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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 on R.A.F. Pocket Book.

## OPERATIONS RECORD BOOK

Page No. 1

 NO. 103 SQUADRON, RAF. HERMAN WOLDS, LIDNE.  
of (Unit or Formation)

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
HAMBURG	2.8.44. to 3.6.44.	22.25 to 07.06	<p><u>HAMBURG.</u></p> <p>Two machines were detailed to attack the industrial areas at HAMBURG. One failed to take-off and two were unable to locate the primary.</p> <p>Weather consisted of 10/10ths cloud on the way out breaking to 6/10ths - 2/10ths medium cloud at 10,000 feet over the target. when not obstructed by cloud, visibility was good.</p> <p>Machines were captained by: Sgt. Hare; Sgt. Kinsley; 2/O. Wardhaugh; 2/O. Ball; Sgt. Adley; 2/O. Petrie; 2/Lieut. Lewis; 2/O. Purcell; 2/Lt. Scott; 2/O. Allen.</p> <p>The seven aircraft which bombed the primary all reported having seen their bombs burst in bulk up stream, and having started fires. One machine on discovering 10/10ths cloud over the target, bombed BREMEN, another aircraft after having been badly hit, jettisoned its bombs over BREMEN and landed at HERMAN WOLDS.</p> <p>Sgt. Kinsley's machine ran out of petrol on the way home and he was forced to bring his machine down in the North Sea. After thirteen hours in the dingy the crew were picked up by a Naval launch. None of the crew were injured.</p> <p>Intense heavy flak, co-operating with searchlights was encountered between 11,000 feet and 17,000 feet.</p> <p>One machine was lost but all crews returned safely.</p>	APPENDIX C.
CHERBOURG	2.8.44. to 3.6.44.	22.25 to 01.20	<p><u>CHERBOURG.</u></p> <p>One machine was detailed to attack the docks at CHERBOURG. There was 10/10ths cloud over the Channel breaking over the French Coast and becoming 5/10ths - 8/10ths over the target. The machine was captained by W/O. Leslie, who located and bombed the docks.</p> <p>Light flak was moderate and inaccurate.</p> <p>This machine returned safely.</p>	APPENDIX C.

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Place	Date	Time	Summary of Events	References to Appendices
<b>FRASQUE</b>	<b>5 Oct 44</b> <b>6 Oct 44</b>	<b>20 15</b> <b>06 15</b>	<p align="center"><b>FRANCOIS</b></p> <p>Night machines were detailed to attack the railway station at FRASQUE.</p> <p>There was 8/10ths to 10/10ths cloud hovering to 2/10ths inland over the Continent. Visibility over the target was excellent with no cloud.</p> <p>All except one machine reached the primary. Good results were reported. Many fires were started and tanks were seen to burst in built-up areas.</p> <p>Machines were captured by: Sgt. Gregory/J. Louder J/C. MacIntyre J/C. Lane J/A. Scott Sgt. Miller J/Lt. Lane and J/C. Allen.</p> <p>Opposition was intense. Several aircraft were hit by flak. Searchlight activity was particularly noted, being very accurate and persistent. Four of the aircraft were caught in flames five seconds after take-off. Flak also co-operated to good effect.</p> <p>Sgt. Gray sent a message that he had bombed the target but nothing further was heard of him. The crew who accordingly reported as missing.</p> <p align="center">             W/O J. H. Brown, R/Lt. Captain.              SGT J. H. Brown, R/Lt. Captain.              W/O J. H. Brown, R/Lt. Captain.              W/O J. H. Brown, R/Lt. Captain.              W/O J. H. Brown, R/Lt. Captain.              W/O J. H. Brown, R/Lt. Captain.              W/O J. H. Brown, R/Lt. Captain.              W/O J. H. Brown, R/Lt. Captain.           </p> <p>All the other machines returned safely.</p>	<b>Table 1.</b>
<b>HUNT</b>	<b>6 Oct 44</b>	<b>09 01</b> <b>06 00</b>	<p align="center"><b>HUNT</b></p> <p>Seven machines were detailed to attack HUNT'S factory at HUNT.</p> <p>There was 10/10ths cloud with tops at 6,000 feet over the sea, clearing to 2/10ths - 4/10ths clear miles inland. Machine cloud at 2,000 feet - 10,000 feet over the Hunt. Visibility was obscured slightly by a ground haze.</p> <p>Machines were captured by: J/C. Louder J/C. Miller J/C. MacIntyre J/Lt. Lane J/C. Parnhill Sgt. Miller and J/C. Retain. Two machines failed to reach the target, the remaining five aircraft</p>	<b>APPENDIX C-1</b>

