILLER | do | 2356 | 0405 | Mines believed to have been laid in positions ordered, but were found still to be on aircraft on landing at base. 2 x 500 bombs brought back as no suitable target was found. | |
| 16/17th June, 1942. | WELLINGTON III Z.1577 | SGT. STOREY<br>SGT. CHAMBERLAIN<br>SGT. BROWN<br>SGT. NEWBY<br>P/O MOORHEAD | Nickelling in ROUEN AREA | 2245 | 0254 | Nickels dropped as ordered. | Y 293 |
| | X.3713 | F/O SWEENEY<br>SGT. JOHNSON<br>P/O LANGDON<br>SGT. BROWN<br>SGT. LOVIS | do | 2235 | 0235 | Nickels dropped as ordered. | |
| | X.3594 | SGT. HANNAFORD<br>SGT. KING<br>SGT. FERRY<br>SGT. ELMSLIE<br>SGT. CLARKE | do | 2247 | 0225 | Nickels dropped as ordered. | |
| | X.3389 | SGT. MCKEEN<br>SGT. BROTHWELL<br>SGT. BROOKS<br>SGT. HANNABY<br>SGT. PERCHARD | do | 2246 | 0205 | 20 Bundles of Nickels dropped in ROUEN area and 20 Bundles in PARIS area. | |
| 17/18th June | WELLINGTON III X.3463 | P/O COOPER<br>SGT. KINGDON<br>P/O MITCHELL<br>SGT. LUKER<br>SGT. HALL<br>SGT. WALKER | Mining North of TERSCHELLING | 2315 | 0330 | Mines laid in positions ordered. 2 x 500 bombs dropped on Flak and Searchlight Post on TERSCHELLING ISLAND. | Y 294 |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 17/18th JUNE. Cont: | WELLINGTON III X.3475 | P/O MULLINS<br>P/O GROVES<br>P/O GORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | Mining North of TERSCHELLING ISLAND | 2316 | 0315 | Mines laid in positions ordered. 2 x 500 G.P. bombs brought back as no suitable target was found. | Y 294 |
| | X.3332 | SGT. GOALEN<br>SGT. SHANLEY<br>SGT. PATON<br>SGT. DICKIE<br>SGT. WESTWOOD | do | 2320 | 0304 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | |
| | X.3469 | P/O SWEENEY<br>P/O PINK<br>SGT. JOHNSON<br>P/O LANGDON<br>SGT. BROWN J.<br>SGT. LOVIS | do | 2321 | 0310<br>0330 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | |
| | X.3666 | SGT. RUNNACLES<br>SGT. HALL J.<br>F/SGT. NEWTON<br>SGT. BLACK<br>SGT. RUSHTON | do | 2318 | 0258 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | |
| | X.3353 | SGT. MCKEEN<br>SGT. BROTHWELL<br>SGT. BROOKS<br>SGT. HANNABY<br>SGT. DONELAN | Attack on Docks and Shipping at ST. NAZAIRE | 2300 | 0432 | Bombs dropped on Docks, but no results seen. | |
| 19/20th JUNE, 1942. | X.3666 | SGT. PATRICK<br>P/O PINK<br>SGT. FORD<br>SGT. MCILVEEN<br>SGT. HANNABY<br>SGT. DONELAN | Attack on EMDEN | 2342 | 0351 | Bombs believed to have fallen West of aiming point, but no results seen owing to 10/10 cloud. | Y 295 |
| | X.3389 | SGT. MCKEEN<br>SGT. BROTHWELL<br>SGT. BROOKS<br>SGT. MASON<br>SGT. RIGGS | do | 2350 | 0357 | Bombs believed to have fallen on aiming, but no results seen.<br>Navigational Aid | |
| | X.3594 | SGT. HANNAFORD<br>SGT. KING<br>SGT. FERRY<br>SGT. ELMSLIE<br>SGT. CLARKE | do | 2347 | 0330 | Bombed by means of/owing to 10/10 cloud, but no results seen. Glow of fires below clouds seen. | |

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| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 19/20th JUNE, 1942, Cont: | WELLINGTON III Z.1577 | SGT. STOREY<br>SGT. CHAMBERLAIN<br>SGT. BROWN<br>SGT. NEWBY<br>P/O MOORHEAD | Attack on EMDEN | 2349 | 0340 | EMDEN identified through gap in clouds. Bombs dropped in middle of group of fires in N.W. part of town, and were seen to burst. Incendiaries were seen to kindle. | Y 295 |
| 20/21st JUNE, 1942. | WELLINGTON III X.3606 | S/L LEDGER<br>P/O BEECH<br>P/O COLEMAN<br>F/SGT. LUDKIN<br>F/SGT. HUNTER | Attack on EMDEN | 2344 | 0400 | EMDEN not identified owing to 10/10 cloud. All bombs brought back. | Y 296 |
| | X.3389 | SGT. RUNNACLES<br>SGT. HALL<br>F/SGT. NEWTON<br>SGT. FLACK<br>SGT. RUSHTON | do | 2328 | 0358 | Bombs believed to have been dropped on aiming point, but bursts not seen. | |
| | X/3353 | F/SGT. MCDONALD<br>SGT. GRIMES<br>SGT. CURD<br>SGT. LOW<br>SGT. PERCHARD | do | 2350 | 0330 | Bombs believed to have been dropped on aiming point, but no results seen owing to 9/10 cloud. | |
| | X.3649 | P/O HAWARD<br>SGT. MACDONALD<br>SGT. CAWDRON<br>SGT. THURSTON<br>SGT. DOUGLAS | do | 2335 | 0340 | Bombs believed to have dropped on aiming point, but no results seen. | |
| | X.3666 | P/O PINK<br>SGT. FORD<br>SGT. MCILVEEN<br>SGT. HANNABY<br>SGT. DONELAN | do | 2330 | 0420 | Bombed from E. to W. across aiming point, but no results seen. | |
| | X.3713 | W/C JAMES<br>SGT. ADAIR<br>P/O BAXTER<br>SGT. BROWN<br>P/O BROOKS | do | 2346 | - | Nothing heard of this aircraft after takeoff. | |
| | X.3332 | SGT. GOALEN<br>SGT. SHANLEY<br>SGT. PATON<br>SGT. DICKIE<br>SGT. WATTS | do | 2340 | 0336 | Bombs dropped to West of aiming point and incendiaries were seen to ignite. Bursts of H.E. not seen. | |

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Reference:- AIR 27 / 126

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 20/21st JUNE. Cont: | WELLINGTON III X.3475 | P/O MULLINS<br>P/O BROWN<br>P/O GROVES<br>P/O CORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | Attack on EMDEN. | 2320 | 0325 | EMDEN area bombed, but no results seen. | Y 296 |
| | Z.1577 | SGT. HALL<br>SGT. CLARKE<br>SGT. LEVY<br>SGT. MARTIN<br>SGT. MILLER | do | 2351 | 0351 | EMDEN area bombed, but no results seen. | |
| | X.3423 | P/O COOPER<br>SGT. KINGDON<br>P/O MITCHELL<br>SGT. LUKER<br>SGT. HALL<br>SGT. WALKER | do | 2321 | 0350 | Flares dropped across aiming point, and bombs dropped in centre of flares, but no results seen. | |
| | Z.1633 | P/O GOWAN<br>P/O BROWN<br>SGT. HEWISON<br>SGT. EUBANK<br>SGT. BROWN | do | 0008 | 0426 | Bombs dropped on aiming point, but no results seen. | |
| | X.3594 | F/LT. STUBBS<br>SGT. MORLEY<br>F/SGT. MOFFATT<br>SGT. MASON<br>SGT. HOWE | do | 2355 | 0400 | Bombs dropped on Dock area S.W. of EMDEN, and were seen to burst. One large fire seen in centre of town. | |
| 22/23rd JUNE, 1942. | WELLINGTON III Z.1577 | F/LT. STUBBS.<br>SGT. CHAMBERLAIN<br>SGT. BROWN<br>SGT. NEWBY<br>P/O MOORHEAD | Attack on EMDEN | 2350 | 0350 | Bombs dropped on N.E. Section of Docks and two bursts seen. Fires seen burning. | Y 297 |
| | X.3475 | P/O MULLINS<br>P/O BROWN<br>P/O GROVES<br>P/O CORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | do | 2320 | 0400 | Bombs dropped on EMDEN but noresults seen. | |
| | X.3332 | SGT. GOALEN<br>SGT. SHANLEY<br>SGT. PATON<br>SGT. DICKIE<br>SGT. WATTS | do | 2347 | 0358 | Bombs dropped on Old Town between two incendiary fires. 12 to 15 fires seen in the Town and Northern end of Docks. | |
| | X.3423 | P/O COOPER<br>P/O MITCHELL<br>SGT. LUKER<br>SGT. HALL<br>SGT. WALKER | do | 2330 | 0420 | Bombs dropped, starting in N.W. corner of town across ALTER BINNEN HAFEN, towards S.E., but no results were seen. | |

DETAIL OF WORK CARRIED OUT

By No. 9 Squadron

SECRET

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Reference:- AIR 27 / 126

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 22/23rd June, Cont: | WELLINGTON III X.3649 | P/O HAWARD<br>SGT. MACDONALD<br>P/O BURTON<br>SGT. THURSTON<br>SGT. LOVIS | Attack on EMDEN | 2331 | 0340 | Bombs dropped on aiming point, but no results seen owing to avoiding action being taken. | Y 297 |
| | X.3606 | SGT. MCKEEN<br>SGT. BROTHWELL<br>SGT. BROOKS<br>SGT. ELMSLIE<br>SGT. RIGGS | do | 2353 | 0408 | Bombs dropped aiming ppint, but no bursts were seen. Large fires visibae in town. | |
| | X.3389 | SGT. RUNNACLES<br>SGT. HALL<br>F/SGT. NEWTON<br>SGT. FLACK<br>SGT. RUSHTON | do | 2332 | 0345 | Bombs dropped in S.W. part of town, but no results seen. High concentration of incendiaries all over town, but particularly in South and S.E. | |
| | X.3353 | F/SGT. MCDONALD<br>SGT. GRIMES<br>SGT. CURD<br>SGT. LOW<br>SGT. PERCHARD | do | 2332 | 0405 | Bombs dropped a little West of aiming point and three bursts were seen. | |
| | X.3666 | P/O PINK<br>SGT. FORD<br>SGT. MCILVEEN<br>SGT. HANNABY<br>SGT. DONELAN | do | 2354 | 0347 | Bombs dropped across aiming point. Numerous fires seen in old town site. | |
| 23/24th JUNE, 1942. | WELLINGTON III X.3649 | P/O HAWARD<br>SGT. MACDONALD<br>P/O BURTON<br>SGT. THURSTON<br>SGT. LOVIS | Mining in ST. NAZAIRE BAY | 2255 | 0540 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | Y 298 |
| | X.3594 | SGT. PATRICK<br>SGT. KING<br>SGT. DARLING<br>SGT. SHARPLES<br>SGT. CLARKE | do | 2256 | 0530 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | |
| | X.3606 | SGT. PADDISON<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. QUIBELL<br>P/O STEPHENSON | do | 2257 | 0410 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 23/24th June, Cont. | WELLINGTON III X.3389 | SGT. MCKEEN<br>SGT. BROTHWELL<br>SGT. BROOKS<br>SGT. FLACK<br>SGT. RIGGS | Mining in ST. NAZAIRE BAY | 2258 | 0510 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | Y 298 |
| | Z.1577 | SGT. WHITE<br>SGT. MILLS<br>SGT. BROOKS<br>SGT. KETLAROFSKY<br>SGT. JONES | do | 2250 | 0500 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | |
| | X.3332 | SGT. GOALEN<br>SGT. SHANLEY<br>SGT. PATON<br>SGT. DICKIE<br>SGT. WATTS | do | 2306 | 0549 | Mines laid in positions ordered. 2 x 500 bombs dropped alongside a merchant vessel of 2-3000 tons. Bombs failed to explode as they were not fused. | |
| | X.3475 | P/O COWAN<br>P/O BROWN<br>SGT. HEWISON<br>SGT. TALBOT<br>SGT. BROWN R.W. | do | 2302 | 0517 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | |
| | X.3281 | SGT. HALL<br>SGT. CLARKE<br>SGT. LEVY<br>SGT. MARTIN<br>SGT. MILLER | do | 2304 | 0514 | Mines laid in positi ons ordered. 2 x 500 bombs brought back as no suitable target was found. | |
| | X.3423 | SGT. KINGDON<br>SGT. MORLEY<br>SGT. MACDONALD<br>SGT. EUBANK<br>SGT. GEORGE | Docks and Shipping at ST. NAZAIRE | 2325 | - | Aircraft crashed 1½ miles from STEVENTON, near ABINGDON, when returning from attack on ST. NAZZIRE, and had 5 x 500 bombs on it. Aircraft was completely burnt out and only the Rear Gunner, SGT. GEORGE, was the only survivor. | |
| 25/26th June, 1942. | WELLINGTON IC D.V. 672 | P/O HAWARD<br>SGT. MACDONALD<br>P/O BURTON<br>SGT. THURSTON<br>SGT. DOUGLAS | Attack on BREMEN | 2320 | 0545 | BREMEN not identified owing to 10/10 cloud. Bombs believed dropped on city area, but no results were seen. An aircraft was seen to explode in the air at approximately 10000 ft. 10 miles West of BREMEN. | Y 299 |
| | WELLINGTON III X.3594 | SGT. PATRICK<br>F/SGT. GREENSLADE<br>SGT. KING<br>SGT. DARLING<br>SGT. CLARKSON<br>SGT. CLARKE | do | 2316 | 0435 | BREMEN not identified owing to 10/10 cloud. Not known where bombs went. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 25/26th June, Cont: | WELLINGTON III X.3606 | S/L LEDGER<br>P/O BEECH<br>P/O COLEMAN<br>F/SGT. LUDKIN<br>F/SGT. HUNTER | Attack on BREMEN | 2321 | 0505 | BREMEN identified by Navigational Aid, and bombs believed dropped in vicinity of aiming point. | Y 299 |
| | X.3666 | F/O SWEENEY<br>P/O MUSSELWHITE<br>SGT. JOHNSON<br>P/O LANGDON<br>SGT. LOVIS<br>F/LT. DOWNES | do | 2315 | 0436 | BREMEN not identified owing to 10/10 cloud. Bombs dropped by means of Navigational Aid. | |
| | X.3389 | SGT. RUNNACLES<br>P/O DOWDELL<br>SGT. WAREHAM<br>F/SGT. NEWTON<br>SGT. FLACK<br>SGT. RUSHTON | do | 2322 | 0529 | BREMEN not identified owing to 10/10 cloud. 270 x 4 incendiaries jettisoned in sea at 5410N 0015E. Rest of bombs brought back. Furthest point reached believed BREMEN Area. A Fighter was seen attacking a bomber in BREMEN area. | |
| | E.3333 | F/SGT. MACDONALD<br>SGT. GRIMES<br>SGT. CURD<br>SGT. LOW<br>SGT. PERCHARD | do | 2325 | 0445 | BREMEN not attacked owing to 10/10 cloud. All bombs brought back. | |
| | X.3649 | SGT. PADDISON<br>P/O MARSH<br>SGT. QUIBELL<br>SGT. SEYMOUR<br>P/O STEPHENSON | do | 2323 | 0458 | BREMEN bombed by means of Navigational Aid, but no results seen. | |
| | WELLINGTON IC D.V.696 | SGT. MCKEEN<br>SGT. BROTHWELL<br>SGT. BROOKS A.J.<br>SGT. DONELLY<br>SGT. RIGGS | do | 2321 | 0510 | BREMEN identified by concentration of flak and fires. No idea where own bombs went and no results seen owing to 10/10 cloud. | |
| | WELLINGTON III Z.1977 | SGT. WHITE<br>SGT. MILLS<br>SGT. BROOKES<br>SGT. KETLAROFSKY<br>SGT. JONES | do | 2307 | 0008 | BREMEN not attacked owing to member of aircrew being airsick. Furthest point reached 30 miles E. of SOUTHWOLD, where 3 x 500 and 2 x 250 bombs were jettisoned at 2333 hours. 540 x 4 incendiaries brought back. | |
| | X.3332 | SGT. GOALEN<br>SGT. SHANLEY<br>SGT. PATON<br>SGT. DICKIE<br>SGT. WATTS | do | 2309 | 0438 | Bombs dropped on aiming point and were seen to burst. | |

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|---|---|---|---|---|---|---|---|
| 25/26th June, Cont: | WELLINGTON III X.3475 | P/O MULLINS<br>P/O GROVES<br>P/O CORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | Attack on BREMEN | 2310 | 0440 | BREMEN identified and bombed by means of Navigational Aid, but no results seen. | Y 299 |
| | X.3281 | SGT. HALL<br>SGT. CLARKE<br>SGT. LEVY<br>SGT. MARTIN<br>SGT. MILLER | do | 2312 | 0447 | BREMEN bombed, but no results seen. | |
| | X.3342 | P/O COOPER<br>P/O MITCHELL<br>SGT. LUKER<br>SGT. HALL<br>SGT. WALKER | do | 2311 | 0430 | BREMEN bombed by means of Navigational Aid, but no results seen. | |
| | X.3794 | P/O GOWAN<br>P/O BROWN<br>SGT. HEWISON<br>SGT. TALBOT<br>SGT. BROWN | do | 2330 | 0536 | BREMEN Bombed by means of Navigational Aid, but no results seen. | |
| | X.3423 | S/L CLYDE-SMITH<br>SGT. WEBSTER<br>F/SGT. MOFFATT<br>SGT. MASON<br>SGT. HOWE | do | 2324 | 0456 | BREMEN not identified because of 10/10 cloud. All bombs brought back. | |
| | WELLINGTON IC D.V./865 | F/L STUBBS<br>SGT. CHAMBERLAIN<br>SGT. BROWN<br>SGT. NEWBY<br>P/O MOORHEAD | do | 2325 | 0425 | Bombs believed dropped on E. side of town, but no definite position was identified. Bursts were seen through clouds, and the glow of fires could be seen underneath the clouds. | |
| 26/27th June, 1942. | WELLINGTON III X.3389 | F/O SWEENEY<br>SGT. JOHNSON<br>P/O LANGDON<br>SGT. ROGERS<br>SGT. LOVIS | Mining in ST. NAZAIRE BAY | 2318 | 0520 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | |
| | X.3353 | P/O PINK<br>SGT. FORD<br>SGT. MCILVEEN<br>SGT. HANNABY<br>SGT. DONELAN. | do | 2310 | 0535 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | |

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By No. 9 Squadron.

(7472) Wt. 24229/1650. 180m. 8/40. P.I. 51-7751. For the Month of JUNE, 19 42.

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 26/27th June, Cont: | WELLINGTON III X.3281 | S/L CLYDE-SMITH<br>SGT. WEBSTER<br>F/SGT. MOFFATT<br>SGT. MASON<br>SGT. HOWE | Mining in ST. NAZAIRE BAY | 2319 | - | Mines laid in positions ordered. 2 x 500 bombs jettisoned safe at approximately 4808N 03.46E. Aircraft crash landed at ABINGDON on return. Crew unhurt. | Y 300 |
| | X.3666 | SGT. TRUSTRUM<br>SGT. KERMODE<br>SGT. PERKINS<br>SGT. FERRY<br>SGT. HALL | do | 2311 | 0521 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found. | |
| | Z.3342 | P/O COOPER<br>P/O MITCHELL<br>SGT. LUKER<br>SGT. HALL<br>SGT. WALKER | do | 2312 | 0600 | Mines laid as ordered. 2 x 500 bombs brought back as no suitable target was found. | |
| | X.3794 | P/O COWAN<br>P/O BROWN<br>SGT. HEWISON<br>SGT. TALBOT<br>SGT. BROWN | do | 2321 | 0522 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable target was found | |
| | Z.1577 | SGT. WHITE<br>SGT. MILLS<br>SGT. BROOKS<br>SGT. BEATON<br>SGT. JONES | do | 2313 | 0535 | Mines laid in positions ordered. 2 x 500 bombs brought back as no suitable targets were found. | |
| 28/29th June, 1942. | WELLINGTON III X.3594 | SGT. PATRICK<br>W/O SWINBURNE<br>SGT. DARLING<br>SGT. CLARKSON<br>SGT. CLARKE | Attack Docks and Shipping at ST. NAZAIRE | 2345 | 0510 | Bombs dropped between Docks 6 and 7. Bursts not seen owing to evasive action being taken and to searchlight dazzle. | Y 301 |
| 29/30th June, 1942. | WELLINGTON III X.3649 | P/O HAWARD<br>SGT. MCDONALD<br>P/O BURTON<br>F/SGT. THURSTON<br>SGT. DOUGLAS | Attack on BREMEN | 2340 | 0520 | Bombs dropped by means of Navigational Aid. No results seen. | Y 302 |
| | Z.3606 | S/L LEDGER<br>P/O BEECH<br>P/O COLEMAN<br>F/SGT. LUDKIN<br>F/SGT. HUNTER | do | 2334 | 0500 | Bombs dropped by means of Navigational Aid. Bursts seen beneath cloud. | " |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 29/30th June, Cont: | WELLINGTON III X.3666 | SGT. TRUSTRUM<br>SGT. KERMODE<br>SGT. PERKINS<br>SGT. HANNABY<br>SGT. HALL W. | Attack on BREMEN | 2335 | 0435 | Bombed by means of Navigational Aid, and saw fires started by indendiaries. | I 30 |
| | X.3389 | SGT. RUNNACLES<br>SGT. HALL. J.<br>F/SGT. NEWTON<br>SGT. FLACK<br>SGT. RUSHTON | do | 2351 | 0511 | Bombs dropped on aiming pint, but no results seen. | |
| | X.3353 | F/SGT. MCDONALD<br>SGT. GRIMES<br>SGT. LOW<br>SGT. GURD<br>SGT. PERCHARD | do | 2327 | 0500 | BREMEN bombed by means of Navigational aid, but no results seen. | |
| | X.3346 | SGT. Hall<br>SGT. CLARKE<br>SGT. LEVY<br>SGT. MARTIN<br>SGT. MILLER | do | 2344 | 0422 | BREMEN bombed by means of navigational aid, and bursts were seen. Several large red fires beneath clouds visible against clouds on leaving. | |
| | X.3332 | SGT. GOALEN<br>SGT. SHANLEY<br>SGT. PATON<br>SGT. DICKIE<br>SGT. WATTS | do | 2342 | 0452 | BREMEN bombed by means of Navigational aid, but no results seen. | |
| | X.3475 | P/O MULLINS<br>P/O GROVES<br>P/O CORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | do | 2330 | 0450 | BREMEN bombed by means of Navigational Aid, but no results seen. | |
| | X.3794 | P/O COWAN<br>P/O BROWN<br>SGT. HEWINSON<br>SGT. TALBOT<br>SGT. BROWN | do | 2343 | 0215 | BREMEN not attacked owing to Pilot's helmet becoming u/s. Furthest point reached was 5241N 0438E. 2 x 500 bombs jettisoned safe from 8000 ft., at 5253N 0343E. Rest of bombs brought back. | |
| | X.3342 | P/O COOPER<br>P/O MITCHELL<br>SGT. LUKER<br>SGT. HALL<br>SGT. WALKER | do | 2325 | 0505 | BREMEN bombed by means of Navigational Aid. Bombs were seen to burst and incendiaries ignite. | |
| | Z.1658 | SGT. PADDISON<br>P/O MARSH<br>SGT. QUIBELL<br>SGT. SEYMOUR<br>P/O STEPHENSON | do | 2332 | 0515 | BREMEN bombed by means of Navigational Aid, but no results were seen. | |

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

R.A.F. Form 540

*See instructions for use of this form in K.R. and A.C.I., para. 3349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.*

# OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) No. 9 Squadron

No. of pages used for day

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | 1942. | | | |
| HONINGTON. | 1/7. | | Weather: Fair. There were no operations ordered for the Squadron. A General Training programme however, was carried out during the day, covering Air Firing, Low Level Bombing on the range, Low Flying and Photography. A new crew did a training cross-country flight. | |
| | 2/7 | | Weather: Fair.<br>S/L. Clyde-Smith; F/L. Stubbs; P/O. Cowan; Sgt. Hall; P/O. Sweeney; P/O. Haward; F/Sgt. McDonald; Sgt. Paddison; Sgt. Trustrum; Sgt. Hannaford; Sgt. McKeen.<br>The above were briefed for operations on BREMEN. All 11 aircraft took off and completed the job successfully with the exception of one machine which had to jettison its load in the sea after flak damage to the bombing panel. Several other aircraft reported slight peppering by flak but all returned safely. Several photographs were brought back. | |
| | 3/7. | | Weather: Fair at first becoming clpudy with slight intermittent rain.<br>No operations were ordered. Flying was restricted to local flying and one cross-country (new crew). | |
| | 4/7 | | Weather: Cloudy, slight drizzle in morning.<br>No operations ordered. Flying was restricted to usual air testing of the machines. | |
| | 5/7. | | Weather: Cloudy.<br>The Squadron stood by for a daylight operation, but this was eventually cancelled. No operations were ordered for the night. Flying was again restricted to local air testing and one new crew did a night cross-country flight. | 1<br>200 |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| Honington. | 6/7 | | Weather: Cloudy with showers during afternoon.<br>The Squadron was again stood down from operations. Local flying was carried out covering training on single engine flying - air firing - low flying practice.<br>A night cross-country and searchlight co-operation was also carried out. | |
| | 7/7 | | Weather: Cloudy, slight showers during afternoon and evening.<br>S/L. Clyde-Smith; F/L. Stubbs; F/O. Mackenzie; P/O. Cowan; P/O. Brown; Sgt. Hall; Sgt. Goalen; P/O. Haward; F/O. Sweeney; Sgt. Hannaford; Sgt. Trustrum.<br>The above were briefed for operations:- "Gardening" off the Friesian Islands.<br>All 11 aircraft took off and successfully planted the vegetables. One aircraft (Sgt. Trustrum) spotted a ship and attempted to bomb, but results were not observed. All aircraft returned without trouble. One new pilot did local night flying under instruction. | |
| | 8/7 | | Weather: Fair. Very slight shower at 1800 hours.<br>S/L. Clyde-Smith; F/L. Stubbs; F/O. Mackenzie; P/O. Cowan; P/O. Brown; Sgt. Goalen; Sgt. Hall; P/O. Pink; Sgt. Hannaford; Sgt. McKeen; Sgt. Runnacles; Sgt. Paddison.<br>The above were briefed for operations on WILHELMSHAVEN. All 12 aircraft took off but Sgt. Hall returned early with inter comm. u/s and jettisoned his bombs safe on the local range. All other aircraft succesfully completed their task and brought back several excellent photographs. All aircraft returned safely. | |
| | 9/7. | | Weather: Fine.<br>F/O. Sweeney; P/O. Mullins; P/O. Pink; S/L. Ledger; Sgt. Paddison; Sgt. McKeen; Sgt. Trustrum.<br>The above were briefed for operations:- "Gardening" off HELIGOLAND.<br>All 7 aircraft took off . 4 reached their objective. 1 dropped the vegetables 2 miles from objective and 2 dropped them at furthest point reached. The latter 3 failures to reach the objective were due to navigational instrument failures. All returned safely. Onw new crew did a night cross-country training flight. | |

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

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

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | 1942. | | | |
| HONINGTON. | 10/7 | | Weather: Fair at first becoming cloudy with continuous slight rain. | |
| | | | Nomflying was undertaken due to weather, but general training was carried out. | |
| | 11/7 | | Weather: Cloudy with intermittent slight rain becoming fair to fine except in scattered slight showers. | |
| | | | S/L. Clyde-Smith; F/L. Stubbs; F/O. Mackenzie; P/O. Mullins; P/O. Brown; S/L. Ledger; Sgt. Trustrum; P/O. Runnacles; Sgt. Patrick; Sgt. McKeen; P/O. Pink. | |
| | | | The above crews were briefed for Gardening in the Baltic and off the Friesians. | |
| | | | The eleven aircraft took off. P/O. Brown dropped his mines safe because the navigator was not sure of his position. Three crews sowed their mines in an alternative area off the West coast of Denmark. The remainder dropped their "vegetables" as ordered and all aircraft returned safely. | |
| | 12/7. | | Weather: Fair to fine. | |
| | | | One machine was engaged in local flying with the A.T.C. | |
| | 13/7 | | Weather: Fair at first, becoming cloudy with slight continuous rain towards midnight. | |
| | | | S/L. Clyde-Smith; F/L. Stubbs; F/O. Mackenzie; P/O. Mullins; P/O. Brown; P/O. Pink; Sgt. McKeen; Sgt. Patrick; F/L. Sweeney; Sgt. Trustrum; Sgt. Paddison. | |
| | | | The above crews were briefed for operations on DUISBERG. One aircraft was cancelled, but 10 took off on the raid. F/O. Mackenzie returned early due to his controls being fouled by a ladder. | |
| | | | The remainder of the aircraft attacked the target, and seven photographs were obtained. All the aircraft returned safely. | |
| | | | Two cross-country flights by new crews were carried out | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| Honington. | 1942<br>14/7 | | Weather: Cloudy with continuous slight rain or drizzle at first, becoming fair, with slight rain and shower at end of period.<br>F/L. Stubbs; F/O. Mackenzie; P/O. Mullins; Sgt. Paddison; S/L. Ledger; Sgt. Patrick; P/O. Pink; Sgt. Hazell.<br>The above crews were briefed for Gardening off TERCHELLING ISLANDS. One Freshman (Sgt. Hazell) and 7 experienced crews took off and planted their two vegetables satisfactorily.<br>One cross-country was undertaken by a new crew. | |
| | 15/7 | | Weather: Fair at first, becoming cloudy with slight rain towards dusk.<br>Crews were briefed for operations, but these were cancelled due to weather. A general training programme was carried out during the day. | |
| | 16/7 | | Weather: Cloudy with continuous rain becoming ~~xxxxxxxxx~~ slight and intermittent. Conditions improving to cloudy with slight occasional showers in afternoon, dieing out in the evening.<br>There were no operations, but training was carried out, including Lorenz Blind Approach practice. | |
| | 17/7 | | Weather: Cloudy becoming overcast with continuous slight rain and drizzle<br>Sgt. Paddison; F/L. Stubbs; P/O. Mullins.<br>The above crews were briefed for a daylight sortie on WILHELMSHAVEN using cloud cover. The three aircraft took off, but were subsequently recalled. Two machines jettisoned their bombs in the sea and one aircraft jettisoned part of his petrol load, returning with his bombs. | |
| | 18/7. | | Weather: Cloudy with continuous slight rain and drizzle.<br>A general training programme was carried out. | |

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21793 Wt. 38305/3593 400.000 12/39—McC & Co—51-5658

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

of (Unit or Formation) No. 9 Squadron

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | 1942. | | | |
| Honington | 19/7 | | Weather: Cloudy with continuous drizzle, becoming fair around midday, with conditions deteriorating towards dusk with slight rain and drizzle.<br>A general training programme was carried out. | |
| | 20/7 | | Weather: Cloudy with slight rain during the day.<br>There were no operations, but two cross-country flights by new crews were carried out. During the day certain crews were engaged in formation low flying practice and N.F.T's. There were also two night cross-countries. | |
| | 21/7 | | Weather: Fair becoming cloudy late evening.<br>CREWS: S/L. Ledger. P/O. Mullins; F/L. Stubbs; F/Sgt. McDonald; F/L. Sweeney; Sgt. Hall; Sgt. Paddison; S/L. Clyde-Smith; P/O. Cowan; P/O. Brown; P/O. Pink; Sgt. Patrick.<br>The above were briefed for operations on DUISBERG. All twelve aircraft attacked the target with considerable success and brought back 12 good night photographs. The rear turret of F/L. Sweeney's aircraft (B) was damaged by flak but no casualties resulted. All the aircraft returned safely. | |
| | 22/7 | | Weather: Fair at first becoming cloudy with slight intermittent rain or showers, rain becoming continuous and ceasing after dusk.<br>There were no operations. One crew (F/Sgt. White) did a cross-country. There was a navigation practice flight carried out and three N.F.T's. | 1 |
| | 23/7 | | Weather: Continuous slight rain ceasing early in period and becoming fair. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON | 1942<br>23/7 (contd) | | CREWS: P/O. Haward; F/L. Sweeney; Sgt. Hannaford; F/Sgt. McDonald; Sgt. McKeen; P/O. Pink; Sgt. Goalen; P/O. Mullins; P/O. Brown; Sgt. Hall; P/O. Cowan; F/L. Stubbs; S/L. Clyde-Smith. The above were briefed for operations on DUISBERG. All 13 aircraft took off. Conditions at the target were not too satisfactory, there being few breaks in the cloud, although several crews saw the docks and the Rhine. One of our aircraft (P/O.Brown) did not return. Three photographs had detail on them. | |
| | 24/7 | | Weather: Fair except for slight rain about noon.<br>There were no operations. A cross-country flight was carried out, and several N.F.T's. | |
| | 25/7. | | Weather: Cloudy becoming fair late evening.<br>CREWS: Sgt. Patrick; S/L. Ledger; P/O. Runnacles; Sgt. Hazell; P/O. Pink; Sgt. Hannaford; S/L. Clyde-Smith; P/O. Mullins; P/O. Cowan; F/L. Stubbs; F/O. Mackenzie.<br>The above were briefed for operations on DUISBERG. All 11 aircraft took off and 10 attacked the target under fairly good weather conditions. Some reported the cloud clearing over the target although those that attacked later had more difficulty as the cloud appeared to drift across the area. P/O. Runnacles encountered icing in cloud and could not proceed, and jettisoned his 4,000-lb. bomb in the sea off the Dutch coast. Seven photographs were obtained of those attempted, and one showed the docks at time of bombing. All our aircraft returned safely. | |
| | 26/7 | | Weather: Cloudy with intermittent slight rain towards midnight.<br>Crews: P/O. Haward; F/L. Sweeney; Sgt. McKeen; Sgt. Hannaford; F/Sgt. McDonald; P/O. Pink; Sgt. Goalen; P/O. Mullins; F/O. Mackenzie; Sgt. Hall; P/O. Cowan; F/L. Stubbs; S/L. Clyde-Smith.<br>The above were briefed for operations on HAMBURG. All 13 aircraft took off but two returned early, Sgt. Hannaford with his rear turret u/s, and F/Sgt. McDonald with intercomm u/s. The rest attacked the target in ideal conditions of visibility, and the target was visible in the moonlight, the docks and lake showing up well. Eight good night photos were obtained. All of our aircraft returned safely. | |

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

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of (Unit or Formation) No. 9 Squadron

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | 1942. | | | |
| Honington. | 27/7. | | Weather: There were no operational flights, except for three aircraft detailed to conduct a search for machines down in the sea off the Lincolnshire coast. A navigational practice flight was carried out. | |
| | 28/7 | | CREWS: Sgt. Patrick; Sgt. Hazell; P/O. Haward; F/Sgt. Trustrum; P/O. Runnacles; F/Sgt. McDonald; Sgt. Hannaford; S/L. Ledger; Sgt. Goalen; P/O. Mullins; F/O. Mackenzie; Sgt. Hall; P/O. Cowan; F/L. Stubbs; S/L. Clyde-Smith. The above crews were briefed for operations on HAMBURG. 14 aircraft in all took off, but F/Sgt. Trustrum in "F" could not get off due to a negative earth. The weather was very adverse with the result that four aircraft turned back; Sgt. Patrick "A"; P/O. Haward "D"; Sgt. Goalen "O"; S/Ldr. Clyde-Smith "Z". F/O. Mackenzie "R" crossed the enemy coast North of the Elbe, but his aircraft went into a spin due to icing and he was forced to jettison his 4000-lb bomb. 6 aircraft reached the target and attacked on reasonably good visibility, but encountered very heavy anti-aircraft barrages. Three photographs were obtained. Three of our aircraft are missing (S/Ldr. LEDGER, Sgt. HANNAFORD and P/O MULLINS). | |
| | 29/7 | | CREWS: P/O. Haward; Sgt. Hazell; F/Sgt. Trustrum; P/O. Pink; P/O. Runnacles; Sgt. McKean; Sgt. Goalen. The above were briefed for operations on SAARBRUCKEN. F/Sgt. Trustrum failed to take off due to an electrical fault, but the remaining 6 aircraft attacked the target. The Met forecast was not favourable as a front was expected on the route of 60 miles depth. However this was largely non-existent and the target was reached and although obscured by smoke was well alight Several photographs were obtained, but the poor visibility rather clouded ground detail. All of our aircraft returned safely. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | 1942. | | | |
| Honington. | 30/7 | | There were no operations. A cross-country was carried out by a new crew (P/O. Dowdell) and also several N,F.T's. | |
| | 31/7 | | CREWS: Sgt. Patrick; Sgt. Hazell; P/O. Pink; P/O. Haward; F/Sgt. McDonald; Sgt. Goalen; P/O. Cowan; F/O. Mackenzie; Sgt. Hall. F/Sgt. White; F/L. Stubbs; Sgt. Hobbs; Sgt. McKeon. The above crews were briefed for operations on DUSSELDORF. All 13 aircraft took off. Sgt. Hobbs developed engine trouble and turned back, having crossed the enemy coast and subsequently jettisoned his bombs in the sea. Ten aircraft attacked the target which was identified by loops in the Rhine or the dock system. Many large fires were observed in the town. Eight night photographs were obtained, Two of our aircraft failed to return ( P/O PINK & SGT. HALL) | |

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(7472) W. 24229/1650. 180m. 8/40. P.I. 51-7751.

By 9 Squadron. **SECRET** Page No. 1

For the Month of JULY, 1942.

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 2/3 July 1942 | WELLINGTON III X.3606 S/L. | SGT. HANNAFORD<br>SGT. KING<br>FERRY<br>SGT. ELMSLIE<br>SGT. WARREN | Attack on BREMEN | 2319 | 0455 | BREMEN bombed by means of Navigational Aid, and two bursts seen. | Y 303 |
| | X.3559 (423) | SGT. PADDISON<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. QUIBELL<br>P/O STEPHENSON | do | 2322 | 0430 | Bombs dropped between Docks and Old Town, but no results seen. | |
| | X.3649 | P/O HAWARD<br>SGT. MACDONALD<br>P/O BURTON<br>F/SGT. THURSTON<br>SGT. DOUGLAS | do | 2305 | 0415 | Bombs dropped very close to aiming point, but no results seen. | |
| | X.3389 | SGT. MCKEEN<br>SGT. BROTHWELL<br>SGT. BROOKS<br>SGT. DONNELLY<br>SGT. RIGGS | do | 2320 | 0419 | Bombs dropped N.E. of aiming point, but no results seen. | |
| | X.3353 | F/SGT. MCDONALD<br>SGT. GRIMES<br>SGT. CURD<br>SGT. LOW<br>SGT. PERCHARD | do | 2312 | 0410 | Bombs dropped across Town, S.E. of HAFEN I, and were seen to burst. | |
| | X.3475 | F/O SWEENEY<br>SGT. JOHNSON<br>P/O LANGDON<br>SGT. CLARKSON<br>SGT. RUSHTON | do | 2310 | 0350 | Bombs dropped on Old Town, N.E. of River and due E. of KAISER BRIDGE, but no results could be distinguished, owing to concentration of aircraft. Many fires in Town on leaving | |
| | X.3666 | SGT. THUSTRUM<br>SGT. KERMODE<br>SGT. PERKINS<br>SGT. KEARNS<br>SGT. HALL W.K. | do | 2300 | 0400 | Bombs dropped S.W. to N.W. across town, S.E. of aiming point. No bursts seen, but fires started immediately after release of incendiaries. | |
| | X.3346 | S/L CLYDE-SMITH<br>SGT. GOALEN<br>SGT. WEBSTER<br>F/SGT. MOFFATT<br>SGT. MASON<br>SGT. HOWE | do | 2311 | 0416 | Bombs dropped in main town, S.E. of Docks, and 5 bursts seen. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 2/3rd July, cont. | WELLINGTON III Z. 1658 | F/L STUBBS<br>SGT. CHAMBERLAIN<br>SGT. BROWN<br>SGT. NEWBY<br>P/O MOORHEAD | Attack on BREMEN | 2317 | 0351 | 3 x 500 and 2 x 250 G.P. bombs and 32 x 30 incendiary bombs jettisoned alive W. of BREMEN from 12000 ft. when aircraft hit by flak and Bomb Panel damaged. 16 x 30 incendiaries and 1 x 250 G.P. bombs brought back. | Y303 |
| | X.3794 | P/O COWAN<br>P/O BROWN<br>SGT. HEWINSON<br>SGT. TALBOT<br>SGT. BROWN | do | 2309 | 0414 | Bombs dropped by means of Navigational Aid as searchlight dazzle made visual pinpointing impossible. No results seen. | |
| | Z.1577 | SGT. HALL<br>SGT. CLARKE<br>SGT. LEVY<br>SGT. MARTIN<br>SGT. MILLER | do | 2318 | 0427 | Bombs dropped on aiming point and were seen to burst. Large fires seen in BREMEN on leaving | |
| 7/8th July 1942. | WELLINGTON III X.3649 | P/O HAWARD<br>SGT. MACDONALD<br>P/O BURTON<br>F/SGT. THURSTON<br>SGT. DOUGLAS | Mining off FRIESIAN ISLANDS | 2350 | 0420 | Mines laid in positions ordered. 2 x 500 G.P. bombs brought back, as no suitable target was found. | Y 304 |
| | X.3718 | P/O SWEENEY<br>SGT. JOHNSON<br>P/O LANGDON<br>SGT. CLARKSON<br>SGT. RUSHTON | do | 0010 | 0435 | Mines laid in positions ordered. 2 x 500 G.P. bombs brought back as no suitable target was found. | |
| | X.3606 | SGT. HANNAFORD<br>SGT. KING<br>SGT. FERRY<br>SGT. ELMSLIE<br>SGT. WARREN | do | 2358 | 0400 | Mines laid in positions ordered. Bombs aimed at ship 8 miles N. of NORDENEY, but believed overshot and no results were seen. | |
| | X.3666 | SGT. THUSTRUM<br>SGT. KERMODE<br>SGT. PERKINS<br>SGT. KEARNS<br>SGT. HALL | do | 0003 | 0401 | Mines laid in positions ordered, as estimated by D.R. 2 x 500 G.P. Bombs brought back as no suitable target was found. | |
| | Z.1577 | SGT. HALL<br>SGT. CLARKE<br>SGT. LEVE<br>SGT. MARTIN<br>SGT. MILLER | do | 0007 | 0426 | Mines laid in positions ordered and parachutes seen to open. 2 x 500 bombs brought back as no suitable target was found. | |

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(7472) Wt. 24229/1650. 180m. 8/40. P.I. 51-7751.

BY 9 Squadron FOR THE MONTH OF JULY, 1942.

