



(c) crown copyright

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. 1.

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

of (Unit or Formation) NO. 18 SQUADRON.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
FOGGIA NO.1.	1.1.44		Following a gale which blew down several tents in the Camp, heavy rain rendered the A/D U/S at 1410.	
FOGGIA NO.1.	2.1.44		We offered to put up 10 A/C for Operations but only 6 were required. So 6 A/C took off 1720-2040 to arm recce the CASINO-ROME road. All were successful. Down 2020-2305 12 X 500 M.C. N.INST. T.D. .025 AND 96 X 40 G.P'S Were dropped from 3-6000 ft. between 1837-2144 on the following targets :- 20 M/T moving S.at G.5233 - Bombs on edge of road. - 6+ M/T moving N. at G.2448 - direct hit on road. 12 M/T moving N. at G.5135 - bombs straddled road. A suspected train moving N.at G.1549 - small amount of M/T moving S;at G.6829 - direct hit on road with bombs. After this movement ceased and the late crews only saw very scattered lights. The weather was excellent for this type of operation - no cloud in the target area at all with visibility over 20 miles. A little light inaccurate flak was encountered at G.4439 at 5000 ft., possibly aerodrome NO.188.	
FOGGIA NO.1.	3.1.44.		8 A/C were detailed to arm recce the roads between PRETORO-GHIETI-PESCARA on the 8th Army Front. 8 A/C took off 1725-2205. One A/C almost immediately returned early with complete lighting failure - landed 1905-2250. The remainder dropped 14 X 500 M.C. N.INST. T.D. 025 and 112 X 40 G.P. Between 1758-2200 from 2500-5000 ft. Halfway through the operation a flash was received that a German troop train was moving S. toward PESCARA. Aircraft "Q" and "A" were sent to intercept it, with instructions to bomb the railway S. of GUILLANOVA if unable to locate the train. Aircraft "A" (F/L/ Carruthers) found it just N. of PESCARA and bombed it - the 500's landing within 50 yards of the coaches. He then machine-gunned it from 800 ft. - hits being observed. Light M/G fire was returned from the vicinity of the train (20-12 coaches) Other targets attacked were 20 + M/T moving towards coast at C.1516 - 10 M/T at C.1220 - lights on road at C/1730 - bombs fell on road - direct hit on lights and road junction at C.1220. Various other odd lights were bombed, but the later aircraft found that all movement had ceased by the time they reached the area and the last one bombed PESCARA town itself - hits being seen on buildings.	
FOGGIA NO.1.	4.1.44		10 /A/C were detailed to operate on the 5th Army Front - the operation was cancelled at 1540 owing to weather conditions over the target area, so we were to content ourselves with a training programme but again weather conditions over base caused this to be cancelled also.	

COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON

1	2	3	4	5	6

Reference:-

AIR

27/245

Place	Date	Time	Summary of Events	References to Appendices
FOGGIA NO.1	5.3.44		Very heavy rain and a gale made the aerodrome unfit for operational purposes and the Squadron was stood down at 1410 hours.	
FOGGIA NO.1.	6.1.44		At 1330 we were informed that the Squadron would not be required to operate until further notice and that the time would be devoted to training especially for the new crews both.	
FOGGIA NO.1.	7.1.44		Squadron engaged on training programme and compass swinging/on the ground and in the air.	
FOGGIA NO.1.	8.1.44		No ops - still training.	
FOGGIA NO.1.	9.1.44		Training new crews and bombing competition organised by F/L Denny for remainder.	
FOGGIA NO.1.	10.1.44		Training only.	
FOGGIA NO.1/	11.1.44		Still training.	
FOGGIA NO.1.	12.1.44		Started to operate again - 8 A/C detailed to attack the town of MIGLIANO on the 8th Army Front. 8 A/C took-off 1825-1935. Down 2010-2140. 32 X 500 M.C. N.INST. T.D. .025 were dropped in or near the town itself from 2500 ft - 5500 ft between 1913 - 2035. Several bursts were observed amongst the buildings and two at least very good explosions resulted. A small fire was started. Some flares were dropped on a tented camp of 60 plus tents to the west of the town and some of the tents were set on fire. The weather was very clear over the target area although a little haze was developing towards the end of the attack. A little light flak was encountered from the target area - very moderate.	
FOGGIA NO.1.	13.1.44		10 A/C detailed to arm recce the roads in the ROME area - off 1720-0415. Down 2020-0755. One A/C returned early with its generators U/S. The remaining 9 A/C dropped 18 X 500 M.C.N.INST. T.D. .025 + 136 X 40 G.P. (1 S.B.C. hung up) from 4000 - 8000 ft; between 1818 - 0612 on the following targets - 20+ M/T moving S.E. At G.4737 - 15 M/T moving S.E. at G.3347 - bombs on road - 8+ M/T at G.4636, 500's on edge of road. 1 S.B.C. of 40 G. P. on 3 searchlights at G.1152 - lights extinguished. Road and railway junction at M.6595 - bombs on road and railway causing a flash 2 miles long on the railway followed by small explosions. Various small isolated lights on the CASSINO-ROME road. The last aircraft returning in the early morning, was unable to land at Base owing to fog and was diverted to FOGGIA Main. 8 - 12 coloured blue searchlights were reported from S. of VALMONTORE - fairly small. A new P.O.W. Camp reported at F.9099. The first aircraft reported plenty of movement in small quantities, but later this died away and the last aircraft saw scarcely anything.	

COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON

1	2	3	4	5	6

Reference:-

AIR 27/245

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. 3.

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

of (Unit or Formation) NO. 18 SQUADRON.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
FOGGIA NO.1.	13.1.44		The weather was excellent for this type of operation although haze formed later, in the valleys. S/Ldr. Eller's aircraft became bogged at take-off, but with good co-operation from the ground crew, another nose-wheel was rapidly fitted and he took off later.	
	(Cont)			
FOGGIA NO.1.	14.1.44		8 A/C were detailed to arm recce roads in the ROME area. The weather was very doubtful and after four aircraft had taken off, the Group Captain cancelled the remainder, after postponing them for an hour. The four A/C took off 1714-1900. At 2030 the C.O. (L/Col. Gordon) returned with bombs - weather conditions being impossible. He was shortly followed by the second aircraft (F/S Dannatt) who was also unsuccessful his generators having failed - landed 2045. At 2125 a report was received that an aircraft after having made abortive attempts to come in to land had crashed near the aerodrome; just across the CELONE River - This proved to be F/S Perry the third A/C. His navigator (F/S Matcalfe) was injured and taken to Hospital, the A/C was treated in 114 Squadron's Sick Quarters for a cut head. The plane was a total wreck. At 2256 a report was received that the fourth aircraft (F/S Gibbon) was returning from the NAPLES Area on one engine. Later contact with the ground ceased and shortly afterwards an explosion was heard. A search party was sent out with no success. At 0040; Sgt; Bluston (F/S Gibbon's Navigator) was brought to operations by some Americans and reported that he and the WOP/AG and Air Gunner had baled out, but that F/S Gibbon was killed. F/S Perry bombed some transport (1 x 500 hung up) whilst F/S Gibbon jettisoned bombs 20 miles S. of NAPLES. The first two aircraft landed at 2030 and 2045 - the third crashed at 2015 and the fourth approximate at 2315 and was burned out. The weather was 10/10 over most of the route.	
FOGGIA NO.1.	15.1.44		6 A/C were detailed - the target received etc. but the operations were cancelled at 1545 following bad weather forecasts.	
FOGGIA NO.1.	16.1.44		6 A/C were detailed to operate on the 5th Army Front. Later we were asked to put up another 4 A/C on a special target on the 8th Army Front. 10 A/C were briefed. The first A/C sent back a "Y" weather report. The second aircraft did likewise so the G/C postponed take-off for two hours and finally further reports and consultation with met. cancelled the remainder of the operation. The two aircraft took off 1700-1800 and landed 1928 and 2055/ Apparently the weather cleared over the target area and they dropped 4 X 500 M.C. N.INST. and 32 X 40 G.P. between 1800-1927 from 5000 ft on 6+ M/T moving S.E. at G. 5530. 6+ M/T at G.4242. 20+ M/T moving S. at G.444 - bombs on road;	

COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON

1	2	3	4	5	6

Reference:-

AIR

27/245

Place	Date	Time	Summary of Events	References to Appendices
FOGGIA NO.1.	16.1.44		Over 100 M/T seen moving on the road to OPI and also on the ROME- CASSINO road, chiefly from ROME. No opposition and weather clear over target. The Army Beacon "X" was showing well.	
	(Cont.)			
FOGGIA NO.1.	17.1.44		At this juncture it was decided that in view of the continued bad weather encountered en route when operating on the 5th Army Front, to send out aircraft across to POMIGLIANO in the afternoon, already bombed up, to operate from there at night. Accordingly 9 aircraft left base and landed at POMIGLIANO. From there they took off 0215 - 0510 to arm recce roads PONTECORVO - AUSONIA - SAN GIORGIO with the alternative of bombing these towns. Landed 0300 - 0715. One aircraft returned early, the middle hatch blowing away shortly after take-off. Another aircraft crashed about 3 miles from POMIGLIANO also after take-off and blew up with a large explosion which was heard for miles around. All the crew (F/L Hemsted, F/S Tolliday, P/O Hepworth, and F/S T.Campbell) were killed. The remaining 7 aircraft dropped 14 x 500 M.C. N.INST. T.D. .025 + 112 X 40 G.P. between 0250 - 0555 from 6-8000 ft. on the following alternative targets. The town of AUSONIA - bombs seen to fall in the town. PONTECORVO & SAN GIORGIO - in both cases bombs were seen bursting amongst buildings - one aircraft also bombed ITRI. The weather was unsuitable for arm recce work - the target was nearly always covered with cloud and heavy mist. One aircraft instead of returning to POMIGLIANO, returned to base as it was, by then, quite light.	
FOGGIA NO.1.	18.1.44		Two aircraft were detailed to fly to POMIGLIANO for a special flare dropping operation. One to operate and one as reserve. S/L Eller was detailed with W/O Mahoney as the reserve and took off for POMIGLIANO. a further four aircraft were detailed to operate from base on the 8th Army Front. Of these the first three were were cancelled by Wing and then later, at 1830, two of them were put back on again. There was a postponement and finally the first took off at 0030. At 0255 the second aircraft (F/L Carruthers) returned to base on one engine, the other having cut and safely landed, only to discover that for some unknown reason his WOP and AG Sgts. J.A. Wilson and W. Brady had baled out and could not be found. At 0615 Sgt. Brady turned up at Ops. but had not seen Sgt; Wilson. A search party was organised and Sgt. Wilson's body was found fairly close to the aerodrome. Apparently he had baled out when quite low and his parachute had not had time to open. Sgt. Brady had injured his foot and was later admitted to Hospital. 2 remaining aircraft took off 0025 - 0510 and landed 0215 and 0655. They dropped 4 X 500 M.C. N.INST. + 40 G.P. between 0215 + 0610 from 4000 ft on the town of CHIETI - direct hit on buildings in the middle of the town - a large fire was started which, 15 minutes later resulted into a good explosion. Other bombs fell on the railway track close to CHIETI station. Leaflets were also dropped on the town and railway station.	

COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON

1	2	3	4	5	6

Reference:-

AIR 27/245

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. 5

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

No. of pages used for day

of (Unit or Formation) NO. 18 SQUADRON.

Place	Date	Time	Summary of Events	References to Appendices
FOGGIA NO.1/	18.1.44	(Cont)	The weather was bad - 10/10 cloud up to the coast - tops 4 - 5000 ft. and thick mist in the valleys. There was some light flak from the outskirts of CHIETI. At POMIGLIANO, S/L/ Eller's aircraft refused to start, as the reserve, W/O Mahoney took off and successfully dropped his flares as briefed. Off 2147 and landed back at base at CELONE at 2347 S/L Eller remain at POMIGLIANO.	
FOGGIA NO.1.	19.1.44		Six aircraft were detailed to operate on the 5th Army Front to attack any movement seen around PONTECORVO. Six aircraft took off 1723 - 0300. Landed 1913 - 0530. Five were successful. The last aircraft to take off (F/S Dannatt) had generators fail completely and also trouble with one engine and endeavoured to return to base. He was unable to find it however, as a thick haze had set in and he eventually crash landed at a partially constructed runway at STORNARA; South of FOGGIA. The aircraft was a complete wreck and the navigator (Sgt. D.W.Smith) was injured in the foot - the rest of the crew escaped injury and reported back to ops; at 0645 having taken Sgt. Smith to Squadron Sick Qtrs. The remaining five aircraft dropped 10 X 500 M.C. N.INST. T.D. .025 and 80 X 40 G.P. from 5500 - 7500 ft between 1812 - 0318 on the following targets - Lights on road at G.7420. G.7010. G.7514 (a fire was started which steadily increased) also at G.7115 - bombs on road - direct hits on road, followed by an explosion and white smoke. The town of PONTECORVO itself was also hit in the S.E. corner. A fair amount of movement was seen at first but this gradually dwindled to nothing. A thick haze persisted throughout the Operation. There was no opposition. The fifth aircraft was unable to land at base and was diverted to POMIGLIANO where he landed at 0530.	
FOGGIA NO.1.	20.1.44		A detachment of five aircraft with the C.O. in charge; left base to operate from POMIGLIANO. The C.O. flew a bombed up aircraft to act as a reserve. Four aircraft took off from POMIGLIANO 1755 - 2246 to arm recce roads round PONTECORVO Landed again at POMIGLIANO 1910 - 0005. 8 X 500 M.C. N.INST. T.D. .025 + 60 X 40 G.P.S were dropped between 1826 - 2314 from 4- 8000 ft on :- Lights moving down PONTECORVO. (road at G.7215) bombs straddled road and lights went out. 20+ M/T moving N.E. at G.4538. Lights moving towards ARCE at G.5733 - bombs straddled road. 12 lights moving towards CASSINO at G.6530 - bombs straddled road well in target area - explosion seen immediately after bombing. The S.E. corner of the town of ITRI. A fair amount of general movement was seen. Some white tracer was fired from near FROSINONE and three bursts of flak from ITRI. Although the weather was good, visibility was only fair owing to a haze which persisted throughout the night.	

COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON

1	2	3	4	5	6
		1		2	

Reference:-

AIR

27/245

Place	Date	Time	Summary of Events	References to Appendices
FOGGIA NO.1.	21.1.44		<p>Four aircraft were asked for; to operate from base. 4 A/C Took off 1920-2030 to arm recce PONTECORVO + FROSINONE area. Landed 2010.</p> <p>One Aircraft returned early with bombs having developed an air lock in the petrol tanks, which could not be cleared. Theremaining 3 A/C dropped 6 X 500 M.C.N.INST. T.D.025 and 48 X 40 G.P.S from 5- 7000 ft between 2026 - 2145 on :- 20+ M/T moving S.E. at G.3645 - bombs dropped in middle of convoy. 30+ M/T moving N. at G.7013 - bombs fell amongst convoy - small explosions resulting. 12+ M/T moving S.E. at G. 1019 - several large explosions followed bombing which were felt in the aircraft at 5000 ft; This Night's was some of the best bombing for results; experienced for a considerable time. A fair amount of movement was observed. There was no cloud but a large amount of haze - visibility was 2-4 miles. No opposition.</p>	
FOGGIA NO.1.	22.1.44		<p>Six aircraft were detailed to operate on the 5th Army Front and once again, it was decided to fly across to POMIGLIANO already bombed up, in the afternoon and operate from there at night, thereby avoiding the customary bad weather which collects on the route over at BENEVENTO at night.</p> <p>Six aircraft of 114 Squadron were also detailed; so a detachment of 12 set out with W/Cdr. Thompson of 114 Squadron in charge.</p> <p>Six aircraft took off from POMIGLIANO 1758 - 0425 to arm recce roads in ROME-FROSINONE-AVEZZANO-ARCE area. Landed at POMIGLIANO, 2008 - 0625.</p> <p>12 X 500 M.C. N.INST. T.D. .025 + 96 X 40 G.P.S were dropped from 4-8000 ft. between 1920- 0600 on : lights moving W; at G.4742 - road straddled. 20-30 lights moving S; at G.7234 - bombs on road. 20 + M/T moving S. at G.6233 - truck hit. Concentration of 20 M/T moving S.E. at G.5628. Various small amounts of M/T were also seen and bombed. There was no cloud in the target area but a thick haze obscured most of the roads making pin-pointing very difficult. Some light and heavy flak came up from the FROSINONE area and some slight flak from MINTURNO. A P.O.W. camp was seen at XXXX G.0161.</p>	
FOGGIA NO.1.	23.1.44		<p>A maximum effort was asked for to operate again from POMIGLIANO. We offered 8 A/C and 8 A/C took off in the afternoon to fly across. F/Sgt. Gifford in "R" returned later and reported that the weather over POMIGLIANO aerodrome was bad and he was unable to land there. This apparently was true, for no operations took place from there at night.</p>	
FOGGIA NO.1.	24.1.44		<p>The aircraft remained at POMIGLIANO overnight and decided to make another attempt today.</p> <p>Six aircraft took off 1900 - 0315 to arm recce roads in the ROME-FROSINONE-ARCE-CEPRANO area. Landed at POMIGLIANO 2105-0500. All were successful and 12 X 500 M.C. N.INST. T.D.025 + 96 X 40 G.P. were dropped from 5 - 8500 ft. between 2010 - 0408 on :- Moving lights at G.2007 - Stream of lights moving towards FROSINONE at G.4442. Cluster of lights (6+) moving S.E. at G;2587. Some 10-15 lights moving W; at G.1748 - bombs on road. 30+ lights moving N. at G.5177 - bombs well on target. As no movement was seen by the late aircraft, the town of VELETRI was Bombed. The weather was good but mist and haze made actual movement difficult to determine and hard to observe results. There was no opposition.</p>	

COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON

1	2	3	4	5	6

Reference:-

AIR 27/245

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. 7

(Unit or Formation) NO. 18 SQUADRON.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
FOGGIA NO.1.	25.1.44		<p>The value of operating from POMIGLIANO had now been proved; consequently, when the aircraft returned to base, they were bombed up again, refuelled and made ready to return in the afternoon to POMIGLIANO once more.</p> <p>We had been asked for eight aircraft to operate, so 8 took off again for the other side. As it happened the weather at POMIGLIANO proved very doubtful, and S/L Eller was sent off more in the nature of a weather recon for the remainder of the detachment - off 2015. He returned with bombs at 2145 - the weather being impossible. On the strength of his report the remainder of the programme was cancelled.</p>	
FOGGIA NO.1.	26.1.44		<p>In view of the very doubtful weather here at base, the C.O. asked that S/L Eller be instructed by signal to remain together with the other aircraft at Pomigliano target. Apparently the signal did not get through for soon afterwards F/O McKay flew from POMIGLIANO to ask for instructions. Another signal was sent which was received. We were then asked if we could put up another 4 aircraft to operate from base in addition to those at POMIGLIANO - the answer was "yes". Later operations from base were cancelled.</p> <p>7 aircraft took off from POMIGLIANO 1758-0305 to arm recon roads in the ROME-FROSINONE area. Landed at POMIGLIANO 1930-0415. All were successful and 14 X 500 M.C. N.INST. T.D. .025 + 104 X 40 G.P. (8 X 40) hung up) were dropped between 1838-0330 from 3-8000 ft on :- 30+ M/T moving E. at G.2848. 30 M/T moving E. at G.2237 - 500's STREDDLED road - 40's fell on convoy. 20+ M/T moving S; at G.6005 - direct hits on road amongst convoy. 20+ M/T moving W. AT G.3345 - 20 seconds after the bombs landed on the target, five large orange coloured explosions took place. Other bombs fell on a convoy at G.1253 causing a blue explosion after bombing.</p> <p>The last aircraft reported that all movement had ceased by 0330. The weather was good apart from some slight haze - no opposition.</p>	
FOGGIA NO.1.	27.1.44		<p>Continuing the policy of operating from POMIGLIANO for targets on the 5th Army Front, 6 aircraft left in the afternoon to operate from there at night.</p> <p>5 aircraft (one of which was borrowed by W/O Mahoney from the 114 detachment-) took off from POMIGLIANO 1855-2310 to arm recon roads in the ROME Area. All were successful and landed back at POMIGLIANO 2035 - 0045. 10 X 500 M.C. N.INST. T.D. .025 + 80 X 40 G.P.s were dropped from 5-8000ft. between 1940 - 2358 on :- 10+ M/T moving S.W. at G.5827. Approx. 30 M/T moving S.W. of SEZZE - mist obscured results - 60 M/T moving S; at G.6644. After this heavy movement ceased and scattered lights were bombed at G.1432 and road 5 miles E. of VALMONTONE. Weather was good but patchy in places with haze especially in the valleys. Only opposition was from 2 light flak guns from a landing ground at G.4238.</p> <p>In the meantime at base we had been asked to put up 2 aircraft to do double sorties if necessary on the 8th Army Front to arm recon the POPOLICHICHO-PESCARA road. This was carried out and 4 A/C took off 1745-2320. F/O Carter making two sorties in "D". All 4 sorties successful.</p>	

COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON

1	2	3	4	5	6
		1		2	

Reference:-

AIR

27/245

Place	Date	Time	Summary of Events	References to Appendices
FOGGIA NO.1.	27.1.44	(Cont)	Landed 1935 - 0050. 11 X 500 M.C. N.INST. T.D. .025 & 32 X 40 G.P.S were dropped from 4-500 - 9000 ft; between 1845 - 0003 on : 10+ M/T moving towards CHIETI at C.1526. 20+ M/T moving S. at C.1532. 15+ M/T moving S.Q. at G.9999 and scattered lights moving towards PESCARA at C.1524 and C.095145. This being a double sortie operation, the usual road recon load was taken on the first sortie and then being bombed up with 4 X 500 M.C. on the second run (1 x 500 hung up). Plenty of movement was seen by the earlier aircraft between PESCARA & CHIETI, also moving S. down the coast road towards PESCARA. Some accurate heavy flak was met from all round CHIETI, although not actually from the town itself. A bluish searchlight was seen from C.0511. The weather was good, there being no cloud and very good visibility.	
FOGGIA NO.1.	28.1.44		6 aircraft were asked for to operate from POMIGLIANO both Squadrons to be under the command of Lieutenant Colonel; Gordon. 8 aircraft took off from POMIGLIANO 1750- 0404 to arm recon roads in the ROME area. All were successful and landed at POMIGLIANO at 1945-0608. 16 X 500 M.C. N.INST. T.D. .025 & 420X40 G.P (1 S.B.C. hung up) were dropped from 4000 - 8500 ft: between 1905 - 0505 on : 20 lights moving S. at G.0854 - fire started - 20 lights moving W. at G.2889 - blue flashes and small fire - 50 M/T moving both ways at G.6259 & G.6853 - direct hit on convoy: 15 M/T moving towards FROSINONE at G.2085 & G.6852. Other small groups attacked at G.5627. G.5135 & G.6852. Considerable movement was observed W. of VELETRI and the ROME-FROSINONE road was busy most of the night, but haze made actual targets difficult to discern. The weather was good; there being no cloud in the target area, although a haze persisted throughout the operation. There was no opposition but some peculiar small flares, not very large or intense were fired up from the ground near G.2591 to a height of 8,000 ft.	
FOGGIA NO.1.	29.1.44		6 aircraft were detailed to operate from POMIGLIANO and took off for there in the afternoon. 5 A/C took off from POMIGLIANO 1930-0425 to arm recon the ROME roads. As fog developed over POMIGLIANO 4 A/C were diverted to base at SELONE whilst the fifth managed to land at POMIGLIANO. Landed 2306-0625. All were successful. 10 X 500 M.C. N.INST. T.D. .025 & 80X40 GP were dropped from 4500 - 8000 ft between 2054 - 0521 on : - Densely packed road of M/T at A.4230 - bombs on road. Considerable amount of movement at A.3840. Lights at C.4538 - near miss; 12+ M/T moving S. at G.2948 - bombs on road. 10+ M/T moving S.E. from VITERBO. 15+ M/T moving S.E. from VESTRELLA. Considerable movement was observed throughout the operation. Weather was good in the target area except for haze. There was no opposition, but a green searchlight from an aerodrome 8 miles in; and from the mouth of the TIBER was waving back and forth and appeared to be track indicating.	
FOGGIA NO.1.	30.1.44		6 A/C detailed again to fly to POMIGLIANO and operate on the 5th Army Front from there. At 1430 information was received that the weather was bad at POMIGLIANO and we were to stand by. Later 5 A/C plus the C.O. took off - "L" having gone U/S in the meantime. Over POMIGLIANO aerodrome the C.O. sent out a return to base order - this was only picked up by W/O Mahoney who accordingly returned to base. The bad weather persisted and no ops. were carried out either at POMIGLIANO or BASE.	

COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON

1	2	3	4	5	6

Reference:-

AIR 27/245

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I.,
para. 2949, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. 9.

of (Unit or Formation) NO. 18 SQUADRON.