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## OPERATIONS RECORD BOOK

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of (Unit or Formation) NO. 10 SQUADRON, RAF, ELSTON WOOD, LONDON

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
<u>BOULOGNE</u>	<u>8.8.44</u>	<u>00.01 to 04.00</u>	<u>RECORD.</u> .....all dropped their bombs in the target area and reported seeing many fires. P/O. Purcell's machine was attacked by a Junkers 88 when at 10,000 feet over the Dutch Coast. His aircraft was badly hit in several places by cannon shell and tracer. The rear gunner fired several bursts at the enemy machine before it was seen diving away. P/O. Purcell brought his machine safely back to base. Opposition over the target was intense, with accurate heavy flak fire, 15,000 feet to 18,000 feet. Numerous searchlights engaged. Light flak was moderate. All machines returned safely.	<u>APPENDIX 045</u>
<u>BOULOGNE</u>	<u>8.8.44</u>	<u>01.45 to 05.30</u>	<u>RECORD.</u> One machine was detailed to attack the docks at BOULOGNE. Weather consisted of 10/10ths cloud over the sea. There was 7/10ths cloud over the target but visibility was good. The attack was pressed home, the docks being hit by bombs and fires started. The machine was captured by Sgt. Kitey. Opposition was negligible. The aircraft returned safely.	<u>APPENDIX 046</u>
<u>HANOVER</u>	<u>14.8.44</u> to <u>15.8.44</u>	<u>21.30 to 05.35</u>	<u>HANOVER.</u> Eleven machines were detailed to attack the railway station at HANOVER. There was no cloud over the North Sea and 10/10ths cloud, breaking inland over the Continent. There was no cloud over the target but downward visibility was obstructed by a ground haze. Machines were captured by P/O. Ball; Sgt. Haro; P/O. Leslie; P/O. Allen; P/O. Petrie; Sgt. Allen; P/O. Harbaugh; P/O. Purcell; S/Ldr. Lane; Sgt. Kitey; Sgt. Addy. cont'd.	<u>APPENDIX 047</u>

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<b>BAFELD</b>	14.8.44.	24.30 to 15.8.44. 05.35	<b>BAFELD CONTD.</b> Three machines failed to take off and two failed to reach the primary. One machine bombed <del>BAFELD</del> aerodrome, the remainder reported good results of their bombing over the target. Many large fires were started and observed for some time, after leaving the target area. On the return Sgt. Lane's machine was fired at by a Junkers 88, no damage was done to the aircraft and the enemy fighter was not seen again. Extensive heavy flak accompanied with numerous omees of searchlights which ringed the town, was encountered. All machines returned safely.	<b>PAGE 4.</b>  <b>APPENDIX C.47.</b>
<b>BAFELD</b>	16.8.44.	08.25 to 09.15	<b>BAFELD CONTD.</b> Nine machines were detailed to attack the marshalling yards at BAFELD. There was 8/10ths cloud over the Dutch Coast and 2/10ths cloud at 14,000 feet over the target. Prevailing level was at 7,000 feet. Weather at base on return was poor. Machines were equipped by: Sgt. Lane; Sgt. Kitcher; Sgt. Adley; Sgt. Gervis; E/O. Allen; S/O. Lane; E/O. Leslie; E/O. Rockwell; E/O. Fowler. Four machines failed to fulfill the mission and one did not take-off. None of the four machines which reached the target area was able to locate the actual point of air owing to the presence of thick cloud. Very little opposition was encountered, searchlights being unable to penetrate the cloud. An enemy raid was experienced at the base aerodrome in the early hours of the morning. Several incendiaries and bombs of light calibre were dropped. No damage of any description was done. All aircraft returned safely.	<b>APPENDIX C.48.</b>
<b>LE HAVRE</b>	19.8.44.	20.45 to 20.8.44. 05.05	<b>LE HAVRE</b> Two machines were detailed to attack the docks at LE HAVRE. There was 7/10ths cloud over the	<b>APPENDIX C.49.</b>