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 7/8th July, cont. | WELLINGTON III X.3346 | S/L CLYDE-SMITH<br>SGT. WEBSTER<br>F/SGT. MOFFATT<br>SGT. MASON<br>F/SGT. HOWE | Mining off FRIESIAN ISLANDS | 0012 | 0426 | Mines laid in positions ordered and were seen to hit the water. 2 x 500 G.P. bombs brought back as no suitable target was found. | Y 304 |
| | Z.1658 | F/L STUBBS<br>SGT. CHAMBERLAIN<br>SGT. BROWN<br>SGT. HATTON<br>P/O MOORHEAD | do | 0001 | 0402 | Mines laid in positions ordered. 2 x 500 G.P. bombs brought back as no suitable target was found. | |
| | X.3342 | P/O MACKENZIE<br>SGT. BILLINGTON<br>SGT. WERREN<br>SGT. ADAMS<br>SGT. WILLACY | do | 0059 | 0345 | Mines laid in positions ordered. 2 x 500 G.P. bombs brought back as no suitable target was found. | |
| | X.3794 | P/O COWAN<br>P/O BROWN<br>SGT. HEWINSON<br>SGT. TALBOT<br>SGT. BROWN | do | 0005 | 0421 | Mines laid in positions ordered and parachutes were seen to open. 2 x 500 G.P. bombs brought back as no suitable target was found. | |
| | X.3332 | SGT. GOALEN<br>SGT. SHANLEY<br>SGT. PATON<br>SGT. DICKIE<br>SGT. WATTS | do | 2350 | 0331 | Mines laid in positions ordered. 2 x 500 G.P. bombs brought back as no suitable target was found. | |
| | X.3475 | P/O BROWN<br>P/O JEFFERIES<br>P/O SMITH<br>SGT. RATCLIFFE<br>SGT. WESTWOOD | do | 0006 | 0410 | Mines laid in positions ordered. 2 x 500 G.P. bombs brought back as no suitable target was found. | |
| 8/9th July, 1942. | WELLINGTON III X.3346 | S/L CLYDE-SMITH<br>SGT. WEBSTER<br>F/SGT. MOFFATT<br>SGT. MASON<br>SGT. HOWE | Attack on WILHELMSHAVEN | 0005 | 0415 | Bombs dropped W. of aiming point, but no results seen. | Y 305 |
| | Z.1568 | F/L STUBBS<br>SGT. CHAMBERLAIN<br>SGT. BROWN H.<br>SGT. HATTON<br>P/O MOORHEAD | do | 2355 | 0405 | Bombed by means of Navigational Aid, but no results seen. Red glow seen on leaving target area. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 8/9th July, cont. | WELLINGTON III X.3794 | P/O COWAN<br>P/O BROWN<br>SGT. HEWINSON<br>SGT. TALBOT<br>SGT. BROWN R.W. | Attack on WILHELMSHAVEN | 2353 | 0442 | Bombs dropped on aiming point, but no results seen. | Y 395 |
| | X.3342 | P/O MACKENZIE<br>SGT. BILLINGTON<br>SGT. WERREN<br>SGT. ADAMS<br>SGT. WILLAGY | do | 0001 | 0420 | Bombs dropped to left of aiming point, but no results seen. | |
| | Z.1577 | SGT. HALL W.T.<br>SGT. CLARKE W.V.<br>SGT. LEVY<br>SGT. MARTIN<br>SGT. MILLER | do | 0010 | 0127 | WILHELMSHAVEN adt attacked owing to inter-com being u/s. Furthest point reached was CROMER. All bombs jettisoned safe at BEENERS HEATH from 2000 ft., at 0120 hours. | |
| | X.3475 | P/O BROWN H.E.<br>P/O JEFFERIES<br>P/O SMITH<br>SGT. RATCLIFFE<br>SGT. WESTWOOD | do | 0006 | 0425 | Bombs dropped in Town short of Docks, but no results seen. | |
| | X.3424 | SGT. GOALEN<br>SGT. SHANLEY<br>SGT. PATON<br>SGT. DICKIE<br>SGT. WATTS | do | 0004 | 0404 | Bombs dropped ½ mile S. of aiming point and 2 bursts were seen. | |
| | X.3649 | SGT. MCKEEN<br>SGT. BROTHWELL<br>SGT. BROOKS A.J.<br>SGT. DONNELLY<br>SGT. RIGGS | do | 0008 | 0447 | Bombs dropped in vicinity of aiming point but no results seen. Fires seen around Docks. | |
| | X.3389 | SGT. RUNNACLES<br>P/O HALL<br>F/SGT. NEWTON<br>SGT. CLARKSON<br>SGT. RUSHTON | do | 2349 | 0433 | Bombs dropped on or slightly W. of aiming point, and were seen to burst. | |
| | X.3606 | SGT. HANNAFORD<br>SGT. KING<br>SGT. FERRY<br>SGT. ELMSLIE<br>SGT. LEBANO | do | 2356 | 0455 | Bombs dropped on town, but no results seen. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 8/9th July, cont'd | WELLINGTON III 423 X.3559 | P/O PINK<br>SGT. FORD<br>SGT. MCILVEEN<br>SGT. HANNABY<br>SGT. DONELAN | Attack on WILHELMSHAVEN | 0004 | 0458 | Bombs believed dropped in built-up area, and were seen to burst. | Y 305 |
| | X.3718 | SGT. PADDISON<br>P/O MARSH<br>SGT. QUIBELL<br>SGT. SEYMOUR<br>P/O STEPHENSON | do | 2345 | 0432 | Bombs dropped ½ mile W. of BAUHAFEN, but no results seen. | |
| 9/10th July, 1942. | WELLINGTON III X.3649 | SGT. PADDISON<br>P/O MARSH<br>SGT. QUIBELL<br>SGT. SEYMOUR<br>P/O STEPHENSON | Mining off HELIGOLAND | 2334 | 0406 | Mines laid in positions ordered. 2 x 500 G.P. bombs brought back as no suitable target was found. | Y 306 |
| | X.3475 | P/O MULLINS<br>P/O GROVES<br>P/O CORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | do | 2325 | 0405 | Mines laid in positions ordered, and parachutes were seen to open. 2 x 500 G.P. Bombs brought back as no suitable targets were found. | |
| | X.3389 | SGT. MCKEEN<br>SGT. BROTHWELL<br>SGT. BROOKS<br>SGT. DONNELLY<br>SGT. RIGGS | do | 2330 | 0420 | Mines laid in positions ordered. 2 x 500 G.P. bombs brought back as no suitable targets were found. | |
| | X.3342 | F/O SWEENEY<br>SGT. JOHNSON<br>P/O LANDDON<br>SGT. ROGERS<br>SGT. PERCHARD | do | 2320 | 0410 | Mines laid in position 5403N/0756E. 2 x 500 G.P. bombs brought back as no suitable target was found. | |
| | X.3666 | SGT. TRUSTRUM<br>SGT. KERMODE<br>SGT. PERKINS<br>SGT. KEARNS<br>SGT. HALL W.K. | do | 2331 | 0345 | Position ordered not located owing to mist and sea fog. Mines laid in position 5354N 0740E. 2 x 500 G.P. bombs brought back as no suitable target was found. | |
| | X.3606 | S/L LEDGER<br>P/O BEECH<br>P/O ~~BEECH~~ COLEMAN<br>SGT. LOW<br>F/SGT. HUNTER | do | 2325 | 0430 | Mines laid within two miles of alloted positions. 2 x 500 G.P. bombs brought back as no suitable target was found. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 9/10th July, cont: | WELLINGTON III Z.1577 | P/O. PINK<br>SGT. FORD<br>SGT. MCILVEEN<br>SGT. HANNABY<br>SGT. DONELAN | Mining off HELIGOLAND | 2326 | 0350 | Mines laid in positions ordered. 2 x 500 G.P. bombs brought back as no suitable target was found. | Y 306 |
| 11/12th July, 1942. | WELLINGTON III X.3345 | S/L CLYDE-SMITH<br>SGT. WEBSTER<br>F/SGT. MOFFATT<br>SGT. MASON<br>SGT. KEARNS | Mining in KIEL BAY | 2226 | 0250 | Positions ordered not located owing to 10/10 cloud and continuous rain. Mines laid in position 5520N 0720E., and parachutes were seen to open. Furthest point reached 5520N 0720E. | Y 307 |
| | Z.1658 | F/L STUBBS<br>SGT. CHAMBERLAIN<br>SGT. BROWN<br>SGT. HATTON<br>P/O MOORHEAD | do | 2225 | 0310 | Position ordered not located owing to 10/10 cloud and continuous rain. Mines laid in position 5521 N 0746E, and parachutes were seen to open. Furthest point reached 5508N 0809E. | |
| | X.3342 | S/L LEDGER<br>P/O BEECH<br>F/O SKINNER<br>F/SGT. LUDKIN<br>F/SGT. HUNTER | do | 2226 | 0505 | Mines laid in positions ordered. | |
| | X.3666 | SGT. TRUSTRUM<br>SGT. KERMODE<br>SGT. PERKINS<br>SGT. LEBANO<br>SGT. HALL W.K. | do | 2230 | 0220 | Position ordered not located owing to 10/10 cloud and low visibility.1 Mines laid in position 5437N 0633E, which was the furthest point reached. | |
| | X.3353 | SGT. MCKEEN<br>SGT. BROTHWELL<br>SGT. BROOKS<br>SGT. DONNELLE<br>SGT. RIGGS | do | 2229 | 0319 | Unable to obtain pinpoint of position ordered owing to 10/10 cloud and low visibility. Mines laid in position 5520N 0720E. Furthest point reached was ROMO ISLAND. | |
| | X.3389 | SGT. RUNNACLES<br>P/O HALL<br>SGT. ROGERS<br>F/SGT. NEWTON<br>SGT. RUSHTON | do | 2235 | 0425 | Positions ordered not located owing to 10/10 cloud and very poor visibility. Mines laid in position 5523N 0805E. Furthest point reached was ROMO ISLAND. | |
| | X.3342 | F/O MACKENZIE<br>SGT. BILLINGTON<br>SGT. WERREN<br>SGT. ADAMS<br>SGT. WILLACY | Mining off FRIESIAN ISLANDS | 2227 | 0258 | Mines laid in position ordered. | |

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By 9 Squadron.

**SECRET**

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For the Month of JULY, 1942.

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 11/12th July, Cont: | WELLINGTON III X.3794 | P/O MULLINS<br>P/O GROVES<br>P/O CORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | Mining off FRIESLAN ISLANDS | 2227 | 0320 | Mines laid in positions ordered. | Y 307 |
| | Z.1577 | P/O BROWN<br>P/O JEFFERIES<br>P/O SMITH<br>SGT. RATCLIFFE<br>SGT. WESTWOOD | do | 2232 | 0310 | Position ordered not found owing to 10/10 cloud and no visibility. Furthest point reached believed LANGEROOG. 2 mines jettisoned safe 10 miles off this island at 0035 hours from 2000 ft. | |
| 13/14th July, 1942 | WELLINGTON III X.3649 | SGT. PATRICK<br>W/O SWINBURNE<br>SGT. HALL<br>SGT. LUKER<br>SGT. CLARKE | Attacks on DUISBURG | 0049 | 0430 | Bombed by means of Navigational Aid owing to 10/10 cloud. No results seen from bombing. | Y 308 |
| | X.3718 | F/L SWEENEY<br>SGT. HAZELL<br>SGT. JOHNSON<br>SGT. ROGERS<br>P/O LANGDON<br>SGT. RUSHTON | do | 0040 | 0415 | Despite 8/10 cloud DUISBURG identified and incendiaries scattered over various parts of town. | |
| | X.3353 | SGT. PADDISON<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. QUIBELL<br>P/O STEPHENSON | do | 0052 | 0413 | Bombed by means of Navigational Aid owing to 9/10 cloud. No results seen. | |
| | WELLINGTON III (423) X.3559 | SGT. MCKEEN<br>SGT. BROTHWELL<br>SGT. BROOKS<br>SGT. DONNELLY<br>SGT. RIGGS | do | 0058 | 0423 | Bombed by means of Navigational Aid owing to 10/10 cloud. No result seen. | |
| | WELLINGTON III X.3666 | F/SGT. TRUSTRUM<br>SGT. KERMODE<br>SGT. PERKINS<br>SGT. LEBANO<br>SGT. HALL | do | 0039 | 0357 | Bombs dropped just W. of aiming point, but no results seen. | |
| | X.3346 | S/L CLYDE-SMITH<br>SGT. WEBSTER<br>F/SGT. MOFFATT<br>SGT. MASON<br>SGT. KEARNS | do | 0055 | 0400 | Bombs dropped in town, but no results seen. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 13/14th July, Cont: | WELLINGTON III Z.1658 | F/L STUBBS<br>SGT. CHAMBERLAIN<br>SGT. BROWN<br>SGT. HATTON<br>P/O MOORHEAD | Attack on DUISBURG | 0044 | 0355 | Bombed by means of Navigational Aid, and bursts were seen reflected against clouds. Fires also seen reflected on clouds. | Y 308 |
| | X.3342 | F/O MACKENZIE<br>SGT. BILLINGTON<br>SGT. WERREN<br>SGT. ADAMS<br>SGT. WILLAGY | do | 0051 | 0151 | DUISBURG not attacked owing to Control Lever jamming, and pilot was unable to decrease R.P.M. Furthest point reached was 8 miles E. of SOUTHWOLD. All bombs brought back. | |
| | X.3424 | P/O MULLINS<br>P/O GROVES<br>P/O CORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | do | 0050 | 0455 | Bombs dropped in DUISBURG, but no results seen owing to cloud drifting over aiming point. | |
| | Z.1577 | P/O BROWN<br>P/O JEFFERIES<br>P/O SMITH<br>SGT. RATCLIFFE<br>SGT. WESTWOOD | do | 0052 | 0420 | Bombs dropped by means of NavigationalAid owing to 10/10 cloud. | |
| 14/15th July, 1942 | WELLINGTON III X.3342 | P/O MACKENZIE<br>SGT. BILLINGTON<br>SGT. ADAMS<br>SGT. WERREN<br>SGT. WILLAGY | Mining off TERSCHELLING | 0001 | 0330 | Mines laid in positions ordered. | Y 309 |
| | Z.1658 | F/L STUBBS<br>P/O COOPER<br>SGT. CHAMBERLAIN<br>SGT. BROWN<br>SGT. HATTON<br>P/O MOORHEAD | do | 2355 | 0340 | Mines laid in positions ordered. | |
| | X.3794 | P/O MULLINS<br>SGT. HOBBS<br>P/O GROVES<br>P/O CORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | do | 2359 | 0349 | Mines laid in positions ordered. | |
| | X.3606 | S/L LEDGER<br>P/O BEECH<br>P/O COLEMAN<br>F/SGT. LUIKIN<br>F/SGT. HUNTER | do | 23566 | 0338 | Mines laid by means of Navigational Aid. | |

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(7472) Wt. 24229/1650. 180M. 8/40. P.I. 51-7751.

BY 9 Squadron FOR THE MONTH OF July, 1942.

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 14/15th July, Cont: | WELLINGTON III X.3718 | SGT. PATRICK<br>W/O SWINBURNE<br>SGT. LUKER<br>SGT. HALL<br>SGT. CLARKE | Mining off TERSCHELLING | 2357 | 0309 | Mines laid in positions ordered. | Y 309 |
| | X.3353 | SGT. HAZELL<br>SGT. MILLER<br>SGT. DYER<br>SGT. TATLEY<br>SGT. WALKER | do | 2359 | 0323 | Mines laid in positions ordered. | |
| | X.9666 | ~~P/O~~ PINK<br>SGT. FORD<br>SGT. MCILVEEN<br>SGT. HANNABY<br>SGT. DONNELLY | do | 2350 | 0318 | Mines laid in positiond ordered and parachutes were seen to open. | |
| | X.3156 | SGT. PADDISON<br>P/O MARSH<br>SGT. QUIBELL<br>SGT. SEYMOUR<br>P/O STEPHENSON | do | 2351 | 0420 | Mines laid in positions ordered, and parachutes were seen to open. | |
| Day. 17th July, 1942. | WELLINGTON III X.3456 | SGT. PADDISON<br>P/O MARSH<br>SGT. QUIBELL<br>SGT. SEYMOUR<br>~~P/O~~ STEPHENSON | Attack on WILHELMSHAVEN | 1255 | 1455 | Furthest point reached was 5350N 0350E, when aircraft was recalled, owing to lack of cloud cover. All bombs jettisoned safe in sea at 5350N 0350E from 8000 ft. | Y 310 |
| | X.3475 | P/O MULLINS<br>P/O GROVES<br>P/O CORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | do | 1325<br>~~0125~~ | 1510<br>~~0310~~ | WILHELMSHAVEN not attacked owing to lack of cloud cover. Furthest point reached was 5330N 0300E, when aircraft was recalled. All bombs brought back. | |
| | Z.1658 | F/L STUBBS<br>F/SGT. CHAMBERLAIN<br>SGT. BROWN<br>SGT. GRAY<br>P/O MOORHEAD | do | 1301 | 1450 | WILHELMSHAVEN not attacked owing to lack of cloud cover. Furthest point reached was 5350N 0350E, when aircraft was recalled. All bombs jettisoned safe in sea at 5350N 0350E, from 7500 ft. | |
| 21/22 July, 1942. | WELLINGTON III X.3649 | SGT. PATRICK<br>W/O SWINBURNE<br>SGT. LUKER<br>SGT. HALL<br>SGT. CLARKE | Attack on DUISBURG | 0026 | 0425 | Bombs dropped on centre of town. not sure of own bursts as many other bursts were seen at the same time. 2 x 500 G.P. bombs hung-up and were brought back. | Y 311 |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 21/22 July, Cont: | WELLINGTON III X.3718 | F/L SWEENEY<br>SGT. JOHNSON<br>SGT. ROGERS<br>P/O LANGTON<br>SGT. STUFFIN | Attack on DUISBURG | 2355 | 0335 | Incendiaries dropped on town and were seen to ignite. | Y 311 |
| | WELLINGTON III (423) X.3559 | P/O RUNNACLES<br>P/O HALL<br>F/SGT. NEWTON<br>SGT. ROBERTSON<br>SGT. RUSHTON | do | 0021 | 0410 | Bomb dropped on railway E. of aiming point and was seen to burst. | |
| | WELLINGTON III X.3456 | SGT. PADDISON<br>P/O MARSH<br>SGT. SEYMOUR<br>SGT. QUIBELL<br>P/O STEPHENSON | do | 0006 | 0346 | Bombs dropped in Dock area, but no results seen. | |
| | X.3606 | S/L LEDGER<br>P/O BEECH<br>P/O COLEMAN<br>F/SGT. LUDKIN<br>F/SGT. HUNTER | do | 0009 | 0415 | Bombs dropped on town, but no results seen. Numbers of fires seen in and around DUISBURG. | |
| | X.3666 | P/O PINK<br>F/SGT. FORD<br>SGT. MCILVEEN<br>SGT. HANNABY<br>SGT. DONELAN | do | 0022 | 0437 | Bombs dropped on aiming point. Bursts were seen, but they may have been from other aircraft. One very good fire seen near aiming point. | |
| | X.3353 | F/SGT. MCDONALD<br>F/SGT. GRIMES<br>SGT. CURD<br>SGT. LOW<br>SGT. PERCHARD | do | 0005 | 0430 | Incendiaries dropped alongside a large fire in the DUISBURG Area, but no results were seen. | |
| | X.3346 b | S/L CLYDE-SMITH<br>SGT. WEBSTER<br>F/SGT. MACDONALD<br>SGT. MASON<br>SGT. KEARNS | do | 0012 | 0340 | Bombs dropped on town, but no results seen. | |
| | Z.1658 | F/L STUBBS<br>F/SGT. CHAMBERLAIN<br>SGT. BROWN<br>SGT. COLSON<br>P/O MOORHEAD | do | 0007 | 0338 | Bombs dropped 6 miles E. of aiming point, judged by visual pin-point just after bombing. Glow of fires began to appear just after bombing. | |

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(7472) Wt. 24229/1650. 180m. 8/40. P.I. 51-7751.

By 9 Squadron

For the Month of JULY, 19 42.

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 21/22 July, Cont: | WELLINGTON III X.3794 | P/O GOWAN<br>P/O COOPER<br>P/O BROWN<br>SGT. HEWINSON<br>SGT. TALBOT<br>SGT. BROWN | Attack on DUISBURG | 0014 | 0431 | Bombs dropped on aiming point, but no results seen. | Y 311 |
| | X.3324 | SGT. HALL<br>SGT. HOBBS<br>SGT. CLARKE<br>SGT. LEVY<br>SGT. MARTIN<br>SGT. MILLER | do | 0016 | 0403 | Incendiaries dropped on aiming point and were seen to light up. Several fires, including one going very well were seen. | |
| | Z.1577 | P/O BROWN<br>P/O JEFFERIES<br>P/O SMITH<br>SGT. RATCLIFFE<br>SGT. WESTWOOD | do | 0012 | 0330 | Bombs believed dropped on aiming point, but no results were seen. Had combat with Ju. 88 12 miles N.W. of VENLO on way out. No casualties or damage to own aircraft. No claim of damage to E/A. | |
| | X.3475 | P/O MULLINS<br>F/SGT. STOREY<br>P/O GROVES<br>P/O GORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | do | 0005 | 0355 | Bombs dropped on aiming point, but no results were seen. | |
| 23/24th July, 1942. | WELLINGTON III X.3619 | P/O HAWARD<br>F/SGT. MACDONALD<br>P/O BURTON<br>F/SGT. THURSTON<br>SGT. DOUGLAS | Attack on DUISBURG | 0100 | 0500 | Bombed dropped by means of Navigational Aid. Fires seen developing. | Y 312 |
| | X.3718 | F/L SWEENEY<br>SGT. JOHNSON<br>SGT. ROGERS<br>SGT. QUIBELL<br>SGT. STUFFIN | do | 0101 | 0505 | Bombs dropped by means of Navigational Aid. Glow of fires beneath clouds seen. | |
| | X.3456 | SGT. HANNAFORD<br>SGT. KING<br>SGT. FERRY<br>SGT. ELMSLIE<br>SGT. WARREN | do | 0103 | 0510 | Bombs dropped around aiming point, but no results seen. | |
| | X.3353 | F/SGT. MCDONALD<br>F/SGT. GRIMES<br>SGT. CURD<br>SGT. LOW<br>SGT. PERCHARD | do | 0115 | 0520 | Bombs dropped in vicinity of aiming point, and 3 bursts were seen. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight. | References. |
|---|---|---|---|---|---|---|---|
| 23/24th July, cont: | WELLINGTON III X.3606 | SGT. MCKEEN<br>SGT. BROTHWELL<br>SGT. BROOKS<br>SGT. DONNELLY<br>SGT. RIGGS | Attack on DUISBURG | 0102 | 0506 | Bombs dropped by means of Navigational Aid, but no results seen. | Y 312 |
| | X.3666 | P/O PINK<br>F/SGT. FORD<br>SGT. MCILVEEN<br>SGT. HANNABY<br>SGT. DONELAN | do | 0110 | 0513 | Bombs believed dropped on aiming point, but no results seen. | |
| | X.3346 | SGT. CLYDE-SMITH<br>SGT. WEBSTER<br>F/SGT. MOFFATT<br>SGT. MASON<br>SGT. KEARNS | do | 0106 | 0415 | Bombs believed dropped on DUISBURG, but no results seen. | |
| | X.3794 | P/O GOWAN<br>P/O BROWN<br>SGT. HEWINSON<br>SGT. TALBOT<br>SGT. BROWN | do | 0107 | 0442 | Bombs believed dropped on DUISBURG, but no results seen. | |
| | X.3342 | SGT. HALL<br>SGT. CLARKE<br>SGT. LEVY<br>SGT. MARTIN<br>SGT. MILLER | do | 0108 | 0525 | Bombs dropped in DUISBURG area, but no results seen. | |
| | Z.1577 | P/O BROWN<br>P/O JEFFERIES<br>P/O SMITH<br>SGT. RATCLIFFE<br>SGT. WESTWOOD | do | 0121 | - | Nothing heard of this aircraft after take-off. | |
| | X.3475 | P/O MULLINS<br>P/SGT. STOREY<br>P/O GROVES<br>P/O GORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | do | 0110 | 0520 | Bombs dropped in DUISBURG area, but no results seen. | |
| | X.3424 | SGT. GOALEN<br>SGT. SHANLEY<br>SGT. PATON<br>SGT. LEBANO<br>SGT. WATTS | do | 0108 | 0508 | Bombs dropped on DUISBURG and were seen to burst. | |

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| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 23/24th July, cont: | WELLINGTON III Z.1658 | F/L STUBBS<br>F/SGT. CHAMBERLAIN<br>SGT. BROWN<br>SGT. COLSON<br>P/O MOOREHEAD | Attack on DUISBURG | 0111 | 0410 | Bombs believed droppped on DUISBURG, but no results seen. | Y 312 |
| 25/26th July, 1942. | WELLINGTON III X.3649 | SGT. PATRICK<br>W/O SWINBURNE<br>SGT. HALL G.A.<br>SGT. LUKER<br>SGT. CLARKE | Attack on DUISBURG | 0059 | 0436 | Bombs dropped in town area, and were seen to burst. One very large orange fire seen near aiming point. | Y 3131 |
| | X.3718 | S/L LEDGER<br>F/O BEECH<br>F/O COLEMAN<br>F/SGT. LUIKIN<br>F/SGT. HUNTER | do | 0050 | 0430 | Bombs dropped near aiming point, and bursts were seen reflected against the clouds. | |
| | WELLINGTON III (423) X.3559 | F/O RUNNACLES<br>F/O HALL<br>F/SGT. ROBERTSON<br>F/SGT. NEWTON<br>SGT. HUSHTON | do | 0051 | 0318 | DUISBURG not attacked owing to 10/10 cloud and icing. Furthest point reached was 5410N 0430E. 1 x 4000 lb bomb jettisoned safe in sea at 5224N 0344E from 12000 ft., at 0217 hours. | |
| | X.3456 | SGT. HANNAFORD<br>SGT. KING<br>SGT. FERRY<br>SGT. ELMSLIE<br>SGT. WARREN | do | 0047 | 0420 | Bombs dropped on aiming point, and were seen to burst, fires resulting. | |
| | X.3353 | SGT. HAZELL<br>SGT. MILLER<br>SGT. DYER<br>SGT. TATLEY<br>SGT. WALKER | do | 0052 | 0430 | Bombs believed dropped in DUISBURG area, but no results were seen. Large fire seen reflected against clouds. | |
| | X.3606 | P/O PINK<br>F/SGT. FORD<br>SGT. MCILVEEN<br>SGT. HANNABY<br>SGT. DONELAN | do | 0058 | 0333 | Bombs believed dropped in DUISBURG area and were seen to burst. 3 fires, one particularly large, were seen. | |
| | X.3346 | S/L CLYDE-SMITH<br>SGT. WEBSTER<br>F/SGT. MOFFATT<br>SGT. MASON<br>SGT. KEARNS | do | 0040 | 0350 | Bombs dropped on town area, but no results seen. One large fire seen in town. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
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| 25/26th July, Cont: | WELLINGTON III Z.1658 | F/L STUBBS<br>F/SGT. CHAMBERLAIN<br>SGT. BROWN<br>SGT. COLSON<br>F/O MOORHEAD | Attack on DUISBURG | 0041 | 0356 | Bombs dropped on D.R. in believed DUISBURG area, but no results seen. | Y 313 |
| | X.3794 | F/O COWAN<br>F/O BROWN<br>SGT. HEWINSON<br>SGT. TALBOT<br>SGT. BROWN | do | 0042 | 0420 | Bombs dropped on DUISBURG, but no results seen. One large fire seen on W. bank of River. | |
| | X.3475 | F/O MULLINS<br>F/O GROVES<br>F/O CORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | do | 0035 | 0400 | Bombs dropped on a very large fire in DUISBURG area, and were seen to burst. | |
| | X.3424 | F/O MACKENZIE<br>SGT. BILLINGTON<br>SGT. WERREN<br>SGT. ADAMS<br>SGT. WILLAGY | do | 0030 | 0415 | Bombs dropped on DUISBURG, but no results seen. Combat with unidentified T/E E/A near GELDERN at 0150 hours at 15000 ft. No casualties or damage to own aircraft, and no claim of damage to enemy. | |
| 26/27th July, 1942 | WELLINGTON III (423) BJ. 876 | SGT. HALL<br>SGT. CLARKE<br>SGT. LEVY<br>SGT. MARTIN<br>SGT. MILLER | Attack on HAMBURG | 2307 | 0504 | Bombs dropped on aiming point and was seen to burst with a very large red flash across large fires. | Y 314 |
| | BJ.606 (423) | F/O MACKENZIE<br>SGT. BILLINGTON<br>SGT. WERREN<br>SGT. ADAMS<br>SGT. WILLAGY | do | 2255 | 0530 | Bomb dropped on Old Town, was seen to burst and stir up a large fire in the area. Combat with Me 109 at ITZEHOF at 0130 hours at 11000 ft. No damage or casualties to own aircraft. No claim of damage to enemy. | |
| | WELLINGTON III Z.1658 | F/L STUBBS<br>F/SGT. CHAMBERLAIN<br>SGT. BROWN<br>SGT. COLSON<br>F/O MOORHEAD | do | 2259 | 0459 | Bombs dropped 2 miles W. of aiming point. Large fires with black smoke seen in centre of town. | |
| | X.3475 | F/O MULLINS<br>F/O GROVES<br>F/O CORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | do | 2240 | 0450 | Bombs dropped on aiming point, but no results seen. Large fires seen in Old Town. | |

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| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 26/27th July, Cont: | WELLINGTON III X.3794 | P/O COWAN<br>P/O BROWN<br>SGT. HEWINSON<br>SGT. TALBOT<br>SGT. BROWN | Attack on HAMBURG | 2249 | 0436 | Bombs dropped 2 miles E. of aiming point, but no results v seen. | Y 314 |
| | X.3424 | SGT. GOALEN<br>SGT. SHANLEY<br>SGT. PATON<br>SGT. LEBANO<br>SGT. WATTS | do | 2252 | 0440 | Bombs dropped N. of Old Town and were seen to burst. | |
| | X.3666 | P/O PINK<br>F/SGT. FORD<br>SGT. MCILVEEN<br>SGT. HANNABY<br>SGT. DONELAN | do | 2300 | 0500 | Bombs dropped on aiming point. Seventeen fires counted in HAMBURG area. | |
| | X.3559 (423) | SGT. MCKEEN<br>SGT. BROTHWELL<br>SGT. BROOKS<br>SGT. DONNELLY<br>SGT. RIGGS | do | 2308 | 0444 | Bombs dropped amongst fires on aiming point and were seen to burst. Large fires seen on the run out. | |
| | X.3649 | P/O HAWARD<br>F/SGT. MACDONALD<br>P/O BURTON<br>F/SGT. THURSTON<br>SGT. DOUGLAS | do | 2255 | 0430 | Bombs dropped on Old Town, where widespread fires were seen. | |
| | X.3346 | S/L CLYDE-SMITH<br>SGT. WEBSTER<br>F/SGT. MOFFATT<br>SGT. MASON<br>SGT. KEARNS | do | 2250 | 0439 | Bombs dropped on aiming point but no results seen. | |
| | X.3718 | F/L SWEENEY<br>SGT. JOHNSON<br>SGT. QUIBELL<br>SGT. ROGERS<br>P/O BROWN | do | 2235 | 0420 | Bombs dropped on aiming point and were seen to ignite. 3 large fires seen in vicinity of aiming point. | |
| | X.3456 | SGT. HANNAFORD<br>SGT. KING<br>SGT. FERRY<br>SGT. ELMSLIE<br>SGT. WARREN | do | 2256 | 0033 | HAMBURG not attacked as Rear Turret was u/s. Furthest point reached was 30 miles from CROMER. 4 x 500 G.P. bombs jettisoned safe at this point. 2 x 1000 G.P. bombs brought back. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 26/27th July, Cont: | WELLINGTON III X.3353 | F/SGT. MCDONALD<br>F/SGT. GRIMES<br>SGT. CURD<br>SGT. LOW<br>SGT. PERCHARD | Attack on HAMBURG | 2300 | 2330 | HAMBURG NOT ATTACKED owing to failure of inter-com. Furthest point reached approx. 5 miles from aerodrome. All bombs brought back. | Y 314 |
| 28/29th July, 1942. | WELLINGTON III X.3649 | SGT. PATRICK<br>W/O SWINBURNE<br>SGT. LUKER<br>SGT. HALL G.A.<br>SGT. CLARKE | Attack on HAMBURG | 2239 | 0223 | HAMBURG not attacked owing to 10/10 cloud and severe icing. Furthest point reached was 5425N 0610E. All bombs brought back. | Y 315 |
| | X.3718 | SGT. HAZELL<br>SGT. MILLER<br>SGT. DYER<br>SGT. TATLEY<br>SGT. WALKER | do | 2308 | 0512 | Bombs dropped N. of river, near aiming point, where a fire was already burning. | |
| | BJ.725 | P/O HAWARD<br>F/SGT. MACDONALD<br>P/O BURTON<br>F/SGT. THURSTON<br>SGT. DOUGLAS | do | 2310 | 0210 | HAMBURG not attacked as Rear Turret was u/s. Furthest point reached was 5350N 0340E. All bombs jettisoned at 5323N 0238E at 0100 hours from 2000 ft. | |
| | X.3559 (423) | P/O RUNNACLES<br>P/O HALL J.<br>F/SGT. NEWTON<br>F/SGT. ROBERTSON<br>SGT. RUSHTON | do | 2313 | 0457 | Bomb dropped about 1 mile N. of aiming point and was seen to burst. | |
| | X.3456 | SGT. HANNAFORD<br>SGT. KING<br>SGT. FERRY<br>SGT. ELMSLIE<br>SGT. WARREN | do | 2300 | - | Nothing heard of this aircraft after take-off. | |
| | X.3353 | F/SGT. MCDONALD<br>F/SGT. GRIMES<br>SGT. CURD<br>SGT. LOW<br>SGT. PERCHARD | do | 2249 | 0430 | Bombs dropped just E. of ALSTER, but no results were seen. A terrific explosion seen in HAMBURG on leaving. | |
| | X.3606 | S/L LEDGER<br>P/O BEECH<br>P/O COLEMAN<br>F/SGT. LUDKIN<br>F/SGT. HUNTER | do | 2309 | - | Nothing heard of this aircraft after take-off. | |

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Reference: AIR 27 / 126

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 28/29th July. Cont: | WELLINGTON III X.3341 | S/L CLYDE-SMITH<br>SGT. WEBSTER<br>F/SGT. MOFFATT<br>SGT. MASON<br>SGT. KEARNS | Attack on HAMBURG | 2248 | 0258 | HAMBURG not attacked owing to 10/10 cloud and inability to maintain height. Furthest point reached was 5436N 0716E. All bombs brought back. | Y 315 |
| | Z.1658 | F/L STUBBS<br>F/SGT. CHAMBERLAIN<br>SGT. BROWN<br>SGT. COLSON<br>P/O MOORHEAD | do | 2259 | 0459 | Bombs believed to have dropped 4 miles N. of aiming point. No results seen. 4 fires seen in HAMBURG. | |
| | X.3794 | P/O GOWAN<br>P/O BROWN<br>SGT. HEWINSON<br>SGT. TALBOT<br>SGT. BROWN | do | 2307 | 0518 | Bombs jettisoned in HAMBURG area when aircraft held in searchlights and engaged by heavy flak. No results seen. | |
| | BJ.876 (423) | SGT. HALL<br>SGT. CLARKE<br>SGT. LEVY<br>SGT. MARTIN<br>SGT. MILLER | do | 2316 | 0446 | Bombs believed dropped on the town, and flash of burst seen. Some good fires seen. | |
| | BJ.606 (423) | P/O MACKENZIE<br>SGT. BILLINGTON<br>SGT. WERREN<br>SGT. ADAMS<br>SGT. WILLACY | do | 2315 | 0500 | HAMBURG not attacked as icing caused aircraft to spin, and bomb was jettisoned over ITZEHOF in order to recover. Furthest point reached was ITZEHOF. Had combat with Me. 109 at ITZEHOF at 0130 hours at 15000 ft. No damage or casualties to own aircraft and no claim of damage to enemy aircraft. | |
| | X.3475 | P/O MULLINS<br>P/O COOPER<br>P/O GROVES<br>P/O GORDALL<br>SGT. GURR<br>SGT. HIGHFIELD | do | 2241 | - | Nothinghheard of this aircraft after take-off. | |
| | X.3424 | SGT. GOALEN<br>SGT. SHANLEY<br>SGT. PATON<br>SGT. DICKIE<br>SGT. WATTS | do | 2311 | 0034 | HAMBURG not attacked as Navigational Aid and Loop Aerial were u/s. Furthest point reahhed was 5308N 0200E. All bombs brought back. | |
| 29/30th July, 1942 | WELLINGTON III X.3718 | SGT. HAZELL<br>SGT. MILLER<br>SGT. DYER<br>SGT. TATLEY<br>SGT. WALKER | Attack on SAARBRUCKEN | 2359 | 0433 | Bombs dropped in residential area S.of River, but no results seen. | Y 316 |

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Reference:- AIR 27 / 126

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 29/30th July. Cont: | WELLINGTON III X.3649 | P/O HAWARD<br>F/SGT. MACDONALD<br>F/O BURTON<br>SGT. THURSTON<br>SGT. DOUGLAS | Attack on SAARBRUCKEN | 2355 | 0500 | Not known where bombs dropped, but were seen to ignite. One particularly large red burst of flame seen in SAARBRUCKEN. | Y 316 |
| | X.3559 (423) | P/O RUNNACLES<br>P/O HALL<br>F/SGT. NEWTON<br>F/SGT. ROBERTSON<br>SGT. RUSHTON | do | 0001 | 0439 | Bomb dropped in built-up area and was seen to burst. Large fires seen. | |
| | X.3353 | SGT. MCKEEN<br>SGT. BROTHWELL<br>SGT. BROOKS<br>SGT. DONNELLY<br>P/O GREBBIN | do | 0003 | 0447 | Bombs dropped on aiming point, and were seen to ignite. Several large fires seen burning in various parts of the town. | |
| | X.3424 | SGT. GOALEN<br>SGT. SHANLEY<br>SGT. PATON<br>SGT. LEBANO<br>SGT. WATTS | do | 0005 | 0455 | Bombs dropped just S.E. of aiming point and were seen to ignite. Many large fires, one possibly an oil fire, seen. | |
| 31 July - 1 Aug. 1942. | WELLINGTON III X.3649 | SGT. PATRICK<br>W/O SWINBURNE<br>SGT. HALL<br>SGT. LUKER<br>SGT. CLARKE | Attack on DUSSELDORF | 0037 | 0420 HUNSDON | Bombs believed dropped on DUSSELDORF and were seen to ignite. | Y 317 |
| | X.3666 | F/SGT. MCKEEN<br>SGT. BROTHWELL<br>SGT. BROOKS<br>SGT. DONNELLY<br>SGT. RIGGS | do | 0125 | 0515 HUNSDON | Bombs dropped in DUSSELDORF, but no results seen. Many large fires seen. | |
| | X.3718 | SGT. HAZELL<br>SGT. MILLER<br>SGT. DYER<br>SGT. TATLEY<br>SGT. WALKER | do | 0102 | 0505 at HUNSDON | Bombs dropped N.E. of aiming point, but no results were seen. Many scattered fires seen in the town. | |
| | BJ.878 (423) | P/O PINK<br>F/SGT. FORD<br>SGT. MCILVEEN<br>SGT. HANNABY<br>SGT. DONELAN | do | 0123 | - | Nothing heard of this aircraft after take-off. | |

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(7472) Wt. 24229/1650. 180m. 8/40. P.I. 51-7751.

BY 9 Squadron

FOR THE MONTH OF JULY, 1942.

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 31 July - 1 Aug. Cont: | WELLINGTON III (423) X.3559 | P/O HAWARD<br>F/SGT. MACDONALD<br>P/O BURTON<br>SGT. THURSTON<br>SGT. DOUGLAS | Attack on DUSSELDORF | 0112 | 0520 at HUNSDON | Bomb dropped in centre of town, N. of aiming point and was seen to burst. | Y 317 |
| | X.3353 | F/SGT. MCDONALD<br>F/SGT. GRIMES<br>SGT. CURD<br>SGT. LOW<br>SGT. PERCHARD | do | 0055 | 0522 at HUNSDON | Bombs dropped on Southern side of town. Town was a mass of flames at 0250. | |
| | Z.1658 | F/L STUBBS<br>F/SGT. CHAMBERLAIN<br>SGT. BROWN<br>SGT. COLSON<br>P/O MOORHEAD | do | 0059 | 0500 at HUNSDON | Bombs dropped approximately 2 miles N. of aiming point. Town appeared to be a mass of flames and smoke. | |
| | X.3341 | SGT. HOBBS<br>SGT. CONSTANCE<br>SGT. HULL<br>SGT. KIDD<br>SGT. JONES | do | 0121 | 0538 at HUNSDON | DUSSELDORF not attacked owing to overheating in both engines. Furthest point reached was 10 miles N.W. of DUSSELDORF. All bombs jettisoned alive in sea 10 miles N.W. of NORD BEVERLAND. | |
| | Z.1577 | F/SGT. WHITE<br>P/O SMITH<br>SGT. CROZIER<br>F/SGT. BEATON<br>SGT. HENRY | do | 0053 | 0508 at HUNSDON | Bombs dropped in DUSSELDORF and were seen to ignite. Whole area was ablaze. | |
| | BM.876 (423) | SGT. HALL<br>SGT. CLARKE<br>SGT. LEVY<br>SGT. MARTIN<br>SGT. MILLER | do | 0116 | - | Nothing heard of this aircraft after take-off. | |
| | BJ.606 (423) | F/O MACKENZIE<br>SGT. BILLINGTON<br>SGT. WERREN<br>SGT. ADAMS<br>SGT. WILLACY | do | 0114<br>0957 | 0439 at HUNSDON | Bomb believed dropped on aiming point and was seen to burst. Numerous fires seen in town. | |
| | | P/O COWAN<br>P/O BROWN<br>SGT. HEWINSON<br>SGT. TALBOT<br>SGT. BROWN | do | 0957 | 0430 at HUNSDON | Bombs dropped in DUSSELDORF area. Very many fires seen. Generally appeared to have been a good show. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 31 July/ 1 Aug. cont: | WELLINGTON III X.3424 | SGT. GOALEN<br>SGT. SHANLEY<br>SGT. PATON<br>SGT. LEBANO<br>SGT. WATTS | Attack on DUSSELDORF | 0058 | 0451 at HUNSDON | Bombs dropped in the town between the River and Marshalling Yards and were seen to ignite. Fires and smoke seen over whole town. | Y 317 |

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

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# OPERATIONS RECORD BOOK

Page No.....

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

of (Unit or Formation) No. 9 Squadron

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | 1942. | | | |
| HONINGTON. | 1/8. | | Weather: Fog becoming fair later. Several aircraft returned from HUNSDEN, where they had been diverted on returning from operations of the previous night. Two aircraft flew to WIGSLEY in connection with the projected movement of the Squadron, to deliver crews. | |
| | 2/8. | | Weather: Cloudy with intermittent rain becoming continuous. Four crews were briefed for operations, but these were cancelled. There were several N.F.T.S. and a flight to WIGSLEY and return. | |
| | 3/8 | | Weather: Cloudy with occasional showers persisting throughout the day. There were three crews briefed for operations, but these were cancelled later in the day. There was navigational training undertaken in one aircraft. Several N.F.T.'s took place, one aircraft flew to WADDINGTON and return, and another to MARHAM and return. | |
| | 4/8. | | Weather: Cloudy with frequent heavy showers during afternoon persisting during the night. There were no operations and no flying took place. Preparations for the Squadron movement to WADDINGTON proceeded. | |
| | 5/8. | | There was no flying on this day. The advance party proceeded to WADDINGTON. | |
| | 6/8. | | No flying. Final preparations were made for moving to WADDINGTON. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| HONINGTON. | 7/8. | | The main party of No. 9 Squadron moved by road andrail to R.A.F. Station, WADDINGTON. | |

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

Previous Forms 540 not numbered.

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# OPERATIONS RECORD BOOK

Page No. 1

of (Unit or Formation) No. 9 Squadron.

No. of pages used for ~~Day~~ MONTH 3

| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 8/8. | | There was no flying, but an intensive training programme was commenced, including lectures for ground and air personnel to familiarise them with the Lancaster aircraft. | |
| | 9/8 | | Flying commenced for conversion of pilots to Lancaster aircraft. In the transition stage, they first flew in Manchester aircraft. Training of Air Bombers in the use of the Automatic Bombsight commenced with lectures, followed by practice in the Bombing Teacher. Similar training began for the Air Gunners in the Spotlight Trainer, for Flight Engineers in the Link Trainer, Navigators on the D.R. Compass, etc. | |
| | 10/8. | | Two aircraft flew in 9 Squadron Conversion Flight training pilots. Ground training proceeded, including a special lecture to aircrews to be given each morning to "A" and "B" Flights alternately, by technical experts on the Lancaster aircraft. | |
| | 11/8. | | Six flights were made in the conversion of pilots. Ground instruction continued. | |
| | 12/8. | | Eleven flights were made in conversion flight, training pilots in dual and circuits and landings. | |
| | 13/8. | | One aircraft flew to Honington and return. There were nine flights by aircraft in conversion flight. Ground training continued for aircrews and maintenance personnel. | |
| | 14/8 | | Squadron pilots continued their conversion, including familiarisation and circuits and landings. Synthetic ground training with lectures and practice continued. | 1 |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 15/8. | | There were ten conversion flight aircraft airborne. A night flying programme was cancelled due to unserviceability of aircraft. | |
| | 16/8. | | Eight aircraft flights were logged in day conversion of pilots and three night flying exercises were carried out. Training proceeded on the ground. | |
| | 17/8. | | Weather: mainly fair or fine. There were nine flights of Squadron pilots converting to Lancaster aircraft. A general training programme was carried on. | |
| | 18/8. | | Weather: Mainly fair or fine. Flying in conversion flight continued with 7 day exercises and 1 night carried out. | |
| | 19/8. | | One aircraft returned from Scampton after night flying the previous evening. Five aircraft continued the training and a Manchester carried out a practice bombing detail. Ground instruction continued. | |
| | 20/8. | | Five practice bombing details were accomplished in Manchesters. About a dozen flights were made by conversion flight. Night flying was carried out. | |
| | 21/8. | | One aircraft flew on a practice bombing detail, others were engaged in circuits and landings, two and three engined ~~landin~~ flying and stalling, and in familiarisation. Two aircraft were night flying. | |
| | 22/8. | | Weather: Mainly cloudy with occasional slight rain. Flights were made to Digsley and Coningsby. One aircraft was engaged in practice flying on stalling and two and three engined flights on Lancasters. Six flights (C & L) were made, one bombing detail was accomplished and another aircraft flew to Swinderby for night dual. Ground training proceeded. | |

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Previous Forms 540 not numbered.

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

R.A.F. Form 540

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# OPERATIONS RECORD BOOK

Page No. 3

of (Unit or Formation) No. 9 Squadron

No. of pages used for MONTH 3

| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 23/8. | | Two aircraft flew on cross-country, 1 on air firing practice, 1 on air test and general conversion. | |
| | 24/8. | | One aircraft was engaged in practice bombing, A pilot soloed on Lancasters, there was a cross-country flight and three exercises on circuits and landings. | |
| | 25/8. | | Conversion of pilots to Lancasters continued. There was one solo circuits and landings. | |
| | 26/8. | | There was some two or three engined stalling practice, a cross-country and five night conversion flying exercises. | |
| | 27/8. | | Weather: fair or fine with thick mist at first, and hazy during day. There were some "night overshoots" practised and one night cross-country carried out as ordered. Training on the ground proceeded. | |
| | 28/8. | | Weather: Generally misty at first, becoming fine in afternoon returning misty towards end of period. There were two day cross-country flights, a bombing detail, night flying and familiarisation and dual flights in Lancasters. | |
| | 29/8. | | A bombing exercise was completed, one cross-country and some dual in conversion flight. | |
| | 30/8. | | There was no flying on this day due to weather, but lectures and other training programmes were resorted to. | |
| | 31/8. | | There were two bombing details. An aircraft flew to Honington and return. Dual, circuits and landings and night flying proceeded in conversion flight. | |

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Page No.

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | | | | |

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Officer Commanding
No. 9 Squadron,
Royal Air Force

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# OPERATIONS RECORD BOOK

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of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for MONTH 6

SECRET.

| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 1/9. | | Weather: mainly cloudy with occasional slight rain. A general training programme continued on the Squadron. Three crews flew on cross-countries combined with a consumption test. One aircraft was engaged in practice bombing, and there were day and night "circuits and landings" for pilots converting to Lancasters. | |
| | 2/9. | | There were six training flights in 9 Conversion Flight. Training continued on the ground. | |
| | 3/9. | | One aircraft flew during the day and five flights were made by conversion flight, at night. | |
| | 4/9. | | Three aircraft flew on cross countries, one on a combined bombing and air firing exercise (air to air) and there were two flights at night. | |
| | 5/9. | | During the day, training continued with aircraft on air test, circuits and landings, practice bombing. At Night, pilots continued training in circuits and landings, dual, etc. and two flights were made for night bombing practice for Air Gunners. | |
| | 6/9. | | One cross-country flight was made, and several aircraft flew at night, including two on practice bombing. | |
| | 7/9. | | Three cross-countries were carried out, two bombing details were completed. Two aircraft flew to CHIPPING WARDEN and return. | |
| | 8/9. | | One crew flew on a cross-country. An aircraft was engaged in air firing practice. Three aircraft flew to SCAMPTON for night flying. | 1 |
| | 9/9. | | A cross-country flight was carried out. Several crews tested their aircraft for possible operations. One aircraft was employed at night bombing practice. | 2 |

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SECRET.

| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 10/9. | | The following crews were briefed for operations on DUSSELDORF:- | |
| | | | P/O. HAWARD. Aircraft "M". F/L. STUBBS. Aircraft "U". P/O. COWAN. Aircraft "V". | |
| | | " | W/C. SOUTHWELL. Aircraft "Y". S/L. CLYDE-SMITH. Aircraft "Z". | |
| | | | P/O. HAWARD did not take off due to inter-com. trouble, but the remaining four took off. This was the Squadron's first operation in Lancasters with 5 Group, and involved splendid effort on the part of the ground crews to get the aircraft ready and bombed up in time. The target was attacked by all four aircraft, and W/C. SOUTHWELL and S/L. CLYDE-SMITH both obtained photographs, plotted within three miles of the centre of the town. All of our aircraft returned safely, and no damage was sustained except for flak holes in "U" and "Z". | |
| | 11/9. | | Five crews were briefed for operations, but these were cancelled at an early hour due to weather (haze). One crew flew on a cross-country. | |
| | 12/9. | | There were no operations. One crew flew on a cross-country (and consumption test) of eight hours duration. | |
| | 13/9. | | Seven crews were briefed for operations on BREMEN: S/L. FRY. Aircraft "D"; F/O. MACKENZIE. Aircraft "R"; F/L. STUBBS, DFM. Aircraft "U"; F/L. SWEENEY, DFC. Aircraft "B". P/O. COWAN. Aircraft "V"; S/L. CLYDE-SMITH, DFC. Aircraft "Z"; SGT. PATRICK. Aircraft "O". | |
| | | | Except for Sgt. PATRICK, who was unable to get away, all the aircraft took off to attack the town. In the target area, very hazy conditions were encountered. Most of the crews bombed on the river, but positive identification was difficult. Four photographs were obtained. | |
| | | | F/L. STUBBS and F/L. SWEENEY were unfortunate, in that the E.M. release unit did not operate, so that their photoflashes "hung up". The former remained in the target area, under heavy opposition, for half an hour, but was unable to bring back a photograph. All of our aircraft returned safely. | |

"9305. Wt. 51579—3544 1163M 3/42 T.S. 700

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# OPERATIONS RECORD BOOK

of (Unit or Formation) NO. 9 SQUADRON.