No. of pages used for day

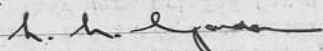
Place	Date	Time	Summary of Events	References to Appendices
POGGIA NO.1.	31.1.44		<p>The C.O was now at POMIGLIANO with 4 other crews. He sent a message that he was staying there to operate and would like 3 more aircraft and crews sent over. Owing to weather conditions between Base and POMIGLIANO it was not possible to comply with this and the 3 A/C were detailed to stand by at Base to operate on the 8th Army Front. They were briefed for a late take-off but the weather steadily deteriorated and finally at 0235 when the visibility over Base had decreased to $\frac{1}{2}$ mile or less the officer i/c night flying cancelled the operation.</p> <p>On the meantime conditions over the 5th Army Front were better and our 5 A/C took off from POMIGLIANO 175P-2010 to arm-recce roads in the ROME area/ All were successful and landed at Pomigliano again at 1915 - 2150. 10 X 500 M.C. N.INST. T.D. .025 + 80 X 40 GP were dropped from 6- 8000 ft between 1833 - 2100 on: Lights at G.1652 Cross roads at G.2948. Slight movement at G.2623. Two aircraft bombed the town of SEZZE where white smoke was observed after bombing. Most of the area was covered by 10/10 cloud and even where the cloud was broken, thick haze made observation extremely difficult. Very little movement was seen. No opposition was encountered.</p>	
POSTINGS TO THE UNIT.				
F/O	WOODS J.	52465 GD(S)	Posted from U.K. w.e.f. 11.1.44	
F/O	HEPWORTH R.	162598 GD(S)	" H.Q., M.A.A.F. w.e.f. 3.1.44	
F/O	BROWN A.	137147 GD(O)	" No. 1 B.P.D. 30.1.44	
F/O	GRIFFIN S.W.	126940 GD(S)	" No.114 Sqdn. 30.1.44	
F/L	PASSMORE A.K.	40939 GD.	"	
F/O	SOMERVILLE R.F.	53093 GD(O)	"	
F/L	STREATHFIELD C.P.L.	79018 GD(G)	"	
F/O(A/F/L)	MOISLEY H.L.	AUS. X. 400537 GD(O)	" H.Q., M.E. w.e.f. 3.1.44	
F/O	LOW D.E.	J.17841 GD.	Posted from No. 1 B.P.D. w.e.f. 11.1.44	
F/O	WALKER I.P.	J.22461 GD(G)	do.	
F/O.	McMACKINIE J.R.	J.17807 GD	do. w.e.f. 13.1.44	
1342935	F/S. EDWARDS D.	A/G.	Posted from No. 2. B.P.D. w.e.f. 7.1.44	
1337136	SGT. WALLIS D.E.	NAV.B.	" U.K. " 11.1.44	
1149193	SGT. CHARLTON E.WCF/AIR(G)	"	" No. 1 B.P.D. " 13.1.44	
1334959	F/S. CARRINGTON H.	NAV.B.	"	
1852469	SGT. JEE R.H.	A/G.	"	
656730	F/S. JOHNS J.E.	PILOT	Posted from No. 1 B.P.D. w.e.f. 6.1.44	
581113	W/O. ORGAN J.P.	NAV.B.	" 18.1.44	
1287305	SGT. BAILLY L.E.J.	WCF/AIR(G)	" 18.1.44	
1399697	SGT. ABAYASEKERA G.F.	PILOT	" 18.1.44	
1892775	SGT. CRUMP T. H.	A/G.	" 18.1.44	
1154261	F/S. TOLLIDAY H.F.	NAV.B.	Posted from No. 55 Sqdn. w.e.f. 19.12.43	
1366436	SGT. PILLEY T	WCF/AIR(G)	" No. 1 B.P.D. w.e.f. 30.1.44	
1389997	F/S. LAMB C.M.F.	PILOT	" " 30.1.44	
1585646	F/S. POTTER D.A.	A/G.	" " 30.1.44	

COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON

1	2	3	4	5	6

Reference:-

AIR 27/245

Place	Date	Time	Summary of Events	References to Appendices
<u>POSTINGS FROM THIS UNIT.</u>				
P/O	McGRATH S.H.	52553 T(A)	Posted to No. 150 Squadron W.S.F. 4.1.44	
P/O	BROWN H.J.	127272 GD(O)	" No. 2 B.P.D. W.S.F. 14.1.44	
P/O	EDWARDS E.F.	NZ. 412303 GD.	" " W.S.F. 14.1.44	
P/O	EDWARDS D.N.	J. 21762 GD(O)	" " W.S.F. 14.1.44	
1290837	F/S GREEN F.W.W.	WOP/AIR(G)	" " W.S.F. 14.1.44	
1334491	SGT. LEEHAN B.C.	"	" No. 1 B.P.D. W.S.F. 20.1.44	
1578769	F/S. SMITH R.	A/G.	" " W.S.F. 20.1.44	
<u>PROMOTIONS.</u>				
W/O	GORDON L.L. (SAAF)	47884V GD	Promoted to the rank of Temp. Lieut. Col. W.S.F. 6.12.43	
1321872	SGT. BLUSTON H.M.	NAV. B.	" T/F/Sgt. W.S.F. 23.1.44	
1450886	SGT. CRAWFORD G.R.	"	" " W.S.F. 21.1.44	
1482189	SGT. BARKER S.J.	"	" " W.S.F. 23.1.44	
1130704	SGT. PRICE G.H.	WOP/AIR(G)	" " W.S.F. 23.1.44	
NZ. 41518	F/S. McCULLUM H.S.	NA.V.B.	" T/W/O. W.S.F. 1.1.44	
CAN/R. 81476	W/O. 2 HARRIS B.T.A.	WOP/AIR(G)	" T/W/O. 1 W.S.F. 29.9.43	
CAN/R. 101971	F/S DEAN G.	PILOT	" T/W/O. 2 W.S.F. 17.7.43	
CAN/R. 105337	F/S. LYON W.J.	A/G.	" T/W/O. 2 W.S.F. 9.10.43	
CAN/R. 124938	F/S. CHURCHILL J.W.	"	" T/W/O. 2 W.S.F. 9.10.43	
CAN/R. 140246	F/S. HAILE C.E.	"	" T/W/O. 2 W.S.F. 9.10.43	
<u>CASUALTIES.</u>				
P/L	HEMSTED R.H.R.	107950 GD.	Killed as a result of air operations on 18.1.44	
P/O	HEPWORTH R.	162598 GD(S)	do. 18.1.44	
1291759	F/S. GILLINDER A.E.	PILOT	Killed on active service on 3.1.44	
1131139	F/S. CAMPBELL T.	A/G.	Killed as a result of air operations on 18.1.44	
1154261	F/S. TOLLIDAY H.F.	NAV.B.	do. 18.1.44	
1366115	SGT. WILSON J.A.	WOP/AIR(G)	Killed as a result of air operations on 19.1.44	
CAN/R. 1079190	F/S. GIBBON D.E.	PILOT	do. 14.1.44	
 Lieut. Colonel, Commanding, No. 18 Squadron, ROYAL AIR FORCE.				