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

of (Unit or Formation) NO. 105 SQUADRON, RAF, FISHAM WOODS, LINDSEY.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
<u>LE HAVRE</u>	<u>19.8.41.</u>	<u>20.45</u> to <u>20.8.41. 05.05</u>	<u>LE HAVRE, cont'd.</u>  .....the English Channel with tops at 5,000 feet, clearing to 2/10ths - 3/10ths with visibility up to five miles.  Machines were captured by P/O Westlake and P/O. Gonslow. Both machines launched the primary and saw their bombs burst across the beach. Opposition was slight with small amounts of light flak and one or two searchlights. Both machines returned safely.	<u>APPENDIX C.49.</u>
<u>KIEL</u>	<u>19.8.41.</u>	<u>21.40</u> to <u>20.8.41. 05.35</u>	<u>KIEL.</u>  Eight machines were detailed to attack the warehousing yards at KIEL. Weather was entirely unserviceable. There was 2/10ths cloud with tops at 15,000 feet over the KIEL area. Severe icing and static conditions were reported. Machines were captured by: P/O. Leslie: Sgt. Kitzner: Sgt. Horne: Sgt. Corrie: P/O. Partridge: P/O. Petrie: P/O. Allen and P/O. Bell. Three machines failed to take off and one aircraft brought its bombs back. It was impossible to locate the target owing to thick cloud but the four aircraft which reached the primary presumed that their bombs fell in the target area. Little opposition was encountered. All machines returned safely.	<u>APPENDIX C.50.</u>
<u>MARSHALL</u>	<u>21.8.41. 21.30</u> to <u>22.8.41. 05.30</u>		<u>MARSHALL.</u>  Nine machines were detailed to attack and cause maximum damage to the main Post Office at MARSHALL.  Weather conditions consisted of medium cloud on the way at with tops up to 10,000 feet. There was	<u>APPENDIX C.51.</u>

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Time

Summary of Events

**MARSHALL**22.8.44. 21.35  
to  
23.8.44. 05.30**MARSHALL** cont'd. Machine on fire with half engine up**Page 6.**

.....no cloud over the target but a thick ground haze impeded good visibility.

Machines were captained by: Sgt. Jones: P/Lt. Crawford: Sgt. Gordon: P/O. Leslie: P/O. Ball: P/O. Allen: P/O. Westlake: P/Lt. Scott: and P/O. Peake.

**APPENDIX C.1.**

Three machines bombed alternative targets and one machine brought its' bombs back. The five other aircraft all located and attacked the primary. Although ground haze made accurate pin-pointing difficult, bomb bursts were seen and fires started in the target area. One machine was hit by heavy flak when crossing the coast at 0500Z, it returned safely to base however.

Opposition consisted of moderate heavy flak mainly from the LORINGHAM area. Some flak was also reported.

All aircraft returned safely.

**LE HAVRE**22.8.44. 21.35  
to  
23.8.44. 01.45**LE HAVRE****APPENDIX C.2.**

One machine was detailed to attack the docks at LE HAVRE.

Weather was favourable with no cloud over the target. The aircraft was captained by: P/Lt. Jones.

Enemy, who located and bombed the docks.

There was little opposition and this machine returned safely to base.

**MARSHALL**27.8.44. 20.30  
to  
28.8.44. 06.12**MARSHALL****APPENDIX C.3.**

Night machines were detailed to cause maximum damage in the vicinity of the head Post Office at Marshall.

Weather was good with only a slight ground haze over the target. Machines were captained by: P/Lt. Scott: Sgt. Ollins: P/O. Farnhill: P/O. Westlake: P/O. Wardhaugh: P/O. Leslie: Sgt. Gorrie: and Sgt. Jones.

One machine failed to take-off and three machines bombed alternative targets. The other four machines attacked the primary and saw their bombs burst in the target area. Many fires were started

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of (Unit or Formation) NO. 103 SQUADRON, RAF, HUSHAM WOLDS, LINDSEY.