No. of pages used for MONTH 6

SECRET.

| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 14/9. | | Eleven crews were briefed for operations on WILHELMSHAVEN:- | |
| | | | F/L. SWEENEY, DFC. Aircraft "B"; SGT. PATRICK. Aircraft "D"; F/L. STUBBS,DFM. Aircraft "R"; | |
| | | | P/O. COWAN. Aircraft "V"; W/C. SOUTHWELL. Aircraft "Z"; F/O. MACKENZIE. Aircraft "P"; | |
| | | | SGT. HOBBS. Aircraft "O"; P/O. RUNNACLES. Aircraft "Y"; P/O. HAWARD. Aircraft "S". | |
| | | | F/SGT. McDONALD. Aircraft "K". P/O. McKEEN. Aircraft "M". | |
| | | | Of the original crews, only the first five above were able to carry out the attack. Aircraft | |
| | | | "R" became u/s, also "O" and "M". Other troubles were magnetos, oil leaks and u/s turrets. | |
| | | | The remaining aircraft attacked the target in reasonably good conditions, although | |
| | | | considerable haze was encountered. As to results, W/Cdr. SOUTHWELL and crew clearly identified | |
| | | | the target, and bombed as ordered, but had the disappointment of not bringing back a | |
| | | | photograph due to failure of the photoflash to release. | |
| | | | Of the remaining crews, P/O. COWAN brought back a photograph showing the inner harbour of | |
| | | | WILHEMLSHAVEN, just 1½ miles from the aiming point. Two others obtained photographs as well. | |
| | | | All of our aircraft returned to base. | |
| | 15/9. | | Having operated on the two previous nights, the Squadron "stood down"; but local flying | |
| | | | practice and ground training proceeded. There was one cross-country flight. | |
| | 16/9. | | Thirteen crews were briefed for operations on the KRUPP'S works at ESSEN:- | |
| | | | S/L. FRY. Aircraft "D"; SGT. PATRICK. Aircraft "G". F/SGT. McDONALD. Aircraft "K". | |
| | | | P/O. McKEEN. Aircraft "M". SGT. GOALEN. Aircraft "O". P/O. HAWARD. Aircraft (44 Sqdn) "C"; | |
| | | | F/L. SWEENEY,DFC. Aircraft (44 Sqdn) "W". P/O. MUSSELWHITE. Aircraft "S"; SGT. HOBBS. Aircraft | |
| | | | "T"; P/O. COWAN. Aircraft "V"; P/O. RUNNACLES. Aircraft "Y"; S/L. CLYDE-SMITH,DFC. Aircraft "Z". | |
| | | | F/L..STUBBS, DFM. Aircraft "R". | |
| | | | F/Sgt. McDONALD did not get off the ground; but a dozen aircraft set course for the target. | |
| | | | "V" (P/O. COWAN) turned back with a u/s rear turret; and "R" (F/L,STUBBS) developed trouble | |
| | | | with the fuel system, with engines cutting, so that he had to jettison his bombs in the Wash | |
| | | | and return to base. | |



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Reference:- AIR 27 / 126

SECRET

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 16/9 (contd) | | Altogether, this was the Squadron's most successful operation thus far, in Lancasters. P/O. RUNNACLES actually brought back a photograph showing the corner of Krupp's Works, and P/O. McKEEN was only 1,000 yards further away. Another photograph ("Z") was less than four miles away. But these successes were not without cost; and two crews, P/O. MUSSELWHITE and Sgt. HOBBS, are missing. P/O. DOWDELL operating from WIGSLEY, was also lost. | |
| | 17/9. | | There were no operations; but one crew flew on a cross-country. | |
| | 18/9. | | Aircraft were engaged in air firing, bombing practice and fighter affiliation. There were no operations. | |
| | 19/9. | | Ten crews were briefed for operations on MUNICH (the Nazi shrine). The aiming point was, very appropriately, the Beer Cellar.<br>S/L. CLYDE-SMITH, DFC. Aircraft "Z". F/L. STUBBS, DFM. Aircraft "V"; SGT. GOALEN. Aircraft "O"; F/SGT. STOREY. Aircraft "N"; P/O. HAWARD. Aircraft "A". S/L. FRY. Aircraft "D". Sgt. PATRICK. Aircraft "G"; F/L. SWEENEY, DFC. Aircraft "K"; P/O. McKEEN. Aircraft "M"; W/Cdr. SOUTHWELL. Aircraft "Y".<br>All the crews took off except Sgt. GOALEN in "O". Navigation seemed to be of a high order, for everyone returning had located the target and dropped their bombs. Most of the crews reported a very large, reddish explosion; and five brought back photographs of the town. Two of the crews reported interceptions by night fighters. F/L. STUBBS and F/L. SWEENEY's aircraft were both attacked by JU.88's. "V" was attacked from the rear, but the rear and mid-upper gunners each got in a burst and the fighter finally broke off the combat. In the case of "K", the JU.88 turned in from the beam and all three turrets were engaged, as attacks were renewed. Neither of the combats was decisive, "V" sustaining slight damage and both the night fighters probably damaged. P/O. HAWARD and his crew are missing. | |
| | 20/9. | | There were no operations. One aircraft was engaged in fighter affiliation. | |

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# OPERATIONS RECORD BOOK

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of (Unit or Formation) NO. 9 SQUADRON.

month No. of pages used for ~~this~~ 6

SECRET.

| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON | 21/9. | | Four crews were briefed for mine-laying operations, but these were cancelled at a later hour. | |
| | 22/9. | | There were no operations, but some local flying, including air firing practice, was carried out. | |
| | 23/9. | | The following crews were briefed for operations on WISMAR:- F/L. SWEENEY, DFC. Aircraft "K"; SGT. HAZELL. Aircraft "N"; Sgt. PATRICK. Aircraft "G"; P/O. RUNNACLES. Aircraft "Y"; P/O. McKEEN. Aircraft "M"; W/Cdr. SOUTHWELL. Aircraft "V"; S/L. CLYDE-SMITH. Aircraft "Z"; F/L. STUBBS, DFM. Aircraft "X"; F/O. MACKENZIE. Aircraft "R"; F/SGT. WHITE. Aircraft "P"; F/SGT. STOREY. Aircraft "V". Ten crews took off, Sgt. HAZELL being the only exception. Due to weather conditions, it became necessary for the crews to fly out at a low height. Thunder storms were encountered, especially over the NORTH SEA, and continuous lightning flashes were seen. DENMARK was crossed at almost roof top height in bright moonlight. Towards the target the weather became progressively worse. Orders were to attack the targets at low level if the area was not clear. The cloud was down to below 2,000 feet, with rain, as the German coast was reached. "X", "Y" and "Z" were detailed to attack the Dornier factory, N.E. of the town, the remainder to attack the seaport itself. The height of attack varied from 50 feet up to 2,000 feet; but most of the crews were confident they had located their target, and one crew reported debris from buildings seen in the air. During the bombing run, searchlights and flak positions were shot up by the gunners. No photography could be attempted due to the low height at which the bombs were aimed. On the return journey many crews experienced violent discharges of static electricity from low storm clouds, which resembled flak bursting close to the aircraft. Two crews, P/O. McKEEN and F/SGT. WHITE, are missing. | |
| | 24/9. | | There was no flying, but a general training programme was carried out. | |
| | 25/9. | | One aircraft flew on a weather test. Other crews were engaged in low-level bombing, low flying | |



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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 25/9 (contd) | | practice and fighter affiliation. | |
| | 26/9. | | There were no operations, but crews flew on navigational training, fighter affiliation and N.F.T's. | |
| | 27/9. | | One aircraft was engaged in high-level bombing. Crews flew on navigation practice. | |
| | 28/9. | | There was no flying, but ground training proceeded. | |
| | 29/9. | | The following crews were briefed for mine-laying operations:- S/L. CLYDE-SMITH, DFC. Aircraft "R"; P/O. COWAN. Aircraft "V"; F/SGT. STOREY. Aircraft "U"; SGT. GOALEN. Aircraft "W"; F/L. SWEENEY, DFC. Aircraft "J"; SGT. PATRICK. Aircraft "G"; P/O. RUNNACLES. Aircraft "Y". The crews were allotted different areas in the Baltic in which to plant their "vegetables". All of the aircraft took off. As the mining area was approached, very adverse weather conditions were encountered. F/SGT. STOREY in endeavouring to locate his pin-point, flew over what is thought to have been SWINEMUNDE. He encountered intense light and heavy flak, co-operating with searchlights. Failing to locate his objective, he was obliged to bring his "vegetables" back to base. P/O. COWAN located his pin-point, but was interrupted during his run, by light flak, having been picked up by searchlights. He planted his load as ordered. SGT. PATRICK was forced to drop his mines in an alternative area, when his port outer oil-pressure dropped off, and it became necessary to feather the engine. This was subsequently found to be due to a rifle-calibre bullet, presumably fired from the ground en route, which had smashed into the engine. The other three crews planted their loads in alternative areas, since low cloud made identification of their pin-points impossible. They were diverted to MARHAM on return, due to bad visibility at base. SGT. GOALEN and his crew are missing. | |
| | 30/9. | | Crews stood-to for operations, but these were subsequently cancelled. One aircraft flew on a practice bombing exercise. | |

W/Cdr.
Officer Commanding

*9305. Wt. 51579—3544 116M 3/42 T.S. 700

DETAIL OF WORK CARRIED OUT

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By NO. 9 SQUADRON.

SECRET

Page No. 10

(*9511) Wt. 9256—56 60,000 5/42 T.S. 700

For the Month of SEPTEMBER, 1942.

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 10/9/42. | LANCASTER I | W/C.J.M.SOUTHWELL. | | 2130 | 0140 | Target attacked - believed DUSSELDORF area. 2313 hours. | |
| | W.4159. | P/O. B.JOHNSON. | | | | 11,000 feet. Bombed concentration of fire - 4,000-lb. bomb | |
| | | SGT. D.ROGERS. | | | | seen. Large concentration of fire but many scattered fires, | |
| | | SGT. R.DICKIE. | | | | particularly to the West. 26 x 30-lb incendiaries hung up. | |
| | | SGT. E.QUIBELL. | | | | Pilot states "Aircraft becoming temporarily u/s owing to oil | |
| | | SGT. H.G.STUFFIN. | | | | leak which interfered with bombing up and unable to put on | |
| | | SGT. P. FALKINGHAM. | | | | full load of incendiaries. | |
| | LANCASTER I. | P/O. J.COWAN. | | 2115. | 0115. | Primary target attacked. 2247 hrs. 16,000 feet. Bend in | |
| | W.4152. | SGT. C.H.DOSWELL. | | | | river shown by light of flares. T.R. confirmed. Built up | |
| | | P/O. L.J.BROWN. | | | | area and fires in sights. Bombs seen to burst North of | |
| | | SGT. J.H.HEWINSON. | | | | aiming point. Many fires seen in whole area, approx. 6 big | |
| | | SGT. J.A.TALBOT. | | | | ones. Nickels dropped over target area, | |
| | | SGT. J.LEES. | | | | | |
| | | SGT. R.W. BROWN. | | | | | |
| | LANCASTER I | S/L. D.CLYDE-SMITH. | | 2140. | 0115. | Primary target attacked. 2235 hrs. 12,500 ft. Identified | |
| | W.4133. | F/SGT.F.WEBSTER. | | | | by bend in river and flares. Point slightly North of | |
| | | SGT. S.J.MANCEKIVELL. | | | | aiming point in sights. No burst seen identified as own, | |
| | | P/O. J.A.W.MOFFAT. | | | | owing to searchlights, Scattered fires in town appeared to | |
| | | SGT. D.MASON. | | | | be getting underway. Nickels dropped. | |
| | | SGT. R.V.PLEASANCE. | | | | | |
| | | SGT. W.R.KEARNS. | | | | | |
| | LANCASTER I. | F/L. R.N.STUBBS. | | 2115. | 0130. | Primary target attacked. 2301 hrs. 14, 000 ft. Large pall | |
| | W.4122. | SGT. T.J.PARRINGTON. | | | | of smoke over target. Target identified from bends in river. | |
| | | F/SGT. K.CHAMBERLAIN. | | | | Burst not definitely seen. Large mass of fires in semi-circle | |
| | | SGT. M.H.BROWN. | | | | the majority of which was to East of river. Fires were too | |
| | | SGT. W.COLSON. | | | | numerous to count. Nickels dropped. Pilot states "a very | |
| | | SGT. H.J.GALLOWAY. | | | | satisfactory trip. The yellowish red flames in a blob shape | |
| | | P/O. B.MOORHEAD. | | | | were seen at this time from presumably large incendiary bombs. | |
| | | | | | | Aircraft hit in bomb doors by flak. | |

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Reference:- AIR 27 / 126

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 13/9/42. | LANCASTER I. | S/L. D.CLYDE SMITH. | | 2310. | 0510. | Primary target attacked. 0126 hrs. 13,000 feet. Target in | |
| | W.4133. | SGT. S.J.NANCEKIVELL. | | | | sights - bursts not observed. Town seen burning on approch. | |
| | | F/SGT. F.WEBSTER. | | | | results of own bombing not observed. | |
| | | P/O. J.A.W.MOFFAT. | | | | | |
| | | SGT. R.V.PLEASANCE. | | | | | |
| | | SGT. D.MASON. | | | | | |
| | | SGT. W.R.KEARNS. | | | | | |
| | LANCASTER I | F/L. R.N.STUBBS. | | 2300. | 0400. | Target attacked. Town of BREMEN.0124 hrs. 13,000 ft. Identified | |
| | W.4122 | SGT. T.J.PARRINGTON. | | | | Wesre and lake NE. of town. River and town in sights, bombs | |
| | | F/SGT. K.CHAMBERLAIN. | | | | believed to have fallen in South of town on East side of river. | |
| | | SGT. M.H.BROWN. | | | | Bursts not seen. 250 lb. inc. "blob" thought to be very effective. | |
| | | SGT. W.COLSON. | | | | One large fire SW. of town, also a number of fires seen in | |
| | | SGT. H.J.GALLOWAY. | | | | Belmenhorst, with much flak and searchlights. Nickels dropped. | |
| | | P/O. B.MOORHEAD. | | | | Pilot stated "Uneventful trip - vis. poor." | |
| | LANCASTER I | P/O. J.COWAN. | | 2300. | 0430. | Target attacked - town of BREMEN. 0120 hrs. Height 15,000 ft. | |
| | W.4157. | SGT. C.H.DOSWELL. | | | | Docks and a few glimpses of the river and fires seen. Burst | |
| | | P/O. L.J.BROWN. | | | | not definitely seen. Aimed bombs to fall near fire in what was | |
| | | SGT. BOUGHTWOOD. | | | | judged to be BREMEN town from previous glimpses of river. Only | |
| | | SGT. J.H.HEWINSON. | | | | 3 or 4 small fires or incendiaries burning but large explosion | |
| | | SGT. J.A.TALBOT. | | | | and increase in fires as aircraft left. A few flares seen, | |
| | | SGT. R.W.BROWN. | | | | mostly SE of BREMEN. | |
| | LANCASTER I. | F/O. K.A.MACKENZIE. | | 2305. | 0405. | Target attacked - Town of BREMEN. 0128 hrs. height 14,000 ft. | |
| | R.5916. | SGT. HALL. | | | | heading 190°. Bombs - 1x4,000 HC. and 96x30 lbs. incend. | |
| | | SGT. A.BILLINGTON. | | | | estimated to have dropped ½ mile west of aiming point. Bursts | |
| | | SGT. K.T.ADAMS. | | | | not seen owing to S/L.glare. A number of flares were seen over | |
| | | SGT. R.WERREN. | | | | the target but no large fires. A number of incend. fires | |
| | | SGT. D.J.WICKS. | | | | scattered over town and fires increasing as aircraft left. | |
| | | SGT. H.WILLACY. | | | | There was some bombing and flak activity at Delmanhorst. | |
| | | | | | | Nickels dropped over Bremen. Pilot's remarks : Nothing to report. | |

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DETAIL OF WORK CARRIED OUT
NO. 9 SQUADRON.
BY .....

**SECRET**

PAGE NO. 12

FOR THE MONTH OF SEPTEMBER, 1942.

(*9522) Wt. 9256—36 60,000 5/42 T.S. 700

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES |
|---|---|---|---|---|---|---|---|
| 13/9/42 | LANCASTER I | S/L. G.S.FRY. | | 2315. | 0445. | Target attacked - town of BREMEN. 0135 hrs. 14,000 ft. ETA | |
| (contd) | W.4155. | W/O. J.WILLAN. | | | | confirmed by flak and searchlights. Built up area in sights. | |
| | | F/SGT. C.PERKINS. | | | | Bomb not seen to burst and could not be pinpointed. Four | |
| | | SGT. A.RITCHIE. | | | | 4000 lb. bombs seen to burst in town to South of river and a | |
| | | SGT. T.PULLMAN. | | | | few scattered fires. Nickels dropped. Pilot states "Nothing | |
| | | SGT. R.CLARKSON. | | | | particular to report. Haze made identification of target very | |
| | | SGT. W.HALL. | | | | difficult. | |
| | LANCASTER I | F/L. G.SWEENEY. | | 2305. | 0430. | Primary target attacked. 0129 hrs. 14,000 ft. Aid of flares and | |
| | R.5907. | P/O. B.JOHNSON. | | | | built up area seen and bend in river clearly identified. Target | |
| | | SGT. R.DICKIE. | | | | area in sights and bombs believed fell in town on NE. side of | |
| | | SGT. P.FALKINGHAM. | | | | river. No fires seen. Pilot states "A quiet trip. Flares were | |
| | | SGT. D.ROGERS. | | | | dropped at correct time. Opened at approx. 2,000 ft. and | |
| | | SGT. H.G.STUFFIN. | | | | estimated P.F.F. did a good job." | |
| | | SGT. E.QUIBELL. | | | | | |
| 14/9/42. | LANCASTER I | F/L. G.SWEENEY. | | 2030. | 0020. | WILHELMSHAVEN attacked at 2216 hrs. 12,000 ft. 300° M. T.R. | |
| | W.4182. | P/O. B.JOHNSON. | | | | faded before 06.00 E. Identified WILHELMSHAVEN BAY. Bombed | |
| | | SGT. H.G.STUFFIN. | | | | good real fire which stood out from dummies. Bombs fell in built-up area. Own 4000 lb. burst seen. After bombing saw | |
| | | SGT. P.FALKINGHAM. | | | | pinkish orange explosion. Bombing generally very scattered. Very large hole in undercarriage door, port side. Centre | |
| | | SGT. D.ROGERS. | | | | port petrol tank punctured. Undercarriage came down and locked, | |
| | | SGT. E.QUIBELL. | | | | so proceeded to land in ordinaryway, but undercarriage | |
| | | SGT. R.DICKIE. | | | | collapsed, aircraft swung to Port and crashed. | |
| | LANCASTER I. | SGT. B.E.PATRICK. | | 2030. | 0155. | Town of WILHELMLSHAVEN attacked at 2216 hrs. 16,000 ft. 124°M. | |
| | W.4155. | SGT. B.A.GOTTWALTZ. | | | | 1x4000 lb. HC. and 60x30 lb. inc. Large bomb seen to explode in centre of fires burning in town. Several moderate fires | |
| | | W/O. W.SWINBURNE. | | | | scattered over the town and dock area. At about 2220 a | 1 |
| | | SGT. D LUKER. | | | | terrific explosion seen in the town. Pilots remarks "Flares | |
| | | SGT. W.R.HALL. | | | | dropped were widely separated. Flak not intense. Three | |
| | | SGT. A.G.CLARKE. | | | | searchlights working singly - ineffective (West of target). | |
| | | SGT. C.G.ERASMUS. | | | | Very hazy - no cloud. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 14/9/42 | LANCASTER I | F/L. R.N.STUBBS. | | 2015. | 0145. | WILHELMSHAVEN attacked at 2212 hrs. 13,000 ft. 150°. Coast line and river seen - town not seen. Early P.F.F. flares inaccurate - later (2215) bettered. Town not in sights - burst not seen. One or two fires in town. Bombing very scattered. No remarks by pilot. Bomb load - 1x4000 HC and 900 x 4lb. incends. | |
| (contd) | W.4122. | SGT. K.CHAMBERLAIN. | | | | | |
| | | SGT. T.J.PARRINGTON. | | | | | |
| | | SGT. W.COLSON. | | | | | |
| | | SGT. H.J.GALLOWAY. | | | | | |
| | | SGT. M.H.BROWN. | | | | | |
| | | P/O. B.MOORHEAD. | | | | | |
| | LANCASTER I | P/O. J.COWAN. | | 2020½ | 0135. | WILHELMSHAVEN attacked at 2222 hrs. 15,500mft. 140° M. 1x 4000 HC. and 900 x 4lb. incends. WILHELMSHAVEN BAY seen, also low buildings believed in dock area in light of P.F.F. flares - one lot were good, but others inaccurate. Town in sights. Burst of 4000-lb. bomb believed seen. Very big explosion followed by black smoke. | |
| | W.4157½ | SGT. C.H.DOSWELL. | | | | | |
| | | SGT. J.H.HEWINSON. | | | | | |
| | | P/O. L.J.BROWN. | | | | | |
| | | SGT. J.A.TALBOT. | | | | | |
| | | SGT. J.LEES. | | | | | |
| | | SGT. R.W.BROWN. | | | | | |
| | LANCASTER I | W/C. J.M.SOUTHWELL. | | 2030. | 0105. | WILHELMSHAVEN attacked at 2222 hrs. 13,500 ft. 090°M. 1x4000 HC. and 80x30-lb. incends. Town was in sights and bombs believed to have fallen between Railway Junction and BAUHAFEN. Docks and Railway junction clearly seen. Scattered fires, but some consentration. Fires beginning to get grip after slow start. Photo flash failed to drop. Pilot's remarks, "Satisfactory trip." | |
| | W.4133. | SGT. S.J.NANCEKIVELL. | | | | | |
| | | P/O. J.A.W.MOFFAT. | | | | | |
| | | F/SGT. F.WEBSTER. | | | | | |
| | | SGT. R.V.PLEASANCE. | | | | | |
| | | SGT. D.MASON. | | | | | |
| | | SGT. W.R.KEARNS. | | | | | |
| 16/9/42. | LANCASTER I | S/L. D.CLYDE-SMITH. | | 1955. | 0210. | Target attacked - estimated town of ESSEN. 2214 hrs. 14,000 ft. 1x4000 lb. HC and 96 x 30 lb. inc. Position of town estimated from canal to North and River to South. Built up area and factory buildings in sight. Bomb not seen to explode. Two or three small fires on arrival, growing to intensity asaircraft left. Pilot states "Fairly satisfactory as target was not actually observed owing to haze." | |
| | W.4133. | SGT. S.J.NANCEKIVELL. | | | | | |
| | | F/SGT. F.WEBSTER. | | | | | |
| | | SGT. D.MASON. | | | | | |
| | | P/O. J.A.W.MOFFAT. | | | | | |
| | | SGT. R.V.PLEASANCE. SGT. W.R.KEARNS. | | | | | |

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(*9511) Wt. 9356—36 60,000 5/42 T.S. 700

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 16/9/42 (contd) | LANCASTER I W.4157. | P/O. J.COWAN.<br>SGT. C.H.DOSWELL.<br>P/O. L.J.BROWN.<br>SGT. J.H.HEWINSON.<br>SGT. J.LEES.<br>SGT. J.A.TALBOT.<br>SGT. R.W. [redacted] BROWN. | | 2000. | 2255. | No target attacked. Rear gunner's turret guns would not elevate or depress. Rear gunner's oxygen tube torn in endeavour to fix guns. 1x4000 lb. HC. jettisoned safe at 52.58.N. 03.15 E at 2135 hrs. 1080x4lb. inc. brought back to base. | |
| | LANCASTER I W.4158. | SGT. L.W.GOALEN.<br>SGT. WILLIS.<br>SG[illegible]. D.SHANLEY.<br>SGT. BOUGHTWOOD.<br>SGT. E.PATON.<br>SGT. V.LEBANO.<br>SGT. J.E.WATTS. | | 2000. | 0110. | Primary target attacked. 2212 hrs. 13,000 ft.Target identified from docks of DUSIBERG and canals and Rhine. Also flares which were fairly well concentrated. Target in sights and bombs seen to burst but not pinpointed. At this time very few fires but these were increasing as aircraft left target and glow could be seen for considerable distance. Nickels dropped. Pilot states "A successful trip as far as this aircraft was concerned. P.F.F. flares considered 5 & 8 minutes late. | |
| | LANCASTER I W.4186 | P/O. L.J.MUSSELWHITE.<br>SGT. J.HALL.<br>SGT. W.HUNT.<br>SGT. W.O.SNOW.<br>SGT. R.S.MORTON.<br>SGT. S.V.MILES.<br>SGT. M.E.BEUCHLER. | | ? | ? | Aircraft failed to return. | |
| | LANCASTER I. | SGT. K.HOBBS.<br>SGT. G.DENNISON.<br>SGT. D.W.CONSTANCE.<br>SGT. T.H.KIDD.<br>SGT. M.HULL.<br>SGT. D.O.R.DAWSON.<br>SGT. A.H.JONES. | | ? | ? | Aircraft failed to return. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight: | References. |
|---|---|---|---|---|---|---|---|
| 16/9/42. | LANCASTER I | F/L. R.M.STUBBS. | | 2000. | 2100. | | |
| | R.5196. | SGT. T.J.PARRINGTON. | | | | No target attacked. All four engines cut on inner tanks. | |
| | | F/SGT. K.CHAMBERLAIN. | | | | Engines cut two at a time, first starboard and then port. | |
| | | SGT. W.COLSON. | | | | Checked 3 times on starboard. Switched to centres but still | |
| | | SGT. M.H.BROWN. | | | | unsuccessful. 1x4000 lb.HC. & 96 x 30 lb. inc. jettisoned | |
| | | SGT. H.J.GALLOWAY. | | | | safe at 53.03N. 00.24E. 2037 hrs. 5,000 ft. | |
| | | P/O. B.MOORHEAD. | | | | | |
| | LANCASTER I | S/L. G.S.FRY. | | 2000. | 0200. | Target attacked - ESSEN. 2216 hrs. 15,000 ft. 1x4000 lb.HC & | |
| | W.4155. | W/O. J.WILLAN. | | | | 1080 x 4 lb. inc. Flares seen but no ground detail, fire, | |
| | | F/SGT. C.PERKINS. | | | | flak and a built up area. Bombs not seen to explode. Bombed | |
| | | SGT. A.RITCHIE. | | | | a fire which was one of about 4 large fires. Explosions seen | |
| | | SGT. WK.HALL. | | | | in same area. Glow could be seen for approx. 80 miles away | |
| | | SGT. R.CLARKSON. | | | | on return journey. No results observed. Nickels dropped. | |
| | | SGT. J.PULLMAN. | | | | | |
| | LANCASTER I | SGT. B.E.PATRICK. | | 2000. | 0235. | Estimated town of ESSEN attacked. 2203 hrs. 18,000 ft. Target | |
| | W.4185. | W/O. V.SWINBURNE. | | | | estimated from ETA confirmed by flares and fires. Target ~~H~~ | |
| | | SGT. W.R.HALL. | | | | not in sights. Bomb seen to explode but could not be pin- | |
| | | SGT. B.A.GOTTWALTZ. | | | | pointed (1x4000HC and 96x30 lb. inc) On arrival several | |
| | | SGT. A.G.CLARKE. | | | | scattered fires seen. Five gre in intensity as aircraft left, | |
| | | SGT. C.G.ERASMUS. | | | | one large fire could be seen reflected in cloud from distance | |
| | | SGT. D.LUKER. | | | | of 60 miles. Nickeld dropped. Pilot states "Identification | |
| | | | | | | of target impossible owing to 9/10ths. thin low layer cloud. | |
| | | | | | | Huge searchlight concentrations and cones. Intense heavy flak | |
| | | | | | | over all target area. Several aircraft seen going down in | |
| | | | | | | flames. Cloud spoiled effort. | |
| | LANCASTER I | P/O. C.J.McKEEN. | | 2010. | 0130. | Target attacked - town of ESSEN. 2211 hrs. 14,500 ft. 1 x 4000 | |
| | R.5907. | SGT. F.WATSON. | | | | HC & 96 x 30 lb. inc. On ETA approach to target, canal seen in | |
| | | SGT. A.J.J.BROOKS. | | | | light of flares and in built up area ahead. This confirmed with | |
| | | SGT. A.V.RIGGS. | | | | correct approach. Bombs seen to burst in built up area. Few | |
| | | SGT. H.I.RAMSDEN. | | | | flares and no fires on arrival. N. of town one stick of | |
| | | SGT. G.BROTHWELL. | | | | incendiaries between built up area and canal. Nickels dropped. | |
| | | SGT. T.E.DONNELLY. | | | | | |

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DETAIL OF WORK CARRIED OUT

By NO. 9 SQUADRON. **SECRET** Page No. 16

(*9511) Wt. 9256—36 60,000 5/42 T.S. 700 For the Month of SEPTEMBER, 1942.

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 16/9/42 | LANCASTER I. | P/O. J.S.RUNNACLES. | | 2010. | 0210. | Town of ESSEN attacked. 2220 hrs. 15,000 ft. 1x4000 lb. & | |
| (contd) | W.4159. | P/O. D.H.LUCK. | | | | 1080 x 4 lb. inc. Built up area in sights. Bomb seen to | |
| | | F/SGT. R.NEWTON. | | | | explode but could not be pinpointed. Several small and two | |
| | | SGT. E.E.KERMODE. | | | | big fires seen on arrival. One appeared to be oil fire with | |
| | | SGT. J.J.MIESON. | | | | billowing black smoke. Fires seen about 100 miles away. | |
| | | SGT. A.RUSHTON. | | | | Nickels dropped. Pilot states "large batch of flares over | |
| | | SGT. L.H.KEMP. | | | | built up area, believed to be slightly N.W. of town. Three chandelier flares also seen, and two red and two white dropped over town. | |
| | LANCASTER I | F/L. G.SWEENEY. | | 2000. | 0120. | Target attacked - ESSEN. 2212 hrs. 14,000 ft. Long string of | |
| | w.4177. | P/O. B.JOHNSON. | | | | flares, canal and Ruhr seen. Built up area in sights. Bursts | |
| | | SGT. E.QUIBELL. | | | | not seen. 1 x 4000 lb.HC & 96 x 30 lb. inc. dropped. 2 large | |
| | | SGT. D.ROGERS. | | | | red fires. Red glow seen for about 90 miles. Nickels dropped | |
| | | SGT. H.G.STUFFIN. | | | | Pilot states " Target appeared better ~~defined~~ defended than | |
| | | SGT. P.FALKINGHAM. | | | | ever before. Route in good. Route out not considered good." | |
| | | SGT. R.DICKIE. | | | | | |
| | LANCASTER I | P/O. L.B.HAWARD | | 2020. | 0135. | Target attacked - Ruhr area - presumed area. 2213 hrs. 15,000 | |
| | R.5903. | P/O. H.H.BURTON, | | | | ft. Concentrations of incendiaries and heavy white smoke seen. | |
| | | F/SGT. J.MACDONALD. | | | | 1 x 4000 lb. & 96 x 30 lb. inc. estimated to have fallen 2 mile from origin of heavy smoke. Concentrated glow of red | |
| | | SGT. F.HAMER. | | | | fires seen after leaving. Nickels dropped. Pilot states " | |
| | | F/SGT. N.THURSTON. | | | | Several presumed 250 lb. incendiaries seen to burst into | |
| | | SGT. E.WRIGHT. | | | | dull red ball of fire. Quite distinctive." | |
| | | SGT. M.DOUGLAS. | | | | | |
| 19/9/42. | LANCASTER I | S/L. D.CLYDE-SMITH. | | 1950. | 0350. | Target attacked - N.W. sector of MUNICH. 2344 hrs. 13,000 ft. | |
| | W.4133. | SGT. S.J.NANCEKIVELL. | | | | Pinpointed on Wurm and Ammer See - well lit up with marker | |
| | | F/SGT. F.WEBSTER. | | | | flares, which were unfortunately too late. Town easily | |
| | | P/O. J.A.W.MOFFAT. | | | | identified later and river running through. Town in sights | |
| | | SGT. D.MASON. | | | | but thinks bombs fell a little short in N.W. area of town - | |
| | | SGT. R.V.PLEASANCE. | | | | bursts not seen. Two small fires and several 4000 lb. bomb | |
| | | SGT. W.R.KEARNS. | | | | bursts seen in town on arrival. On leaving several fires | |
| | | | | | | starting. Nickels dropped over target | |

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Reference:- AIR 27 / 126

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 19/9/42 (contd) | LANCASTER I. W.4157. | F/L. R.N.STUBBS. | | 1950. | 0445. | Target attacked - town of Munich. 2340 hrs. 13,000 ft. 1 x 4000 HC & 540 x 4 lb. inc. 4000 lb. bomb burst seen. No fire seen on arrival but numerous fires seen from distance. One very large explosion in town area. Nickels dropped. Pilot states "5 or 6 holes in fuselage and main plane from JU.88 which attacked near RHEIMS. Rear gunner got in burst. No claim made, M/Upper got in burst." | |
| | | SGT. T.J.PARRINGTON. | | | | | |
| | | F/SGT. K.CHAMBERLAIN. | | | | | |
| | | SGT. W.GOLSON. | | | | | |
| | | SGT. M.H.BROWN. | | | | | |
| | | SGT. H.J.GALLOWAY. | | | | | |
| | | P/O. B.MOORHEAD. | | | | | |
| | LANCASTER I. W.4155 | S/L. G.S.FRY. | | 1955. | 0405. | Primary target attacked. 2345 hrs. 13,000 ft. Aiming point seen. Bursts seen between aiming point and river. Very large explosion seen shortly after bombing. 25 miles after leaving 10 good red fires seen. Nickels dropped. Pilot states: "At 0007 hrs. all s/ls round town downed. Not seen again. Bomb aimer very pleased with results." | |
| | | W/O. J.WILLAN. | | | | | |
| | | F/SGT. C.PERKINS. | | | | | |
| | | SGT. A.RITCHIE. | | | | | |
| | | SGT. W.K.HALL. | | | | | |
| | | SGT. R.CLARKSON. | | | | | |
| | | SGT. J.PULLMAN. | | | | | |
| | LANCASTER I. w.4184. | P/O. L.B.HAWARD. | | ? | ? | Aircraft failed to return. | |
| | | F/SGT. J.McDONALD. | | | | | |
| | | F/SGT. N.THURSTON. | | | | | |
| | | P/O. H.H.BURTON. | | | | | |
| | | SGT. F.HAMER. | | | | | |
| | | SGT. M.DOUGLAS. | | | | | |
| | | SGT. E.WRIGHT. | | | | | |
| | LANCASTER I. W.4185. | SGT. B.E.PATRICK. | | 1955. | 0455. | Primary target attacked. 2351 hrs. 12,000 ft. 1 x 4000HC & 540 x 4lb. inc. Town in sights. Bursts seen at or near aiming point. Large fire followed the burst of 4000 lb. Glow seenfor 100 miles. Many fires scattered over town. Nickels dropped. Pilot states "Very successful trip. Saarbrucken activity clearly seen." | |
| | | W/O. W.SWINBURNE. | | | | | |
| | | SGT. W.E.HALL. | | | | | |
| | | SGT. G.G.ERASMUS. | | | | | |
| | | SGT. D.LUKER. | | | | | |
| | | SGT. A.G.CLARKE. | | | | | |
| | | SGT. B.A.GOTTWALTZ. | | | | | |

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BY NO. 9 SQUADRON.

FOR THE MONTH OF SEPTEMBER, 1942.

(*9511) WL 9256—36 60,000 5/42 T.S. 700

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 19/9/42 (contd) | LANCASTER I. W.4764. | F/L. G.SWEENEY.<br>P/O. B.JOHNSON.<br>SGT. R.DICKIE.<br>SGT. P.FALKINGHAM.<br>SGT. D.ROGERS.<br>SGT. E.QUIBELL.<br>SGT. H.G.STUFFIN. | | 2005. | 0345. | Primary target attacked. 2349 hrs. 13,000 ft. Aiming point in sights - bursts seen. At 2351 a very large explosion orange in colour with column of black smoke. Explosion lit up the whole sky. Thought fires might be growing. Nickels dropped. Pilot states "Had 8 mins. running fight with JU.88. All guns opened fire. JU.88 believed damaged. Own aircraft undamaged. Navigation very good." | |
| | LANCASTER I. R.5907. | P/O. C.J.McKEEN.<br>SGT. F.WATSON.<br>SGT. G.BROTHWELL.<br>SGT. T.E.DONNELLY.<br>SGT. A.J.J.BROOKS.<br>SGT. H.I.RAMSDEN.<br>S.GT. A.V.RIGGS. | | 2000½ | 0445. | Target attacked - town of MUNICH. 2352 hrs. 10,500 ft. 1 x 4000 HC & 48 x 30 lb. inc. Town was in sights when bomb released. Bomb seen to burst but could not be pinpointed. Immediately after bombing one very large explosion and huge flames im marshalling yards about 1 mile N.W. of aiming point. Many large fires in town. Nickels dropped. Pilot states "One small hole in fuselage in nose by bombing panel, from flak over target." | |
| | LANCASTER I R.5917. | F/SGT. A.STOREY.<br>P/O. G.H.MCMILLAN.<br>SGT. C.M.PALEY.<br>SGT. H.C.GRIFFIN.<br>SGT. R.MATTHEWS.<br>SGT. F.W.CATER.<br>SGT. E.J.PRICE. | | 2016. | 0515. | Target attacked - town of MUNICH. 2349 hrs. 10,500 ft. 3 x 2000 HC bombs. Town in sights. Bursts not seen. Big explosion seen followed by black smoke. Good fires seen. Nickels dropped. Pilot states "Port inner engine failed shortly after bombing." | |
| | LANCASTER I. W.4159. | W/C. J.M.SOUTHWELL.<br>F/L. W.DOIG.<br>SGT. R.C.PERCHARD.<br>SGT. N.CURD.<br>SG . D.D.LOW.<br>SGT. J.W.BOWES.<br>F/L. C.G.S.BAIN. | | 2000. | 0350. | Primary target attacked. 2350 hrs. 8,500 ft. Target was in bomb sights. Bombs not seen to burst, but estimated to have fallen very close to aiming point. A few small fires on arrival. Grew in intensity and at least 15 good fires going when we left target, and one very large explosion and sheet of flame near railway two miles S.E. of aiming point. Nickels dropped. | |

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Reference:- AIR 27 / 126

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 23/9/42. | LANCASTER I. | W/C. J.M.SOUTHWELL. | | 2230. | 0640. | Primary target attacked. 1,800 ft. 0216 hrs. Coastline and | |
| | W.4157. | SGT. J.W.BOWES. | | | | estuary seen on two runs. Large fire in sights when bombs | |
| | | F/L. W.DOIG. | | | | dropped, but the bombs - 6 x 1,000 lb. were not seen to | |
| | | SGT. N.CURD. | | | | burst. Some very good fires were seen burning in the town. | |
| | | SGT. R.C.HERCHARD, | | | | Pilot states "Route considered very successful." | |
| | | F/L. M.ROACH. | | | | | |
| | | F/L. C.G.S.BAIN. | | | | | |
| | LANCASTER I. | S/L. D.CLYDE-SMITH. | | 2230. | 0615. | Estimated position of factory attacked. Actual factory | |
| | W.4133. | SGT. S.J.NANCEKIVELL. | | | | could not benseen, but crew reasonably certain were over | |
| | | SGT. F.WEBSTER | | | | correct target. 112 x 30 lb. inc were dropped, but results | |
| | | SGT. W.R.KEARNS. | | | | were not observed owing to aircraft being held by search- | |
| | | P/O. J.A.W.MOFFAT. | | | | lights at time of bombing. Bombed from 50 feet at 0209 | |
| | | SGT. D.MASON. | | | | hrs. Pilot states "Aircraft bombed at this height to get | |
| | | SGT. R.V.PLEASANCE. | | | | out of searchlights." | |
| | LANCASTER I. | F/L. R.N.STUBBS. | | 2220. | 0640. | Primary target attacked. 1,4000 ft. 0211 hrs. Coastline'U' | |
| | R.5915. | SGT. T.J.PARRINGTON. | | | | of target identified and estuary and aerodrome runways. | |
| | | F/SGT. K.CHAMBERLAIN. | | | | Large building, probably hangar, near outer perimeter of | |
| | | SGT. M.H.BROWN. | | | | aerodrome in sights. Bombs - 6 x 1000 lb, seen to burst and | |
| | | SGT. W.COLSON. | | | | pieces of building thrown into the air. Large building | |
| | | SGT. H.J.GALLOWAY. | | | | already on fire and roofseen to cave in. Pilots remarks - | |
| | | P/O. B.MOORHEAD. | | | | nothing to report. | |
| | LANCASTER I | F/O. K.A.MACKENZIE. | | 2220. | 0650. | Primary target attacked. 600 ft. 0205 hrs. Lucbeck Bay and | |
| | R.5916. | SGT. P.TRAYNOR. | | | | town clearly identified, and our bombs 6 x 1000 lb. were | |
| | | SGT. A.BILLINGTON | | | | seen to burst in the town by the tail gunner. Fires started | |
| | | SGT. R.WARREN. | | | | as the result of our bombing. Two large fires on arrival, | |
| | | SGT. K.T.ADAMS. | | | | 1 of which was probably factory on edge of town. Pilot | |
| | | SGT. D.J.WICKS. SGT. H.WILLACY. | | | | states " A very successful trip considering weather conditions". | |

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DETAIL OF WORK CARRIED OUT

By NO. 9 SQUADRON

**SECRET**



(*9512) Wt. 9256—56 60,000 5/42 T.S. 700

FOR THE MONTH OF SEPTEMBER, 1942.

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 23/9/42. | LANCASTER I. | F/SGT. O.B.WHITE. | | ? | ? | | |
| | W.4230. | SGT. G.W.A.HIGSON. | | | | Aircraft did not return. No signals or messages received. | |
| | | P/O. H.F.B.SMITH. | | | | | |
| | | SGT. J.W.HENRY. | | | | | |
| | | F/SGT. J.A.BEATON. | | | | | |
| | | SGT. J.C.GRAY. | | | | | |
| | | SGT. N.H.CROZIER. | | | | | |
| | LANCASTER I | F/SGT. A.STOREY. | | 2220. | 0610. | Primary target attacked. 2,000 ft. 0216 hrs. Pinpointed on Bay 3 miles N.W. of town and town was in sights when bombs released (6 x 1000lb). Bombs not seen to explode owing to delay fuse. On arrival two sticks of incendiaries burning well in the town. One large building in the neighbourhood of Dornier factory in S.E. of town well alight. Port bomb door and hole in fuselage from flak over target. Pilot states "Crew co-operation most excellent, particularly between Navigator and W/Op. Successful sortie all round." | |
| | W.4200. | SGT. H.C.GRIFFIN. | | | | | |
| | | P/O. G.H.McMILLAN. | | | | | |
| | | SGT. R.MATTHEWS. | | | | | |
| | | SGT. B.MORRIS. | | | | | |
| | | SGT. F.W.CATER. | | | | | |
| | | SGT. A.C.SPEAR. | | | | | |
| | LANCASTER I | P/O. C.J.McKEEN. | | ? | ? | | |
| | R.5907. | SGT. F.WATSON. | | | | Aircraft did not return. No signals or messages received. | |
| | | SGT. A.J.J.BROOKS. | | | | | |
| | | SGT. G.BROTHWELL. | | | | | |
| | | SGT. A.V.RIGGS. | | | | | |
| | | SGT. T.E.DONNELLY. | | | | | |
| | | SGT. H.I.RAMSDEN. | | | | | |
| | LANCASTER I. | P/O. J.S.RUNNACLES. | | 2220. | 0645. | Primary target attacked. 1,300 ft. 0214 hrs. Coastline to North of town and town of Wismar identified. Target was in sights when bombs - 112 x 300 lb. inc - were dropped, and were seen to burn across factory buildings. On arrival buildings on S.E. boundary of aerodrome were burning. Pilot states "Pretty warm trip, accurate light flak from ground and flak ships. Navigation very good." | 1 |
| | W.4159. | P/O. D.H.LUCK. | | | | | |
| | | F/SGT. R.NEWTON. | | | | | |
| | | SGT. L.H.KEMP. | | | | | |
| | | SGT. E.E.KERMODE. | | | | | |
| | | SGT. J.J.MIESON. | | | | | |
| | | SGT. A.RUSHTON. | | | | | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 23/9/42 (contd) | LANCASTER I. W.4764. | F/L. G.SWEENEY. P/O. B.JOHNSON. SGT. R.DICKIE. SGT. P.FALKINGHAM. SGT. D.ROGERS. SGT. E.QUIBELL. SGT. H.G.STUFFIN. | | 2225. | 0555. | No target attacked. 112 x 30 lb. inc. bombs brought back to base. Pilot states "100 miles on track from target ran into low cloud with icing base 500 feet lowering as target was approached. Decided in these conditions to bring back bombs to base as had been told not to bomb below 1,200 ft. Position reached - 15 miles from target 0205 hrs. | |
| | LANCASTER I W.4185. | SGT. B.E.PATRICK. W/O. W.SWINBURNE. SGT. B.A.GOTTWALTZ. SGT. D.LUKER. SGT. W.R.HALL. SGT. A.G.CLARKE. SGT. C.G.ERASMUS. | | 2230. | 0635. | Primary target attacked. 4,500 feet. 0206 hrs. Bay and estuary identified and fire seen in town. Poor visibility due to haze and drifting cloud. Fires already burning were in sights when incendiaries - 1260 x 4lb. - were dropped, and were seen to fire in S.W. part of built up area. Pilot's remarks "Nothing to report." | |
| 29/9/42. | LANCASTER I. W.4197. | F/L. G.SWEENEY. P/O. B.JOHNSON. SGT. J.McDONALD. SGT. C.M.PALEY. SGT. E.QUIBELL. SGT. D.ROGERS. SGT. H.G.STUFFIN. | | 2230. | 0630. | Main area not located owing to bad weather conditions and vegetables - 1 Ass 32, Ass 13 (4) Ass 42 planted in 2nd alternative position 56°38' N - 11°00' E. Time 0307 hrs. Height 400 ft. Heading 360° I.A.S. 180 mph. Time interval 14 secs. Parachutes seen to open and vegetables to strike the water. | |
| | LANCASTER I. W.4185. | SGT. B.E.PATRICK. W/O. W.SWINBURNE. SGT. B.A.GOTTWALTZ. SGT. D.LUKER. SGT. W.R.HALL. SGT. C.G.ERASMUS. P/O. J.CREBBIN. | | 2210. | 0525. | Taskmallotted. Gardening GERANIUM. Vegetables (2 Ass 13 and 1 Ass 44) planted in position. 56.40N 08.00 E. 0225 hrs. 800 ft. 285°m. 16 secs. interval. TAS 169 mph. LIMFJORD identified. Coastline south of TYBOREN clearly seen. Vegetables dropped in above position and seen to strike water and parachutes seen to open. HOLMAGH 0116 hrs. 700 ft. Port outer, no oil pressure - stopped engine and feathered propeller, rendering rear turret u/s. Actually hit by bullet. | |

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DETAIL OF WORK CARRIED OUT

BY NO. 9 SQUADRON.