Place	Date	Time	Summary of Events	References to Appendices
<u>POSTINGS FROM THE UNIT.</u>				
P/O	McGRATH S.H.	52553 T(A)	Posted to No. 150 Squadron w.e.f. 4.1.44	
P/O	BROWN H.J.	127272 GD(O)	" No. 2 B.P.D. w.e.f. 14.1.44	
P/O	EDWARDS E.F.	NZ 412303 GD	" " w.e.f. 14.1.44	
P/O	RHODES D.N.	J. 21762 GD(O)	" " w.e.f. 14.1.44	
1290837	F/S GREEN F.W.W.	WCF/AIR(G)	" " w.e.f. 14.1.44	
1334491	SGT. LINDEMAN D.C.	"	" No. 1 B.P.D. w.e.f. 20.1.44	
1578769	F/S SMITH R.	A/G.	" " w.e.f. 20.1.44	
<u>PROMOTIONS.</u>				
W/O	GORDON L.L. (SAF)	43881V GD	Promoted to the rank of Temp. Lieut. Col. w.e.f. 6.12.43	
1321672	SGT. BLUSTON H.M.	NAV.B.	" T/F/Sgt. w.e.f. 23.1.44	
1450886	SGT. CRAWFORD G.R.	"	" " w.e.f. 21.1.44	
1482189	SGT. BARKER S.J.	"	" " w.e.f. 23.1.44	
1430704	SGT. PRICE G.H.	WCF/AIR(G)	" " w.e.f. 23.1.44	
NZ 41518	F/S. McCULLUM H.S.	NA.V.B.	" T/W/O. w.e.f. 1.1.44	
CAN/R. 81476	W/O. 2 HARRIS F.T.A.	WCF/AIR(G)	" T/W/O. I w.e.f. 29.9.43	
CAN/R. 101971	F/S DEAN G.	PILOT	" T/W/O. 2 w.e.f. 17.7.43	
CAN/R. 105337	F/S. LYON W.J.	A/G.	" T/W/O. 2 w.e.f. 9.10.43	
CAN/R. 124938	F/S. CHURCHILL J.W.	"	" T/W/O. 2 w.e.f. 9.10.43	
CAN/R. 140246	F/S HALE C.E.	"	" T/W/O. 2 w.e.f. 9.10.43	
<u>CASUALTIES.</u>				
P/L	HEMSTED R.H.R.	107950 GD	Killed as a result of air operations on 18.1.44	
P/O	HEPWORTH R.	162598 GD(S)	do. 18.1.44	
1291759	F/S. GILLINDER A.E.	PILOT	Killed on active service on 3.1.44	
1131139	F/S. CAMPBELL T.	A/G.	Killed as a result of air operations on 18.1.44	
1154261	F/S. TOLLIDAY H.F.	NAV.B.	do. 18.1.44	
1366115	SGT. WILSON J.A.	WCF/AIR(G)	Killed as a result of air operations on 19.1.44	
CAN/R. 1079190	F/S. GIBBON D.E.	PILOT	do. 14.1.44	

L. H. Jones
 Lieut. Colonel,
 Commanding,
 No. 18 Squadron,
 ROYAL AIR FORCE.

COPYRIGHT OF THE PUBLIC RECORD OFFICE, LONDON

1	2	3	4	5	6

Reference:-

AIR 27/245