Place	Date	Time	Summary of Events	References to Appendices
<b>BRESCIA</b>	27.8.44 to 28.8.44	20.30 to 01.12	<p>and these were seen for some time after leaving the target.</p> <p>Opposition consisted mainly of searchlight activity which centred around the South West of the town. Heavy and light flak was accurate only when firing into searchlight cones.</p> <p>All machines returned safely.</p>	APPENDIX C.51.
<b>BOULOGNE</b>	27.8.44 to 28.8.44	20.30 to 01.40	<p>Two aircraft were detailed to attack the docks at BOULOGNE.</p> <p>Weather conditions were favourable with only a slight ground haze over the target area.</p> <p>The machines were captained by S/Ldr. Lane and S/Ldr. Dixon.</p> <p>One machine was unable to locate the target and brought its bombs back, the other saw its bombs burst across the tidal harbour.</p> <p>There was little opposition, slight flak only being encountered. Both machines returned safely and landed at HUSHAM NEWTON.</p>	APPENDIX C.51.
<b>OSTER</b>	28.8.44 to 29.8.44	23.30 to 05.06	<p>One machine was detailed to attack the docks and shipping at OSTER.</p> <p>Weather conditions were favourable with 8/10ths cloud over the target. The machine was captained by P/O Jones. He was unable to locate the primary but bombed an alternative target near BORTHOLM.</p> <p>This machine operated from HUSHAM and returned safely.</p>	APPENDIX C.51.

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Place	Date	Time	Summary of Events	References to Appendices																		
<b>MANHEIM</b>	22.8.44, 20.10 to 20.8.44, 06.45		<p align="center"><b>MANHEIM</b></p> <p>Eight machines were detailed to cause maximum damage to the main city centre of MANHEIM. Weather conditions consisted of 1/10ths - 7/10ths cloud over England and the North Sea. Bombing was reported near the Dutch Coast. Cloud over the target was 4/10ths - 6/10ths with tops at 12,000 feet. Visibility through the cloud gaps was good.</p> <p>Machines were captained by: W/O. Roodwell; W/O. Westlake; F/Lt. Scott; W/O. Hawkins; Sgt. Gossing; W/O. Waddingham; W/O. Oldfield; and W/O. Lewis.</p> <p>Three machines failed to reach the primary; one machine jettisoned its bombs in the sea and the other two bombed alternative targets; one machine did not return. Only one captain reported actually seeing his bombs burst in a built-up area in MANHEIM but the other three pilots all bombed the target area, causing numerous fires.</p> <p>Extensive heavy flak firing through the docks was encountered. It was generally inaccurate.</p> <p>W/O. Oldfield's machine did not return from this sortie and they were accordingly reported missing.</p> <table><tr><td>Accepted night report</td><td>8000, W/O. W. R. Oldfield</td><td>Captain</td></tr><tr><td>AW/ 10000, 000, Williams, G.P.</td><td></td><td>2nd Pilot.</td></tr><tr><td>AW/ 10000, 000, Williams, G.P.</td><td></td><td>Navigator</td></tr><tr><td>7700, 000, Gossing</td><td></td><td>1st W/O. Operator</td></tr><tr><td>57100, 000, Kelly, R.A.I.</td><td></td><td>2nd W/O. Operator</td></tr><tr><td>15700, 000, Dunn, R.</td><td></td><td>Air Gunner</td></tr></table> <p>One machine coming in to land at base hit some high tension cables. The aircraft was damaged and the pilot received various forms of injury, though none was fatal.</p> <p>All other aircraft returned safely.</p>	Accepted night report	8000, W/O. W. R. Oldfield	Captain	AW/ 10000, 000, Williams, G.P.		2nd Pilot.	AW/ 10000, 000, Williams, G.P.		Navigator	7700, 000, Gossing		1st W/O. Operator	57100, 000, Kelly, R.A.I.		2nd W/O. Operator	15700, 000, Dunn, R.		Air Gunner	Form. 8, APPENDIX 0.57
Accepted night report	8000, W/O. W. R. Oldfield	Captain																				
AW/ 10000, 000, Williams, G.P.		2nd Pilot.																				
AW/ 10000, 000, Williams, G.P.		Navigator																				
7700, 000, Gossing		1st W/O. Operator																				
57100, 000, Kelly, R.A.I.		2nd W/O. Operator																				
15700, 000, Dunn, R.		Air Gunner																				
<b>MANHEIM</b>	23.8.44, 21.00 to 20.8.44, 06.45		<p align="center"><b>MANHEIM</b></p> <p>Two machines were detailed to attack the docks at MANHEIM.</p> <p>There was 10/10ths cloud over the target area. Machines were captained by: S/Lt. Goss and Sgt. Kossel. One machine brought its bomb back and the other bombed a flarepath near the target.</p> <p>Both machines returned safely.</p>	APPENDIX 0.57																		