FOR THE MONTH OF SEPTEMBER, 1942

**SECRET**

PAGE No. 22

(*9511) Wt. 9256—56 60,000 5/42 T.S. 700

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 29/9/42. | LANCASTER I. | P/O. J.S.RUNNACLES. | | 2235. | 0620. | Main area not located owing to bad visibility. Vegetables | |
| | W.4159. | P/O. D.H.LUCK. | | | | - 1 Ass 13 (12), Ass 13(0), Ass 32 - planted off Fornais | |
| | | F/SGT. R.NEWTON. | | | | position 56° 33' N - 11° 10'E Time 0307 hrs. Height 800 ft. | |
| | | SGT. L.H.KEMP. | | | | Heading 060°, I.A.S. 202 mph. Time interval 20 seconds. | |
| | | SGT. E.E.KERMODE. | | | | All parachutes seen to open. | |
| | | SGT. J.J.MIESON. | | | | | |
| | | SGT. A.RUSHTON. | | | | | |
| | LANCASTER I | S/L. D.CLYDE-SMITH. | | 2245 | 0615. | Main area not found owing to 10/10 cloud down to sea level. | |
| | R.5916. | SGT. S.J.NANCEKIVELL. | | | | Vegetables - 1 Ass 14, Ass 32 & Ass 42 - dropped in | |
| | | F/SGT. F.WEBSTER. | | | | unspecified alternative position 56°55'N - 08°20'E. Time | |
| | | P/O. J.A.W.MOFFAT. | | | | 0306 hrs. Height 1,000 ft. Heading 280° (m) I.A.S. 180 mph. | |
| | | SGT. D.MASON. | | | | Parachutes seen to open. | |
| | | SGT. R.V.PLEASANCE. | | | | | |
| | | SGT. W.R.KEARNS. | | | | | |
| | LANCASTER I. | P/O. J.COWAN. | | 2215. | 0720. | Task Gardening GERANIUM. Vegetables, 2 Ass 13 and 1 Ass | |
| | W.4157. | SGT. C.H.DOSWELL. | | | | 44 dropped slightly Southof position ordered at 54.03.N. | |
| | | P/O. L.J.BROWN. | | | | 14.14.E. but parachutes not seen to open owing to search- | |
| | | SGT. J.LEES. | | | | light activity and flak. 0254 hrs. 700 ft. 080°. TAS. | |
| | | SGT. J.H.HEWINSON. | | | | 192 mph. 15 secs. interval. Pilot states - "After pin- | |
| | | SGT. J.A.TALBOT. | | | | pointing and during timed run picked up by searchlights from | |
| | | SGT. R.W.BROWN. | | | | shore. Light flak necessitated alteration of course which resulted in vegetables being planted slightly South of position ordered." | |
| | LANCASTER I. | F/SGT. A.STOREY. | | 2010. | 0700. | Task allotted - Gardening - GERANIUM. Vegetables not | |
| | W.4200. | SGT. H.C.GRIFFIN. | | | | planted owing to weather conditions preventing any pinpoint. | |
| | | P/O. G.H.McMILLAN. | | | | 3 Ass 13's brought back to base. Pilot states - "After | 1 |
| | | F/SGT. B.MORRIS. | | | | touring Stettiner Haft lost position. Now believe flew | |
| | | SGT. R.MATTHEWS. | | | | over Swinemunds at 500 feet. Intense light and some heavy | |
| | | SGT. F.W.CATER. | | | | flak. Violent evasive action. Descended to marsh nought ft. | 926 |
| | | SGT. A.C.SPEAR. | | | | One searchlight seen pointing downwards at us. As uncertain | |
| | | | | | | of position unable to locate alternative area. | |

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Reference: AIR 27 / 126

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 29/9/42. | LANCASTER I. | SGT. L.W.GOALEN. | | ? | ? | | |
| | W.4237. | SGT. V.REDSHAW. | | | | Aircraft failed to return. No signals or messages received. | |
| | | SGT. D.SHANLEY. | | | | | |
| | | SGT. L.BOUGHTWOOD. | | | | | |
| | | SGT. E.PATON. | | | | | |
| | | SGT. V.LEBANO. | | | | | |
| | | SGT. J.E.WATTS. | | | | | |

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

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK



of (Unit or Formation) No. 9 SQUADRON.

No. of pages used for ~~day~~ month 9

| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 1/10½ | | The following crews were briefed for operations on WISMAR. S/L. CLYDE-SMITH,DFC. A/C "R": S/L. FRY. A/C. "D": F/L. STUBBS, DFM. A/C. "X": P/O. COWAN. A/C. "V": P/O. RUNNACLES. A/C. "J": SGT. HAZELL. A/C. "N": SGT. PATRICK. A/C. "U".<br>The aircraft took off from 1815 hours onwards and were all away within 25 minutes. Sgt. HAZELL was obliged to turn back just off the West coast of DENMARK when his port outer engine overheated badly.<br>The remaining six aircraft reached their target E.T.A. in conditions of very poor visibility and attacked from an average height of 7,000 feet. Identification was most difficult,as there were few gaps in the cloud. Many of the crews did a D.R. run from some conspicuous pin-point, such as a dummy fire, or the island in the bay. S/L. FRY was most unfortunate. He opened his bomb doors in his first run over the target and then closed them again, to do another run. On the second occasion his bomb doors would not open, and could not be opened manually. This was later discovered to be due to a burst hydraulic pipe. The aircraft returned to base and landed with the bomb load, including a 4000-lb. bomb.<br>P/O. RUNNACLES encountered considerable opposition, being twice coned by searchlights, once over the target and the second time over the East coast of DENMARK.<br>All of our aircraft returned to base. | |
| | 2/10. | | The following crews were briefed for operations on KREFELD.: F/L. STUBBS, DFM A/C "X": P/O. COWAN A/C, "T": F/SGT. STOREY. A/C. "V". F/O. LONSDALE. A/C. "A": SGT. McDONALD. A/C. "J": SGT. HAZELL. A/C. "K".<br>P/O. COWAN did not take off due to trouble with his aircraft's petrol system. F/L. STUBBS turned back when his starboard outer engine caught fire and he was compelled to feather it. The bombs were jettisoned in the sea.<br>The remaining four aircraft attacked the target which was illuminated by flares from the Pathfinder | |

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Reference:- AIR 27 / 126

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 2/10 (contd) | | force. SGT. McDONALD, although compelled to cut his starboard outer engine, when crossing the English coast on the outward trip, proceeded to the target on three engines. He brought back a photograph and this was considered a very good effort for this pilot's first trip as Captain. The aircraft were diverted to EASTMORE and LINTON respectively, due to bad visibility on return to base. All of our aircraft returned safely. | |
| | 3/10. | | There were a few aircraft air testing, otherwise most of the Squadron's activities were confined to ground training. | |
| | 4/10. | | Several aircraft were engaged in formation flying. There were no operations. | |
| | 5/10. | | The following crews were briefed for operations on AACHEN:- S/L. CLYDE-SMITH, DFC. A/C. "Z": S/L. FRY. A/C. "D": F/O. LONSDALE. A/C. "A": P/O. COWAN. A/C. "V": P/O. RUNNACLES. A/C. "R": F/SGT. GIBSON. A/C. "O": F/SGT. STOREY. A/C. "U": SGT. HAZELL. A/C. "R": SGT. McDONALD. A/C "M". The aircraft all took off. On the way to the target severe icing conditions were encountered. Considerable opposition was encountered from searchlights and flak as the French coast was crossed. SGT. HAZELL. had to turn back due to severe icing-up, and jettisoned his 4000-lb. bomb in the sea. Many of the crews attacking the target saw chimneys which they believed were of factories. P/O. RUNNACLES was engaged by our own A.A. fire, in the vicinity of CAMBRIDGE, on the trip out, but was undamaged. All of our aircraft returned to base. | |
| | 6/10. | | The following crews were briefed for operations on OSNABRUCK:- P/O. COWAN. A/C. "T". SGT. HAZELL. A/C. "G": F/SGT. GIBSON. A/C. "U": S/L. FRY. A/C. "D": SGT. McDONALD. A/C. "M": F/O. LONSDALE. A/C. "A": F/O. MACKENZIE. A/C. "R". P/O. RUNNACLES. A/C. "Y". The crews all reached the target area as ordered, being assisted by the light of flares dropped over the DUMMER ZEE to the North of the target, the illuminated lake serving as a pin-point from | |

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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.*

# OPERATIONS RECORD BOOK



of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for ~~day~~ month [redacted]9

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 6/10/42 | (contd) | which to make the bombing run. Although many of the crews were confident they had bombed a built up area, the general haze in the target area prevented them from bringing back successful photographs. Most of the photographs showed fire tracks however. All of our aircraft returned safely. | |
| | 7/10. | | Several crews practised low level flying in formation at 500 feet, flying long legs on a cross-country. | |
| | 8/10. | | More formation practices were carried out by crews. Air-firing, navigation exercises and a night cross country were completed. | |
| | 9/10. | | Crews were once more engaged in formation practices on a cross-country flight. Air firing and navigation exercises were completed. | |
| | 10/10 | | A further low level formation exercise was carried out in conjunction with other Squadrons in the Group. | |
| | 11/10. | | Aircraft of the Squadron were once more engaged in low-level formation exercises with other Lancaster Squadrons. | |
| | 12/10. | | Aircraft were engaged in local navigational exercises. | |
| | 13/10. | | The following crews were briefed for operations on KIEL - the target being the submarine | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 13/10 (contd) | | construction yards and docks:- S/L. FRY. A/C. "D": SGT. McDONALD. A/C. "J": SGT. FENWICK-CLENNEL. A/C. "G": SGT. HAZELL. A/C. "N": S/L. CLYDE-SMITH,DFC. A/C. "V": F/O. MACKENZIE. A/C. "P": F/SGT. GIBSON. A/C. "O".<br>All seven crews took off as ordered. The target was attacked in ideal conditions and was pin-pointed by most of the bom-aimers by its very distinctive estuary. A smoke-screen was put into operation by the enemy, but the main weight of attack was delivered before this could hide the bottom of the estuary adequately. According to the crews, the anti-aircraft fire was not as intense nor as accurate as that formerly experienced at this target. Several enemy fighters were seen. One crew (F/O. MACKENZIE) brought back a photograph of the aiming point. The general opinion of crews was that the raid was a success. All of our aircraft returned to base. | |
| | 14/10. | | After the operations yesterday, only local flying was carried out. | |
| | 15/10. | | The following crews were briefed for operations against COLOGNE:- F/L. STUBBS, DFM. A/C "X": F/O. MACKENZIE. A/C. "V": F/SGT. GIBSON. A/C. "P": F/SGT. STOREY. A/C. "U": F/O. LONSDALE. A/C "A": SGT. HAZELL. A/C "G": SGT. McDONALD. A/C "M": SGT. FENWICK-CLENNEL A/C "K".<br>The load carried was 1 x 4000 lb. and 12 SBC. of 8 x 30 lb. incendiaries with Nickels.<br>The attack was delivered at heights from 12,000 to 18,000 feet, between 2050 and 2105 hours.<br>Sgt. McDONALD reported balloons at about 8,000 ft. and a number of fighters over target with complete absence of flak. Time 2056 hours. F/O. LONSDALE reported heavy flak concentrated on another aircraft and searchlights concentrating in cones.<br>Reports on the fires varied from "scattered fires over radius of 15 miles (2054)" to "three large fires of triangular shape in the vicinity of the aiming point", but on the whole the opinion was that the fires were well scattered.<br>Two reports on PFF. flares were "W. of target" and "scattered, biggest bunch two miles N. of target".<br>All crews with the exception of F/SGT . STOREY definitely identified the target. F/O. MACKENZIE had a 4,000-lb. hung up and jettisoned "safe" over the sea. All our aircraft returned safely. | |

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# OPERATIONS RECORD BOOK



of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for Month 9

| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 16/10. | | After the operations of last night, only local cross-countries were carried out. | |
| | 17/10. | | The following crews were briefed for a daylight attack on the Schneider Works & LE CREUSOT:- W/C. SOUTHWELL, A/C "W"; F/SGT. GIBSON, A/C "P"; F/O. MACKENZIE, A/C "R"; F/L. STUBBS, A/C. "X"; F/SGT. STOREY, A/C. "U"; S/L. FRY, A/C "L"; SGT. HAZELL, A/C. "K"; F/O. LONSDALE, A/C. "A"; SGT. McDONALD, A/C. "M". carrying a load of 5 x 1,000 RDx. | |
| | | | The attack on the SCHNEIDER WORKS at LE CREUSOT stands out as a bombing raid, and may be said to compare with AUGSBERG or the attack by Blenheims on COLOGNE. | |
| | | | The Squadrons took off independently and UPPER HEYFORD was given as a rendezvous, where the aircraft formed up as a complete unit. | |
| | | | The leg from UPPER HEYFORD to the English coast was carried out at "O" feet, and the aircraft carried on at that height over the sea. Over the Channel the crews ran into a sea fog, but carried on despite the obvious hazard and on coming into clear air again some 40 minutes later, it was found that all aircraft were within sight, and had regained Squadron formation by the French coast. | |
| | | | Still flying at "O" feet over France, crews remarked on the absence of troops or movement of any kind, and the obviously friendly greeting of the French people. | |
| | | | Attacks were delivered between 1814 and 1816 hours, at heights from 2,500' - 5,000' and with the exception of a few near misses, all bombs fell across the Works, creating tremendous damage. Crews reported "Buildings disintegrating in all parts of the factory" (F/O. LONSDALE) and "Roof of factory and shed seen to go up" (F/L STUBBS). | |
| | | | A general survey of the reports indicates that during the few minutes the aircraft | |



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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 17/10 | (contd) | were over the target, H.E. and incendiary bombs were falling incessantly and thick palls of smoke enveloped the Works as the crews set course for base as the light was beginning to fail. | |
| | | | It is evident that the attack took the enemy completely by surprise and was considered to be a highly successful trip. | |
| | | | Flying home in the darkness, crews took a more direct route, but unfortunately weather conditions at base necessitated diversions as follows:- F/L. STUBBS - WYTON; F/O. MACKENZIE & SGT. HAZELL - GRAVELY; SGT. McDONALD - OAKINGTON; F/SGT. STOREY - SWINDERBY. | |
| | | | 2 x 1,000-lb. were brought back by S/L. FRY. 1 x 1,000-lb. was brought back by Sgt. McDONALD. 1 x 1,000-lb. was brought back by F/SGT. GIBSON, despite four runs over the target in an attempt to release it. | |
| | | | All our aircraft returned safely. | |
| | 18/10. | | The only flying carried out was the return of our aircraft from the diversion aerodromes. | |
| | 19/10. | | Local cross-countries on T.R.1335 and air firing were carried out, there being no operations detailed. | |
| | 20/10. | | Air firing was organised, but weather put an end to all flying for the day before anything could be done. | |
| | 21/10. | | Ten crews were briefed for operations on DANZIG, but these were cancelled at 1500 hr | |
| | 22/10. | | The following crews were briefed at 1400 hours for an attack on GENOA, with a load of 2 x 1,000-lb and 7 x SBC (90 x 4-lb. inc):- W/C. SOUTHWELL. A/C "W"; S/L. | |

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# OPERATIONS RECORD BOOK



No. of pages used for ~~day~~ month 9

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 22/10 | (contd) | CLYDE-SMITH, DFC. A/C "Z"; F/L. STUBBS, DFM. A/C. "X"; F/O. COWAN. A/C. "V"; F/ O. MACKENZIE. A/C. "P"; SGT. DOOLAN. A/C. "O"; F/SGT. STOREY. A/C "U"; F/O. LONSDALE. A/C. "A"; S/L. FRY. A/C "D"; SGT. HAZELL. A/C. "J"; SGT. FENWICK-CLENNEL. A/C. " M". Of these aircraft, "V" did not take off. After finding the indicator temperature guage for the starboard outer u/s on running up at the taxying point, the engine packed up completely<br>Two aircraft ("W" and "A") brought back 1 x 1,000-lb. each, due to no fault of the Bomb Aimers concerned, or of the Armourers. The fault was traced to defective release slips.<br>Due to duff weather, our aircraft were diverted and landed as follows;- "Z" - LUFFENHAM; "X" - SYERSTON; "P" - BOSCOMBE DOWN; "O" - LAKENHEATH. "M" - OAKINGTON; "J" - FELTWELL; "K" - HARWELL.<br>None of our aircraft is missing and all located the target. The general impression is that the target was well "pranged". | |
| | 23/10. | | Crews spent the morning sleeping off the trip and weather prevented any further flying after noon. | |
| | 24/10. | | Crews were briefed at 0700 hours for a Dayloght attack on MILAN. The following crews took part:- W/C. SOUTHWELL. A/C "W"; S/L. FRY. A/C "D"; F/O. LONSDALE. A/C. "A"; SGT. HAZELL. A/C "J"; F/SGT. STOREY. A/C "M"; SGT. FOOTE. A/C. "L"; F/O. MACKENZIE. A/C. "T"; S/L. CLYDE-SMITH, DFC. A/C. "Z"; F/L. STUBBS, DFM. A/C. "X"; P/O. COWAN. A/C. "V"; SGT. DOOLAN. A/C. "O".<br>All aircraft took off O.K. After being promised cloud cover from the French coast | |

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| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 24/10 | (contd) | to the LOIRE, crews were disappointed to find that the cloud started about 10 miles inside FRANCE and broke short of the river. Most crews then came down to "O" feet until climbing over the ALPS. The target was obscured by 10/10 cloud at about 5,000' and aircraft came below to deliver their attack. F/O. LONSDALE ("A") had a hang-up of 4 x 1,000, but on making another attack he released them. Two aircraft, "L" and "Z", brought back 30 x 4-lb. inc. each, due to faulty E.M. units, which were bent and would not operate. All aircraft, except "L", secured photographs. "L" was unfortunate in having his prints obscured by cloud.<br>W/Cdr. SOUTHWELL's crew gunned trains on the MILAN-NOVARO railway and hits were seen on two locomotives.<br>All our aircraft returned safely, F/O. LONSDALE having one or two flak holes and some machine gun holes in the front turret. | |
| | 25/10. | | Apart from a few air tests, the Squadron's activities were confined to ground training. | |
| | 26/10. | | The morning was spent doing N.F.T's for a mining trip to the SKAGGERAK-KATTEGAT area. Six crews were briefed at 1500 hours. The importance of the trip was emphasised by the Group Naval Intelligence Officer. The whole idea was to stop arms and supplies from getting to the forces in NORWAY, who are creating havoc with our Russian convoys.<br>Met were not at all optimistic about the weather, but it was not until aircraft were taxying out with cloud base about 400 feet and a steady rain falling that the trip was cancelled. | |
| | 27/10. | | Three crews were briefed for mining in the KATTEGAT, viz:- SGT. HOBBS. A/C. "L": P/O. COWAN. A/C. "W": SGT. JORDAN. A/C. "P": with a load of 4 x veg.<br>S/L.FRY. A/C "D" and F/SGT. STOREY. A/C. "U", were briefed at SKELLINGTHORPE for a bombing trip with a load of 1 x 4,000 (spec), but this trip was later cancelled. All mining aircraft succesfully laid their mines in the allotted position on timing runs from LAESO.<br>All aircraft returned safely between 0102 and 0138 hours. | |

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of (Unit or Formation) NO. 9 SQUADRON.

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No. of pages used for ~~day~~ month 9

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| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 28/10. | | Eleven crews were briefed for a night attack on STETTING The operation was, at 1645 hours, postponed until 2330 hours, but finally cancelled at 2000 hours. | |
| | 29/10. | | Ten crews were briefed for operations, and once again the target was STETTIN. The trip was cancelled as the crews were kitting-up, at approx. 1630 hours. | |
| | 30/10. | | There being no operations, activities were confined to the ground, in the morning, and in the afternoon six crews paid a visit to Rustons of Lincoln, a heavy machinery plant that now turns out tanks. | |
| | 31/10. | | Three crews were briefed at 0800 hours for operations. After a rush to get the crews out for a 1000 hours take-off, the trip was cancelled at 0940 hours. After the morning's "scrub", another twelve crews were briefed at 1400 hours for an attack on MUNICH. Once again the trip was cancelled when the crews were in the aircraft at 2130 hours. | |

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(9305) Wt. 51579—3544 1116M 3/42 T.S. 700

DETAIL OF WORK CARRIED OUT

BY NO. 9 SQUADRON.

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PAGE No. 1.

(9513) Wt. 9256—56 60,000 5/42 T.S. 700

FOR THE MONTH OF OCTOBER, 1942

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 1/10/42. | LANCASTER I. | SGT. L.C.HAZELL. | | 1817. | 2240. | Task abandoned. Aircraft returned from position 55°N. 06°56'E. | |
| | R.5917. | SGT. E.GARDINER. | | | | Port outer engine overheated very badly. Pressure down to 40. | |
| | | SGT. W.T.MILLER. | | | | Pilot's remarks "Nothing interesting to report." | |
| | | SGT. A.J.BROOKS. | | | | | |
| | | SGT. H.T.TATLEY. | | | | | |
| | | SGT. A.E.KELLY. | | | | | |
| | | SGT. E.WALKER. | | | | | |
| | LANCASTER I. | P/O. J.COWAN. | | 1826. | 0129. | Target attacked - DR. position for primary. No pinpoints | |
| | W.4157. | Sgt. C.H.DOSWELL. | | | | obtained 112 x 30 lb. incs. dropped at 2122 hrs. from 7,500 ft. | |
| | | P/O. L.J.BROWN. | | | | A fire was seen through slight gap in cloud as bombs released, | |
| | | SGT. J.H.HEWINSON. | | | | and were seen to ignite in vicinity of this fire. | |
| | | SGT. J.LEES | | | | | |
| | | SGT. J.A.TALBOT. | | | | | |
| | | SGT. R.W.BROWN. | | | | | |
| | LANCASTER I | F/L. R.N.STUBBS. DFM. | | 1817. | 0122. | Bombed in the vicinity of Wismar - possibly primary. Time | |
| | R.5915. | SGT. T.J.PARRINGTON. | | | | 2134 hrs. Height 7,000 ft. Followed coastline East of Wismar | |
| | | F/SGT. K.CHAMBERLAIN. | | | | until dummy seen, run made from this and estimated bombs | |
| | | SGT. M.H.BROWN. | | | | released on aerodrome of town. Burst seen and large fire seen | |
| | | SGT. W.COLSON. | | | | to develop. 1 x 4000 HC. & 80 x 30lb. inc. Pilot states. | |
| | | SGT. H.J.GALLOWAY. | | | | "We did not bomb where the main effort was in progress. | |
| | | P/O. B.MOORHEAD. | | | | We decided that was Warnemunde and Rostock. We steered | |
| | | | | | | due West and ran over dummy N.E. of Wismar and bombed on | |
| | | | | | | heading 230°N." | |
| | LANCASTER I | S/L. G.S.FRY. | | 1818. | 0120. | No target attacked. Estimated position of Wismar reached, | |
| | W.4155. | W/O. J.WILLAN. | | | | but bomb doors would not open. 1 x 4000 HC. & 80 x 30 lb. inc. | |
| | | SGT. A.RITCHIE. | | | | brought back to base. Pilot states "Bomb doors were opened | |
| | | F/SGT. C.PERKINS. | | | | and we stooged over target area trying to identify target. | |
| | | SGT. W.HALL. | | | | Flew clear of target and closed bomb doors. Then went into | |
| | | SGT. J.PULLMAN. | | | | attack opening bomb doors on way in. Bomb doors then | |
| | | SGT. R.CLARKSON. | | | | refused to open and bombs were brought back. Discovered | |
| | | | | | | hydraulic pipe burst. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 1/10/42 (contd) | LANCASTER I R. 5916. | S/L. D.CLYDE-SMITH, DFC. | | 1838. | 0132. | Believed primary. 2145 hrs. 7,000 ft. Break in clouds when bombs dropped. Dummy North of town seen and DR run made on town. Several fires seen. Own incendiaries (112 x 30 lb) seen near them. | |
| | | Sgt, S.J.NANCEKIVELL. | | | | | |
| | | F/SGT. F.WEBSTER. | | | | | |
| | | P/O. J.A.W.MOFFAT. | | | | | |
| | | SGT. D.C.MASON. | | | | | |
| | | SGT. R.V.PLEASANCE. | | | | | |
| | | SGT. W.R.KEARNS. | | | | | |
| | LANCASTER I W.4200. | SGT. B.E.PATRICK. | | 1832. | 0128. | Target attacked - WISMAR town. Time 2138 hrs. Height 9,000 ft. Target identified by Kirchdorf Island and Wismar bay. Aiming point not actually seen. Bombed through cloud on run up from island and bombs (1 x 4000 & 80 x 30 lb incl seen to ignite through cloud. Pilot states "Cruised around target area for 25 minutes. No fires observed. Visibility very poor below cloud. Cloud 10/10 over target. | |
| | | W/O. W.SWINBURNE. | | | | | |
| | | SGT. C.MCDONALD. | | | | | |
| | | SGT. D.LUKER. | | | | | |
| | | SGT. C.G.ERASMUS. | | | | | |
| | | SGT. W.R.HALL. | | | | | |
| | | SGT. A.G.CLARKE. | | | | | |
| | LANCASTER I. W.4197. | P/O. J.S.RUNNACCLES. | | 1816. | 0214. | Estimated town of WISMAR. Impossible to find primary owing to cloud and thick ground haze. Time 2147 hrs. Height 6,000 ft. 112 x 30 lb. Incendiaries dropped but could not be pin-pointed. Several bombs from other aircraft seen bursting. Pilot states "Coned by 15 searchlights over East coast of Denmark. Flak and searchlights troublesome over target. | |
| | | F/SGT. R.NEWTON. | | | | | |
| | | P/O. D.H.LUCK. | | | | | |
| | | SGT. L.H.KEMP. | | | | | |
| | | SGT. E.E.KERMODE. | | | | | |
| | | SGT. J.J.MIESEN. | | | | | |
| | | SGT. A.RUSHTON. | | | | | |
| 2/10/42. | LANCASTER I. W.4248. | P/O. D.H.S.LONSDALE. | | 1922. | 2330. | Town of KREFELD attacked at 2130 hrs., 9000 ft. 030° M. Identified by ETA, GEE and built up area clearly seen in light of flares. Target in sights. Bomb seen to burst and incendiaries seen burning in built up area, but impossible to pin-point accurately. Three large fires in the town and a few small fires, all in the built up area. Pilot's report: "No trouble run. Navigation excellent. All crew worked together." | |
| | | P/O. K.R.SMITH. | | | | | |
| | | SGT. A.T.RILEY. | | | | | |
| | | SGT. R.R.MOORE. | | | | | |
| | | SGT. A.D.SMITHERMAN. | | | | | |
| | | SGT. R.L.DICKIE. | | | | | |
| | | SGT. W.MORRIS. | | | | | |

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By NO. 9 SQUADRON.

For the Month of OCTOBER, 1942.

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(*9511) Wt. 9256—56 (60,000 5/42 T.S. 700

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 2/10/42 (contd) | LANCASTER I. W.4157. | F/SGT. A.STOREY.<br>SGT. H.C.GRIFFIN.<br>P/O. G.H.McMILLAN.<br>SGT. E.QUIBELL.<br>SGT. B.MORRIS.<br>SGT. F.W.CATER.<br>SGT. A.C.SPEAR. | | 1958. | 2348. | Unidentified town attacked at 2117 hrs. 12,000 ft. 135°M. Not identified - arrived late due to delay in take off. Area covered by smoke and haze. Bombed collection of scattered fires, Small concentration of fires to East of area attacked. | |
| | LANCASTER I R.5915 | F/L. R.N.STUBBS, DFM.<br>SGT. T.DOOLAN.<br>SGT. T.J.PARRINGTON.<br>F/SGT. K.CHAMBERLAIN.<br>SGT. M.H.BROWN.<br>SGT. W.COLSON.<br>SGT. H.J.GALLOWAY.<br>P/O. B.MOORHEAD. | | 1915. | 2046. | No target attacked. All bombs jettisoned safe at 52°48'N, 02°05'E. 1956 hrs. from 9,000 ft. Outer starboard engine caught fire. After feathering, fire extinguished itself. | |
| | LANCASTER I. W.4197. | SGT. C.McDONALD.<br>SGT. C.M.PALEY.<br>SGT. V.W.NUNN.<br>SGT. F.W.CHARLTON.<br>SGT. M.A.COLES.<br>SGT. V.HILL.<br>P/O. J.CREBBIN. | | 1914. | 0008. | Town of KREFELD attacked at 2110 hrs. 9,500 ft. 360°. Identified by PFF flares and ETA, several fires in the area. Bomb seen to explode in built up area. Starboard outer engine u/s and on fire shortly after crossing English coast on way out, but Captain decided to carry on. | |
| | LANCASTER I. W.4764. | SGT. L.C.HAZELL.<br>SGT. E.GARDINER.<br>SGT. W.T.MILLAR.<br>SGT. A.J.BROOKS.<br>SGT. H.T.TATLEY<br>SGT. A.E.PELLY.<br>SGT. E.WALKER. | | 1919. | 2300. | KREFELD ATTACKED at 2052 hrs. 13,000 ft. 124°M. on flares and TR fix. Target in sights and burst of bomb seen and one large fire. Area being attacked seemed widespread. | |

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Reference:- AIR 27 / 126

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 5/10/42. | LANCASTER I. | S/L. D.CLYDE-SMITH, DFC. | | 1922. | 0038. | AACHEN attacked at 2135 hrs. 11,000 ft. 150°. "A" lead. | |
| | W.4133. | SGT. S.J.NANCEKIVELL. | | | | Town definitely identified from ground detail. Flares had | |
| | | F/SGT. F.WEBSTER. | | | | finished. Target in sight but burst not seen. 12 good fires | |
| | | SGT. D.C.MASON. | | | | in town area. Believed to be a successful trip. | |
| | | P/O. J.A.W.MOFFAT. | | | | | |
| | | SGT. R.V.PLEASANCE. | | | | | |
| | | SGT. W.R.KEARNS. | | | | | |
| | LANCASTER I | S/L. G.S.FRY. | | 1918. | 0100. | AACHEN attacked at 2140 hrs. 9,500 ft. 360° M. "A" lead. | |
| | W.4155. | W/O. J.WILLAN. | | | | Flares seen on ETA and large number of scattered fires. | |
| | | F/SGT. C.PERKINS. | | | | Other bombing seen which appeared to start a large fire. | |
| | | SGT. A.RITCHIE. | | | | This fire and factory chimneys in sights. Consider that a | |
| | | SGT. W.HALL. | | | | built up area was bombed. Large explosion seen in the area | |
| | | SGT. J.PULLMAN. | | | | just after bombs released, | |
| | 6 | SGT. R.CLARKSON. | | | | | |
| | LANCASTER I | F/O. D.H.S.LONSDALE. | | 1927. | 0112. | AACHEN attacked at 2204 hrs. 9,900 ft. 180° "B" lead. Fixes | |
| | W.4248. | W/O. W.SWINBURNE. | | | | on track and ETA coincided with many fires. Built up area in | |
| | | SGT. A.T.RILEY. | | | | sights and burst seen N. of town. New fires started after | |
| | | SGT. R.R.MOORE. | | | | bombing. Intercomm. completely u/s for 26 mins. Pilot's | |
| | | SGT. W.MORRIS. | | | | report: "In view of intercomm. failure on take off, the | |
| | | SGT. E.E.KERMODE. | | | | Navigator put in some excellent work to bring a/c to target | |
| | | SGT. R.L.DICKIE. | | | | by time stated above. Weather on way out poor, moderate to considerable static being encountered, which added to difficulties of arriving near stipulated time. All crew however successfully combined to make the sortie successful. | |
| | ~~LANCASTER~~ I. | SGT. C.McDONALD. | | 1921. | 0006. | AACHEN attacked at 2134 hrs. 12,000 ft. 060° M. flares | |
| | W.4249. | SGT. G.M.PALEY. | | | | built up area and correct ETA identified. "B" lead. Town in | |
| | | SGT. M.A.COLES. | | | | sights, burst seen, but could not pin-point. Few fires, | |
| | | SGT. F.W.CHARLTON. | | | | none very large. Icing on way out in cloud 7,000 ft. thick. | |
| | | SGT. V.HILL. | | | | | |
| | | ~~SGT. V.W.NUNN.~~ | | | | | |
| | | P/O. J.CREBBIN. | | | | | |

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Reference:- AIR 27 / 126

DETAIL OF WORK CARRIED OUT

By NO. 9 SQUADRON.

**SECRET**



(*9511) Wt. 9256—36 60,000 5/42 T.S. 780

FOR THE MONTH OF OCTOBER, 1942

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES |
|---|---|---|---|---|---|---|---|
| 5/10/42 (contd) | LANCASTER I. W.4157. | P/O. J.COWAN. SGT. T.DOOLAN. SGT. C.H.DOSWELL. P/O. L.J.BROWN. SGT. J.LEES. SGT. J.H.HEWINSON. SGT. J.A.TALBOT. SGT. R.W.BROWN. | | 1916. | 0041. 6666 | Estimated AACHEN. 2138 hrs. 10,500 ft. 060° "A" load. Identified by ETA and fires. Target in sights and burst seen but could not pin-point. Many fires over wide area, but impossible to see whether in any built up area. Pilot's report: "The PFF flares were not seen until 2143 hrs. and therefore were of no use in finding target. Considerable icing. | |
| | LANCASTER I W.4764. | P/O. J.S.RUNNACLES. P/O. D.H.LUCK. F/SGT. R.NEWTON. SGT. E.E.KERMODE. SGT. A.RUSHTON. SGT. J.J.MIESEN. SGT. B.A.GOTTWALTZ. | | 1928. | 0104. | Estimated AACHEN. 2139 hrs. 13,000 ft. 310°M. ETA. and built up area seen in light of flares identified. Target in bomb sight. Burst not seen ("A" load). 270 x 4-lb. inc. brought back owing to electrical failure. Large number of scattered fires, some large. Pilot's report: "Fired on by our own AA defences near CAMBRIDGE. Firing commenced at 1952 hrs. at 52.35N 00.02 E and continued until 1959 hrs. at 52.16 N 00.10 E. Height about 3,000 ft. and in cloud. Not very accurate. | |
| | LANCASTER I W.4158. | F/SGT. T.L.GIBSON. SGT. S.WESCOMBE. SGT. J.P.WARREN. SGT. B.K.SKINNER. SGT. H.G.JENKINS. SGT. J.R.W.BROADLEY. F/SGT. F.A.WEBB. | | 1920. | 2355. | AACHEN attacked at 2139 hrs. 8,000 ft. 337°M. "B" load. ETA and built up area seen in light of flares. Target in sights and burst seen in E. part of town. Large number of fires spread all over town. Pilot's report: "A surprising amount of opposition encountered most of the way to and from the target and aircraft possibly hit by flak. Certain amount of scattered cloud over target made bombing from 8000' necessary. Identified by flares and we have probably hit a large factory whose chimney was visible. | |
| | LANCASTER I W.4200. | F/SGT. A.STOREY. SGT. H.C.GRIFFIN. P/O. G.H.McMILLAN. SGT. B.MORRIS. SGT. R.MATTHEWS. SGT. F.W.CATER. SGT. A.C.SPEAR. | | 1925. | 0052. | Believed AACHEN at 2138 hrs. 10,000 ft. "A" load. Aiming point not seen, many flares. Burst not seen. Intercomm. intermittently faulty. Relatively easy trip characterized by electrical storms and the usual excellent co-operation between W/Operator and Navigator. | |

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Reference: AIR 27 / 126

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 5/10/42 | LANCASTER I. | SGT. L.C.HAZELL. | | 1912. | 2258. | Aircraft returned to base from ABBEVILLE owing to weather conditions and severe icing. 1 x 4000 HC jettisoned in sea at 2122 hrs. 10,000 ft. at 50.20N. 01.20E. 96 x 30 lb. inc. brought back. Pilot's report: "Returned on account of weather. Had to turn on to reciprocal course twice to avoid icing. After crossing French coast we encountered more high cloud (air temperature -8°). As the GEE was not working and we were considerably off course, we realised it would be impossible to reach the target before 2150 at the earliest, if at all, and we returned to base." | |
| | R.5917. | SGT. H.T.TATLEY. | | | | | |
| | | SGT. E.GARDINER. | | | | | |
| | | P/O. B.JOHNSON. | | | | | |
| | | SGT. G.L.GRIFFITHS. | | | | | |
| | | SGT. A.E.PELEY. | | | | | |
| | | SGT. E.WALKER. | | | | | |
| 6/10/42. | LANCASTER I. | SGT. C.McDONALD. | | 1928. | 2335. | Primary target attacked. 2123 hrs. 10,000 ft. 230°M. 8/10ths st. cu. tops approx. 5,000 ft. Vis. fair. Woods and railway N.E. identified. Pathfinders good. Town itself obscured by cloud. Burst of 4000 lb. HC & 96 x 30 lb. inc. seen. Glow of fires seen - some consentration believed in town area. Nickels dropped. Pilot states " Pathfinders voted very good, particularly at Dummer See." | |
| | W.4185. | SGT. F.W.CHARLTON. | | | | | |
| | | SGT. V.W.NUNN. | | | | | |
| | | SGT. M.A.COLES. | | | | | |
| | | SGT. C.M.PALEY. | | | | | |
| | | SGT. V.HILL. | | | | | |
| | | SGT. P/O. J.GREBBIN. | | | | | |
| | LANCASTER I. | S/L. G.S.FRY. | | 1912. | 2327. | Town of OSNABRUCK attacked. 2131 hrs. 10,000 ft. 330°M. 6/10ths cloud about 1,000 ft. Slight haze. Target in sights. 1 x 4000 HC. & 96 x 30 lb. inc. seen to burst, but could not be pinpointed. Large number of small fires growing in intensity. Glow could be seen from Zuider Zee on return. Nickels dropped. | |
| | W.4155. | W/O. J.WILLAN. | | | | | |
| | | F/SGT. C.PERKINS. | | | | | |
| | | SGT. A.RITCHIE. | | | | | |
| | | SGT. W.HALL. | | | | | |
| | | SGT. J.PULLMAN. | | | | | |
| | | SGT. R.CLARKSON. | | | | | |
| | LANCASTER I. | P/O. J.S.RUNNACLES. | | 1919. | 2357. | Town of OSNABRUCK attacked. 2132 hrs. 11,000 ft. 310°M. 8/10ths cloud at 5,000 ft. Hazy. Target was in sights. Bombs, 1 x 4000 HC. & 1080 x 4 lb. inc. seen to explode in built up area but could not be pinpointed. Several big fires seen in the town - glow could be seen from Zuider Zee. Nickels dropped. Pilot states "Chandelier flare burst about 2 miles ahead of our aircraft over target. Caught in searchlights slightly West of target. | |
| | W.4159. | P/O. D.H.LUCK. | | | | | |
| | | F/SGT. R.NEWTON. | | | | | |
| | | SGT. A.RUSHTON. | | | | | |
| | | SGT. J.J.MIESEN. | | | | | |
| | | SGT. E.E.KERMODE. | | | | | |
| | | SGT. B.A.GOTTWALTZ. | | | | | |

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DETAIL OF WORK CARRIED OUT

By [illegible] 9 SQUADRON.

**SECRET**



(9522) Wt. 9256—36 60,000 5/42 T.S. 700

FOR THE MONTH OF OCTOBER, 1942.

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 6/10/42 (contd) | LANCASTER I. R.5917. | SGT. L.C.HAZELL. | | 1922. | 2350. | Primary target attacked. 2130 hrs. 9,500 ft. 210°M. 5/10ths low cloud. Vis. good. Dummer See seen and Railway N.E. of target. Town in sights. Burst of 4000 HC & 1080 x 4 lb. inc. seen. Several scattered fires some concentration S.W. of town. Fires definitely seemed to be growing steadily. Nickels dropped. Pilot states "Fusing links of 4,000 lb. went with bomb although fused from bomb panel, but 4,000 lb. definitely seen to explode. | |
| | | SGT. H.T.TATLEY. | | | | | |
| | | SGT. E.GARDINER. | | | | | |
| | | P/O. B.JOHNSON. | | | | | |
| | | SGT. G.L.GRIFFITHS. | | | | | |
| | | SGT. A.E.BELLY. | | | | | |
| | | SGT. E.WALKER. | | | | | |
| | LANCASTER I W.4200. | F/SGT. T.L.GIBSON. | | 1930. | 2344. | Town of OSNABRUCK attacked. 2127 hrs. 9,000 ft. 280°M. 2/10ths cloud at 4,000 ft. Hazy. Target in sights. 1 x 4000 lb. HC & 96 x 30 lb. inc. seen to burst but could not be pinpointed. A few small fires seen in the town. Nickeld dropped. Pilot states " A successful trip with a fair amount of somewhat inaccurate opposition over target." | |
| | | SGT. S.WESCOMBE. | | | | | |
| | | SGT. J.P.WARREN. | | | | | |
| | | SGT. B.K.SKINNER. | | | | | |
| | | SGT. H.G.JENKINS. | | | | | |
| | | SGT. J.R.W.BROADLEY. | | | | | |
| | 6 & | F/SGT. F.A.WEBB. | | | | | |
| | LANCASTER I W.4239. | P/O. J.COWAN. | | 1914. | 0018. | Primary target attacked. 2131 hrs. 9,500 ft. 300°M. 8/10ths cloud. stratus, 2 ⅜ 4,000 ft. Vis. good. Dummer See clearly illuminated by flares. Railway N.E. of target seen momentarily. Most of town obscured by cloud but built up area seen through breaks. Aimed for centre of perimeter of fires which were burning in built up area. Large red glow seen on base of cloud. Many fires scattered over town. One large fire seen on leaving. 1 x 4000 HC & 96 x 30 lb. inc. dropped. Pilot states "Flare dropping thought very good." | |
| | | SGT. C.H.DOSWELL. | | | | | |
| | | P/O. L.J.BROWN. | | | | | |
| | | SGT. J.H.HEWINSON. | | | | | |
| | | SGT. J.LEES. | | | | | |
| | | SGT. J.A.TALBOT. | | | | | |
| | | SGT. R.W.BROWN. | | | | | |
| | LANCASTER I. W.4248. | F/O. D.H.S.LONSDALE. | B | 1923. | 0032. | Town of OSNABRUCK attacked. 2138 hrs. 5,700 ft. 210°M. 9/10ths cloud tops. 5,000 ft. Built up area seen in light of fires. Target was in sights. 1 x 4000 HC, & 1080 x 4 lb. inc. seen to burst and felt but impossible to pinpoint. Several fires. Two large factory buildings or warehouses in the town well alight. Own incendiaries seen to start fires in buildings. Nickels dropped. Pilot states "Arrived in target area 4 mins. before O.F. zero hour. The amount of cloud over area precluded pinpointing in spite of reducing height to approx safety height of 4000 lb. bomb and spending some 30 mins. around and over target. Concussion of 4000 lb. felt and incendiaries seen to start fires in built up area. | |
| | | W/O. W.SWINBURNE. | | | | | |
| | | SGT. A.T.RILEY. | | | | | |
| | | SGT. R.R.MOORE. | | | | | |
| | | SGT. W.MORRIS. | | | | | |
| | | SGT. A.D.SMITHERMAN. | | | | | |
| | | SGT. R.L.DICKIE. | | | | | |

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Reference:- AIR 27 / 126

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 6/10/42 (contd) | LANCASTER I. R.5916. | F/O. K.A.MACKENZIE. SGT. P.TRAYNOR. SGT. A.BILLINGTON. SGT. K.T.ADAMS. SGT. R.WERREN. SGT. H.WALLACY. SGT. D.J WICKS. | | 1946. | 0024. | Primary target attacked. 2140 hrs. 270° m. 12,000 ft. Thin layer cloud 5/10ths. base about 3,000 ft. Town definitely identified from ground detail and river. FFF. flares very effective. Could not distinguish own burst. 2 very large fires in town and a number round about. 1 x 4000 HC. & 1080 x 4 lb. inc. Pilot states "At the time we were over the target observed 2 large fires and various small scattered ones. When over target observed what appeared to be a balloon burst into flame." | |
| 13/10/42. | LANCASTER I. W.4157. | S/L. D.CLYDE-SMITH, DFC. SGT. S.J.NANCEKIVELL. F/SGT. F.WEBSTER. P/O. J.A.W.MOFFAT. SGT. D.C.MASON. SGT. R.V.PLEASANCE. SGT. W.R.KEARNS. | | 1827. | 2346. | Primary target attacked 2119 hrs. 15,000 ft. Red and white flares over ZELENTER ZEE from there target clearly identified. Target in sights. Burst not seen. First few to bomb and only few fires seen on leaving. 1 x 4000 HC & 1080 x 4 lb. inc. and nickels dropped. Pilot states "This attack should turn out to be a success. PFF flares lit up the area satisfactorily. | |
| | LANCASTER I R.5916. | F/O. K.A.MACKENZIE. F/SGT. JORDAN. SGT. A.BILLINGTON. SGT. K.T.ADAMS. SGT. R.WERREN. SGT. D.J.WICKS. SGT. H.WILLACY. | | 1837 | 0002. | Primary target attacked. 2120 hrs. 12,500 ft. 1 x 4000 HC & 96 x 30 lb. inc. Selenter Lake and Kiel Hafen lit up by PFF Flares. Shape of Kiel Hafen and Docks identified. Several bursts seen after release so that our bombs not identified. Estimated fell on or near aiming point. No fires seen before bombing but fires were seen to be starting as aircraft left target area. Nickels dropped. | |
| | LANCASTER I W.4155. | S/L. G.S.FRY. W/O. J.WILLAN. F/SGT. C.PERKINS. SGT. A.RITCHIE. SGT. W.HALL. SGT. J.PULLMAN. SGT. R.CLARKSON. | | 1831. | 0006. | Primary target attacked. 2116 hrs. 15,500 ft. 1 x 4000 HC & 1080 x 4 lb. inc. Target in sights. Bomb not seen to burst and therefore could not be pinpointed. Several 4,000 lb. bombs seen bursting in target area. Flares were a great help in identifying target. Nickels dropped. Pilot states "FFF. very helpful in lighting up the SELENTER SEE and KIEL. | |

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DETAIL OF WORK CARRIED OUT

BY NO. 9 SQUADRON.

FOR THE MONTH OF OCTOBER, 1942

**SECRET**



(*9511) Wt. 9256—56 60,000 5/42 T.S. 700

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 13/10/42 (contd) | LANCASTER I. R.5917. | SGT. L.C.HAZELL. | | 1842. | 0030. | Primary target attacked. 2130 hrs. 12,500ft. 1 x 4000 HC & 96 x 30-lb. inc. Target in sights and burst seen. 2 large fires seen on leaving target and these could be seen 90 miles after leaving. There were numerous others. Nickels dropped. Pilot states "Believed to be a very successful trip. PFF. did an excellent job". | |
| | | SGT. E.GARDINER. | | | | | |
| | | SGT. W.R.MILLER. | | | | | |
| | | SGT. A.J.BROOKS. | | | | | |
| | | SGT. A.E.PELLY. | | | | | |
| | | SGT. E.WALKER. | | | | | |
| | | SGT. J.J.MIESEN. | | | | | |
| | LANCASTER I W.4158. | F/SGT. T.L.GIBSON. | | 1845. | 0051. | Primary target attacked. 2121 hrs. 13,500 ft. 1 x 4000 HC & 96 x 30 lb. inc. PFF. very effective. Centre of KIEL at end of dock area in sights and 4000 lb. bomb seen to burst there. No fires seen at first but number of fires were seen to start. One particularly heavy explosion followed by dense black smoke observed. | |
| | | SGT. S.WESCOMBE. | | | | | |
| | | SGT. J.P.WARREN. | | | | | |
| | | SGT. B.K.SKINNER. | | | | | |
| | | SGT. H.G.JENKINS. | | | | | |
| | | F/SGT. J.R.W.BROADLEY. | | | | | |
| | | F/SGT. F.A.WEBB. | | | | | |
| | LANCASTER I. W.4197. | SGT. C.MCDONALD. | | 1851. | 0038. | Primary target attacked. 2131 hrs. 13,000 ft. 1 x 4000 HC & 1080 x 4 lb. inc. Target in sights but burst seen but not pinpointed. A few fires were getting hold. Nickels dropped Pilot states "Believed to be a very good trip. PFF. was good". | |
| | | SGT. C.M.PALEY. | | | | | |
| | | SGT. V.N.NUNN. | | | | | |
| | | SGT. M.A.COLES. | | | | | |
| | | SGT. F.W.CHARLTON. | | | | | |
| | | SGT. V.HILL. | | | | | |
| | | P/O. J.CREBBIN. | | | | | |
| | LANCASTER W.4185. | SGT. E.FENWICK-CLENNEL. | | 1840. | 0119. | Primary target attacked. 2138 hrs. 14,000 ft. 1 x 4000 HC & 96 x 30 lb. inc. Target was in sights. Bomb seen to burst near aiming point but could not be exactly pinpointed. About 14 fires seen on bank of KIELER HAFEN near the DEUTSCHE WERKE. Two moderate fires in the town on W. bank of river. Nickels dropped. Pilot states "Flares definitely lit up target area. Small s/L observed running parallel above us presumed to come from a fighter." | |
| | | SGT. P.M.SLATER | | | | | |
| | | SGT. A.R.H.THOMPSON. | | | | | |
| | | SGT. E.J.COOK. | | | | | |
| | | SGT. B.A.CLIFFORD. | | | | | |
| | | SGT. J.F.EDWARDS. | | | | | |
| | | SGT. J.H.BAKER. | | | | | |

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Reference:- AIR 27 / 126

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 15/10/42. | LANCASTER I. | F/L. R.N.STUBBS, DFM. | | 1907. | 2336. | Built up area believed South of COLOGNE attacked. 2054 hrs. | |
| | R.5915. | P/O. W.B.COWAN. | | | | 14,000 ft. 1 x 4000 HC. & 1080 x 4 lb. inc. Bursts not | |
| | | SGT. T.J.PARRINGTON. | | | | seen. Scattered fires over radius of 15 miles. No | |
| | | SGT. W.COLSON. | | | | concentration of fires seen. Nickels dropped. Pilot | |
| | | SGT. H.J.GALLOWAY. | | | | states "Results not impressive." | |
| | | SGT. M.H.BROWN. | | | | | |
| | | F/SGT. K.CHAMBERLAIN. | | | | | |
| | LANCASTER I. | F/O. D.H.S.LONSDALE. | | 1913. | 2327. | Target attacked - town of COLOGNE. 2053 hrs. 10,000 ft. | |
| | W.4248. | SGT. A.D.FOOTE. | | | | Town in sights. Bombs, 1 x 4000 HC. & 96 x 30 lb. inc. | |
| | | SGT. R.R.MOORE. | | | | believed fell in South side of the town. Bomb seen to | |
| | | SGT. W.MORRIS. | | | | burst and I.B's taking hold. As aircraft left the target, | |
| | | SGT. A.D.SMITHERMAN. | | | | 3 fires of large size were seen well alight triangular | |
| | | SGT. R.C.PERCHARD. | | | | in shape in the vicinity of the aiming point. Considerable | |
| | | W/O. W.SWINBURNE. | | | | smoke rising from one of the three. Nickels dropped. | |
| | | | | | | Pilot states "Very little opposition was encountered | |
| | | | | | | over the target, mainly heavy flak predicted, at | |
| | | | | | | another machine; searchlights not very effective or | |
| | | | | | | too busy with other machines in cones. | |
| | LANCASTER I. | SGT. C.McDONALD. | | 1920. | 2320. | Primary target attacked. 2056 hrs. 13,500 ft. 1 x 4000 | |
| | W.4197. | SGT. F.W.CHARLTON. | | | | HC & 96 x 30 lb. inc. dropped and burst of 4000 lb. | |
| | | SGT. V.W.NUNN. | | | | observed but not pinpointed. Several small fires in built | |
| | | SGT. M.A.COLES. | | | | up area. No concentration. Pilot states "Fires W. of target. | |
| | | SGT. C.M.PALEY. | | | | No concentrated fires on target, almost complete absence | |
| | | SGT. V.HILL. | | | | of flak in target area. Balloon Barrage at approx. 8,000 ft. | |
| | | P/O. J.CREBBIN. | | | | Many fighters observed in target area." | |
| | LANCASTER I | F/SGT. T.L.GIBSON. | | 1913. | 2344. | Primary target attacked. 2059 hrs. 15,000 ft. 1 x 4000 HC | |
| | W.4254. | SGT. G.MEER. | | | | & 96 x 30 lb. inc. Target was in sights. One very large | |
| | | SGT. J.P.WARREN. | | | | flash seen. Own 4000 lb. seen to burst but position not | |
| | | SGT. B.K.SKINNER. | | | | pinpointed. Fires appeared to be small and scattered. | |
| | | SGT. H.G.JENKINS. | | | | One large bank of cloud over target area prevented accurate | |
| | | F/SGT. M.R.W.BROADLEY. | | | | identification of ground activity. | |
| | | F/SGT. F.A.WEBB. | | | | | |

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DETAIL OF WORK CARRIED OUT

By NO. 9 SQUADRON

For the Month of OCTOBER, 1942

**SECRET**

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(*9511) Wt. 9256—56 60,000 5/42 T.S. 700

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 15/10/42 (contd) | LANCASTER I. W.4185. | SGT. L.C.HAZELL. SGT. A.R.HOBBS. SGT. W.T.MILLER. SGT. A.J.BROOKS. SGT. A.E.PELLY. SGT. E.WALKER. SGT. J.J.MIESEN. | | 1928. | 2350. | Town of COLOGNE attacked. 2058 hrs. 12,500 ft. 1 x 4000 HC & 1080 x 4 lb. inc. Identified by Rhine and ETA. Town in sights and HC. seen to burst in believed N. part of town. Three largest fires and at least 10 smaller fires spread over the town area. Three large pinkish red incendiary bomb bursts seen amongst other fires. Nickels dropped. Pilot states "PFF. flares very helpful but more scattered than KIEL. | |
| | LANCASTER I W.4200. | F/SGT. A.STOREY. SGT. H.C.GRIFFIN. P/O. G.H.McMILLAN. F/SGT. R.J.BUCKLEY. SGT. R.MATTHEWS. SGT. F.W.CATER. SGT. A.C.SPEAR. | | 1902. | 0024. | Believed COLOGNE area. 2104 hrs. 12,000 ft. Flares scattered over wide area. Bombed glow seen in cloud. Scattered fires - not impressive. Nickels dropped. Pilot states "Bombed by process of elimination - avoided dummies and flares showing fields but do not know where bombs went. | |
| | LANCASTER I W.4764. | SGT. E.FENWICK-CLENNEL. SGT. P.M.SLATER. SGT. A.R.H.THOMPSON. SGT. E.J.COOK. SGT. B.A.CLIFFORD. SGT. J.F.EDWARDS. SGT. J.H.BAKER. | | 1924. | 0020. | Believed town of COLOGNE. 2101 hrs. 18,000 ft. 1 x 4000 HC & 96 x 30 lb. inc. Target not in sights - bombed 3 large fires already burning as ground detail could be pinpointed. Large burst seen also incendiaries which appeared to start fire. About 6 good size fires seen just before bombing. Good flare from fires still seen at Dutch coast. Nickels dropped. | |
| | LANCASTER I. W.4157. | F/O. K.A.MACKENZIE. SGT. P.TRAYNOR. SGT. A.BILLINGTON. SGT. K.T.ADAMS. SGT. R.WERREN. SGT. D.J.WICKS. SGT. H.WILLACY. | | 1917. | 0033. | Target attacked - COLOGNE. 2050. 15,000 ft. Flares very scattered, biggest bunch 2 miles North of target. 1 x 4000 lb. hung up and was jettisoned safe over sea but seen to explode, incendiaries dropped but not seen, although target in sights. Scattered fires only but glow seen for 60 miles. Pilot states "Several fires seen which appeared to be taking hold but mainly very scattered." | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 17/10/42. | LANCASTER I. | W/C. J.M.SOUTHWELL. | | 1203. | 2154. | Primary attacked at 1816 hrs. 3,500 ft. 080°E. Bombs seen to fall through smoke (believed on Auto Steel Melting shop) but definitely within factory area. Smoke obscured bursts. Fire seen in S. end of Breuil Steelworks, but number of fires small in this area, though many HE bursts seen across it. Many bursts and fires seen in Area "Y" and Power Station seen hit. | |
| | W.4253. | F/L. W.DOIG. | | | | | |
| | | F/L. G.G.S.BAIN. | | | | | |
| | | F/L. M.ROACH. | | | | | |
| | | SGT. A.D.FOOTE. | | | | | |
| | | P/O. D.H.LUCK. | | | | | |
| | | SGT. R.C.PERCHARD. | | | | | |
| | | SGT. R.W.ROBINSON. | | | | | |
| | LANCASTER I. | F/L. R.N.STUBBS, DFM. | | 1156. | 2214. | Primary attacked at 1815 hrs, 4,500 ft. 050° M. Bombs seen to burst on factory. Roof of factory and shed seen to go up. Another aircraft had previously bombed across the Sheet and Bar mills, which was already on fire across Northern end and pall of smoke was spreading across rest of target. As aircraft approached target "M" and "Y" were seen to be bombed and fires break out. Row of houses also seen hit and on fire to South of "Y". Whole of area left billows of black smoke. | |
| | R.5915. | SGT. T.J.PARRINGTON. | | | | | |
| | | SGT. W.COLSON. | | | | | |
| | | SGT. M.H.BROWN. | | | | | |
| | | SGT. H.J.GALLOWAY. | | | | | |
| | | F/SGT. K.CHAMBERLAIN. | | | | | |
| | | P/O. B.MOORHEAD. | | | | | |
| | LANCASTER I. | F/O. K.A.MACKENZIE. | | 1203. | 2200. | Primary attacked at 1814 hrs. 2,500 ft. 060°M. Bursts seen on shed at S. end of BREUIL WORKS. Aircraft was about last to leave LE CREUSOT. Town completely obscured by smoke. Incendiaries and HE seemed to be falling continuously. Very good show. Route in and out excellent. | |
| | R.5916. | SGT. P.TRAYNOR. | | | | | |
| | | SGT. A. BILLINGTON. | | | | | |
| | | SGT. R.WERREN. | | | | | |
| | | SGT. D.J.WICKS. | | | | | |
| | | SGT. H.WILLACY. | | | | | |
| | | SGT. K.T.ADAMS. | | | | | |
| | LANCASTER I. | SGT. L.C.HAZELL. | | 1155. | 2216. | Primary attacked at 1814 hrs. 4,000 ft. 030°. Bursts seen on primary. First three bombs fell on the Works, the others were near misses. Heavy black billowing cloud of smoke covered the area after bombing. A piece of cake! | |
| | W.4764. | SGT. E.GARDINER. | | | | | |
| | | SGT. A.J.BROOKS. | | | | | |
| | | SGT. A.E.KELLY. | | | | | |
| | | SGT. E.WALKER.<br>SGT. H.T.TATLEY.<br>SGT. W.T.MILLER. | | | | | |

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By NO. 9 SQUADRON.

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FOR THE MONTH OF OCTOBER, 1942.

(*9511) Wt. 9256—36 60,000 5/42 T.S. 700

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 17/10/42. (contd) | LANCASTER. I, W.4249. | SGT. C.McDONALD. | | 1159. | 2152. | Primary attacked.1814 hrs. 5,000 ft. 045°M. Stick fell diagonally across factory, all in Primary area. Buildings appeared to be totally destroyed by our sticks and that of another aircraft which fell about the same point. Debris and great cloud of smoke rose up to 2,000 ft.1 x 1,000 lb. hung up - could not release manually. | |
| | | SGT. F.W.CHARLTON. | | | | | |
| | | SGT. V.W.NUNN. | | | | | |
| | | SGT. M.A.COLES. | | | | | |
| | | SGT. C.M.PALEY. | | | | | |
| | | SGT. V.HILL. | | | | | |
| | | P/O. J.CREBBIN. | | | | | |
| | LANCASTER I. W.4157. | F/SGT. T.L.GIBSON. | | 1203. | 2204. | Primary attacked at 1814 hrs. 4,000 ft. 170°M. Bombs seen to explode amongst buildings of aiming point "Y". First bomb made large explosion than others. Section and Sheet Rolling Mills. Whole target appeared to have been hit in many places. Mass of explosions seen among factory buildings. Rolling Mills, Steel Works, Turbine Building Works and Foundry Machine shops had been well hit and were in flames. Aiming point X was also well alight. Whole area was becoming completely enveloped in smoke as aircraft left. 1 x 1,000-lb. hung up and brought back. | |
| | | SGT. E.E.KERMODE. | | | | | |
| | | SGT. G.MEER. | | | | | |
| | | SGT. B.K.SKINNER. | | | | | |
| | | F/SGT. J.R.W.BROADLEY. | | | | | |
| | | F/SGT. F.A.WEBB. | | | | | |
| | | SGT. H.G.JENKINS. | | | | | |
| | LANCASTER I. W.4248. | F/O. D.H.S.LONSDALE. | | 1159. | 2201. | Primary attacked at 1814 hrs. 3,400 ft. 100°. Slight haze. Bombs seen to burst across buildings 39 and 40. Buildings were disintegrating in all parts of the factory, especially in the Processing Works area, and smoke was seen rising from many buildings. | |
| | | W/O. W.SWINBURNE. | | | | | |
| | | SGT. A.T.RILEY. | | | | | |
| | | SGT. R.R.MOORE. | | | | | |
| | | SGT. W.MORRIS. | | | | | |
| | | SGT. A.D.SMITHERMAN. | | | | | |
| | | SGT. R.L.DICKIE. | | | | | |
| | LANCASTER I. W.4265. | S/L. G.S.FRY. | | 1155. | 2144. | Primary attacked at 1816 hrs. 4,000 ft. 080°. Our bombs could not be distinguished from those of other aircraft but the majority of bombs definitely burst among factory buildings. One big explosion in the factory, but not possible to say exact location. 2 x 1,000-lb. bombs hung up. | |
| | | W/O. J.WILLAN. | | | | | |
| | | F/SGT. C.PERKINS. | | | | | |
| | | SGT. A.RITCHIE. | | | | | |
| | | SGT. W.HALL. | | | | | |
| | | SGT. R.CLARKSON. | | | | | |
| | | SGT. J.PULLMAN. | | | | | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 17/10/42 (contd) | LANCASTER I. W.4200. | F/SGT. A.STOREY.<br>SGT. H.C.GRIFFIN.<br>P/O. G.H.McMILLAN.<br>SGT. W.MORRIS.<br>SGT. R.MATTHEWS.<br>SGT. F.E.CATER.<br>SGT. A.C.SHEAR. | | 1156. | 2215. | Primary attacked at 1815 hrs. 3,000 ft. 045°M. Own bombs could not be distinguished from those of other aircraft but estimated to have landed near Shed 38. One large explosion seen among factory buildings as aircraft left, followed by clouds of black smoke. 2 x 1000 hung up. | |
| 6 22/10/42. | LANCASTER I. W.4764. | SGT. E.FENWICK-CLENNEL.<br>SGT. P.M.SLATER.<br>SGT. A.R.H.THOMPSON.<br>SGT. W.CURD.<br>SGT. B.A.CLIFFORD.<br>SGT. J.H.BAKER.<br>SGT. J.F.EDWARDS. | | 1723. | 0235. | Primary attacked. 2130 hrs. 10,000 ft. Pinpointed all along the coast and flares from the PFF. in built up area. Whole town was lit by numerous large fires and many small ones seen. Pilot states "Very successful raid". | |
| | LANCASTER I. W.4197. | SGT. L.C.HAZELL.<br>SGT. H.T.TATLEY.<br>SGT. T.J.TAAFFE.<br>SGT. W.T.MILLER.<br>SGT. A.J.BROOKS.<br>SGT. A.E.PELLY.<br>SGT. E.WALKER. | | 1728. | 0243. | Primary attacked. 2133 hrs. 9,000 ft. Pinpointed Savona and PFF. Target in sights. Number of fires to the East of Docks. | |
| | LANCASTER I. W.4249. | S/L. G.S.FRY.<br>W/O. J.WILLAN.<br>F/SGT. C.PERKINS.<br>SGT. A.RITCHIE.<br>SGT. W.HALL.<br>SGT. R.CLARKSON.<br>SGT. J.PULLMAN. | | 1729. | 0215. | Primary attacked. 2120 hrs. from 8,000 ft. Identified visually helped by PFF. flares. Burst seen among buildings in centre of town. On leaving at 2135 hrs. a very large explosion seen with big fiery red blaze in dock area. Large white fires seen in West of town. Pilot states "Very successful trip". | |

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DETAIL OF WORK CARRIED OUT

By NO. 9 SQUADRON.

For the Month of OCTOBER, 1942.

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(*9511) Wt. 9256—36 60,000 5/42 T.S. 700

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 22/10/42 (contd) | LANCASTER I. W.4248. | F/O. D.H.S.LONSDALE. P/O. K.R.SMITH. SGT. A.R.HOBBS. SGT. R.R.MOORE. SGT. W.MORRIS. SGT. A.D.SMITHERMAN. SGT. R.L.DICKIE. | | 1730. | 0304. | Primary attacked at 2145 hrs. 7,800 ft. Pinpointed on bay S. of SAVONA. Fires and flares over target. Bursts seen. Large fire to E. of docks and numerous others. | |
| | LANCASTER I. W.4158. | SGT. T.DOOLAN. SGT. J.T.PRATT. SGT. E.L.CRAMP. SGT. W.J.CHAPPLE. F/SGT. J.R.BUCKLEY. SGT. P.A.BAINES. SGT. R.W.ROBINSON. | | 1721. | 0257. | Primary attacked. 2128 hrs. from 10,000 ft. Position of aiming point identified while PFF. flares lit up the town. Docks and harbour seen. Fires covered the whole of the E. side of the town, from the harbour Eastwards. | |
| | LANCASTER I. W.4253. | W/C. J.M.SOUTHWELL. F/L. W.DOIG. F/SGT. R.NEWTON. SGT. J.J.MIESEN. SGT. A.D.FOOTE. P/O. D.H.LUCK. SGT. R.C.PERCHARD. | | 1721. | 0245. | Primary attacked. Town and docks clearly seen and bursts in centre of town area. Large warehouse blazing near docks and bombing appeared to be very concentrated. One 1000 lb. hung up. Pilot states "Machine gunned Genoa from 1500ft. firing approx. 4,500 rounds in all. COGLETO also machine gunned. SAVONA machine gunned and left post silenced. | |
| | LANCASTER I. W.4133. | S/L. D.CLYDE-SMITH, DFC. P/O. L.B.COWAN. F/SGT. F.WEBSTER. SGT. D.C.MASON. P/O. J.A.W.MOFFAT. SGT. R.V.PLEASANCE. SGT. W.R.KEARNS. | | 1716. | 0242. | Primary attacked at 2123 hrs. from 8,500 ft. and was visually pinpointed while bursts were seen in Dock area. Large fires from own and other aircraft's bombs seen burning. Camera and flash u/s. Pilot states "New type photo flash flare chute again failed to function, old type preferred." | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 22/10/42 (contd) | LANCASTER I. W.4200. | F/SGT. A.STOREY.<br>SGT. H.C.GRIFFIN.<br>P/O. G.H.MCMILLAN.<br>SGT. R.MATTHEWS.<br>SGT. W.MORRIS.<br>SGT. F.W.CATER.<br>SGT. A.C.SPEAR. | | 1722. | 0236. | Primary attacked at 2133 hrs. from 11,000 ft. Identified by coast line and dock installations. The built up area was in sights and bombs dropped N. of aiming point "A" in dock and town area. Incen diaries seen to burst. Several of the bursts seen, few to the N.W. of the town and one good fire at aiming point "A". Many other small fires. Fire also seen in TURIN. Pilot states "Nothing to report". | |
| | LANCASTER I. W.4254. | F/O. K.A.MACKENZIE.<br>F/SGT. JORDAN.<br>SGT. A.BILLINGTON.<br>SGT. R.WERREN.<br>SGT. D.J.WICKS.<br>SGT. K.T.ADAMS.<br>SGT. H.WILLACY. | | 1726. | 0250. | Primary attacked. 2129 hrs. 10,000 ft. PFF. released flares right over target which was clearly seen. Numerous high explosives and incendiariesseen falling in target area. | |
| 24/10/42. | LANCASTER I. W.4133. | S/L. D.CLYDE-SMITH, DFC.<br>SGT. S.J.NANCEKIVELL.<br>F/SGT. F.WEBSTER.<br>SGT. D.C.MASON.<br>P/O. J.A.W.MOFFAT.<br>SGT. R.V.PLEASANCE.<br>SGT. W.R.KEARNS. | | 1213. | 2138. | Primary attacked. 1704 hrs. 4,000 ft. Railway Station seen during bombing run. Centre of town in sights. Believe bombs fell ½ mile S.E. of aiming point. Own bursts not seen. Several sticks seen falling in town and one good fire seen between breaks in cloud after bombing but many aircraft bombed above cloud. Pilot states "Very good show as far as organisation went but spoilt to some extent by 10/10ths cloud." Bombs hung up but jettisoned immediately. | |
| | LANCASTER I. W.4239. | F/O. K.A.MACKENZIE.<br>SGT. P.TRAYNOR.<br>SGT. A.BILLINGTON.<br>SGT. R.WERREN.<br>SGT. K.T.ADAMS.<br>SGT. D.J.WICKS.<br>SGT. H.WILLACY. | | 1224. | 2222. | Primary target attacked. 1707 hrs. 6,000 ft. Identified canal running East of City and City outskirts seen through gap in cloud. Also fires and incendiaries. Target not actually seen in bomb sights. 30 x 4-lb. brought back. Pilot states" Large number of Lancasters over target area at same time and it could turn into a successful do in spite of cloud." | |

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FOR THE MONTH OF OCTOBER, 1942.

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME Up | TIME Down | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 24/10/42 | LANCASTER I. | F/SGT. A.STOREY. | | 1220. | 2142. | Primary attacked. 1708 hrs. 6,500 ft. Marshalling Yard West | |
| (contd) | W.4249. | P/O. G.H.McMILLAN. | | | | of city seen in gap in cloud also railway line running North | |
| | | SGT. B.MORRIS. | | | | and South or East of City. Incendiary fires also observed | |
| | | SGT. H.C.GRIFFIN. | | | | in North of city. A factory seen in bomb sights N.E. of | |
| | | SGT. A.C.SPEAR. | | | | Marshalling Yard. Explosion of bomb not seen. Pilot states | |
| | | SGT. R.MATTHEWS. | | | | "Moderately successful trip, very pleasant journey - | |
| B | | SGT. F.W.CATER. | | | | excellent job on Navigator's part." | |
| | LANCASTER I. | SGT. L.C.HAZELL. | | 1215. | 2233. | Primary attacked. 1707 hrs. 7,000 ft. Two rivers seen through | |
| | W.4197. | SGT. E.GARDINER. | | | | gap in cloud. Ran up along railway. 1 x 4000 HC. & 2 SBC's | |
| | | SGT. W.T.MILLER. | | | | (4-lb). Factory with three large chimneys in sights through | |
| | | SGT. A.J.BROOKS. | | | | break in cloud but bursts observed. Large column of thick | |
| | | SGT. A.E.PELLY. | | | | black smoke seen through another break in cloud after | |
| | | SGT. H.T. TATLEY. | | | | bombing. Pilot states "Met. forecast from French coast very | |
| | | SGT. E.WALKER. | | | | good, but unfortunately more cloud South of ALPS." | |
| | LANCASTER I. | SGT. T.DOOLAN. | | 1217. | 2228. | Primary attacked. 1710. hours. 7,000 ft. 11 SBC's (4-lb) | |
| | W.4158. | SGT. J.T.PRATT. | | | | dropped through gap in cloud and estimated to have fallen | |
| | | SGT. E.L.CRAMP. | | | | near centre of town, where several fairly good fires were | |
| | | SGT. W.J.CHAPPLE. | | | | burning. Pilot states "Very interesting and satisfactory | |
| | | F/SGT. J.R.BUCKLEY. | | | | trip." | |
| | | SGT. P.A.BAINES. | | | | | |
| | | SG . R.W.ROBINSON. | | | | | |
| | LANCASTER I. | W/C. J.M.SOUTHWELL. | | 1224. | 2255. | 1710 hours. 3,900 ft. 4 x 1000 lb. & 2 SBC's (4-lb). Target | |
| | W.4253. | SGT. J.WILSON. | | | | in sights but own bursts not observed. A few fires seen and | |
| | | F/SGT. R.NEWTON. | | | | incendiaries which had not yet caught but were in centre of | |
| | | SGT. J.J.MIESEN. | | | | of town. Pilot states "NOVARO 1715 hrs. 100 ft. Railway line | |
| | | SGT R .C.PERCHARD. | | | | from MILAN - NOVARO - 2 locomotives gunned with about 7,000 | |
| | | P/O D.H.LUCK. | | | | rounds from all turrets and strikes seen on them. Town of | |
| | | F/L. J.A.G.SKINNER, | DFC. | | | NOVARO also shot up from 50 - 100 ft. with interesting | |
| | | | | | | results." | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 24/10/42 | "ANCASTER I. | F/L R.N.STUBBS, DFM. | | 1220. | 2254. | Primary target attacked. 1711 hrs. 8,000 ft. Shape of | |
| (contd) | R.5915. | SGT. T.J.PARRINGTON. | | | | formation of buildings in town. Some fires observed SW | |
| | | F/SGT. K.CHAMBERLAIN. | | | | part of town. 11 SBC's (4-lb. incl Pilot states "A | |
| | | SGT. M.H.BROWN. | | | | satisfactory trip." | |
| | | SGT. W.GOLSON. | | | | | |
| | | SGT. J.IRONS. | | | | | |
| | | P/O. B.MOORHEAD. | | | | | |
| | LANCASTER I. | S/L. G.S.FRY. | | 1215. | 2248. | 1716 hrs. 3,500 ft. Ran up railway and Canal centre of | |
| | W.4155. | W/O. J.WILLAN. | | | | town. Large buildings slightly S.W. of aiming point. Large | |
| | | F/SGT. C.PERKINS. | | | | seen during run up. Own incendiaries (11 SBC's (4-lb) fell | |
| | | SGT. A.RITCHIE | | | | adjacent. | |
| | | SGT. W.HALL. | | | | | |
| | | SGT. R.CLARKSON. | | | | | |
| | | SGT. J.PULLMAN. | | | | | |
| | LANCASTER I. | F/O. D.H.S. LONSDALE. | | 1219. | 2314. | Primary attacked. (a) 180 x 4lb. inc. 1705 hrs. 5,000 ft. | |
| | W.4248. | P/O. K.R.SMITH. | | | | (b) 4 x 1000 lb. 1717 hrs. 5,500 ft. The I.B's were dropped | |
| | | SGT. A.T.RILEY. | | | | with target in sights, after leaving target it was | |
| | | SGT. R.R.MOORE. | | | | discovered that the 4 x 1000 lbs. had hung up so aircraft | |
| | | SGT. W.MORRIS. | | | | returned and jettisoned these over centre of town. I.B's | |
| | | SGT. A.D.SMITHERMAN. | | | | fell close to aiming point. 4 x 1000 lb. fell about ¼ mile | |
| | | SGT. R.L.DICKIE. | | | | SE. of aiming point. Numerous scattered fires all over the | |
| | | | | | | the town and one very large fire ½ mile W. of aiming point. | |
| | LANCASTER I. | F/O. J.COWAN. | | 1213. | 2309. | Primary attacked. 1708nhours. 7,000 ft. Railway Yard N. of | |
| | W.4157. | SGT. G.H.DOSWELL. | | | | aiming point and Railway yard W. of city both seen and | |
| | | P/O. L.J.BROWN. | | | | identified. City centre seen in bomb sights and | |
| | | SGT. J.H.HEWINSON. | | | | incendiaries seen to go down and take fire (11 SBC's (4-lb)) | |
| | | SGT. J.LEES. | | | | | |
| | | SGT. J.A.TALBOT. | | | | | |
| | | SGT. R.W.BROWN. | | | | | |

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(*9511) Wt. 9256—56 60,000 5/42 T.S. 700

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES |
|---|---|---|---|---|---|---|---|
| 24/10/42 | LANCASTER I. | SGT. A.D.FOOTE. | | 1219. | 2318. | Primary attacked. 3,500M ft. 1710 hrs. 11 SBC's (4-lb). | |
| (contd) | W.4265. | SGT. A.J.W.SMITH. | | | | City centre seen in bomb sights but bombs hung up - jettisoned | |
| | | SGT. M.McKENZIE. | | | | immediately and bombs believed due W of the City centre. | |
| | | SGT. W.T.McLENNAN. | | | | 16 x 4-lb. brought back to base. Several holes in bomb | |
| | | SGT. G.MITCHELL. | | | | door wings and fuselage from machine gun bullets - ? light | |
| | | SGT. P.BROGAN. | | | | flak at point on French coast E. of ISIGNY. | |
| | | SGT. R.WARDROP. | | | | | |
| 27/10/42 | LANCASTER I | SGT. A.R.HOBBS. | | 1757. | 0102. | Vegetables dropped in allotted position at 2115 hrs. from | |
| | W.4265. | SGT. S.J.ARGENT. | | | | 600 ft. Island of LAESO clearly identified and timed run | |
| | | SGT. W.J.REID. | | | | from Eastern tip. Parachute seen to open. | |
| | | SGT. J.R.THOMAS. | | | | | |
| | | SGT. B.HEUTHER. | | | | | |
| | | SGT. D.N.BYSOUTH. | | | | | |
| | | SGT. J.S.McALLISTER. | | | | | |
| | LANCASTER I. | P/O. L.B.COWAN. | | 1750. | 0138. | Vegetables dropped in allotted position at 2125 hours. | |
| | W.4253. | P/O. A.J.TURNER. | | | | from 700 feet. Pinpointed on LAESO and mined dropped where | |
| | | P/O. B.J.SMITH. | | | | parachutes seen to open. | |
| | | SGT. G.A.TAYLOR. | | | | | |
| | | SGT. G.MEER. | | | | | |
| | | SGT. W.BERRIE. | | | | | |
| | | SGT. L.S.FIDDES. | | | | | |
| | LANCASTER I. | F/SGT. JORDAN. | | 1751. | 0126. | Vegetables dropped in allotted position at 2121 hours from | |
| | R.5916. | SGT. NEWTON. | | | | 8/900 ft. Time and distance run made from Eastern tip of | |
| | | SGT. JONES. | | | | LAESO and parachutes seen to open. Pilot states "A successful | |
| | | SGT. K.NEVILLE. | | | | trip and mines laid in allotted position. | |
| | | SGT. WARBURTON. | | | | | |
| | | SGT. W.RIMSCHA. | | | | | |
| | | SGT. R.W.ROBINSON. | | | | | |

Commanding

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# OPERATIONS RECORD BOOK



of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for ~~day~~ night 10

| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 1/11. | | Eleven crews reported to Briefing at 1400 hours, but as there was a doubt about the target etc., Briefing was postponed until 1700 hours, and operations were cancelled at 1630 hours. | |
| | 2/11. | | Despite bad weather conditions, the following crews were briefed at 1400 hours for an attack on MANNHEIM, carrying 1 x 4,000, 12 x SBC (8x 30-lb. inc). S/L. FRY, A/C. "D": F/SGT. FENWICK-CLENNEL. A/C. "G": SGT. McDONALD. A/C. "J": F/SGT. McDONALD. A/C. "K": SGT. HOBBS, A/C "L": SGT. JORDAN. A/C. "P": F/O. COWAN. A/C. "V": F/O. COWAN. A/C. "W". F/L. STUBBS. A/C "X": F/O. MACKENZIE. A/C. "Y": S/L. CLYDE-SMITH. A/C. "Z". By way of carrying on the old tradition, the trip was cancelled at 1530 hours after a Met. conference at Group Headquarters. | |
| | 3/11. | | The Squadron was given a "Stand-down" by Group, but a Defence Exercise was carried out. The aircrew of the Squadron were to attack SWINDERBY while SWINDERBY aircrew attacked WADDINGTON. Crews were issued with Sten guns and rifles and were transported to NORTH HYKEHAM. From there to a point on the North side of SWINDERBY the crews were marched as 4 platoons, 2 from each flight. The attack started at 1530 hours and the crews moved in under their platoon commander, "A" Flight taking the West side of the wood and "B" Flight the East, with the Control Tower as the objective. The party who entered via the Bomb Dump naturally were soon considered as casualties, but those who entered to the East of the Bomb Dump had little trouble getting into camp and by commandeering cars, lorries and an ambulance, made their way through the living quarters to the main camp. The officer i/c Aerodrome Defence considered that the WADDINGTON attacking party definitely took the camp. Transport was arranged to bring the crews back to base and arrived at WADDINGTON at approx. 1700 hours. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 4/11. | | Eleven crews were warned to attend Briefing at 1400 hours, but operations were cancelled by 1330 hours. | |
| | 5/11. | | The provisional order for three crews to go mining was cancelled, again shortly after lunch. There being a slight improvement in the weather, a few N.F.T's were carried out, the aircraft not having been airborne for 9 days. | |
| | 6/11. | | With the weather clearing and a much improved prospect of operating, the following crews were briefed at 1400 hours for an attack on GENOA:- S/L. CLYDE-SMITH. A/C."Z": SGT. DOOLAN. A/C. "X": F/SGT. GIBSON. A/C."O": F/S. JORDAN. A/C. "P": P/O. COWAN. A/C. "W": F/O. MACKENZIE. A/C. "R": F/SGT. FENWICKE-CLENNEL. A/C "G": SGT. HAZELL. A/C "J": F/SGT. McDONALD. A/C. "K": SGT. McDONALD. A/C. "M": F/O. COWAN. A/C "Y" . The load carried was 2 x 1,000-lb. 6 x SBC. (90x4-lb. inc). Crews reported an uneventful trip with quite a large amount of light flak which was ineffective. Slight amounts of heavy flak was fired seemingly at random. Reports indicate that the A.P. was well alight with scattered fires round about. "Z" (S/L. CLYDE-SMITH) returned with 1 SBC. in No. 15 position, due to faulty release unit, and dropped the flash over the Channel due to faulty electrical circuit. "Y" (F/SGT. STOREY) brought back 1 x 1,000. "O" (F/SGT. GIBSON) had to release 1 x 1,000 by means of the hook. All our aircraft returned safely to base with the exceptions of "X" (SGT. DOOLAN) who landed at OAKLEY and "G" (F/SGT. FENWICKE-CLENNEL) who landed at EXETER. | |
| | 7/11. | | Despite the fact that crews did not land until approx. 0700 hours, briefing took place at 1500 hours for another attack on GENOA, the following crews taking part;- The following four crews briefed to lay mines just outside the Harbour ten minutes before the bombing started: S/L. FRY. A/C. "D": SGT. McDONALD. A/C "M": F/SGT. JORDAN. A/C "P": SGT. BOOTE. A/C "Y". | |

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# OPERATIONS RECORD BOOK

of (Unit or Formation) No. 9 SQUADRON.



No. of pages used for ~~day~~ month 10

| Place | Date 1942. | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 7/11 (contd) | | F/O. MACKENZIE. A/C. "R": F/O. COWAN. A/C "V": F/SGT. STOREY. A/C. "U": F/SGT. GIBSON. A/C "O": F/SGT. McDONALD. A/C. "L": S/L. CLYDE-SMITH. A/C. "Z". were detailed for bombing. Of these "R" carried 2 x 1,000, 6 SBC (90 x 4-lb.inc) and the rest carried 10 x SBC (90 x 4-lb.inc). Take-off was to be 1730 hours and at 1550 the mining crews were changed over to carry 4 x 1,000 lb 1 x SBC (90 x 4-lb.) and bomb the A.P. The armourers did an excellent job of work in changing these loads over and received a message of congratulation from the C. in C. Once again a very quiet trip, but a front that was encountered just South of PARIS gave cloud to 18,000 feet. Fortunately the icing index was very low and not much icing was experienced. The fires seen were thought to be much fiercer and more widespread than the previous night. A smoke haze seeming to generate on the breakwater did not seem to spread much beyond the Harbour installations and crews were able to pick out the target quite easily. On return "R" (F/O. MACKENZIE) and "L" (F/SGT. McDONALD) collided in mid-air and both crashed on the Southern boundaries of the aerodrome. The attacks on GENOA were made to further the Egyptian campaign, since the port was used largely to transport materials to the enemy forces. The retreat of the enemy Westwards in rout suggests that the efforts of Bomber Command were of great help to the Allied forces in Egypt. Apart from "R" and "L", all our aircraft returned safely from a highly successful trip. | |
| | 8/11. | | After the operations of last night, the Squadron was given a "Stand-down". | |
| | 9/11. | | F/O. LONSDALE. A/C. "D": SGT. HAZELL. A/C. "J": SGT. McDONALD. A/C. "M": SGT. FOOTE. A/C. "Y": F/SGT. FENWICKE-CLENNEL. A/C. "G": S/L. CLYDE-SMITH. A/C. "Z": F/O. COWAN. A/C. "V": F/SGT. STOREY. A/C. "U": F/SGT. GIBSON. A/C. "O": P/O. COWAN. A/C "P". The above crews were briefed at 1400 hours for an attack on HAMBURG. Take-off was at 1800 hours | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 9/11 (contd) | | and with the exception of "M" (SGT. McDONALD), all aircraft took off. The crews encountered 10/10ths cloud before the D.R. turning point N.W. of target and no breaks were seen until on the return journey. Freak winds added to the navigators' troubles with the result that none of our crews could identify the target. The crews who estimated their position to be HAMBURG reported heavy A.A. fire that was very accurate, but no searchlights. "D" (F/O. LONSDALE) and "P" (P/O. COWAN), both returned with their aircraft damaged by flak. "V" (F/SGT. STOREY) in trying to break cloud, iced up badly and had to jettison his bombs. As a result of the cloud and freak winds the trip could not be considered successful. All aircraft returned to base. | |
| | 10/11. | | Notification was received that the C. in C. Bomber Command would visit the Station on 13/11/42. Weather prevented any flying at all. | |
| | 11/11. | | A full dress rehearsal of the parade to be held for the C. in C. was held in No. 4 Hangar at 0945 hours. Aircrew fell in by crews, with the Captain at the head. It was during this parade that the Station observed the two-minute silence. The Squadron was given a "stand-down" since the weather still prevented flying. | |
| | 12/11. | | Crews fell in in front of No. 3 Hangar and marched to No. 4 where the crews of both 9 and 44 Squadrons and 1661 Conversion Unit were to be assembled in a hollow square. At approximately 0945 hours the Station Commander (GROUP CAPTAIN K.P.LEWIS) announced that his Majesty the King would be inspecting the crews of this Station. At 1010 hours His Majesty arrived and was heralded by the Royal Salute by buglers and proceeded to inspect all crews on the Station, making conversation with each Captain. His Majesty then inspected three aircraft with their respective ground crews and some specimen Lancaster loads. After taking coffee with the C.O. and Flight Commanders in the Airmen's Mess, His Majesty left the Station along a route bordered by cheering personnel. | |

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# OPERATIONS RECORD BOOK



No. of pages used for ~~day~~ month 18

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 13/11. | | The following crews were briefed for an attack on GENOA:<br>S/L. CLYDE-SMITH. A/C "Z": F/SGT. STOREY. A/C. "U": F/SGT. GIBSON.A/C. "O": F/SGT. JORDAN. A/C "P": SGT. WILSON. A/C. "W": F/L. LONSDALE. A/C. "J": SGT. HAZELL. A/C. "B": SGT. McDONALD. A/C. "M": SGT. HOBBS. A/C. "G". SGT. FOOTE. A/C. "K".<br>Take-off was scheduled for 1800 hours and all aircraft took off. The trip was made mainly over 10/10ths cloud from the South of England to the Italian side of the Alps where, shortly before the target, the cloud broke giving perfect visibility. The P.F.F.flares were excellent, illuminating the target perfectly. The attack, under these conditions, was, as can be expected, concentrated on the aiming point and many fires were left burning.<br>On the return, a diversion was made to TANGMERE, where all aircraft landed. "O" (F/SGT. GIBSON) had a brake pressure supply line broken by flak and had to raise the undercarriage at the end of the runway on landing. | |
| | 14/11. | | The aircraft at TANGMERE took off to return to base, but owing to bad visibility, only "Z" landed at base.."G" and "U" landed at NORTH LUFFENHAM. "K" landed at KINGSCLIFFE. All the rest returned to TANGMERE. The weather prevented any further flying that day. | |
| | 15/11. | | Five crews were briefed for yet another attack on GENOA.<br>"W". W/C. SOUTHWELL. "V". S/L. CLYDE-SMITH. "Y" SGT. WILSON. "G". SGT. DOOLAN. "U". F/SGT. STOREY.<br>Of these, "Y" (SGT. WILSON), was cancelled immediately before take-off and the other four took - off at 1740 hours.<br>Flying on a more direct route, the flak on the French coast was in evidence, through 10/10ths cloud which again persisted to the South side of the Alps. Again cloud broke over the target | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 15/11 (contd) | | and target identification by the light of P.F.F flares was easy. Less flak than in the previous attack was experienced and a successful raid was carried out with several fires left burning in the target area. All four aircraft brought back photographs. "W" (W/C. SOUTHWELL) and "V" (S/L. CLYDE-SMITH) both brought back photographs of the aiming point. On the return, diversions were received to LEEMING, with instructions to try base en route. Fortunately, all aircraft were able to land here. | |
| | 16/11. | | The crews spent the morning sleeping off the trip and there was a "stand-down" in the afternoon. The remainder of our crews returned from TANGMERE and other aerodromes. | |
| | 17/11. | | In the morning crews were shown a model of a target area and likely objectives pointed out. However, no details of the name of the area or the possible date of attack were given. The following crews were briefed for an attack below 2,000 feet on BAD KREUSNACH: "U" F/L. STUBBS: "V" F/S. GIBSON: "P" F/SGT. JORDAN: "B". SGT HAZELL: "M" SGT. McDONALD. "J" SGT. HOBBS. The attack was intended to make the Hun move some of his A.A. from the bigger targets to some of the smaller ones by reason of his being unable to estimate where our aircraft would next attack his small towns. The trip was, however, cancelled as the crews were leaving the Flights. On cancellation, four crews were warned for Night Formation flying, which was again cancelled on account of weather. The following Bullseye exercises were also cancelled: "G" SGT. FOOTE: "W" SGT. WILSON. "K" SGT. ALLEN. | |
| | 18/11. | | The following crews were briefed for an attack on TURIN. "B" SGT. HAZELL. "G" SGT. ALLEN. "J" SGT. FOOTE. "K" SGT. HOBBS. "M" SGT. McDONALD. "Y" S/L. FRY. "W" W/C. SOUTHWELL. "Z" S/L. CLYDE-SMITH. "U" F/L. STUBBS. "V" P/O. COWAN. "P" SGT. WILSON. About an hour before take-off all crews except "B", "M", "Z" and "U" were cancelled owing to the | |

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# OPERATIONS RECORD BOOK



of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for diary 10

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 18/11 | (contd) | prospect of bad weather for return. | |
| | | | The trip was quite uneventful, being over 10/10ths cloud as far as the Alps, where the cloud broke, leaving only low mist over the target. P.F.F. flares illuminated the FIAT WORKS perfectly and no difficulty was experienced in identifying the target. Heights of attack were between 4,000 and 6,000 feet. Many sticks of incendiaries and H.E. were seen to explode on the factory and S/L. CLYDE-SMITH gunned gun posts in the area. The only machine to be damaged by flak was "Z", which had holes in the perspex fairing above the Pilot and Navigator. Diversions were received on the return trip to HURN and all machines landed there except "B" (SGT. HAZELL), who landed at THORNEY ISLE. | |
| | 19/11. | | Seven crews were detailed to attack TURIN, the same target as the previous night, but once again the cancellation was notified as crews were leaving the Flights. All our crews returned from their diversion aerodromes. | |
| | 20/11. | | The FIAT WORKS, TURIN, was again the target for the following crews:- "W" W/C. SOUTHWELL: "Z" F/L. STUBBS: "V" P/O. COWAN: "P" P/O. COWAN: "L" SGT. WILSON: "B" F/SGT. JORDAN: "A" F/L. LONSDALE: "G" SGT. FOOTE: "J" SGT. HOBBS: "M" SGT. McDONALD: "K" SGT. ALLEN. Take-off was at 1840 hours and the trip across FRANCE was again over 10/10ths cloud, which broke South of the Alps, leaving low haze, making the target identification very difficult. It was thought by crews that 2 x 4,000 lb. bombs hit the target in addition to numerous incendiaries. The official opinion on the raid was "fairly successful". The attack on the town carried out by 1, 2, 3 and 4 Groups seemed to be more successful, with about 30 fires left burning. F/Sgt. GIBSON had the starboard inner cut about 40 minutes after take-off, but carried on to the target and bombed town . | |



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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 20/11 (contd) | | Aircraft were diverted to ELSHAM and all landed there except F/SGT. GIBSON, who landed at FORD. | |
| | 21/11. | | Bad weather caused the Squadron to be given a "stand-down" and the only flying carried out was the return of our aircraft from diversion aerodromes. | |
| | 22/11. | | STUTTGART was the target for the following crews:- "Z" F/L. STUBBS: "V" F/O. COWAN: "U" SGT. WILSON: "O" F/SGT. GIBSON: "W" P/O. COWAN: "A" F/L. LONSDALE: "B" SGT. HAZELL: "G" SGT. FOOTE: "J" SGTO. HOBBS: "K" SGT. ALLEN: "Y" S/L. FRY. "Z" (F/L. STUBBS) was unfortunate in having two starboard engines cut about an hour after take-off and had to return. "A" (F/L. LONSDALE) had 1 x 1,000 hang up, but released it immediately in the town of HASLET as his port inner was giving trouble. "B" (SGT. HAZELL) was coned by about 20 searchlights and dived from 11,000 to 4,000 feet to avoid them and bombed from that height. The general opinion of crews was that the target was well bombed and that P.F.F. were again very efficient. Apart from "O" (F/SGT. GIBSON) who landed at STRADISHALL, all our aircraft returned to base. | |
| | 23/11. | | There being no operations detailed, combined with bad visibility in the morning, the only flying carried out was a little local and a bombing detail by "R" (SGT. WILSON). | |
| | 24/11. | | Again weather prevented flying and Squadron activities were confined to ground training. | |
| | 25/11. | | Bad weather in the morning prevented flying, but in the afternoon two bombing details were carried out by "P" (F/SGT. GIBSON) and "U" (P/O. COWAN) at WAINFLEET SANDS. The visibility closed down rather quickly about 1700 hours and "U" (P/O. COWAN) had to land at WOODHALL SPA. | |
| | 26/11. | | Weather again precluded any flying and the day was spent in ground training. | |

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No. of pages used for ~~day~~ month 10

of (Unit or Formation) NO. 9 SQUADRON.