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of (Unit or Formation) **NO. 103 SQUADRON, RAF, HANHAM WOLDS, Lincs.**

No. of pages used for day \_\_\_\_\_

Place	Date	Time	Summary of Events	References to Appendices
			<b>MOVEMENTS TO AND FROM SQUADRON FOR THE MONTH OF AUGUST, 1941</b>	<b>PAGE 9.</b>
	5.8.41.		F/Lt. Max was posted to No. 11 OTU, Basingbourn.	
	9.8.41.		F/Lt. L.E.P. Cross was posted from No. 11 OTU, Basingbourn.	
	13.8.41.		F/O. T. Rimmer was detached ( and subsequently ) posted to No. 2 S of A.N. Crampton on No. 5 S.R. Instructors Course.	
	14.8.41.		F/O. K. Bridge was posted from No. 12 OTU, Hemson.	
	16.8.41.		F/O. Ward was posted from No. 21 OTU, Marston-in-the-March.	
	17.8.41.		F/O. Brooks and F/O. Khan were posted from No. 11 OTU, Basingbourn.	
	17.8.41.		F/O. Miles was posted from No. 11 OTU, Basingbourn.	
	19.8.41.		F/O. Stanes was posted from No. 11 OTU, Basingbourn.	
	20.8.41.		F/O. Williams and F/O. Macdonald were posted from No. 11 OTU, Basingbourn.	
	25.8.41.		Wing Commander A.K. Lane was posted to RAF, Station Hamwell.	
	25.8.41.		Wing Commander R.B. Nunn was posted from RAF, Station Hamwell, to command the Squadron.	
			<b>GENERAL</b>	
			Operations were carried out on 10 nights during the month, 78 sorties in all being made. Interceptions were made on two occasions by enemy aircraft and two attacks carried out. Neither Wellington was shot down, one only being damaged. Both crews returned safely to base. One machine was lost in the sea, the crew returning safely after their dingy was picked up. One machine was burned out after hitting high tension cables. None of the crew received fatal injury. An enemy raid on the aerodrome was experienced. Bombs of light calibre and incendiaries were dropped but no damage was caused.	
			Two aircraft were lost on operations, and no news was received of either.	
			overleaf/	

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Place	Date	Time	Summary of Events	References to Appendices
			<p style="text-align: center;"><b>TRAINING</b> *****</p> <p>A full training programme was completed during the month and attention given to all sides of crew training.</p> <p>Twenty-five cross country flights were carried out by day and four by night as a result of which the following pilots became "Captains of aircraft" - S/Ldr. Ingram, S/Ldr. Cross, F/Lt. Crawford, F/O. Fortlake, F/O. Burdick, F/O. Claffield, F/O. Jones, F/O. Lawson, and Sgt. Kowalski.</p> <p>Twelve flights were devoted to W/T. practice and pilots carried out Lowers training on nine occasions.</p> <p>Twenty one aircraft took part in Air Firing programmes at Mablethorpe and Skegness, giving practice to eighty-four gunners.</p> <p>Twelve machines practised bombing at the Market Rasen range. Five aircraft went on square searches over the North Sea. Height tests were carried out on ten occasions.</p> <p>Formation flights, manœuvres and obliques were also undertaken.</p> <p>Twelve crews were trained on S.C.T. work.</p> <p style="text-align: right;"><i>R.S. Lyman</i>  Wing Commander, Commanding,  No. 105 Squadron, R.A.F.  RAF WILK, BAUXERY, LINES.</p>	