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 27/11. | | Today's briefing was split - four aircraft going mining near DANZIG and eight aircraft bombing at STETTIN. The mining aircraft took off and two of the bombers were also airborne, when the bombing was cancelled. Due to an unusual recall procedure, the mining aircraft also returned, although the recall was only for the aircraft on bombing. | |
| | 28/11. | | The following crews were briefed at 1400 hours for an attack on TURIN:- "K" SGT. HAZELL: "W" P/O COWAN: "J" SGT. HOBBS: "D" S/L FRY: "U" F/SGT. STOREY: "Y" SGTO FOOTE: "P" F/SGT. JORDAN: "G" F/SGT. FENWICKE-CLENNEL: "M" SGT. McDONALD: "Z" F/L LONSDALE: "B" SGT. DOOLAN: "V" F/SGT. GIBSON. Four aircraft took 13 SBC's of incendiaries and eight took 1 x 4,000 and 3 SBC's of incendiaries, and took off at 1830 hours on what turned out to be a very successful raid with several large fires in and around the aiming point. One large fire, thought to be a warehouse or factory, could be seen up to crossing the Alps on the return trip. Another report on the same fire stated that it was the largest fire ever seen by any member of the crew. Two aircraft, "K" (SGT. HAZELL) and "W" (P/O. COWAN) came back on three engines, Sgt. Hazell having to jettison containers and flame floats before height could be gained to cross the Alps. F/L. LONSDALE in "Z" was unfortunate enough to be hit by two incendiaries from another aircraft above him, one penetrating the fuselage in front of the windscreen without igniting, but rendered the Auto Pilot u/s. The other penetrated the tail and ignited, but was extinguished by the Rear Gunner, Wireless Operator and Flight Engineer. The damage, though serious, was not sufficient to preclude flying the aircraft, but made violent evasive action impossible. The only other damage to our aircraft was a hole made by flak in the windscreen of "D" (S/L. FRY). All our aircraft returned safely. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 29/11. | | Weather again prevented flying and activities were confined to ground training. | |
| | 30/11. | | Once more weather was unfit for flying and again the only activity was confined to ground training. | |

WING COMMANDER, COMMANDING
NO. 9 SQUADRON, WADDINGTON.

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# OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for ~~the~~ month

SECRET.

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | NOVEMBER. 1942. | | MOVEMENTS OF OFFICERS. | |
| | 14 Nov. | | P/O. J. W. Lynes. Posted from No. 1661 Conversion Unit. | |
| | | | P/O. J. Moffat, DFC. Posted to R.A.F. Station, Waddington. | |
| | | | P/O. A. Flannagan. Posted from R.A.F. Station, Mildenhall. | |

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(*12324—9305) Wt. 15187—523 162M 6/43 T.S. 700

DETAIL OF WORK CARRIED OUT

By NO. 9 SQUADRON.

For the Month of NOVEMBER, 1942.

**SECRET**



(*9511) Wt. 9256—56 60,000 5/42 T.S. 700

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 6/11/42. | LANCASTER I. W.4197. | SGT. L.C.HAZELL. SGT. E.GARDINER. SGT. W.T.MILLER. SGT. H.T.TATLEY. SGT. A.J.BROOKS. SGT. A.E.PELLY. Sgt. E.WALKER. | Bombing - GENOA. | 2134. | 0804. | Primary target attacked, 0200 hours, 8,500 feet. 020°. Nil cloud and target was well illuminated by flares and easily identified. Target in sights and bursts observed slightly S.E. of A.P. Huge fires concentrated in built-up area E. of GENOA Bay and were visible 50 miles away. Particularly large fire in S.E. part of town. When 50 miles away on return a terrific white flash seen which illuminated town and bay. Nickels over town. Pilot's remarks: Excellent navigation and P.F.F. very successful. Crew co-operated well in what I consider an extremely satisfactory raid. | |
| | LANCASTER I W.4159. | F/O. J.COWAN. SGT. C.H.DOSWELL. P/O. L.J.BROWN. SGT. J.LEES. SGT. J.H.HEWINSON. SGT. J.A.TALBOT. SGT. W.R.KEARNS. | Bombing - GENOA. | 2119. | 0753. | Primary attacked, 0150 hours, 8,000 feet, 280°. No cloud and flares lit up town and docks. A.P. in bomb sight and own bursts observed, Many fires in E. side of town and E, side of dock area. Nickels dropped over town. | |
| | LANCASTER I. W. 4158. | F/SGT. T.L.GIBSON. SGT. J.WILSON. P/O. E.E.KERMODE. SGT. B.K.SKINNER. SGT. H.G.JENKINS. SGT. J.R.W.BROADLEY. SGT. F.A.WEBB. | Bombing - GENOA. | 2142. | 0754. | GENOA, old town centre attacked (primary), 0201 hrs. 8,000' 030°. No cloud, good vis. and target was identified with assistance of flares. Target in sights and bombs estimated to have fallen slightly E. of Old town Centre. Bursts not observed owing to many others. Three large fires near A.P. AND MANY OTHERS scattered in built-up area. 1 x 1,000 bomb hung up and jettisoned safe in Mediterranean. Nickels over GENOA. Pilot's remarks: Target successfully attacked very close to A.P. | |
| | LANCASTER I. W.4200. | F/SGT. A.STOREY. SGT. H.C.GRIFFIN. P/O. G.H.McMILLAN. F/SGT. B.MORRIS. SGT. R.MATTHEWS. SGT. F.W.CATER. SGT. E.S.WOOD. SGT. W.BROOKS. | Bombing - GENOA. | 2144. | 0801. | Primary attacked, 0205 hours, 2,000 ft. 090° (M) Bombs - 2 x 1,000 GP & 540 x 4 lbs. inc. believed to have fallen E. of A.P. Vis. was good and target was identified by ground detail and P.F.F. flares. Numerous fires in town, well concentrated. 1 x 1000 bomb hang-up, Nickels dropped over town. Pilot's remarks: A successful trip. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 6/11/42 | LANCASTER I. W.4253. | P/O. L.B.COWAN. | Bombing - | 2136. | 0758. | Primary attacked. 0155 hrs. 8,000 ft. 270°. Vis. excellent, | |
| | | SGT. G.MEER. | GENOA. | | | PFF. flares seen and A.P. in bomb sight. Own bombs and | |
| | | P/O. A.J.TURNER. | | | | others seen to burst in target area. Nickels dropped in area. | |
| | | P/O. B.J.SMITH. | | | | Pilot's remarks: Successful trip. Target readily identified. | |
| | | SGT. G.A.TAYLOR. | | | | Flak entirely ineffective. Fires visible for 70miles. | |
| | | SGT. L.S.FIDDES. | | | | | |
| | | SGT. W.HERRIE. | | | | | |
| | LANCASTER I W.4764 | F/SGT. A.J.McDONALD. | Bombing - | 2126. | 0751. | Primary attacked. 0155 hrs. 7,800 ft. 064°. No cloud, | |
| | | SGT. J.W.BOWES. | GENOA. | | | smoke from fires. Full ground detail seen in light of PFF. | |
| | | F/SGT. D.L.GRIMES. | | | | flares. Target in sights but bursts not observed. Large | |
| | | SGT. D.D.LOW. | | | | concentration of fires around A.P. and scattered fires in | |
| | | SGT. N.CURD. | | | | other parts of town. Fires visible 70/80 miles away. Nickels | |
| | | SGT. E.ANTHONY. | | | | in target area. Pilot's remarks: PFF. excellent. Target was | |
| | | SGT. R.C.PERCHard. | | | | well illuminated on arrival. Highly satisfactory trip. | |
| | LANCASTER I. R.5916. | F/O. K.A.MACKENZIE. | Bombing - | 2146. | 0734. | Primary attacked. 0150 hrs. 8,500 ft. 063°. Vis. clear, no | |
| | | SGT. J.J.TAAFFE. | GENOA. | | | cloud and target identified from coastline and flares. A.P. | |
| | | SGT. A.R.BILLINGTON. | | | | in sights and bombs estimated to close to A.P. North. 5 | |
| | | SGT. K.T.J.ADAMS. | | | | large fires seen. Pilot's remarks: Believed at time of | |
| | | SGT. R.E.WERREN. | | | | attack that it is a more successful show than the | |
| | | SGT. D.J.WICKS. | | | | previous one. | |
| | | SGT. H.WILLACY. | | | | | |
| | LANCASTER I. W.4133. | S/L. D.CLYDE-SMITH, | D.F.C. | 2143. | 0736. | Primary attacked 0155 hrs. 8,000 ft. 030°. No cloud. GENOA | |
| | | SGT. S.J.NANCEKIVELL. | Bombing - GENOA. | | | clearly seen with aid of flares. Target in sights, but bursts | |
| | | F/SGT. F.WEBSTER. | | | | not observed. A.P. well ablaze and one large fire S. of A.P. | |
| | | SGT. D.MASON. | | | | Fires visible for 80 miles from target. Pilot's remarks: | |
| | | F/L. J.A.G.SKINNER, | D.F.C. | | | Flares greatly assisted in identification of A.P. | |
| | | SGT. R.V.PLEASANCE. | | | | | |
| | | SGT. W.R.KEARNS. | | | | | |

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DETAIL OF WORK CARRIED OUT

BY NO. 9 SQUADRON.

FOR THE MONTH OF NOVEMBER, 1942.

**SECRET**

PAGE No. 22

(*9511) Wt. 9256—56 60,000 5/42 T.S. 700

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 6/11/42 | LANCASTER I | SGT. T.DOOLAN. | Bombing - | 2142. | 0835. | Landed at OAKLEY. | |
| (contd) | R.5915. | SGT. J.T.PRATT. | GENOA. | | | Primary attacked 0145 hrs. 6,000 ft. Target identified by | |
| | | SGT. E.L.CRAMP. | | | | the harbour which was lit up by gun flashes. All bombs and | |
| | | F/SGT. J.R.BUCKLEY. | | | | incendiaries dropped. Bomb bursts not seen. Extensive fire | |
| | | SGT. W.J.CHAPPLE. | | | | covering the target area and spreading along the coast to | |
| | | SGT. P.A.BAINES. | | | | half way round the harbour. 2 packages of nickels dropped | |
| | | SGT. R.W.ROBINSON. | | | | over Genoa. | |
| | LANCASTER I | F/SGT. E.FENWICKE-CLENNEL. | Bombing - | 2123. | 0726. | Landed at EXETER, | |
| | W.4185. | SGT. P.M.SLATER. | GENOA. | | | Primary attacked 0155 hrs. 9,000 ft. Genoa Bay clearly | |
| | | SGT. A.R.H.THOMPSON. | | | | identified in light of P.F.F. flares. Target was in | |
| | | SGT. B.A.CLIFFORD. | | | | sights and bombs seen to burst in target area. One big | |
| | | SGT. E.J.COOK. | | | | fire seenin middle of town. | |
| | | SGT. J.F.EDWARDS. | | | | | |
| | | SGT. J.H.BAKER. | | | | | |
| 7/11/42. | LANCASTER I. | S/L. D.CLYDE-SMITH, D.F.C. | Bombing | 1811. | 0256. | Primary attacked. 2148 hrs. 6,000 ft. Identified from | |
| | W.4133. | SGT. S.J.NANCEKIVELL. | GENOA. | | | general shape of harbour and P.F.F. flares. Target in | |
| | | F/SGT. F.WEBSTER. | | | | sights and bombs believed to have fallen W. of A.P. "G". | |
| | | SGT. D.MASON. | | | | Town E. of A.P. was burning well. Several large columns | |
| | | F/L. J.A.G.SKINNER, D.F.C. | | | | of black smoke and fires could be seen from TUPIN after | |
| | | SGT. R.V.PLEASANCE. | | | | leaving target. | |
| | | SGT. W.R.KEARNS. | | | | | |
| | LANCASTERI | F/O. J.COWAN. | Bombing - | 1735. | 0253. | Primary attacked. 2153 hrs. 9,000 ft. Docks and inner | |
| | W.4157. | SGT. C.H.DOSWELL. | GENOA. | | | harber seen and railway siding - also tip of breakwater. | |
| | | P/O. L.J.BROWN. | | | | Railway sidings N.E. of aiming point in sights - | |
| | | SGT. J.LEES. | | | | own incendiaries fell in general conflagration. Fires | |
| | | SGT. J.H.HEWINSON. | | | | mainly concentrated around aiming point but also | |
| | | SGT. W.HENN. | | | | extending eastwards. | |
| | | SGT. M.BROWN. | | | | | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 7/11/42 (contd) | LANCASTER I. W.4200. | F/SGT. A.STOREY. | Bombing - GENOA. | 1747. | 0221. | Primary attacked. 2151 hours. 11,000 ft. Identified from coastline and shape of harbour and P.F.F. flares. Target in sights and bombs believed to have fallen slightly N. of A.P. "C". which at the time was a part of town not already burning. Numerous fires were seen N. of harbour. | |
| | | ~~SGT. W.BROOKS.~~ SGT. H.G.GRIFFIN. | | | | | |
| | | P/O. G.H.McMILLAN. | | | | | |
| | | SGT. B.MORRIS. | | | | | |
| | | SGT. G.A.TAYLOR. | | | | | |
| | | SGT. F.W.CATER. | | | | | |
| | | SGT. E.S.WOOD. | | | | | |
| | LANCASTER I. R.5916. | F/O. K.A.MACKENZIE. | Bombing - GENOA. | 1746. | | Aircraft crashed on return. No details available | |
| | | SGT. J.J.TAAFFE. | | | | | |
| | | SGT. A.R.BILLINGTON. | | | | | |
| | | SGT. K.T.J.ADAMS. | | | | | |
| | | SGT. R.E.VERREN. | | | | | |
| | | SGT. D.J.WICKS. | | | | | |
| | | SGT. H.WILLACY. | | | | | |
| | LANCASTER I. W.4254. | F/SGT. L.H.JORDAN. | Bombing - GENOA. | 1743. | 0307. | Primary attacked. 2200 hrs. 8,000 ft. Identified from shape of harbour and some flares. Target in sights. Own bursts not observed. Town well alight. | |
| | | SGT. L.F.W.JONES. | | | | | |
| | | SGT. E.C.P.NEWTON. | | | | | |
| | | SGT. R.W.ROBINSON. | | | | | |
| | | SGT. K.NEVILLE. | | | | | |
| | | SGT. W.RIMSCHA. | | | | | |
| | | SGT. WARBURTON. | | | | | |
| | LANCASTER I. W.4155 | S/L. G.S.FRY. | Bombing - GENOA. | 1743. | 0150. | Primary attacked. 2135 hrs. 8,300 ft. Pinpointed on harbour and waited for P.F.F. flares which went down at 2133 hrs. Target in sights and bursts observed slightly N. of A.P. "C". Some fires were getting hold as aircraft left. | |
| | | SGT. A.RITCHIE. | | | | | |
| | | W/O. J.WILLAN. | | | | | |
| | | SGT. R.G.CLARKSON. | | | | | |
| | | F/SGT. D.ROGERS. | | | | | |
| | | SGT. J.PULLMAN. SGT. W.HALL. | | | | | |

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DETAIL OF WORK CARRIED OUT

By NO. 9 SQUADRON.

**SECRET**



FOR THE MONTH OF NOVEMBER, 1942

(*9511) Wt. 9256—56 60,000 5/42 T.S. 700

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 7/11/42. | LANCASTER I | F/SGT. A.J.McDONALD. | Bombing - | 1753. | | Aircraft crashed on return. no details available | |
| (contd) | W. 4265. | SGT. W.J.BOWES. | GENOA. | | | | |
| | | F/SGT. D.L.GRIMES. | | | | | |
| | | SGT. D.D.LOW. | | | | | |
| | | SGT. N.CURD. | | | | | |
| | | SGT. E.ANTHONY. | | | | | |
| | | SGT. R.C.HERCHARD. | | | | | |
| | LANCASTER I. | SGT. C.P.McDONALD. | Bombing - | 1742. | 0202. | Primary attacked. 2135 hrs. 14,500 ft. Flares lit up | |
| | W.4249. | SGT. C.F.ALLEN. | GENOA. | | | promontory to S.E. of Inner Harbour and also illuminated | |
| | | SGT. V.N.NUNN. | | | | aiming point. Aiming point in sights. Bursts seen by Bomb | |
| | | SGT. C.M.PALEY. | | | | Aimer approximately 250 yards south and S.E. of aiming point. Bombed early but attack appeared to be opening | |
| | | SGT. M.A.COLES. | | | | promisingly until sight of town obscured by hills. Two | |
| | | SGT. V.HILL. | | | | sticks if incendiaries seemed to ve catching Hold beside | |
| | | P/O. J.CREBBIN. | | | | water front. | |
| | LANCASTER I. | SGT. A.D.FOOTE. | Bombing - | 1757. | 0209. | Primary attacked. 2148 hrs. 8,000 ft. Ground detail | |
| | W4159 | SGT. A.J.W.SMITH. | GENOA. | | | clearly seen in light of P.F.F. flares. Target was in bomb | |
| | | SGT. M.McKENZIE. | | | | sight. Impossible to give position of bursts owing to | |
| | | SGT. W.T.McLENNAN. | | | | other bombs and fires. Many bombs and incendiaries seen | |
| | | SGT. G.MITCHELL. | | | | from other aircraft. The whole of the town, especially | |
| | | SGT. P.BROGAN. | | | | the part round the inner harbour, appeared to be on fire. | |
| | | SGT. R.WARDROP. | | | | | |
| 9/11/42. | LANCASTER I. | F/O. D.H.S.LONSDALE. | Bombing - | 1747. | 2348. | Target attacked - estimated BREMEN area. Target not | |
| | W.4155. | SGT. A.T.RILEY. | HAMBURG. | | | identified. Lost GEE fix. No activity was observed on ETA. | |
| | | P/O. K.R.SMITH. | | | | but a series of explosions and one flare was seen about 15 | |
| | | SGT. J.I. MORRIS. | | | | miles S.E. No activity was observed on reaching this point | |
| | | SGT. R.R.MOORE. | | | | so course was set for return. Bombs were dropped in the | |
| | | SGT. A.D.SMITHERMAN. | | | | estimated position of BREMEN. No results observed. | |
| | | SGT. R.L.DICKIE. | | | | | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 9/11/42. | LANCASTER I. | SGT. L.C.HAZELL. | Bombing - | 1712. | 2354. | Target attacked - believed HAMBURG area. Visual pin point | |
| (contd) | W.4197 | SGT. C.F.ALLEN. | HAMBURG. | | | on German coast at OSTERHEVE. Bursts not seen. No results | |
| | | SGT. W.T.MILLER. | | | | observed. Time 2051 hrs. Height 14,000 feet. Pilot had | |
| | | SGT. R.G.CLARKSON. | | | | nothing to report. | |
| | | SGT. A.J.BROOKS. | | | | | |
| | | F/L. C.G.S.BAIN. | | | | | |
| | | SGT. E.WALKER. | | | | | |
| | LANCASTER I. | SGT. A.D.FOOTE. | Bombing - | 1754. | 0020. | Estimated position of HAMBURG, from last TR fix. Target was | |
| | W.4159. | SGT. A.J.W.SMITH. | HAMBURG. | | | bombed on DR. Area was searched for 12 minutes without any | |
| | | SGT. M.McKENZIE. | | | | visual pin point being obtained. Bombs were released there- | |
| | | SGT. W.T.McLENNAN. | | | | fore and course set for base. Flash of 4,000-lb. bomb seen | |
| | | SGT. G.MITCHELL. | | | | Aircraft holed by flak in many places. | |
| | | SGT. P.BROGAN. | | | | | |
| | | SGT. S.A.TAFT. | | | | | |
| | LANCASTER I. | F/SGT. E.FENWICKE-CLENNEL. | Bombing - | 1829. | 0012. | Target attacked - DR position of HAMBURG from last TR fix | |
| | W.4185. | SGT. P.M.SLATER. | HAMBURG. | | | and glow of fires below cloud. Bombs released on ETA target | |
| | | SGT. A.R.H.THOMPSON. | | | | About three areas of red glow below cloud suggested that | |
| | | SGT. B.A.CLIFFORD. | | | | the target area was confirmed. Flash of 4,000-lb. bomb seen. | |
| | | SGT. C.W.DICKENS. | | | | No other results observed. | |
| | | SGT. J.F.EDWARDS. | | | | | |
| | | SGT. J.H.BAKER. | | | | | |
| | LANCASTER I | S/L. D.CLYDE-SMITH, D.F.C. | Bombing - | 1748. | 2356. | Target attacked - HAMBURG. Bombs dropped on ETA from GEE | |
| | W.4133. | SGT. S.J.NANCEKIVELL. | HAMBURG. | | | fix. No results observed owing tonweather conditions. Time | |
| | | F/SGT. F.WEBSTER? | | | | 2041 hours. Height 18,000 feet. Pilot states: Trip spoilt | |
| | | SGT. D.MASON. | | | | by bad weather over target. Defences up to HAMBURG standard. | |
| | | F/E. J.A.G.SKINNER, D.F.C. | | | | | |
| | | SGT. F.V.PLEASANCE. | | | | | |
| | | SGT. W.R.KEARNS. | | | | | |

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By NO. 9 SQUADRON.

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PAGE No. 26

FOR THE MONTH OF NOVEMBER, 1942.

(*9511) Wt. 9256—56 60,000 5/42 T.S. 700

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 9/11/42. | LANCASTER I. W.4157. | F/O. J.COWAN. SGT. C.H.DOSWELL. P/O. L.J.BROWN. SGT. J.LEES. SGT. J.H.HEW INSON. SGT. J.A.TALBOT. SGT. M.BROWN. | Bombing - HAMBURG. | 1804. | 2343. | Target attacked - estimated HAMBURG. Target not identified. Bombed from GEE fix on ETA and DR. Time 2042 hrs. Height 15, 000 feet. Large flash observed after bomb dropped. No results seen. P | |
| | LAMCASTER I. W.4200. | F/SGT. A.STOREY. SGT. H.C.GRIFFIN. P/O. G.H.McMILLAN. F/SGT. B.MORRIS. SGT. E.A.PERDUE. SGT. F.W.CATER. SGT. E.S.WOOD. | Bombing - HAMBURG. | 1806. | 0002. | Target attacked - estimated HAMBURG. Bombs dropped by GEE fix, and glow of searchlights seen playing below cloud. Flash seen below cloud immediately after bombing. | |
| | LANCASTER I W.4158. | F/SGT. T.L.GIBSON. SGT. S.WESCOMBE. P/O. E.E.KERMODE. SGT. B.K.SKINNER. SGT. H.G.JENKINS. SGT. J.R.W.BROADLEY. F/SGT. F.A.WEBB. | Bombing - HAMBURG. | 1752. | 2340. | Target attacked - estimated HAMBURG. Bombed from GEE fix. Widespread glow seen below cloud together with several photo flashes. Flash seen below cloud immediately after bombing. Time 2041 hours. Height 15,500 feet. Pilot states: Somewhat disappointing in view of 10/10 cloud over whole area. Bombed on ETA, results not observed. | |
| | LANCASTER I. W.4254. | P/O. L.B.COWAN. SGT. S.LUPTON. P/O. A.J.TURNER. P/O. B.J.SMITH. SGT. G.A.TAYLOR. SGT. L.S.FIDDES. SGT. W.BERRIE. | Bombing - HAMBURG. | 1753. | 0015. | Target attacked - HAMBURG area. Estimated position based on GEE fix. Bombs dropped from 12,000 feet at 2040 hours. No bursts seen or results observed. Aircraft damaged by flak over believed Hamburg area. | |

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Reference:- AIR 27 / 126

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 13/11/42. | LANCASTER I. W.4200. | F/SGT. A.STOREY.<br>SGT. H.C.GRIFFIN.<br>P/O. G.H.McMILLAN.<br>F/SGT. B.MORRIS.<br>SGT. R.MATTHEWS.<br>SGT. F.W.CATER.<br>SGT. A.C.SPEAR. | Bombing - GENOA. | 1813. | 02 48 | 990 x 4 lb. inc. 2220 hours. Pinpoint on SAVONA and visual identification of GENOA Bay. Target in sights. Results not observed. Fires in target area. | |
| | LANCASTER I. W.4254. | F/SGT. L.H.JORDAN.<br>SGT. L.F.W.JONES.<br>SGT. E.C.P.NEWTON.<br>SGT. R.W.ROBINSON.<br>SGT. K.NEVILLE.<br>SGT. W.RIMSCHA.<br>SGT. WARBURTON. | Bombing - GENOA. | 1821. | 03 26 | 990 x 4 lb. inc.2224 hours. 13,000 feet. Bursts not seen. Several large fires and numerous smaller ones in target area could be seen by rear gunner 55 miles from the target. Pilot states : Heavy and light flak more intense than on previous trip, but very erratic. | |
| | LANCASTER I W.4233. | S/L. D.CLYDE-SMITH, D.F.C.<br>SGT. S.J.NANCEKIVELL.<br>F/SGT. F.WEBSTER.<br>F/O. R.Y.HIGGINSON, D.F.M.<br>F/L. J.A.G.SKINNER, D.F.C.<br>SGT. R.V.PLEASANCE.<br>SGT. W.R.KEARNS. | Bombing - GENOA. | 1807. | 0837 | 990 x 4 lb. inc. 2227 hours. 12,000 feet. Bursts seen in harbour area just to the West of the Aiming Point. Several fires seen burning near aiming point. Pilot states "More heavy flak and searchlights than on previous trip but all inaccurate. | |
| | LANCASTER I. W.4764. | SGT. A.D.FOOTE.<br>SGT. AJ.W.SMITH.<br>SGT. M.McKENZIE.<br>SGT. G.MITCHELL.<br>SGT. W.T.McLENNAN.<br>SGT. P.BROGAN.<br>SGT. R.WARDROP. | Bombing - GENOA. | 1829. | 0839 | 2 x 1000 GP. and 630 x 4 lb. inc. 2237 hours. 10,000 feet. Target in sights but results not observed. 10 fires seen burning well in target area. | |

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DETAIL OF WORK CARRIED OUT

By NO. 9 SQUADRON.

**SECRET**



(*9511) Wt. 9256—36 60,000 5/42 T.S. 700

FOR THE MONTH OF NOVEMBER, 1942.

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES |
|---|---|---|---|---|---|---|---|
| 13/11/42. | LANCASTER I. | SGT. C.P.McDONALD. | Bombing - | 1828. | 04.18 | 2 x 1000 GP. & 630 x 4 lb. inc. 2243 hours. 12,000 feet. | |
| (contd) | W.4249½ | SGT. F.W.CHARLTON. | GENOA. | | | GENOA Bay and Docks identified by light of PFF. flares. | |
| | | SGT. V.N.NUNN. | | | | Target in sights. Bombs fell in harbour area. 4 to 5 large | |
| | | SGT. M.A.COLES. | | | | fires in target area. | |
| | | SGT. C.M.PALEY. | | | | | |
| | | SGT. V.HILL. | | | | | |
| | | P/O. J.CREBBIN. | | | | | |
| | LANCASTER I. | SGT. A.R.HOBBS. | Bombing - | 1824. | 04.44 | 2 x 1000 GP. & 630 x 4lb. inc. 2230 hours. 12,000 feet. | |
| | W.4185. | SGT. R.H.THOMAS. | GENOA. | | | GENOA Bay and Docks identified. Two bursts seen and | |
| | | SGT. S.J.ARGENT. | | | | incendiaries in vicinity of Aiming Point. Numerous fires | |
| | | SGT. R.W.BROWN. | | | | seen in town area. Pilot states "Heavy and light flak | |
| | | SGT. W.J.REID. | | | | over target area ineffective. 18 - 20 searchlights | |
| | | SGT. D.N.BYSOUTH. | | | | likewise. | |
| | | SGT. HEUTHER. | | | | | |
| | LANCASTER I. | F/SGT. T.L.GIBSON. | Bombing - | 1820. | 02.35 | 990 x 4 lb. inc. 2226 hours. 8,000 feet. Pin point on | |
| | W.4158. | SGT. S.WESCOMBE. | GENOA. | | | SAVONA. Target in sights. Incendiaries estimated to have | |
| | | P/O. E.E.KERMODE. | | | | fallen in vicinity of aiming point. One large fire burning | |
| | | SGT. B.K.SKINNER. | | | | in dock area. Pilot states "Nothing to report". Captain had | |
| | | SGT. H.G.JENKINS. | | | | to raise undercarriage after touching down owing to no | |
| | | SGT. J.R.W.BROADLEY. | | | | brake pressure. Accumulator also on fire. | |
| | | F/SGT. F.A.WEBB. | | | | | |
| | LANCASTER I. | F/L. D.H.S.LONSDALE. | Bombing - | 1837. | 05.27 | 990 x 4 lb. inc. 2248 hours. 7,000 feet. Slight mist or | |
| | W.4197. | SGT. A.T.RILEY. | GENOA. | | | smoke over target. GENOA Bay illuminated by PFF flares | |
| | | P/O. K.R.SMITH. | | | | and clearly identified. Target in sights. Fires already | |
| | | SGT. W.I.MORRIS. | | | | burning increased when our incendiaries dropped. | |
| | | SGT. R.R.MOORE. | | | | | |
| | | SGT. A.D.SMITHERMAN. | | | | | |
| | | SGT. R.L.DICKIE. | | | | | |

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Reference:- AIR 27 / 126

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 13/11/42. (contd). | LANCASTER I. W.4182. | SGT. L.C.HAZELL. | Bombing - | 1826. | 05.56 | 1 x 4000 HC & 180 x 4 lb. inc. 10,000 feet. 2330 hours. | |
| | | SGT. E.GARDINER. | GENOA. | | | 4000 lb. bomb not dropped on target due to technical | |
| | | SGT. W.T.MILLER. | | | | failure fell about 5 miles from TURIN at 2308 hours. | |
| | | SGT. H.T.TATLEY. | | | | | |
| | | SGT. A.J.BROOKS. | | | | | |
| | | F/L. C.G.S.BAIN. | | | | | |
| | | SGT. E.WALKER. | | | | | |
| 15/11/42. | LANCASTER I. W.4253. | W/C. J.M.SOUTHWELL, D.F.C. | Bombing - | 1751. | 0247. | Primary target attached from 7,500 feet at 2205 hours. | |
| | | SGT. J.W.TYREMAN. | GENOA. | | | 4 x 1000 lb. and 24 x 30 lb. inc. were dropped and seen | |
| | | F/L. W.I.N.G.DOIG. | | | | to burst in immediate vicinity of aiming point. A good | |
| | | SGT. J.J.MIESEN. | | | | number of fires seen around aiming point and in Eastern | |
| | | F/SGT. D.ROGERS. | | | | end of town, fairly concentrated, Nickels were dropped | |
| | | F/L. C.G.S.BAIN. | | | | over the target. | |
| | | P/O. D.LUCK. | | | | | |
| | LANCASTER I W.4157. | S/L. D.CLYDE-SMITH, D.F.C. | Bombing - | 1741. | 0224. | Primary target attacked from 10,000 feet at 2205 hours. | |
| | | SGT. S.J.NANCEKIVELL. | GENOA. | | | 1 x 4000 lb. HC and 24 x 30 lb. inc. dropped and were | |
| | | F/SGT. F.WEBSTER. | | | | seen to burst in immediate vicinity of aiming point. Few | |
| | | P/O. R.Y.HIGGINSON, D.F.M. | | | | fires started as aircraft bombed early. Nickels dropped | |
| | | F/L. J.A.G.SKINNER, D.F.C. | | | | just after leaving target. | |
| | | SGT. R.V.PLEASANCE. | | | | | |
| | | SGT. W.R.KEARNS. | | | | | |
| | LANCASTER I. W.4185. | SGT. T.DOOLAN. | Bombing - | 1757. | 0230. | Primary target attacked from 11,000 feet at 2210 hours. | |
| | | SGT. J.T.PRATT. | GENOA. | | | 1 x 4000 HC and 24 x 30 lb. inc. dropped and estimated to | |
| | | SGT. E.L.CRAMP. | | | | have fallen in the vicinity of aiming point. Several large | |
| | | F/SGT. J.R.BUCKLEY. | | | | fires well concentrated in built up area on East side of | |
| | | SGT. W.J.CHAPPLE. | | | | harbour. Nickels were dropped over target. | |
| | | SGT. P.A.BAINES. | | | | | |
| | | SGT. R.W.ROBINSON. | | | | | |

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DETAIL OF WORK CARRIED OUT

BY NO. 9 SQUADRON.

**SECRET**



(*9511) Wt. 9256—36 60,000 5/42 T.S. 700

FOR THE MONTH OF NOVEMBER, 19 42.

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 15/11/42. (contd) | LANCASTER I. W.4200. | F/SGT. A.STOREY.<br>SGT. H.C.GRIFFIN.<br>P/O. G.H.McMILLAN.<br>SGT. B.MORRIS.<br>SGT. R.MATTHEWS.<br>SGT. F.W.CATER.<br>SGT. A.C.SPEAR. | Bombing - GENOA. | 1755. | 0214. | Primary target attacked from 10,000 ft. at 2202 hours. 1 x 4000 lb. HC and 24 x 30 lb. inc. were dropped and seen to burst in harbour area. Good fires were burning in built up area. Thick volume of smoke began to cover target as aircraft left. Nickels were dropped over target. Pilot states : Perfect visibility over target. Extremely comfortable trip. | |
| 18/11/42. | LANCASTER I. W.4133. | S/L. D.CLYDE-SMITH, D.F.C.<br>SGT. S.J.NANTEKIVELL.<br>F/SGT. F.WEBSTER.<br>P/O. R.Y.HIGGINSON, D.F.M.<br>F/L. J.A.G.SKINNER, D.F.C.<br>SGT. R.V.PLEASANCE.<br>SGT. W.R.KEARNS. | Bombing - TURIN | 1758. | 0234. | 2150 hrs. 5,000 ft. 030°. Target in sights. 1 x 1000 lb. bomb burst not seen but 13 SBC's (8 x 40 lb) observed to fall on factory. Two sticks of incendiaries were seen burning across factory. Large explosion bluish colour seen near centre of works. One burst of flak encountered in target area. Pilot states "Built up area NE. of factory sprayed with 3,000 rounds from rear, mid-upper and front guns". | |
| | LANCASTER I. W.4200. | F/L. R.N.STUBBS, D.F.M.<br>SGT. T.J.PARRINGTON.<br>P/O. K.CHAMBERLAIN.<br>SGT. W.COLSON.<br>SGT. M.H.BROWN.<br>SGT. H.J.IRONS.<br>P/O. B.MOORHEAD. | Bombing - TURIN. | 1758. | 0131. | 2148 hrs. 3,000 ft. 025°. 1 x 1000 GP. and 13 SBC's (8 x 30 lb) incendiaries seen to fall on factory. Sticks of incendiaries were burning in factory area, which was accurately outlined by PFF. flares. | |
| | LANCASTER I. W.4182. | SGT. L.C.HAZELL.<br>SGT. E.GARDINER.<br>SGT. W.T.MILLER.<br>SGT. H.T.TATLEY.<br>SGT. A.J.BROOKS.<br>SGT. E.SHARPLES.<br>SGT. E.WALKER. | Bombing - TURIN. | 1816. | 0138. | 2159 hrs. 6,000 ft. 190°m. 1 x 1000 GP. and 13 SBC's (8 x 30 lb) ~~1~~ 1/2 SBC's brought back. Factory seen by aid of photo flash from another aircraft. Target seen in bomb sights. Bursts not seen. Nickels dropped. Pilot states: "PFF. was very helpful. Navigation was of a high standard. | |

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Reference:- AIR 27 / 126

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 18/11/42 | LANCASTER I. | SGT. C.P.McDONALD. | Bombing - | 1803. | 0120. | 2144 hrs. 5,000 ft. 030°m. Identified by PFF. flares and | |
| (contd) | W.4249. | SGT. F.W.CHARLTON. | TURIN. | | | river. Target seen in bomb sights. 1 x 1000 lb. seen to | |
| | | SGT. V.N.NUNN? | | | | hit building and incendiaries (13 SBC's - 8 x 30) seen to | |
| | | SGT. C.M.PALEY. | | | | straddle target. Nickels dropped. Pilot states "Highly | |
| | | SGT. M.A.COLES. | | | | successful trip facilitated by good PFF". | |
| | | SGT. V.HILL. | | | | | |
| | | P/O. J.CREBBIN. | | | | | |
| 20/11/42. | LANCASTER I. | W/C. J.M.SOUTHWELL, D.F.C. | Bombing - | 1855. | 0352. | Primary. 1 x 4000 HC. & 40 x 30 lb. inc. 2306 hours. 5,000 | |
| | W.4253. | SGT. J.W.TYREMAN. | TURIN. | | | ft. Visually identified by road and river adjacent to target. | |
| | | F/L. W.I.N.G.DOIG. | | | | Burst seen in target area. No results observed. Pilot states | |
| | | SGT. J.J.MIESEN. | | | | "Very disappointing as far as own target concerned, Town had | |
| | | F/SGT. D.ROGERS. | | | | some good fires going". | |
| | | F/L. C.G.S.BAIN. | | | | | |
| | | P/O. D.LUCK. | | | | | |
| | LANCASTER I. | P/O. L.B.COWAN. | Bombing - | 1830. | 0250. | Believed primary. 1 x 4000 HX and 40 x 30 lb. inc. 2218 | |
| | W.4254. | SGT. P.TRAYNOR. | TURIN. | | | hrs. 6,000 feet. Buildings believed target in bomb sights. | |
| | | P/O. A.J.TURNER. | | | | 4000 lb. seen to explode and incendiaries alight. No | |
| | | P/O. B.J.SMITH. | | | | results observed. Pilot states ?Attack on town very | |
| | | SGT. G.A.TAYLOR. | | | | successful". | |
| | | SGT. L.S.FIDDES. | | | | | |
| | | SGT. W.BERRIE. | | | | | |
| | LANCASTER I. | F/SGT. T.L.GIBSON. | Bombing - | 1837. | 0300. | Alternative target attacked. 1 x 4000 HC and 40 x 30 lb. inc. | |
| | | SGT. S.WESCOMBE. | TURIN. | | | 2306 hrs. 11,500 ft. Target seen in sights. 1 x 4000 seen | |
| | | P/O. E.E.KERMODE. | | | | to burst approximately in town centre. Pilot states" Star- | |
| | | SGT. B.K.SKINNER. | | | | board inner engine cut at 1916 hrs. 8,000 ft. Reading area - | |
| | | SGT. H.G.JENKINS. | | | | speed was considerably reduced and it was most difficult to | |
| | | SGT. J.R.WEBBROADLEY. | | | | gain height as starboard outer was overheating and had to be | |
| | | F/SGT. F.A.WEBB, | | | | periodically rested. We were unable to get above 13,500 ft. - | |
| | | | | | | 14,000 ft. at Alps due to overload, so had to go through | |
| | | | | | | various passes South of Mt. Blanc. Bombed town from 11,000 | |
| | | | | | | ft. not desirable to go lower in view of return Alps crossing. | |
| | | | | | | Unable to reset photo flash for new height due to armour plated 'chute. As we were ½ hr. late on target, town was covered with smoke, and actual bombing results were not observed, though 4000 lb. seen to burst. Troubled somewhat by flak on return journey particularly at French coast. Brake pressure had dropped off to nil, so forced to windmill dead engine to build it up. | |



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DETAIL OF WORK CARRIED OUT
BY NO. 9 SQUADRON.

**SECRET**

PAGE No. 32

(79512) WL 9256—56 60,000 5/42 T.S. 700

FOR THE MONTH OF NOVEMBER, 1942.

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 20/11/42 (contd) | LANCASTER I. W.4764. | SGT. C.F.ALLEN.<br>SGT. C.H.NADIN.<br>P/O. L.G.NEWMAN.<br>SGT. H.V.BROWN.<br>SGT. C.W.DICKENS.<br>SGT. J. O'NEILL.<br>SGT. E.S.WOOD. | Bombing - TURIN. | 1834. | 0307. | Primary. 2216 hrs. 7,000 ft. 1 x 4000 HC and 40 x 30 lb. inc. Factbory, believed Fiat works, in bomb sights. All incendiaries fell on or near factory. H.E. seen to explode in factory enclosure. No results observed. Pilot states:- "A quiet trip. Plenty of fires in town." | |
| | LANCASTER I. W.4157. | F/O. J.COWAN.<br>SGT. C.H.DOSWELL.<br>P/O. L.J.BROWN.<br>SGT. J.LEES.<br>SGT. J.H.HEWINSON.<br>SGT. J.A.TALBOT.<br>SGT. M.BROWN. | Bombing - TURIN. | 1847. | 0336. | Alternative attacked. 1 x 4000 HC and 40 x 30 lb. inc. 2245 hrs. 5,000 ft. Impossible to pinpoint target owing to intense smoky haze. Bombed centre of town. Centre of built up area in bomb sights. Bursts seen but no results observed. Widespread fires in town. Nickels dropped. Pilot states: "A good trip spoilt by poor visibility on the target". | |
| | LANCASTER I. W.4249. | SGT. C.P.McDONALD.<br>SGT. F.W.CHARLTON.<br>SGT. V.N.NUNN.<br>SGT. C.M.PALEY.<br>SGT. M.A.COLES.<br>SGT. V.HILL.<br>P/O. J.CREBBIN. | Bombing - TURIN. | 1838. | 0238. | Primary. 2222 hrs. 6,000 ft. 1 x 4000 HC. and 40 x 30 lb. inc. Believed incendiaries fell on SE side of factory. 4000 lb. on shed on NE side of factory. Debris seen to fly. A number of successful attacks seen to bemade. Pilot states "A good show, the town was going well when we left." | |
| | LANCASTER I. W.4200. | SGT. J.WILSON.<br>SGT. A.WILLIS.<br>SGT. J.R.LORD.<br>SGT. A.S.McKINLEY.<br>SGT. L.HOLMES.<br>SGT. W.H.PENN.<br>SGT. E.R.ALDRIDGE. | Bombing - TURIN. | 1851. | 0300. | Alternative target attacked. 2226 hrs. 5,000 ft. 1 x 4000 HC and 40 x 30 lb. inc. Bombs seen to burst across target. No results obzervedd. Pilot states ""ent according to plan. Successful raid". | |

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Reference:- AIR 27 / 126

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 20/11/42. (contd) | LANCASTER I. W.4185. | SGT. A.D.FOOTE. | Bombing - TURIN. | 1841. | 0224. | Primary. 1 x 4000 HC and 40 x 30 lb. inc. 2223 hours. 6,000 feet. Three runs over target. R/G. claims 4000 lb. definitely hit target. Incendiaries seen to fall on target. A number of attacks were developing both on the town and target. Pilot states : "We are pretty certain we pranged it". | |
| | | SGT. A.J.W.SMITH. | | | | | |
| | | SGT. M.McKENZIE. | | | | | |
| | | SGT. W.T.McLENNAN. | | | | | |
| | | SGT. G.MITCHELL. | | | | | |
| | | SGT. P.BROGAN. | | | | | |
| | | SGT. R.WARDROP. | | | | | |
| | LANCASTER I. W.4182. | F/SGT. L.H.JORDAN. | Bombing - TURIN. | 1846. | 0229. | Primary. 1 x 4000 HC and 40 x 30 lb. inc. 2224 hours. 8,000 feet. Much haze and smoke over target. Impossible to pinpoint target exactly. H.E. seen to burst and incendiaries ignite. A number of fires in the town. Pilot states "The place has been hit pretty badly". | |
| | | SGT. L.F.W.JONES. | | | | | |
| | | SGT. E.G.P.NEWTON. | | | | | |
| | | SGT. R.W.ROBINSON. | | | | | |
| | | SGT. K.NEVILLE. | | | | | |
| | | SGT. W.RIMSCHA. | | | | | |
| | | SGT. WARBURTON. | | | | | |
| | LANCASTER I. W.4197. | SGT. A.R.HOBBS. | Bombing - TURIN. | 1840. | 0325. | Alternative target attacked. 2215 hours. 6,000 feet. 1 x 4000 HC. and 40 x 30 lb. inc. Bombs seen to burst but no results observed. Pilot states "Large fires in the town. Attack just developing on own target". | |
| | | SGT. R.H.THOMAS. | | | | | |
| | | SGT. S.J.ARGENT. | | | | | |
| | | SGT. J.G.McALLISTER. | | | | | |
| | | SGT. W.J.REID. | | | | | |
| | | SGT. D.N.BYSOUTH. | | | | | |
| | | SGT. HEUTHER. | | | | | |
| | LANCASTER I. W.4248. | F/L. D.H.S.LONSDALE. | Bombing - TURIN. | 1830. | 0255. | Primary. 112 x 30 lb. 2225 hours. 5,400 feet. Half an hour spent over target searching for pinpoint. Impossible to do so owing to smoke but bombs believed to have fallen very near if not on the target, Incendiaries seen to ignite. Pilot states : "Attack on town very successful". | |
| | | SGT. A.T.RILEY. | | | | | |
| | | P/O. K.R.SMITH. | | | | | |
| | | SGT. W.I.MORRIS. | | | | | |
| | | SGT. R.R.MOORE. | | | | | |
| | | SGT. A.D.SMITHERMAN. SGT. R.L.DICKIE. | | | | | |

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DETAIL OF WORK CARRIED OUT

BY NO. 9 SQUADRON.

**SECRET**



(*9522) Wt. 9256—36 60,000 5/42 T.S. 700

FOR THE MONTH OF NOVEMBER, 1942.

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 20/11/42. | LANCASTER I. | F/L. R.N.STUBBS, D.F.M. | Bombing - | 1845. | 0329. | Primary. 2221 hours. 4,000 feet. Factory in bomb sights. | |
| (contd) | W.4133. | SGT. T.J.PARRINGTON. | TURIN. | | | Incendiaries seen to ignite in SE. corner. Pilot states: | |
| | ✓ | P/O. K.CHAMBERLAIN. | | | | "A quiet and successful trip". | |
| | | SGT. V.COLSON. | | | | | |
| | | F/L. J.A.G.SKINNER, D.F.C. | | | | | |
| | | SGT. H.J.IRONS. | | | | | |
| | | P/O. B.MOORHEAD. | | | | | |
| 22/11/42. | LANCASTER I. | SGT. L.C.HAZELL. | Bombing - | 1826. | 0111. | Primary attacked. 2 x 1000 GP. & 900 x 4 lb. inc. 2153 | |
| | W.4182. | SGT. E.GARDINER. | STUTTGART. | | | hrs. 4,000 feet. Marshalling yard seen in bomb sight. | |
| | | SGT. W.T.MILLER. | | | | Bomb seen to explode and seen to burst in centre of town. | |
| | ✓ | SGT. H.T.TATLEY. | | | | Nickels dropped. Pilot states " We were coned by search- | |
| | | SGT. A.J.BROOKS. | | | | lights (20?) on initial run up. We nosed dived through it | |
| | | SGT. E.SHARPLES. | | | | from 11,000 ft. to 4,000 feet and bombed. Sudden loss | |
| | | SGT. E.WALKER. | | | | of height caused nose bleeding and sickness to Bomb Aimer". | |
| | LANCASTER I. | F/L. R.N.STUBBS, D.F.M. | Bombing - | 1825. | 1950. | No target attacked. Returned from position 52.30 N. 00.04E | |
| | W.4133. | SGT. T.J.PARRINGTON. | STUTTGART. | | | 2 x 1000 lb. 900 x 4 lb. inc. jettisoned safe from 9,000 ft. | |
| | | P/O. K.CHAMBERLAIN. | | | | at 1927 hours. Two starboard engines cut. Pilot states "Two | |
| | ✓ | SGT. V.COLSON. | | | | starboard engines cut on inner tank. On inspection tank | |
| | | F/L. J.A.G.SKINNER, D.F.C. | | | | found to be aerated." | |
| | | SGT. H.J.IRONS. | | | | | |
| | | P/O. B.MOORHEAD. | | | | | |
| | LANCASTER I. | SGT. A.D.FOOTE. | Bombing - | 1822. | 0205. | Primary attacked. 2 x 1000 GP. and 900 x 4 lb. inc. 2205 | |
| | W.4249. | SGT. A.J.W.SMITH. | STUTTGART | | | hrs. 12,000 feet. Bombs dropped in built up area of town | |
| | | SGT. M.McKENZIE. | | | | but bursts not pinpoibted. Several very large fires and | |
| | ✓ | SGT. W.T.McLENNAN. | | | | thickpall of smoke in target area. Glow could be seen for | |
| | | SGT. G.MITCHELL. | | | | considerable distance from target. Pilot states "Highly | |
| | | SGT. P.BROGAN. | | | | satisfactory trip. Fires well concentrated in centre of | |
| | | SGT. R.WARDROP. | | | | town. "V" signals continually flashed up from ground over | |
| | | | | | | French territory." | |

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Reference:- AIR 27 / 126

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 22/11/42. | LANCASTER I | S/L. G.S.FRY. | Bombing - | 1828. | 0145. | Primary. 2 x 1000 GP and 900 x 4 lb. inc. 2157 hours. | |
| (contd) | W.4159. | SGT. A.RITCHIE. | STUTTGART. | | | 11,000 ft. Aiming point itself could not be identified but | |
| | | W/O. J.WILLAN. | | | | only the vicinity of A.P. from ground features of town. | |
| | ✓ | SGT. R.G.CLARKSON. | | | | Several fires and one large one observed near aiming point. | |
| | | P/O. C.D.PERKINS. | | | | Nickels dropped. Pilot states "In the opinion of the crew | |
| | | SGT. J.PULLMAN. | | | | town was well bombed. PFF. again very efficient." | |
| | | SGT. W.HALL. | | | | | |
| | LANCASTER I. | P/O. L.B.COWAN. | Bombing - | 1836. | 0126. | Last resort target attacked. 2214 hrs. 12,000 ft. On ETA | |
| | W.4253. | SGT. C.MEER. | STUTTGART, | | | target no sign of PFF. flares or other signs of attack. | |
| | | P/O. A.J.TURNER. | | | | Continued on course (066°m) for 10 mins. Then circled and | |
| | ✓ | P/O. B.J.SMITH. | | | | returned on reciprocal for 12 mins. Built up area and two | |
| | | SGT. G.A.TAYLOR. | | | | white lights seen, Bombs, 2 x 1000 GP. and 900 x 4 lb. | |
| | | SGT. L.S.FIDDES. | | | | inc. in area between the two lights. Bursts seen, followed | |
| | | SGT. W.BERRIE. | | | | by a distinct fire from which series of explosions | |
| | | | | | | occurred at frequent intervals. Nickels dropped. | |
| | LANCASTER I. | SGT. A.R.HOBBS. | Bombing - | 1834. | 0156. | Primary. 2 x 1000 GP. and 900 x 4 lb. inc. 2202 hrs. 10,000 | |
| | W.4197. | SGT. R.H.THOMAS. | STUTTGART. | | | ft. Built up area seen and ground detail. Target area seen | |
| | | SGT. S.J.ARGENT. | | | | in sights and bombs seen to explode in target area with the | |
| | ✓ | SGT. J.G.McALLISTER. | | | | exception of one of the 1000 lb. bombs which hung up and | |
| | | SGT. W.J.REID. | | | | brought back to base. Many bombs seen to explode and hits | |
| | | SGT. D.N.BYSOUTH. | | | | seen in town area. Nickels dropped. Pilot states "Trip | |
| | | SGT. HEUTHER. | | | | fairly successful". | |
| | LANCASTER I. | F/L. D.H.S.LONSDALE. | Bombing - | 1832. | 0137. | Primary. (b) Town of RASLET (a) 2209 hrs. 6,100 ft. 1 x | |
| | W.4248. | SGT. A.T.RILEY. | STUTTGART. | | | 1000 lb. GP and 900 x 4 lb. inc. dropped in built up area. | |
| | | P/O. K.R.SMITH. | | | | Good fires burning in town not particularly well concentrated. | |
| | | SGT. W.I.MORRIS. | | | | Roads round town were also on fire. (b) 2236 hrs. 9,000 ft. | |
| | | SGT. R.R.MOORE. | | | | 1 x 1000 lb. released manually on town of RASLET. Pilot | |
| | | SGT. A.D.SMITHERMAN. | | | | states "1 x 1000 GP. hung up over target area, and would | |
| | | SGT. R.L.DICKIE. | | | | not respond to jettison actich. As port inner engine was | |
| | | | | | | overheating, course was set for home with port inner engine | |
| | | | | | | feathered. Eventually F/Engineer uncrutched bomb and released | |
| | | | | | | it manually on the town of RASLET (48.)2.N. 08.12.E. | |

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DETAIL OF WORK CARRIED OUT

BY NO. 9 SQUADRON.

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(*9511) Wt. 9256—56 60,000 5/42 T.S. 700

FOR THE MONTH OF NOVEMBER, 1942.

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 22/11/42. (contd) | LANCASTER I. W.4157. ✓ | F/O. J.COWAN.<br>SGT. C.H.DOSWELL.<br>P/O. L.J.BROWN.<br>SGT. J.LEES.<br>SGT. J.H.HEWINSON.<br>SGT. J.A.TALBOT.<br>SGT. M.BROWN. | Bombing - STUTTGART. | 1838. | 0246. | Believed primary attacked. 2 x 1000 GP. and 900 x 4 lb. inc. 2229 hrs. 8,000 feet. Target not definitely identified. No PFF. flares seen - many fires visible in the town. Built up area in bomb sight. Burst not seen. Result of bombing unobserved. Nickels dropped. | |
| | LANCASTER I. W.4200. ✓ | SGT. J.WILSON.<br>SGT. A.WILLIS.<br>SGT. J.R.LORD.<br>SGT. A.S.McKINLEY.<br>SGT. L.HOLMES.<br>SGT. W.H.PENN.<br>SGT. E.R.ALDRIDGE. | Bombing - STUTTGART. | 1829. | 0240. | Primary attacked. 2 x 1000 GP. and 900 x 4 lb. inc. 2226 hrs. 15,000 ft. A.P. itself could not be seen owing to smoke but the approximate position was undoubtedly in sight. Own bursts could not be observed but there were a number of large fires which obviously were increasing in intensity. Pilot states "In opinion of crew the attack should turn out to be a success." | |
| | LANCASTER I. W.4764. ✓ | SGT. C.F.ALLEN.<br>SGT. C.H.NADIN.<br>P/O. L.G.NEWMAN.<br>SGT. H.V.BROWN.<br>SGT. C.W.DICKENS.<br>SGT. J.O'NEILL.<br>SGT. E.S.WOOD. | Bombing - STUTTGART. | 1823. | 0257. | Primary attacked. 2200 hrs. 11,000 ft. 2 x 1000 GP. and 900 x 4 lb. inc. Visually identified by river and built up area. Several good incendiaries fires burning in the town. Nickels dropped.. | |
| | LANCASTER I. W.4158. ✓ | F/SGT. T.L.GIBSON.<br>SGT. S.WESCOMBE.<br>P/O. E.E.KERMODE.<br>SGT. B.F.SKINNER.<br>SGT. H.G.JENKINS.<br>SGT. J.R.W.BROADLEY.<br>F/SGT. F.A.WEBB. | Bombing - STUTTGART. | 1820. | 0215. | Aircraft landed at STRADISHALL.<br>Primary attacked. 2207 hrs. 11,000 ft. Identified from River Neckar, P.F.F. flares and built up area. Both H.E.'s seen to burst about 2 miles S.E. of aiming point. East part of town well ablaze. Fires seen from 70 miles away after leaving. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 28/11/42. | LANCASTER I. | SGT. L.C.HAZELL. | Bombing - | 1851. | 0334. | Primary. 13 SBC's (90 x 4 lb). 2243 hrs. 12,000 feet. Target | |
| | W.4764. | SGT. E.GARDINER. | TURIN. | | | in sights. Incendiaries seen to fire. 20 to 30 fires seen in | |
| | | SGT. W.T.MILLER. | | | | town, including 5 large red ones to Westward of target. Port | |
| | | SGT. H.T.TATLEY. | | | | outer engine feathered over target. SBC's and flame floats | |
| | | SGT. A.J.BROOKS. | | | | jettisoned before suffiient height could be gained. | |
| | | SGT. E.SHARPLES. | | | | | |
| | | SGT. E.WALKER. | | | | | |
| | LANCASTER I. | P/O. L.B.COWAN. | Bombing - | 1848. | 0440 | Primary. 1 x 4000 HC and 3 SBC's (90 x 4 lb. inc). 2235 | |
| | W.4253. | SGT. G.MEER. | TURIN. | | | hrs. 10,000 feet. Centre of town in bomb sights. Burst of | |
| | | P/O. A.J.TURNER. | | | | 4000 lb. seen. Several other bursts seen and many fires | |
| | | P/O. B.J.SMITH. | | | | seen within the town. Pilot states "2315 hrs. Port outer | |
| | | SGT. G.A.TAYLOR. | | | | engine failed and fully feathered. Position at this time | |
| | | SGT. L.S.FIDDES. | | | | 85 miles off target on home track. Starboard outer over- | |
| | | SGT. W.BERRIE. | | | | heated on outward journey". | |
| | LANCASTER I. | SGT. A.R.HOBBS. | Bombing - | 1843. | 0419. | Primary. 1 x 4000 HC and 3 SBC's (90 x 4lb). Target in bomb | |
| | W.4197. | SGT. R.H.THOMAS. | TURIN, | | | sights. Burst of 4000 lb. seen. Fairly large fires approx. | |
| | | SGT. S.J.ARGENT. | | | | 20, seen in target area. 90 x 4 lb. inc. brought back to | |
| | | SGT. J.G.McALLISTER. | | | | base. Pilot states "Successful PFF. seemed to be good and | |
| | | SGT. W.J.REID. | | | | target was easily identified". | |
| | | SGT. D.N.BYSOUTH. | | | | | |
| | | SGT. REUTHER. | | | | | |
| | LANCASTER I. | S/L. G.S.FRY. | Bombing - | 1834. | 0335. | Primary. 13 SBC's (90 x 4lb) 2232 hrs. 8,700 feet. PFF. | |
| | W.4155. | SGT. A.RITCHIE. | TURIN. | | | flares seen and lit up town just before they finished. | |
| | | W/O. J.WILLAN. | | | | Central part of built up area in sights. Incendiaries seen | |
| | | SGT. R.G.CLARKSON. | | | | to ignite. One fire started by our bombs. At least 12 major | |
| | | P/O. C.D.PERKINS. | | | | fires in town but one exceptionally big fire with volumes | |
| | | SGT. J.PULLMAN. | | | | of black smoke emanating from it. Largest fire any member | |
| | | SGT. W.HALL. | | | | of this crew had ever seen. Hole in windscreen by shrapnel. | |
| | | | | | | Pilot states "Consider target attacked successfully". | |

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BY NO. 9 SQUADRON.

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(*9511) Wt. 9256—56 60,000 5/42 T.S. 700.

FOR THE MONTH OF NOVEMBER, 1942.

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 28/11/42. | LANCASTER I. | F/SGT. A.STOREY. | Bombing - | 1907. | 0430. | Primary. 13 SBC's (90 x 4 lb) 2230 hrs. 8,000 ft. Identified | |
| | W.4200. | SGT. H.C.GRIFFIN. | TURIN. | | | from PFF. flares. Built up area in sights - own bomb bursts | |
| | | P/O. G.H.McMILLAN. | | | | not observed. Roughly 30 fires, of these 10 - 12 were really large. These fires were spread over the town. A large block | |
| | | F/SGT. B.MORRIS. | | | | of flats seen burning furiously. Pilot states "Crew consider | |
| | | SGT. R.MATTHEWS. | | | | that this attack was most successful. They were not one of | |
| | | SGT. F.W.CATER. | | | | the last to bomb. PFF. flares had about finished at this | |
| | | SGT. A.C.SPEAR. | | | | time 2305 hrs. 1,500 ft. M.U. gotaaway about 300 rounds, front gunner about 700-800 rounds into town. | |
| | LANCASTER I. | SGT. A.D.~~PETTEX~~ POOTE. | Bombing - | 1839. | 0227. | Primary. 1 x 4000 HC. and 3 SBC's (90 x 4 lb.) 2230 hrs. | |
| | W.4159. | SGT. A.J.W.SMITH. | TURIN. | | | 8,000 ft. Aiming point definitely identified. Target in sights. Could not observe own results. About 4 fires seen | |
| | | SGT. M.MCKENZIE. | | | | which were increasing in intensity and glow could be seen | |
| | | SGT. W.T.McLENNAN. | | | | when crossing Alps on return. Pilot states "Crew consider | |
| | | SGT. G.MITCHELL. | | | | it was a successful trip." | |
| | | SGT. P.BROGAN. | | | | | |
| | | SGT. R.WARDROP. | | | | | |
| | LANCASTER I. | F/SGT. L.H.JORDAN. | Bombing - | 1859. | 0243. | Primary. 1 x 4000 HC and 3 SBC's (90 x 4lb). 2226 hrs. | |
| | W.4254. | SGT. L.F.W.JONES. | TURIN. | | | 9,500 feet. PFF. flares seen. Target in bomb sights. 1 x | |
| | | SGT. E.C.P. NEWTON. | | | | 4000 HC. seen to burst in built up area. Several bursts from | |
| | | SGT. R.W.ROBINSON. | | | | other aircraft seen. Pilot states "A successful trip". | |
| | | SGT. K.NEWVILLE. | | | | | |
| | | SGT. W.RIMSCHA. | | | | | |
| | | SGT. WARBURTON. | | | | | |
| | LANCASTER I. | F/SGT. E. FENWICKE-CLENNEL. | Bombing - | 1837. | 0249. | Primary. 1 x 4000 HC. and 3 SBC's (90 x 4). 2232 hrs. | |
| | W.4185. | SGT. G.LYONS. | TURIN. | | | 8,500 ft. Bomb seen to burst amongst buildings near centre | |
| | | F/SGT. J.P.WARREN. | | | | of town. About 18/20 very large fires concentrated in aiming point area. One large building resembling a ware- | |
| | | SGT. A.R.H.THOMPSON. | | | | house or factory burning fiercely, could be seen up to | |
| | | SGT. E.J.COOK. | | | | crossing the Alps on return. Pilot states "Raid considered | |
| | | SGT. J.F.EDWARDS. | | | | to be very successfully carried out and well concentrated". | |
| | | SGT. J.H.BAKER. | | | | | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 28/11/42. (contd) | LANCASTER I. W.4249. | SGT. C.P.McDONALD.<br>SGT. F.W.CHARLTON.<br>SGT. V.N.NUNN.<br>SGT. C.M.PALEY.<br>SGT. M.A.COLES.<br>SGT. V.HILL.<br>P/O. J.CREBBIN. | Bombing - TURIN | 1856. | 0334. | Primary. 13 SBC's (90 x 4lb) 2227 hrs. 7,200 ft. Identified from river in light of PFF. flares. Aiming point itself could not be picked out. Town in sights and bombs estimated to have fallen slightly SW. of aiming point. A number of large fires observed. Pilot states "In opinion of crew this was a successful attack". | |
| | LANCASTER I. W.4248. | F/L. D.H.S.LONSDALE.<br>SGT. A.T.RILEY.<br>P/O. K.R.SMITH.<br>SGT. W.I.MORRIS.<br>SGT. R.R.MOORE.<br>SGT. A.D.SMITHERMAN.<br>SGT. R.L.DICKIE. | Bombing - TURIN, | 1909. | 0309. | Primary. 2135 hrs. 6,200 ft. 1 x 4000 HC and 3 SBC's (90 x 4 lb). Aiming point seen and identified. Approx. 12 PFF. flares seen over town. Burst of 4000 HC bomb seen to undershoot A.P. Three large bursts from other aircraft seen in town centre Pilot states "While over the target the aircraft was hi t by two incendiaries from an aircraft above at the exact moment that the bomb load was released. One incendiary penetrated the B/A's apartment on the port side just forward of the pilot's windscreen and wrecked the auto-pilot but did not detonate. A second incendiary came through the fuselage at the rear penetrating the tail plane spar which caught fire. The F/E W/OP. and R/G. extinguished the fire". | |
| | LANCASTER II. ED.308. | SGT. T.DOOLAN.<br>SGT. J.T.PRATT.<br>SGT. E.L.CRAMP.<br>F/SGT. J.R.BUCKLEY.<br>SGT. W.J.CHAPPLE.<br>SGT. P.A.BAINES.<br>SGT. R.W.ROBINSON. | Bombing - TURIN. | 1904. | 0330. | Primary. 1 x 4000 HC and 3 SBC's (90 x 4lb) inc. 2225 hrs. 9,000 ft. Many fires seen in built up area, and river. Centre of built up area in sights. Own bomb bursts not seen. 6 very big fires and 7 smaller ones counted in target area." | |
| | LANCASTER I. | F/SGT. T.L.GIBSON.<br>SGT. J.H.WALSH.<br>P/O. E.E.KERMODE.<br>SGT. B.K.SKINNER.<br>SGT. H.G.JENKINS.<br>SGT. J.R.W.BROADLEY.<br>F/SGT. F.A.WEBB. | Bombing - TURIN. | 1850. | 0343. | Primary. 1 x 4000 HC. and 3 SBC's (90 x 4 lb). 2229 hrs. 8,000 feet. Crusiform square N.E. of A.P. seen in bomb sight. Burst from own 4000 HC. bomb seen near aiming point. Several bomb bursts from other aircraft seen and there were many fires in area. Pilot states "A very successful trip". Town would seem to be very badly knocked about". | |

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# OPERATIONS RECORD BOOK

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| Place | Date 1942 | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON | 1/12. | | There being no operations detailed the flying in the squadron was devoted to training. Fighter affiliation and T.R. Exercises were carried out. | |
| | 2/12. | | The following crews were detailed for an attack on FRANKFURT. "V" W/C.SOUTHWELL. "X" F/L.STUBBS. "R" SGT.DOOLAN. "P": P/O COWAN. "M": SGT. TYREMAN. "U": F/S STOREY. "A": F/L. LONSDALE. "D": S/L. FRY. "G": F/S. PENWICK-CLENNELL. "J": - SGT. HOBBS. The crews were out at a/c aircraft when the cancellation order was received. | |
| | 3/12. | | The squadron was warned to stand by for Ops but at 1245 hours the cancellation was given and the crews were stood down. | |
| | 4/12. | | COLOGNE was to be the target for the following crews. "X": F/L. STUBBS. "R": SGT - WILSON. "U": F/S. STOREY. "V": F/S. GIBSON. "P": P/O. COWAN. "A": F/L. LONSDALE. "D": S/L. FRY. "G": F/S. P-CLENNELL. "J": SGT. HOBBS. "M": SGT. TYREMAN. The cancellation came at 1615 hours as the crews were leaving the hanger to go to their aircraft. | |
| | 5/12. | | Once again the RUHR was to have been the target for the following crews. "A": - F/L. LONSDALE. "D": SGT. HAYELL. "G": F/S. PENWICK-CLENNELL. "J": SGT. HOBBS. "M": SGT. McDONALD. "X": F/L. STUBBS. "V": P/O. COWAN. "R": SGT. DOOLAN. "P": SGT.- WILSON. "U": F/S. STOREY. Againg there was a cancellation which came as the crews were leaving the hanger. | |
| | 6/12. | | The following crews were detailed for an attack on MANNHEIM; an attack which for the first time in the month was not cancelled. "X": F/L. STUBBS. "R": SGT. DOOLAN. "V": F/S. STOREY. "W": P/O. COWAN. "P": SGT. WILSON. "U": SGT. MARSHALL. "A": F/L. - LONSDALE. "D": S/L. FRY. "G": F/S. PENWICKE-CLENNELL. "J": SGT. HOBBS. "M": SGT. McDONALD. "Y": SGT. ALLEN. Take-off was at about 1745 hours and the trip ever was uneventful. Target identification was spoilt by IO/IO cloud which covered the area by the time (Contd.) | |

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|---|---|---|---|---|
| WADDINGTON.(Contd.) | 6/12. | | the later aircraft arrived with the exception of "V" (Sgt. Marshall) the crews dropped the bombs on D.R. and P.F.F. flares. Numerous small fires and two large ones were seen by crews later in the attack. "A": F/L. LONSDALE. "R": SGT. DOOLAN. "M": SGT.McDONALD. "V": SGT. ALLEN were diverted to Rodney. | |
| | 7/12. | | Only two crews were detailed for Gardening in the San Sebastian area. "B": SGT. HAYELL. "K": SGT. FOOTE. Take off was at 1640 hours and the outward journey was uneventful. Very little opposition was encountered and the mines were laid in the allotted positions. The return trip was made through extremely bad weather conditions but both crews got back safely. | |
| | 8/12. | | TURIN was the target of the following 12 crews. "W": W/C. SOUTHWELL. "X": F/L. STUBBS "V": P/O. COWAN. "S": F/S. STOREY. "P": SGT. WILSON. "B": F/L. LONSDALE. "D": S/L. FRY. "J": SGT. HOBBS. "M": SGT. McDONALD. "Y": SGT. FOOTE. "K": WALSH. "N": F/S.PENWICK-CLENNELL. All crews took off at about 1725 hours but "V" (P/O COWAN) had to return whilst still circling base before setting course owing to the two inner engines giving trouble. "D" (S/L. FRY) had to feather the Port Outer over France. The incendiaries were jettisoned in an attempt to continue over the Alps. When the Starboard Outer gave trouble the 4000th was jettisoned and the crew returned to base. The attack was considered to be very successful and many fires were left burning. Smoke from the fires made identification difficult. P.F.F. flares however helped in picking up the river, a big help in target location. "M"(Sgt. McDONALD) had the Port Inner stop over the target and made the return upon 3 engines. | |
| | 9/12. | | TURIN again was chosen as the target and the following crews were detailed for the attack. "X": F/L. STUBBS. "W" P/O COWAN. "S": F/S. STOREY. "N": SGT. DOOLAN. "K":F/S JORDAN. "B": SGT. HAYELL. "Y": F/L. LONSDALE. "J": F/L. FRY. | |

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|---|---|---|---|---|
| WADDINGTON.(Contd.) | 9/12. | | All aircraft took off but "X" (F/L. STUBBS) had to turn back after 1½ hours owing to engine trouble. Again the attack was considered very successful with fires covering large areas. One huge fire seen by all the crews in the centre of the city was emitting volumes of black smoke and was thought to be an oil fire. Smoke again made identification difficult. "W" (P/O GOWAN) landed at WOODHALL SPA and "K" (F/S JORDAN) was the only aircraft which failed to return. | |
| | 10/12. | | Operations were again detailed but were later cancelled. The flying carried out was solely bringing back the aircraft from diversion aerodromes. | |
| | 11/12. | | After the early cancellation of operations (1120) training was carried out by the squadron. T.R. training and Bombing exercises were done by the new crews. | |
| | 12/12. | | New crews again carried out X - country flights while the following seven crews were briefed for an attack on TURIN. "S": F/L STUBBS. "U": F/S STOKEY. "G": F/S FENWICKE-CLENNELL "N": SGT. HOBBS. "A": SGT.McDONALD. "Y": SGT. FOOTE. "V" SGT. WILSON. The crews once again had reached the stage of getting into the buses for dispersal when the trip was cancelled. | |
| | 13/12. | | High level X country formation flying was detailed for 6 aircraft to fly at 15,000' in two Vics of 3, line astern. After the X country the formation bombed at WAINFLEET SANDS Bombing range T.R. Training for the new crews completed the days training programme. | |
| | 14/12. | | One freshman B (Sgt. Tyreman was detailed for a gardening trip but was recalled to base about ¾ hours after take off. A further 6 aircraft again went off on a high level formation practice and carried out the X country at 20000' and bombed from the same height at WAINFLEET SANDS. | |

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| WADDINGTON. | 15/12. | | The following crews were detailed for an attack on STETTIN with a take-off at 1615 hours. "W" W/C. SOUTHWELL. "X" F/L. STUBBS. "U": F/S STOREY. "O" P/O COWAN. "V" F/S GIBSON "S" SGT. WILSON. "R" SGT. DOOLAN. "W": F/L LONSDALE. "B":SGT. HAYELL. "D": Sgt. ALLEN "G": F/S. FENWICKE-CLENNELL. "J": SGT. HOBBS. "M": SGT. TYREMAN. "Y": SGT. FOOTE. The cancellation was made just before the crews taxied out to take-off at 1550 hours. | |
| | 16/12. | | No operations being detailed the squadron confined its activities to training, several X countries being carried out. | |
| | 17/12. | | The following 10 crews detailed for a moling trip with a load of 10X 1000 GP with 11sec delay. "X": F/L STUBBS. "W": P/O COWAN. "S": SGT. WILSON. "R".F/SGT. GIBSON. "O" SGT. MARSHALL. "D": SGT. ALLEN. "B": SGT. HAYELL. "G": SGT. FOOTE. "J": HOBBS. "N": SGT. TYREMAN. The area of operation was in the CLOPPENBURG, and DEEPHOLZ region. The idea being to attack from low level and machine gun trains, factories etc. Most aircraft attacked their various objectives between 5000' and 10000' making up to three attacks. B (Sgt. HAYELL) attacked a train, a town and a railway station and summed up the attack by saying it was "a successful and amusing trip". A barrack-like building attacked by N. (Sgt. TYREMAN) with guns was seen to explode with a red flash. Low cloud and haze made identification difficult, but crews were all satisfied that their bombs fell in places where they would achieve results although they could not see what damage had been caused. O (Sgt. MARSHALL) landed at SWINDERBY and J (Sgt. HOBBS) at SYERSTON. Two Aircraft S (Sgt. WILSON) and D (Sgt. ALLEN) failed to return. | |
| | 18/12. | | Weather conditions and the fact that there were no operations gave the opportunity for the squadron to have a stand-down. | |
| | 19/12. | | Again no operations were detailed but training was carried out by the new crews. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 20/12. | | DUISBURG. was the target for the following 11 Crews. "X": F/L STUBBS. "W": P/O COWAN. "U": F/S STOREY. "V": F/S. GIBSON. "R": SGT. DOOLAN. "O" SGT. MARSHALL. "A": F/L. LONSDALE "B": SGT. HAZELL. "M": F/S. FENWICKE-CLENNELL. "N": SGT. TYREMAN. "J": HOBBS. Shortly after take-off, "B" (Sgt. HAZELL) crashed into another aircraft from 44 Squadron whilst circling before setting course. Both crews were killed. The attack itself was considered to be successful by the crews despite haze over the target area. Most of the crews state that their bombs fell near the aiming point and many fires were left burning. Several aircraft were hit by flak but only in one case "W" (P/O COWAN) was it necessary to feather the engine due to that cause. "R" (SGT.DOOLAN) had to come back on three engines from the target, due to the PORT OUTER failing. "N" (SGT. TYREMAN) was the only aircraft that failed to return. | |
| | 21/12. | | The following 8 crews were briefed for an attack on MUNICH. "Z": W/C SOUTHWELL. "Y": F/L. STUBBS. "V": F/S GIBBON. "U": F/S STOREY. "M": SGT. DOOLAN. "G": F/S FENWICKE-CLENNELL. "Y": SGT. WALSH. "A": F/S THOMAS. The outward journey was quite uneventful with cloud breaking W of the Moselle, but unfortunately there was 10/10 over the target itself. Most crews made their attack in a timed run from WURM SEE and could not see their bombs burst. There were however many fires left burning which could be seen with red glows below the cloud. On the return trip several aircraft were engaged by flak and sustained slight damage. "A" (F/S THOMAS) was unfortunate in damaging the aircraft in landing at HOLME, due to the port wheel failing to come do come down. Other landings were as follows. "M" (SGT. DOOLAN) BOTTESFORD "V" (F/S GIBSON) SWINDERBY. "U" F/S STOREY SKELLINGTHORPE. "G" (F/S FENWICKE-CLENNELL) failed to return. | |
| | 22/12. | | There being no operations detailed the day's flying was confined to bringing our aircraft based from aerodromes at which they landed. Weather prevented any training programme being carried out. | |

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| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 23/12. | | SCHWEINFURT was to have been the target for the following crews but the trip was cancelled at 1625 hours after a meteorological forecast that showed little prospect of finding the target. "Z": W/C. SOUTHWELL. "K": SGT. HOBBS. "Y": S/L. FRY. "X": SGT. DOOLAN. "U": F/S STOREY. "T": P/O. COWAN. "V": F/S GIBSON. In addition one aircraft did a X country with bombing at WAINFLEET SANDS. | |
| | 24/12. | | "R": SGT. WALSH. "U": F/S. THOMAS. "O": SGT. MARSHALL. "M": SGT. McDONALD. "Y": SGT. LYONS. The above crews were detailed for an attack on TURIN but the trip was cancelled at 1600 hrs as the crews were ready to leave the hangar. | |
| | 25/12.<br>26/12.<br>27/12. | | Fog and weather conditions generally precluded any flying whatsoever. | |
| | 28/12. | | "K" SGT. LYONS was detailed for mining with a late take off but was cancelled at 0220 hours. "D": S/L. FRY. "M": SGT. McDONALD. "Y": SGT. HOBBS. "V": F/S. GIBSON. "O": SGT. MARSHALL. "U": F/S. STOREY. "R": SGT. DOOLAN. "X": F/S. THOMAS. "T": SGT. WALSH. The above crews were detailed for an attack on MUNICH but it was cancelled once again at the last minute. | |
| | 29/12. | | The following crews were detailed to lay mines in the LA ROCHELLE area with a take-off at 0140 hours. "T": SGT. WALSH. "X": F/S. THOMAS. "O": SGT. MARSHALL. "M": SGT. McDONALD. "V": SGT. FOOTE. All aircraft successfully laid their mines in the allotted positions and met no opposition in the Garden area at all although "O" (SGT. MARSHALL) had his elevators holed a little North of the area by a flak ship. Diversions to PERSHORE were given and all with the exception of "M" (SGT. McDONALD) landed there. "M" (SGT. McDONALD) had a [illegible] starboard outer and landed at EXETER. | |

305. Wt. 51579—3544 116M 3/42 T.S. 700

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R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

of (Unit or Formation) NO. 9 SQUADRON.

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SECRET.

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| WADDINGTON. | 30/12. | | The only flying carried out was the return of the aircraft from their diversion aerodromes. | |
| | 31/12. | | No operations being detailed a training programme was arranged. | |
| | | | Three aircraft carried out formation practice at 20,000' while another did Air Firing | |
| | | | "BULLSEYE" exercise were carried out at night by the new crews. | |

[signature] W/Cdr.
Officer Commanding
No. 9 Squadron
Royal Air Force

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(9305) Wt. 51579—3544 116M 3/42 T.S. 700

R.A.F. Form 540

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

# OPERATIONS RECORD BOOK

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of (Unit or Formation) No. 9 SQUADRON.

No. of pages used for ~~this~~ month

SECRET.

| Place | Date | Time | Summary of Events | References to Appendices |
|---|---|---|---|---|
| | 1942. | | | |
| WADDINGTON. | DECEMBER. | | MOVEMENTS OF OFFICERS. DECEMBER, 1942. | |
| | 1st. | | P/O. W. Swinburne & P/O. R.A. Newton posted from No. 1661 Conversion Unit. | |
| | 9th. | | P/O. W.A. Meyer posted from No. 1660 Conversion Unit.<br>P/O. C.G. Tilson posted from No. 27 O.T.U. | |
| | 11th. | | P/O. L.J. Brown posted to No. 81 O.T.U.<br>P/O. J. Cowan posted to No. 1661 Conversion Unit. | |
| | 12th. | | P/O. D. Webster posted to No. 27 O.T.U. | |
| | 13th. | | P/O. W.A.G. Gallienne posted from No. 1654 Con. Unit. | |
| | 14th. | | P/O. F.J. Garvey posted from No. 1661 Conversion Unit.<br>F/O. D.H. Luch posted to No. 83 Squadron. | |
| | 18th. | | S/L. G.W.J. Jarrett, P/O. A.G. Seymour and P/O.G.R. Dale posted from 1654 Conversion Flight<br>S/L. D. Clyde-Smith, DFC. posted to Boscombe Down. | |
| | 21st. | | P/O. D. Hopkinson posted from No. 1654 Conversion Unit. | |
| | 22nd. | | F/O. F.J. Garvey posted to No. 83 Squadron. | |
| | 27th. | | F/O. G.B. Haslam posted from No. 1660 Conversion Unit. | |

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(*9586—9305) Wt. 34631—4313 150M 11/42 T.S. 700
(*9594—9305) Wt. 13187—543 160M 6/43 T.S. 700

DETAIL OF WORK CARRIED OUT

By No. 9 Squadron.

**SECRET**



(*9511) Wt. 9250—36 60,000 5/42 T.S. 700

FOR THE MONTH OF December 1942.

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 6/12/42 | LANCASTER 1 R. 5919 | F/L R.N.STUBBS, DFM<br>SGT.J.H.C.WALSH<br>" T.J. PARRINGTON<br>F/L.W.I.N.G.DEIG<br>SGT.W.COLSON<br>P/O M.H.M.BROWN<br>SGT.H.J.IRONS<br>P/O B.MOORHEAD | Bombing - MANNHEIM. | 1758 | 2300 | Target attacked - Mannheim area. Time 2114 hrs. Height 13,500 feet, Bombs - 1 x 4000lb. & 1080 x 4lb. Inc. dropped on estimated position of Mannheim calculated from navigational aids. Flash of bomb seen. No other results observed. Pilot states: Landed at Lyton after being diverted to Bodney which we were unable to locate as not included on flimsy and position therefore unknown. | |
| | R.D. 308 | SGT.T.DOOLAN<br>SGT.J.T.PRATT<br>SGT.E.L.CRAMP<br>F/SGT.J.R.BUCKLEY<br>SGT.W.J.CHAPPLE<br>SGT.P.A.BAINES<br>SGT.R.W.ROBINSON | Bombing - MANNHEIM. | 1757. | 0152 | Primary attacked. 2020 hrs. 11,500 ft. Fires seen through cloud. Further results could not be observed owing to cloud. | |
| | W. 4200 | F/SGT.A.STOREY<br>SGT.H.E.GRIFFIN<br>P/O G.H.McMILLAN<br>F/SGT.B.MORRIS<br>SGT.R.MATTHEWS<br>SGT.F.W.CATER<br>SGT.A.C.SPEAR | Bombing - MANNHEIM | 1749 | 0033 | Target attacked - Estimated Mannheim. Time 2030 hrs. Height 10,000 feet. Bombs - 1 x 4000lb. & 1080 x 4lb Inc. dropped on position estimated by Dr. P.F.F. flares and fires. Own burst not seen. | |
| | W. 4253 | P/O L.B.COWAN<br>SGT.C.H.DOSWELL<br>P/O A.J.TURNER<br>P/O B.J.SMITH<br>SGT.G.A.TAYLOR<br>SGT.L.S.FIDDLES<br>SGT.W.BERRIE | Bombing - MANNHEIM | 1759 | 0007 | Target attacked - Primary. Time 2024 hrs. Height 12,000 ft. P.F.F. flares seen on ETA. Target not in sights. Bombs: 1 x 4000lb. & 1080 x 4 lb. Inc. not seen to burst. Pilot states: landed at base in spite of diversion because on calling up on 'jetty' to ascertain position of diversion aerodrome we were given instructions to 'pancake'. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 6/12/42 | LANCASTER T | SGT.J.WILSON | Bombing - | 1748. | 0188 | Primary attacked. 2019 hrs. 9,000 ft. Identified by | |
| Contd. | W. 4254 | SGT.A.WILLIS | MANNHEIM. | | | P.F.F. flares. Built up area seen through gap in cloud | |
| | | SGT.J.R.LORD | | | | and no view of the parallel road and railway line to the | |
| | | SGT.A.S.McKINLEY | | | | S.E. of town. Bursts not seen. Many incendiaries over | |
| | | SGT.L.HOLMES | | | | a wide area with a big concentration near where | |
| | | SGT.W.H.PENN | | | | aircraft bombed. | |
| | | SGT.E.R.ALDRIDGE | | | | | |
| | W. 4157 | SGT.I.M.MARSHALL | Bombing | 1758 | 2350 | Target attacked - Mannheim. Identified visually by river | |
| | | SGT.L.M.KEMP | MANNHEIM. | | | and town formation. Time 2025 hrs. Height 11,000 feet. | |
| | | P/O W.SWINBURNE | | | | Bombs - 1 x 4000lb. & 1080 x 4lb Inc. Target in bomb sight | |
| | | SGT.J.J.MILSEN | | | | and the 4,000lb bomb seen to explode. numerous small fires | |
| | | P/O R.A.NEWTON, DFM | | | | and two large ones seen in town area. | |
| | | SGT.J.A.TALBOT | | | | | |
| | | SGT.R.V.PLEASANCE | | | | | |
| | W. 4248 | F/L D.H.S.LONSDALE | Bombing - | 1741. | 0188 | Estimated primary attacked. 2202 hrs. 9,000 ft. Not | |
| | | SGT.A.T.RILEY | MANNHEIM. | | | definitely identified. Load dropped on ETA in area of fires | |
| | | P/O K.R.SMITH | | | | and P.F.F. flares. Last DR fix 50.46 N 04.29 E. | |
| | | SGT.W.I.MORRIS | | | | Scattered fires seen over a wide area. | |
| | | SGT.R.R.MOORE | | | | | |
| | | SGT.A.D.SMITHERMAN | | | | | |
| | | SGT.R.L.DICKIE | | | | | |
| | W.4155 | S/Ldr.G.S.FRY | Bombing - | 1739 | 2340 | Target attacked - Believed Mannheim area. Time 2024 hrs. | |
| | | SGT.A.RITCHIE | MANNHEIM. | | | Height 8,500 feet. 14 S.B.C's (90 x 4lb.) were dropped | |
| | | W/O E.WILLAN | | | | but no results observed owing to 10/10 cloud. Pilot states | |
| | | SGT.R.G.CLARKSON | | | | Photo attempted. Raid not believed a success. | |
| | | P/O C.D.PERKINS | | | | W. 4254 | contd. |
| | | SGT.J.PULLMAN | | | | L.M.MARSHALL | 6/12/42 |
| | | SGT.W.R.KEANS | | | | | |

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DETAIL OF WORK CARRIED OUT

By No. 9 Squadron

**SECRET**



(*9511) Wt. 9256—56 60,000 5/42 T.S. 700

FOR THE MONTH OF December 1942

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 6/12/42 | LANCASTER I | F/SGT.E.FENWICK | GLENNEL | 1745 | 0111 | Target attacked - estimated Mannheim. Time 2012 hrs. | |
| Cont'd. | " 4185 | SGT.P.M.SLATER | Bombing - | | | Height 13,500 feet. 14 S.B.C's dropped on ETA, T and P.FF. | |
| | | F/SGT.J.P.WARREN | MANNHEIM. | | | flares. No results seen, but glow of two fires seen while | |
| | | SGT.A.R.M.THOMPSON | | | | actually bombing. 10/10 cloud. Tops 10/12,000 feet. | |
| | | SGT.E.J.COOKE | | | | | |
| | | SGT.J.F.EDWARDS | | | | | |
| | | SGT.J.H.BAKER | | | | | |
| | " 4197 | SGT.A.P.HOBBS | Bombing - | 1742 | 0026 | Target attacked - Estimated Mannheim. Time 2020 hrs.Height | |
| | | SGT.R.H.THOMAS | MANNHEIM. | | | 14,000 feet. Aiming point could not be identified owing | |
| | | SGT.J.J.BRENNAN | | | | to 10/10 cloud. Bombed on ETA and DR. and fires in | |
| | | J.G.MCALLISTER | | | | estimated vicinity of Mannheim. Reflection of own in- | |
| | | SGT.W.J.REID | | | | | |
| | | SGT.D.W.BYCROFT | | | | cendiaries ( 14 S.B.C's) could be seen through cloud. | |
| | | SGT.H.L.HEITHER | | | | | |
| | " 4249 | SGT.C.R.MCDONALD | Bombing - | 1731. | 2339 | Believed primary attacked. 2031 hrs. 11,000 ft. No ground | |
| | | SGT.F.W.CHARLTON | MANNHEIM. | | | detail visible. Bombed estimated position of Mannheim, | |
| | | SGT.W.N.NUNN | | | | in relation principally to decoys. Position confirmed later | |
| | | SGT.C.M.PALEY | | | | by D.R. to G.S.I fix. Bomb's burst amongst some buildings | |
| | | SGT.M.A.COLES | | | | illuminated by flak flashes. Two small fires seen in area. | |
| | | SGT.V.HILL | | | | | |
| | | P/O J.CREBBIN | | | | | |
| | " 4159 | SGT.G.F.ALLEN | Bombing - | 1744. | 0209 | Primary attacked. 2030 hrs. 10,000 ft. Bombs dropped | |
| | | SGT.C.H.NADIN | MANNHEIM. | | | where P.F.F. and other flares bombs were falling. Own | |
| | | P/O L.G.NEWMAN | | | | bursts not seen. Fires very scattered. | |
| | | SGT.H.V.BROWN | | | | | |
| | | SGT.C.W.DICKENS | | | | | |
| | | SGT.J.O'NEILL | | | | | |
| | | SGT.E.S.OGD | | | | | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 7/12/42 | LANCASTER T | SGT.L.C.HAZELL | GARDENING - SAN SEBASTIAN AREA. | 1639 | 0213 | Primary target attacked and vegetables dropped in allotted position. Time 2200 hrs. Height 600 feet. The parachutes were seen to open. Pilot states: Success of trip due to excellent navigation. | |
| | W. 4182 | SGT.E.GARDINER | | | | | |
| | | SGT.W.T.MILLER | | | | | |
| | | SGT.H.T.TATLEY | | | | | |
| | | SGT.A.J.BROOKS | | | | | |
| | | SGT.E.SHARPLES | | | | | |
| | | SGT.E.WALKER | | | | | |
| | W. 4764 | SGT.A.D.FOOTE | GARDENING - SAN SEBASTIAN AREA. | 1642 | 0215 | Primary target attacked and vegetables successfully laid in allotted position. Time 2200 hrs. Height 500 feet. Parachutes were not seen to open. Pilot states: Outward journey uneventful. Three runs on target after St. Sebastian pinpoint. Two S/L's and light flak on point. Mines dropped as ordered. Trip homeward through extremely bad weather conditions. | |
| | | SGT.A.J.SMITH | | | | | |
| | | SGT.M.McKENZIE | | | | | |
| | | SGT.W.T.McLELLAN | | | | | |
| | | SGT.G.MITCHELL | | | | | |
| | | SGT.R.G.BROGAN | | | | | |
| | | SGT.R.WARDROP | | | | | |
| 8/12/42 | R. 5915 | P/L. R.N.STUBBS, DFM | Bombing - TURIN. | 1723 | 0212 | Main Target attacked, 2122 hrs, 4,00 ft. No cloud Hazy. Target identified by Fiat factory. Believed Bombs ("B") fell near A.P. One very large fire near A.P. otherwise a lot of fires in and around town. Nickels dropped over Traget. Pilots Remarks: Crew consider a good trip. | |
| | | SGT.T.J.PARRINGTON | | | | | |
| | | P/O K.CHAMBERLAIN | | | | | |
| | | SGT.W.COLSON | | | | | |
| | | P/O M.H.M.BROWN | | | | | |
| | | SGT.H.J.IRONS | | | | | |
| | | P/O B.MOORHEAD | | | | | |
| | W. 4157 | P/O L.B.COWAN | Bombing - TURIN. | 1721 | 1840 | No target attacked. Task abandoned at 1725 hrs whilst still circling prior to setting course. Port inner pressure dropped and starboard inner failing. Bombs ("B") jettisoned at 1808 hrs pos: 53 19'N - 00 43'E 6,000 ft. Nickels brought back to base. Pilots Remarks: Considered inadvisable to continue in view of condition of inner engines. | |
| | | SGT.C.H.DOSWELL | | | | | |
| | | P/O A.J.TURNER | | | | | |
| | | P/O B.J.SMITH | | | | | |
| | | SGT.G.A.TAILOR | | | | | |
| | | SGT.L.C.FIDDIS | | | | | |
| | | SGT.W.BERRIE | | | | | |

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DETAIL OF WORK CARRIED OUT

By No. 9 Squadron

**SECRET**



(*9511) Wt. 9256—56 60,000 5/42 T.S. 700

FOR THE MONTH OF December 1942

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES. |
|---|---|---|---|---|---|---|---|
| 8/12/42 | LANCASTER T | F/SGT.A.STOREY | Bombing - TURIN. | 1735 | 0140 | Main Target attacked. 2120 hrs., 7,500 ft., 090°. | |
| | E.D. 349 | SGT.H.C.GRIFFIN | | | | Weather clear and target identified by P.F.F. flares and | |
| | | P/O G.H.McMILLAN | | | | from light Inc: Own bombs ("C") could be distinguished. | |
| | | F/SGT.B.MORRIS | | | | A number of large fires and believed burst of 8000 bomb | |
| | | SGT.R.MATTHEWS | | | | seen. Nickels dropped over target. Pilot's Remarks: | |
| | | SGT.F.N.CAPP | | | | A very pleasant trip. | |
| | | SGT.A.C.APPAR | | | | | |
| | . 425: | SGT.J.WILSON | Bombing - TURIN. | 1730 (Coothall Spa). | 0153 | Main attacked, 2132 hrs, 7,500 feet, No cloud - some haze | |
| | | SGT.A.WILLIS | | | | and smoke. Pinpointed on river with aid of flares. Bombs | |
| | | SGT.J.R.LOCO | | | | ("D") not seen to burst. Eight fairly large fires seen | |
| | | SGT.A.S.McKINLEY | | | | around A.P. Nickels dropped over target. Lost tail | |
| | | SGT.L.HOL/[illegible] | | | | wheel landing. Pilot's Remarks. Nil. | |
| | | SGT.W.H.WEN[illegible] | | | | | |
| | | SGT.E.R.ALDRIDGE | | | | | |
| | . 4182 | F/L D.H.S.LONSDALE | Bombing - TURIN. | 1730 | 0129 | Main target attacked, 2117 hrs, 6,000 ft, 240°. Visibility | |
| | | SGT.A.J.PILEY | | | | good and river & P.F.F. flares seen. Bombs ("C") seen to | |
| | | P/O R.R.SMITH | | | | burst on previously undamaged buildings. Burst of believed | |
| | | SGT.W.I.MORRIS | | | | 8000 seen. Nickels dropped over Target. Pilot's Remarks: | |
| | | SGT.R.R.MOORE | | | | a Thoroughly successful trip. | |
| | | SGT.A.D.SMITHERMAN | | | | | |
| | | SGT.R.L.DICKIE | | | | | |
| | . 4155 | S/Ldr. G.S.FRY | Bombing - TURIN. | 1727 | 2356 | No Target attacked. Port outer engine feathered at 2005 hrs. | |
| | | SGT.A.RITCHIE | | | | Oil pressure 0 followed shortly after by Oil temperature. | |
| | | W/O J.WILLAN | | | | Unable to maintain height. Starboard outer - big Mag: drop. | |
| | | SGT.R.G.CLAWSON | | | | Running rough. Bombs ("C"). 630 x 4 lbs Inc jettisoned at | |
| | | P/O C.D.PERKINS | | | | 46 30'N - 05 30'E at 2034 hrs. 1 x 4000 HC jettisoned at | |
| | | SGT.J.PULLMAN | | | | 46 25'N - 05 35'E. Pilot's Remarks: Nothing further to add. | |
| | | Sgt. W.R.KEARNS | | | | | |

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Reference:- AIR 27 / 126

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 8/12/42 | LANCASTER ‡ | SGT.A.R.HOBBS | Bombing - | 1732 | 0138 | Main Target attacked 2123 hrs, 9,000ft, 339°. Visibility |
| Contd. | ". 4197 | SGT.R.H.THOMAS | TURIN | (Skellingthorpe) | | good and built-up area seen through smoke haze. Bombs |
| | | SGT.S.J.ARGENT | | | | ("C") seen to burst in built up area. One huge fire seen |
| | | SGT.J.G.McALLISTER | | | | in town centre and scattered fires in town. Nickels |
| | | SGT.W.J.REID | | | | dropped over target. Pilot's Remarks: Considered to be |
| | | SGT. D.W.RYSOUTH | | | | a successful trip in spite of deflection resulting from |
| | | SGT.H.L.HEUTHER | | | | smoke. There were many fires. |
| | ". 4249 | SGT.C.P.McDONALD | Bombing - | 1730 | 0150 | Main attacked, 2117 hrs, 9,000 ft. Target identified by |
| | | SGT.F.V.CHARLTON | TURIN. | | | fires and built-up area and fires. Observed large oil |
| | | SGT.V.N.NUNN | | | | fire near A.P. Own bombs ("C") dropped 1 mile S.W. A.P. |
| | | SGT.C.M.PALEY | | | | Nickels over Target. Port inner stipped over Target |
| | | SGT.M.A.COLES | | | | |
| | | SGT.V.HILL | | | | |
| | | P/O J.CREBBIN | | | | |
| | ". 4159 | SGT.A.D.FOOTE | Bombing - | 1736 | 0055 | Main Target attacked, 9,000 ft, 2118 hrs, heading 235°. |
| | | SGT.A.J.W.SMITH | TURIN. | | | Visibility excellent and rivers were seen and target lit up |
| | | SGT.M.McKENZIE | | | | by P.F.F. flares. Own bombs ("C") not seen to burst but huge |
| | | SGT.N.T. McLENNAN | | | | flash believed to be 8,000 bomb seen in the city centre. |
| | | SGT.G.MITCHELL | | | | Nickels dropped over target area. Pilot's Remarks: |
| | | SGT.P.G.BROGAN | | | | A successful trip - Ideal conditions throughout. No inter- |
| | | SGT.R. WARDROP | | | | ference on way in or out. |
| | ". 4764 | SGT.J.H.G.WALSH | Bombing - | | | Turin Town attacked, 2130, 8,500 ft. Weather good but |
| | | SGT.H.L.JONES | TURIN. | 1744 | 0158 | smoke prevented accurate detail being seen. Bombs ("C") |
| | | SGT.R.E.RAVEN | | | | not seen to burst. Very many fires well concentrated and |
| | | SGT.V.J.PARR | | | | much smoke. Pilot's Remarks: Consider that defences have |
| | | SGT.L.A.BERWICK | | | | improved since last attack. |
| | | SGT.M.LATIMER | | | | |
| | | SGT.G.J.HOUBERT | | | | |

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OPERATIONS RECORD BOOK

FORM 541

DETAIL OF WORK CARRIED OUT

By No. 9 Squadron

**SECRET**

PAGE No. 46

For the Month of December 1942

(*9511) Wt. 9256—56 60,000 5/42 T.S. 700

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 8/12/42 | LANCASTER I | F/SGT.E.FENWICKE-CLENNEL | | 1735 | 0035 | Main Target attacked, 2119 hrs, 9,00 ft, 225°. Visibility | |
| Contd. | R. 5917 | SGT.P.M.SLATER | Bombing - | | | good and target clearly identified. Bombs ("D") not seen | |
| | | F/SGT.J.P.WARREN | TURIN. | | | to burst but tremendous explosion believed 8,000 bomb seen | |
| | | SGT.A.R.H.THOMPSON | | | | near A.P. 42 x 4 lbs Inc. brought back. Nickels dropped | |
| | | SGT.E.J.COOK | | | | oner Target. Pilot's Remarks: Considered a successful | |
| | | SGT.J.F.EDWARDS | | | | trip. | |
| | | SGT.J.H.BAKER | | | | | |
| | V. 4253 | W/Cdr. J.M.SOUTHWELL, DFC | | 1739 | 0204 | Main Target attacked, 2125 hrs, 5,200 ft, 340°. No cloud, | |
| | | SGT.G.LYONS | Bombing - | | | hazy. River and A.P. seen and Bombs ("D") seen to fall | |
| | | F/Lt.W.I.N.G.DoIG | TURIN. | | | near High tower approx 1,000 yards N.E. of Aiming Point. | |
| | | P/O R.Y.HIGGINSON, DFM | | | | Four concentrated and about 30 smaller fires seen in town. | |
| | | F/SGT.D.ROGERS | | | | Nickels dropped over Target. Pilot's Remarks: Crew | |
| | | F/L C.G.S.BAIN | | | | consider a satisfactory trip P.F.F. flares considered | |
| | | P/O D.LUCK | | | | rather scattered mainly to N.E. to W. of A.P. Really big fires mainly in area N.E. of A.P. | |
| 9/12/42 | LANCASTER I | F/Lt. R.N.STUBBS, DFM | Bombing - | 1741 | 2031 | No target attacked, owing to engine trouble. 19,13 hrs | |
| | R. 5915 | F/SGT.R.H.THOMAS | TURIN. | | | 15,000 feet. 1 x 4000 H.C. jettisoned "safe" and 720 and | |
| | | SGT.T.J.PARRINGTON | | | | 4 lb. Inc. at position 50.25 N. 01.25.E. Port outer engine | |
| | | P/O K.CHAMBERLAIN | | | | Mag. u/s Starboard outer overheating and coolant leak. Oil | |
| | | SGT.W.COLSON | | | | temperature high. Oil pressure low. | |
| | | P/O [illegible] | | | | | |
| | | SGT.H.J.IRONS | | | | | |
| | | P/O B.MOORHEAD | | | | | |
| | V. 4253 | P/O L.B. [illegible] | Bombing - | 1744 | 0147 | Primary - A.P. 'B' - TURIN - attacked, 2148 hrs. | |
| | | SGT.C.H.DOSWELL | TURIN. | | | 8,500 ft. Much smoke and haze over Target area. Target | |
| | | P/O A.J.TURNER | | | | identified by P.F.F. flares and fires already burning. | |
| | | P/O B.J.SMITH | | | | Built-up area seen. Target was in sights but no bursts | |
| | | SGT.G.A.TAYLOR | | | | seen - Bombs 1 x 4000 H.C. & 630 x 4 lbs Inc: Several | |
| | | SGT.L.S.FIDDES | | | | large scattered fires in target area. Pilot's Remarks: | |
| | | SGT.BERRIE | | | | NIL. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 9/12/42 | LANCASTER I | SGT.T.DOOLAN | Bombing - | 1740 | 0234 | Primary attacked. 2147 hrs. 8,000 feet. 1260 x 4 lb. Inc. | |
| | R. 5917 | SGT.J.T.PRATT | TURIN. | | | P.F.F. flares and many fires seen. Target not seen in | |
| | | SGT.E.L.CRAMP | | | | bomb sight. Results of own bombing not seen. Bursts seen | |
| | | F/SGT.J.R.BUCKLEY | | | | of bombs of other aircraft. Side winders noted by | |
| | | SGT.W.J.CHAPPLE | | | | shrapnel. Pilot states: Consider to be a successful trip | |
| | | SGT.R.A.BAINES | | | | in spite of the impossibility of pin pointing. | |
| | | SGT.R.W.ROBINSON | | | | | |
| | W. 4764 | F/SGT.L.H.JORDAN | Bombing - | 1741 | | Aircraft did not return. | |
| | | SGT.L.F.V.JONES | TURIN. | | | | |
| | | SGT.E.C.P.NEWTON | | | | | |
| | | SGT.R.V.ROBINSON | | | | | |
| | | SGT.F.NEVILLE | | | | | |
| | | SGT.W.RIMSCHA | | | | | |
| | | SGT. WARBURTON | | | | | |
| | W. 4182 | SGT.L.C.HAZELL | Bombing - | 1743 | 0229 | Primary attacked. 1260 x 4 lb Inc. 21.43 hrs. 7,000 ft. | |
| | | SGT.E.GARDINER | TURIN. | | | P.F.F. flares and a glimpse of the spire in N.E. of City | |
| | | SGT.W.T.MILLER | | | | on port beam. Target not seen in bimb sight. Results not | |
| | | SGT.H.T.TATLEY | | | | observed. One large fire in S.W. of town, and several | |
| | | SGT.A.J.BROOKS | | | | other smaller ones in City centre. Pilot states: | |
| | | SGT.E.SHARPLES | | | | Successful trip in spite of ground haze. Crew co-operated | |
| | | SGT.E.WALKER | | | | well. Target more clearly seen on approach than on bombing run. | |
| | W. 4159 | F/Lt, D.H.S.LONDSDALE | Bombing - | 1744 | 0211 | BUILT UP AREA - TURIN, VICINITY OF AIMING POINT. 1 x 4000lbs | |
| | | SGT.A.J.RILEY | TURIN. | | | & 720 x 4 lb Inc. 21.52 hrs. 6,000 ft. Circled built up | |
| | | P/O K.F.SMITH | | | | area where fires were burning and obtained pin point on | |
| | | SGT.V.I.MORRIS | | | | river at point nearest to Aiming Point. Identification was | |
| | | SGT.R.T.MOORE | | | | possible with aid of P.F.F. flares. Bombs seen to burst | |
| | | SGT.A.D.SMITHERMAN<br>Sgt. R.L. Dickie | | | | but no results seen. Extensive fires scattered throughout town most concentrated in centre. Nickels dropped. | |

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DETAIL OF WORK CARRIED OUT

By No. 9 Squadron

For the Month of December 1942

**SECRET**



(*9511) Wt. 9256—36 60,000 5/42 T.S. 700

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 9/12/42 | LANCASTER I | S/L. G.S.FRY | Bombing - | 1752 | 0143 | Primary. 1260 x 4 lb. Inc. 2143 hrs. 0,000 ft. Visually | |
| Contd. | | SGT.A.RITCHIE | TURIN. | | | identified built up area. Own incends. started fires. | |
| | | W/O J.WILLAN | | | | Fires appeared to be concentrated over an area of 2/3 | |
| | | SGT.R.G.CLARKSON | | | | square miles. Huge red fire omitting black smoke stood out | |
| | | P/O C.D.[illegible]PKINS | | | | among incendiary fires, but position could not be pinpoint- | |
| | | SGT.J.PULLMAN | | | | ed owing to smoke haze obscurring ground detail. Pilot | |
| | | SGT.W.R.KEARNS | | | | states: "Town appeared to be well bombed and compared fav- | |
| | | | | | | ourably with night 23/29.11.42. raid." | |
| 17/12/42 | LANCASTER I | F/Lt. R.N.STUBBS, DFM | Bombing - | 1655 | 2128 | Target attacked - Hasselunne Town, 1917 hrs, 800 ft, 090°. | |
| | R. 5915 | SGT.T.J.PARRINGTON | CLOPPENBURG & | | | Weather 5-8/10 at 2,000 ft. Target was identified by bend | |
| | | P/O K.CHAMBERLAIN | DIEPHOLZ AREA. | | | in river, Railway, and time run from Dummer See. Puffs | |
| | | SGT.W.COLSON | | | | of smoke were seen to rise after bombs - 13 x 1000 lbs GP | |
| | | P/O M.H.M.BROWN | | | | (11 secs delay) had dropped. No fires or other results | |
| | | SGT.H.J.IRONS | | | | seen. Pilot's Remarks. NIL. | |
| | | P/O B.MOORHEAD | | | | | |
| | W. 4253 | P/O L.B.COWAN | Bombing - | 1704 | 2136 | Targets attacked - (a) FURSTENAU 1929 hrs, 1,000 ft, 2450 | |
| | | SGT.C.H.DOSWELL | CLOPPENBURG & | | | (m) - 6 x 1000 GP bombs dropped in built-up area, bursts | |
| | | P/O A.J.TURNER | DIEPHOLZ AREA. | | | not observed but smoke and dust flew up behind aircraft. | |
| | | P/O B.J.SMITH | | | | (b) Lengerich 1932 hrs, 1,000 ft, 230°. 13 x 1000 lbs | |
| | | SGT.G.A.TAYLOR | | | | bombs dropped and bursts seen. Fires were seen before bombing. | |
| | | SGT.L.S.FIDDES | | | | Weather - 5-6/10 over targets, base 4,000 ft, Visibility: poor | |
| | | SGT.[illegible].BERRIE | | | | Dummer See identified but Bersenbruck not seen on timed run. Pilot's Remarks: A thoroughly successful trip. | |
| | E.D. 349 | SGT. J.WILSON | Bombing - | 1703 | | Allotted Target - Cloppenburg. Aircraft missing- no | |
| | | SGT. A.WILLIS | CLOPPENBURG & | | | messages or Sugnals received. | |
| | | SGT. J.A.LORD | DIEPHOLZ AREA. | | | | |
| | | SGT.A.S.McKINLEY | | | | | |
| | | SGT.L.HOLMES | | | | | |
| | | SGT.W.H.PENN | | | | | |
| | | SGT.E.R.ALDRIDGE. | | | | | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 17/12/42 | LANCASTER I | F/SGT.T.L.GIBSON | Bombing - | 1634 | 2225 | Target attacked - three in Cloppenburg area. (a) Town circled and bombed with 3 x 1000 GP's at 1920 hrs, 1000 ft 330°. | |
| | W. 4157 | SGT.S.WEACOMBE | CLOPPENBURG & | | | and circled to port. (b) Town - picked up after few minutes | |
| | | P/O E.E.KENMODE | DIEPHOLZ AREA. | | | and red fires seen. 3 x 1000 GP's dropped to port of fire, | |
| | | SGT.B.K.SKINNER | | | | 1927 hrs, 120°, 1000 ft. Turned to starboard and ran into | |
| | | SGT.H.G.JENKINS | | | | flak, dived almost to deck and got away. (c) Railway buildings | |
| | | SGT.J.R.BROADLEY | | | | 1931 hrs, 1,000 ft 240°. 4 x 1000 GP's dropped near buildings | |
| | | F/SGT.F.A.WEBB | | | | across track. After leaving Dummer See 1957 hrs saw flarepath & shot up buildings, Pilot's Remarks: Very satisfactory. | |
| | W. 4819 | SGT.I.M.MARSHALL | Bombing - | 1711 | 2307 | Target attacked - Built-up area - DUMME. Bombs dropped in | |
| | | SGT.S.J.NANCEKIVELL | CLOPPENBURG & | (Swinderby) | | two sticks of 5 x 1000 GP's (11secs T.D.) (a) 1920 hrs, 600 ft | |
| | | SGT.W.SWINBURNE | DIEPHOLZ AREA. | | | 271°. (b) 1935, 900 ft 271°, in built-up area, results not obse | |
| | | SGT.J.J.MIESEN, | | | | served. Target visually identified on timed run from Dummer See. | |
| | | P/O R.A.NEWTON, DFM | | | | Pilot's Remarks: L's and flak on Dutch coast, several | |
| | | SGT.J.A.TALBOT | | | | towns up to 5 miles from Dutch frontier and Dumme machine- | |
| | | SGT.R.V.PLEASANCE | | | | gunned. | |
| | W. 4155 | SGT.C.F.ALLEN | Bombing - | 1712 | | Allotted Target - Diepholz. Aircraft missing - no | |
| | | SGT.C.H.NADIN | CLOPPENBURG & | | | messages or signals received. | |
| | | P/O L.G.NEWMAN | DIEPHOLZ AREA. | | | | |
| | | SGT.H.V.BROWN | | | | | |
| | | SGT.C.W.DICKENS | | | | | |
| | | SGT.J.O'NEILL | | | | | |
| | | F/L.C.G.S.BAIN | | | | | |
| | W. 4182 | SGT. L.C.HAZELL | Bombing - | 1678 | 2119 | Targets attacked - (a) Train 3 miles W. of Dummer See, 1858 | |
| | | SGT.E.GARDINER | CLOPPENBURG & | | | hrs, 800 ft 1440° (m) with 4 x 1000 lbs Gp (11 secs T.D.) | |
| | | SGT.W.T.MILLER | DIEPHOLZ AREA. | | | No results. (b) Quackenbruck town, 5 x 1000 GP at 1905, 400ft, | |
| | | SGT.H.T.TATLEY | | | | 350° (m). Bombs seen to explode in built-up area. (c) Railway Station, 1903, 200 ft, 090° with 1 x 1000 Gp. No result. | |
| | | SGT.A.J.BROOKS | | | | Weather was 10/10 over target base 1,500 ft. Vis. poor. Dummer See | |
| | | SGT.E.SHARPLES | | | | clearly seen & aerodrome to S.W. of town & Railway junction. | |
| | | SGT.E.WALKER | | | | Pilot's Remarks: A very successful and amusing trip. | |

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For the Month of December 1942

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(*9511) Wt. 9256—56 60,000 5/42 T.S. 700

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 17/12/42 | LANCASTER I | SGT. A.D. FOOTE | Bombing - | 1706 | 2127 | Target attacked - believed QUACKENBRUCK, 1921 hrs, 1,000ft, | |
| Contd. | W. 4185 | SGT. A.J.W. SMITH | CLOPPENBURG & | | | 070°. Weather - hazy, some cloud above making little assis- | |
| | | SGT. M. McKENZIE | DIEPHOLZ AREA. | | | tance from the moon. Dummer See indentified and timed run | |
| | | SGT. W.T. McLELLAN | | | | made but target not located. Square search made and built-up | |
| | | SGT. G. MITCHELL | | | | area found. Bombs - 10 x 1000 Gp (11 secs T.D.) dropped and | |
| | | SGT. P.G. BROGAN | | | | bursts observed. Several fires burning as aircraft left. Also | |
| | | SGT. R. WARDROP | | | | Red obstruction lights believed aerodrome machine-gunned at 1916 hrs from 1000ft. Pilot's Remarks: NIL. | |
| | W. 4197 | SGT. A.R. HOBBS | Bombing - | 1723 | 2309 | Target attacked - factory estimated 12 miles W of Diepholz. | |
| | | SGT. R.H. THOMAS | CLOPPENBURG - | (Syerston) | | 1953 hrs, 1,500 ft, 268°. 10/10 cloud at 5,000 ft. Dummer See | |
| | | SGT. S.J. ARGENT | DIEPHOLZ AREA. | | | not seen but course set from ETA this point and run-up made | |
| | | SGT. J.G. McALLISTER | | | | on town estimated to be Diepholz, recognised by local topo- | |
| | | SGT. W.J. REID | | | | graphy. Target lost in heavy ground haze and factory found | |
| | | SGT. D.W. BUSOUTH | | | | on course which was set for base. Bombs seen to burst | |
| | | SGT. H.L. HEUTHER | | | | amognst buildings. Many town and villages in Germany machine-gunned on route. | |
| | E.D. 347 | SGT. J.W. TYREMAN | Bombing - | 1717 | 2206 | Target attacked - unidentified built-up area, 1927 hrs, | |
| | | SGT. J. SYLES | CLOPPENBURG & | | | 700 ft, 270°. Weather haze 9/10 cloud, base 3000 ft. Dummer See | |
| | | P/O J.W. LYNES | DIEPHOLZ AREA. | | | reached on ETA, and time run made for DAMME. Nothing seen | |
| | | SGT. H.B. STOKES | | | | until 8 minutes after ETA and then road junction and houses | |
| | | SGT. H.G. FORD | | | | seen and bombed with 8 x 1000 Gp, bursts observes & fires xxx | |
| | | SGT. J. HILL | | | | started. 1935 hrs, 400 ft, barrack like building fired on | |
| | | SGT. G.C. WING | | | | & explosion & red flash resulted. 1939, shell factory with smoking chimney fired on 2 x 1000 GP bombs hung up. Pilot's Remarks: NIL. | |
| 20/12/42 | ~~20/12/42~~ | F/L R.N. STUBBS, DFM | Bombing - | 1740 | 2355 | Primary attacked, 1952, 14,000 ft. Visibility good and | |
| | LANCASTER I | S/L G.W.J. JARRETT | DUISBURG. | | | target identified from docks. Bombs (A) estimated fell | |
| | R. 5915 | SGT. T.J. PARRINGTON | | | | slightly S.E. of A.P. A few scattered fires increasing as | |
| | | P/O K.K. CHAMBERLAIN | | | | aircraft left. Nickels dropped over target. Pilot's | |
| | | SGT. W. COLSON | | | | Remarks: Crew consider attack successful P.F.F. flares at | |
| | | P/O M.H.J. BROWN | | | | first mainly to N.E. of target later flares accurate. | |
| | | SGT. H.J. IRONS | | | | | |
| | | P/O B. MOORHEAD | | | | | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 20/12/42 | LANCASTER I | P/O L.B.COWAN | Bombing - DUISBURG. | 1808 | 2233 | Primary attacked, 1956 hrs, 12,000 ft, clear apart from haze. Town definitely identified from beds in river. Bombs (A) observed to drop in or near centre of town. Number of large fires glow of which could be seen 40 miles away. Aircraft hit in or near port engine over target, aircraft returned on three engines. Nickels over target area. Pilot's Remarks; Crew consider a reasonably successful trip; fires concentrated mainly in target area. | |
| | W. 4253 | SGT.C.H.DOSWELL | | | | | |
| | | P/O A.J.TURNER | | | | | |
| | | P/O B.J.SMITH | | | | | |
| | | SGT.G.A.TAYLOR | | | | | |
| | | SGT.L.S.FIDDES | | | | | |
| | | SGT.W.BERRIE | | | | | |
| | W. 4200 | F/SGT.A.STONEY | Bombing - DUISBURG. | 1753 | 2158 | DUISBURG town attacked, 1958 hrs, 10,000'. No cloud, some haze and considerable smoke. River and docks identified by P.F.F. flares and moonlight. Built-up area E. of river in sights Bomb(B) bursts not observed owing to others from other aircraft. Large number of small and three or four large fires in town. One heavy bomb seen to hit factory with 4 chimneys. Nickels dropped. Pilot's Remarks: Perfect trip. | |
| | | F/SGT.R.H.THOMAS | | | | | |
| | | SGT.H.C.GRIFFIN | | | | | |
| | | P/O G.H.McMILLAN | | | | | |
| | | F/SGT.B.MORRIS | | | | | |
| | | SGT.R.MATTHEWS | | | | | |
| | | F/L SGT.CATER | | | | | |
| | | SGT.A.C.SHEAR | | | | | |
| | W. 4157 | F/SGT.T.L.GIBSON | Bombing - DUISBURG. | 1800 | 2333 | Primary attacked, 2003 hrs, 14,000' no cloud - excellent visibility and target identified by river and fires in built-up area. Bombs (B) fell just beyond large factory on fire. Many fires in town. Nickels dropped over target. Pilot's Remarks: A very successful trip, target bombed with good effect and no unusual opposition. | |
| | | SGT.S.WESCOMBE | | | | | |
| | | P/O E.E.KERMODE | | | | | |
| | | SGT. E.K.SKINNER | | | | | |
| | | SGT. H.G.JENKINS | | | | | |
| | | SGT.J.R.BROADLEY | | | | | |
| | | SGT.F.A.WEBB | | | | | |
| | E.D. 308 | SGT.T.DOOLAN | Bombing - DUISBURG. | 1813 | 2226 | Primary attacked, 1954 hrs, 14,000 ft. Target identified by river and well placed P.F.F. flares. Target not in bomb sight but bursts (C) believed near A.P. One S.B.C. hung-up & released manually over North Sea, Nickels distributed. Pilot's Remarks: successful trip, Port outer engine cut, oil pressure dropped to zero, violent vibration & engine finally feathered. | |
| | | SGT.J.T.PRATT | | | | | |
| | | SGT.E.L.CRAMP | | | | | |
| | | F/SGT.J.R.BUCKLEY | | | | | |
| | | SGT.W.J.CHAPPLE | | | | | |
| | | SGT.P.A.BAINS | | | | | |
| | | SGT.R.W.ROBINSON | | | | | |



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OPERATIONS RECORD BOOK

FORM 541.

DETAIL OF WORK CARRIED OUT

BY No. 9 Squadron

FOR THE MONTH OF December 1942

**SECRET**

PAGE No. 52

(*9511) Wt. 9256—56 60,000 5/42 T.S. 700

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES |
|---|---|---|---|---|---|---|---|
| 20/12/42 Contd. | LANCASTER I W. 4819 | SGT.I.M.MARSHALL<br>SGT.S.J.NANCEKIVELL<br>P/O W.SWINBURNE<br>SGT. J.J.MIESEN<br>P/O R.A.NEWTON<br>SGT.J.A.TALBOT<br>SGT.O.G.ERASMUS | Bombing - DUISBURG. | 1810 | 2342 | Primary attacked, 1957 hrs, 14,000ft. No cloud; visibility good and river and docks seen. A.P. in sights but bombs (A) not seen. Large fires seen near A.P. and in dock area. Nickels over target.<br>Pilot's Remarks: Consider target well and truly attacked. | |
| | Lancaster I. W. 4248 | F/L C.H.S.LONSDALE<br>SGT.A.J.RILEY<br>P/O K.R.SMITH<br>SGT.[illegible].I.MORRIS<br>SGT.R.P.MOORE<br>SGT.A.D.SMITHERMAN<br>SGT.R.L.DICKIE | Bombing - DUISBURG. | 1828 | 2226 | Primary attacked, 20001 hrs, 13,000' Weather quite clear but some smoke haze and target identified with assistance of P.F.F. flares. Bombs (C) seen to burst in vicinity of A.P. Many fires seen burning in town and one heavy explosion well N.E. of Duiburg resulting in large fire. Nickels dropped over target. Aircraft slightly damaged by Flak. Pilot's Remarks. NIL. | |
| | Lancaster I. W. 4182 | SGT.L.C.HAZELL<br>SGT.E.E.GARDINER<br>SGT. W.T.MILLER<br>SGT.H.T.TATLEY<br>SGT.A.J.BROOKS<br>SGT.E.CHARPLES<br>SGT.E.WALKER | Bombing - DUISBURG. | 1815 | | Aircraft collided with 'P' of 44 Squadron (Captain- F/S Elger) whilst circling and prior to setting course. Both Crews killed. | |
| | Lancaster I W. 4249 | F/SGT.[illegible]<br>SGT.P.M.SLATER<br>F/SGT.J.P.WARREN<br>SGT.A.R.H.THOMPSON<br>P/O J.A.W.MOFFAT, DFC<br>SGT.J.F.EDWARDS<br>SGT.J.H.BAKER | Bombing - DUISBURG. | 1802 | 2153 | Primary attacked, ~~2003 hrs, 14,000'~~ 1955 hrs, 15,000 ft. Visibility good and target easily identified with assistance of P.F.F. flares. Bombs (B) seen to burst S. of A.P. About 6 large fires seen in old town.<br>Pilot's Remarks: A highly successful trip greatly assisted by P.F.F. flares. | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 20/12/42 | LANCASTER I | SGT.J.W.TUREMAN | Bombing - DUISBURG. | 1800 | | Aircraft missing - no messages or signals received. | |
| Contd. | E.D. 347 | SGT.J.SYKES | | | | | |
| | | P/O J.W.LYNES | | | | | |
| | | SGT.H.B.STOKES | | | | | |
| | | SGT.H.G.FORD | | | | | |
| | | SGT.J.HILL | | | | | |
| | | SGT.G.C.WING | | | | | |
| | W. 4197 | SGT.A.R.HOBBS | Bombing - DUISBURG. | 1812 | 2249 | Primary attacked, 1954 hrs, 13,000'. Weather clear and | |
| | | SGT.R.H.THOMAS | | | | target identified from river and built-up area. P.F.F. | |
| | | SGT.S.J.ARGENT | | | | scattered. Bombs (C) dropped but burst not observed. Eight fir | |
| | | SGT.J.G.McALLISTER | | | | fires counted. Nickels distributed. Pilot's Remarks: | |
| | | SGT.W.J.REID | | | | S/L's were troublesome and prevented reasonable observation | |
| | | SGT.D.W.BYSOUTH | | | | of results owing to smoke and haze over town. Aircraft hit | |
| | | F/SGT.H.L.HEUTHER | | | | by flak in starboard flap. | |
| 21/12/42 | LANCASTER I | W/C.J.M.SOUTHWELL,DFC | Bombing - MUNICH | 1752 | 0220 | Primary attacked, 2150 hrs, 8,000 ft. Low stratus with | |
| | W. 4133 | SGT.G.LYONS | | | | few gaps. P.F.F. flares seen over Wurm See and two dummy | |
| | | F/L.W.I.N.G.DOIG | | | | runs made before Bombs (B) were dropped. Seventeen red | |
| | | P/O R.Y.HIGGINSON,DFM | | | | fires, one of which came from a factory seen from a con- | |
| | | F/SGT.D.ROGERS | | | | siderable distance. Aircraft slightly damaged by flak. | |
| | | P/O STUFFIN | | | | Pilot's Remarks: Captain considers attack may have | |
| | | P/O J.CREBBIN | | | | achieved amount of success. | |
| | ~~Lancaster I~~ | | | | | | |
| | R. 5915 | F/L R.N.STUBBS,DFM | Bombing - MUNICH | 1736 | 0101 | Munich attacked, 2108 hrs, 14,000 ft. Low cloud, identified | |
| | | SGT.T.J.PARRINGTON | | | | Wurmm See and timed run made to target. Bombs (B) seen | |
| | | P/O.K.CHAMBERLAIN | | | | to burst through cloud and large red glow observed pro- | |
| | | SGT.W.COLSON | | | | bably in town. Pilot's Remarks: Town definitely attacked | |
| | | P/O.M.H.M.BROWN | | | | but with what degree of accuracy impossible to say. | |
| | | SGT.H.J.IRONS | | | | | |
| | | SGT.J.A.TALBOT | | | | | |

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# OPERATIONS RECORD BOOK

APPENDIX

FORM 541.

DETAIL OF WORK CARRIED OUT

By No. 9 Squadron

**SECRET**

PAGE No. 54

(*9511) Wt. 9256—56 60,000 5/42 T.S. 700

FOR THE MONTH OF December 1942

| DATE | AIRCRAFT TYPE & NUMBER | CREW | DUTY | TIME UP | TIME DOWN | DETAILS OF SORTIE OR FLIGHT | REFERENCES |
|---|---|---|---|---|---|---|---|
| 21/12/42 | LANCASTER I | F/SGT.T.L.GIBSON | Bombing - | 1737 | 0122 | Munick attacked, 21 26 hrs, 12,000 ft, 10/10 cloud over | |
| Contd. | W. 4157 | SGT.S.WEACOMBE | MUNICH | | | target, bombed on timed run from Wurm See and P.F.F. | |
| | | P/O.E.E.KERMODE | | | | flares. Bursts (B) visible below cloud, but no results seen. | |
| | | SGT.B.K.SKINNER | | | | Pilot's Remarks: Disappointing in view of uncanny way | |
| | | SGT.H.G.KENKINS | | | | that target area alone was covered with 10/10 cloud, at 4000 | |
| | | SGT.J.W.R.BROADLEY | | | | feet. Bombed on timed run from lake. | |
| | | F/SGT.F.A.WEBB | | | | | |
| | W. 4260 | F/SGT.A.STOREY | Bombing - | 1731 | 0044 | Munick attacked, 2112 hrs, 10,000 ft. 7/10 cloud and | |
| | | SGT.H.C.GRIFFIN | MUNICH. | | | ground haze. Bombed on timed run from Wurm See and | |
| | | P/O G.H.McMILLAN | | | | blob fires and flak. Bombs (A) not seen to ignite. | |
| | | F/SGT.B.MORRIS | | | | A few small fires and one large explosion in town. | |
| | | SGT.R.MATTHEWS | | | | Pilot's Remarks: Rather a wasted effort owing to cloud. | |
| | | SGT.SGT.F.W.CATER | | | | | |
| | | SGT.A.C.SPEAR | | | | | |
| | W. 4249 | SGT.T.DOOLAN | Bombing - | 1730 | 0120 | Primary attacked, 2112 hrs, 14,000 ft. 10/10 cloud. | |
| | | SGT.J.T.FRANT | MUNICH. | (Bottesford) | | Bombs (A) dropped on timed run from Wurm See. Bombs (A) | |
| | | SGT.E.L.CRAMP | | | | not seen to ignite. Fires were seen in target area. | |
| | | F/SGT.J.R.BUCKLEY | | | | 1/3 of two S.B.C.'s brought back. Pilot's Remarks: | |
| | | SGT.W.J.CHAPPLE | | | | Too much cloud for satisfactory navigation. | |
| | | SGT.P.A.BAINES | | | | | |
| | | SGT.R.W.ROBINSON | | | | | |
| | W. 4185 | F/SGT.E.FENWICKE - CLENNEL | Bombing - | 1735 4 | | Aircraft missing. No signals received. | |
| | | SGT.P.M.SLATER | MUNICH. | | | | |
| | | F/SGT.J.P.WARREN | | | | | |
| | | SGT.R.G.CLARKSON | | | | | |
| | | P/O J.A.W.MOFFAT, DFC | | | | | |
| | | SGT.J.F.EDWARDS | | | | | |
| | | SGT.J.H.BAKER | | | | | |

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| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References. |
|---|---|---|---|---|---|---|---|
| 21/12/42 | LANCASTER I | F/SGT.J.F.THOMAS | Bombing - | 1744 | 0300 | Primary attacked, 2113 hrs, 10,000 ft. 10/10 thin cloud, | |
| Contd. | W. 4248 | SGT.S.F.McLEAN | MUNICH. | (Holne | | identified Wurm See and made timed run to town. Bombs | |
| | | SGT.J.MURTAGH | | | | (A) not seen to ignite. Many good fires in centre of target ~~area~~. | |
| | | SGT. SWALLOW | | | | area. Aircraft damaged owing to failure of port wheel to lower | |
| | | SGT.W.J.VERSEY | | | | lower before landing. Pilot's Remarks: Considering the ~~cloud~~ ~~in~~ ~~target~~ | |
| | | SGT.A.C.HOVER | | | | cloud in target area the attack seemed successful. | |
| | P. 5915 | F/SGT.J.H.C.WALSH | | | | | |
| | | SGT.H.L.JONES | | | | | |
| | | SGT.R.E.RAVEN | | | | | |
| | | SGT.V.J.TARR | | | | | |
| | | SGT.L.A.BERWICK | | | | | |
| | | SGT.K.LATIMER | | | | | |
| | | SGT.G.J.HOUGHTON | | | | | |
| 29/12/42 | LANCASTER I | SGT. A.D.POUTE | GARDENING - | 0111 | 0955 | Task successfully completed, 0548 hrs, 600 ft, 200 (M) | |
| | W. 4169 | SGT.A.J.V.SMITH | LA ROCHELLE. | (Penshore) | | 180 TAS. 10/10 cloud - base 3,000 ft Good Visibility. | |
| | | SGT.W.McKENZIE | | | | Pin-pointed ORDOUAN Island and made timed run 5 miles | |
| | | SGT.W.T.McLELLAN | | | | 250 (T) Parachutes seen to open and vegetables successfully | |
| | | SGT.G.MITCHELL | | | | planted. Pilot's Remarks: We saw numerous rafts at pos: | |
| | | SGT.P.J.BROGAN | | | | 45 00 N - 0230 W, 0500 hrs, 500 ft. insemi-circular formation, some with white and some red and green lights on them, possibly marking mine fields. | |
| | | SGT.R.YARDROP | | | | | |
| | W. 4249 | SGT.C.R.McDONALD | GARDENING ) | 0130 | 0955 | Task successfully completed, 0611 hrs, 700 ft, 250 (M), | |
| | | SGT.F.[illegible]ARLTON | LA ROCHELLE. | (Exeter). | | 700 ft. 250 (M), 180 TAS. 3/10 cloud 600 - 1500 ft 9/10 | |
| | | SGT.V.[illegible]PER | | | | cloud 2,000 ft upwards clearing N of Brest. Vegetables | |
| | | SGT.C.M.BAILEY | | | | planted successfully. Outer Starboard engine heavy oil leak. | |
| | | SGT.M.[illegible]GILES | | | | - U/S. Pilot's Remark. NIL | |
| | | SGT.V.HILL | | | | | |
| | | P/O J.[illegible]BBIN | | | | | |



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OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By No. 9 Squadron

For the Month of December 1942

**SECRET**

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(*9511) Wt. 9256—56 60,000 5/42 T.S. 700

| Date | Aircraft Type & Number | Crew | Duty | Time Up | Time Down | Details of Sortie or Flight | References |
|---|---|---|---|---|---|---|---|
| 29/12/42 | LANCASTER I | SGT. MARSHALL | Gardening - | 0133 | 0915 | Task completed, 0450 hrs, 500 ft. 246 (M) 185 TAS (TAS) | |
| | [illegible] 4819 | SGT.S.J.NANCEKIVELL | LA ROCHELLE. | | | 10/10 cloud - base 3,000 ft Visibility 3-4 miles. LLE DE | |
| | | P/O [illegible] | | | | Oleron visually identified and timed run made from S. tip | |
| | | SGT. J.J.MIDSEN | | | | of island on bearing 233 (M). Vegetables dropped in allotted | |
| | | P/O R.A.NEWTON, DFM | | | | position. Aircraft damaged by fire from flak ship 2 - 3 miles | |
| | | SGT.J.A.TALBOT | | | | [illegible] of La Rochelle, 0450 hrs, 600 ft. Pilot's Remarks. NIL | |
| | | SGT. O.G.[illegible]MUS | | | | | |
| | R. 5915 | F/SGT.J.F.THOMAS | Gardening - | 0134 | 0912 | Task successful, 0450 hrs, 700 ft (M) [illegible] 169. | |
| | | SGT.S.F.McLEAN | LA ROCHELLE. | (Pershore). | | 10/10 cloud 2/3000 ft base. Good visibility. Pin-pointed | |
| | 3 | SGT.J.[illegible] | | | | [illegible] and dropped vegetables on timed run from [illegible] | |
| | | SGT. [illegible] | | | | [illegible] in allotted position. Pilot's Remarks: Uneventful t | |
| | | SGT. [illegible].J.[illegible] | | | | trip. | |
| | | SGT.A.[illegible] | | | | | |
| | | F/SGT.[illegible] | | | | | |
| | [illegible] 4829 | SGT.J.[illegible] | Gardening - | 0155 | 1006 | Task successful, 0510 hrs, 500 ft, 005 (M) 180 TAS. | |
| | | SGT.H.L.JONES | LA ROCHELLE. | (Pershore). | | 10/10 cloud - base 2,000 ft. Visibility hazy. Timed run | |
| | | SGT.[illegible] | | | | made from HOUSTIN which was visually identified and | |
| | | SGT.V.J.[illegible] | | | | vegetables dropped in allotted position. Pilot's Remarks: | |
| | | SGT.L.A.BERRICK | | | | Mission carried out without opposition of any description. | |
| | | SGT.M.LATIMER | | | | Flak free. | |
| | | SGT.[illegible] | | | | | |

END 271

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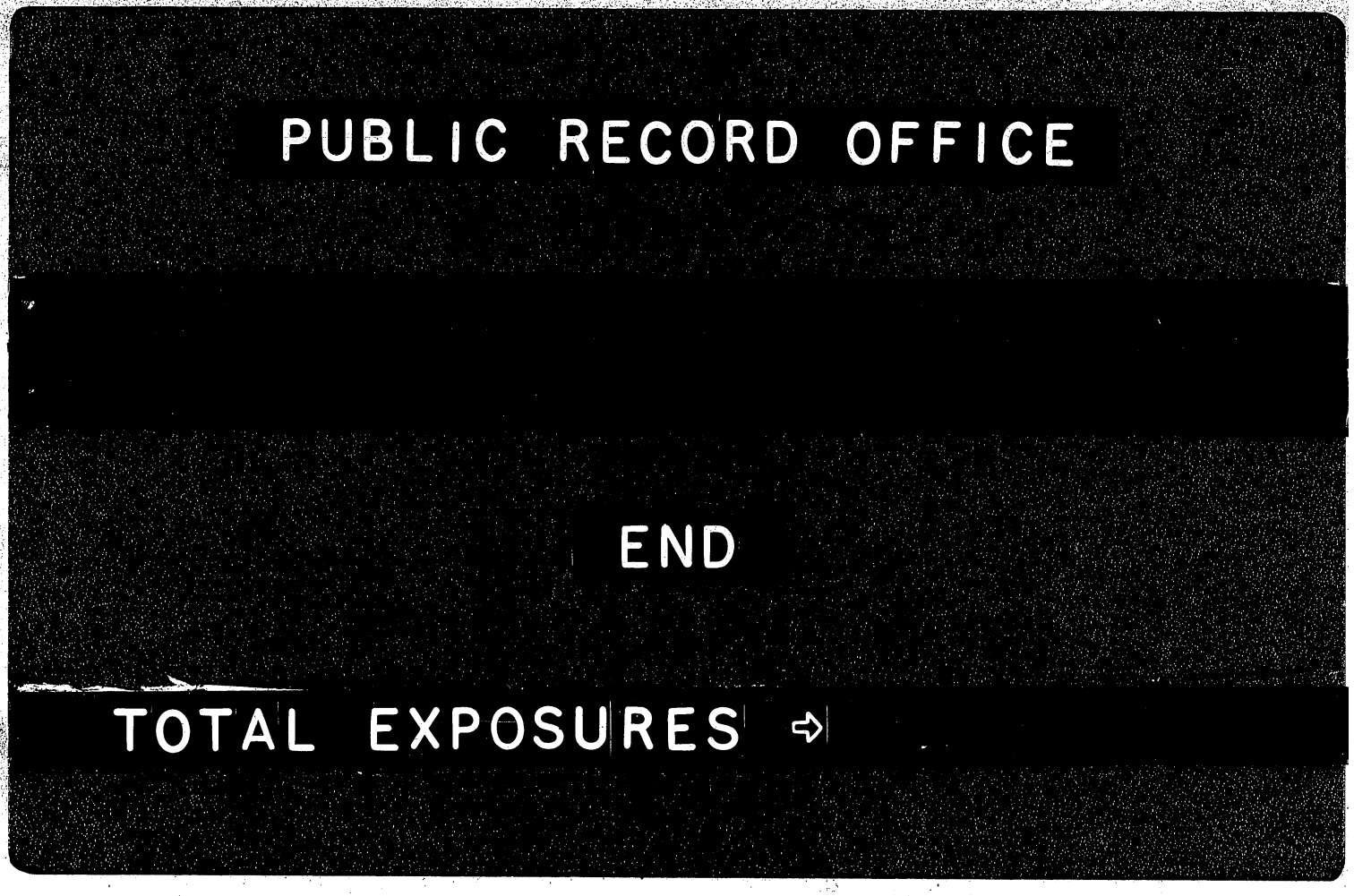
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