



(c) crown copyright

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

From 22.25 hrs 2 / 8 / 44 to 07.06 hrs 3 / 8 / 44

By No. 103 SQUADRON, R.A.F. HANHAM WOLDS, BANBURY, LINDS. No. of pages used for day PAGE No. 1.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
From 22.25 hours 2.8.44 to 07.06 hours 3.8.44.						
<b>HAMBURG.</b>						
L 9609.	Sgt. Hare. Sgt. Cavendish. P/O. Chappell. Sgt. Shivers. Sgt. Craig. Sgt. Warwick.	To attack and cause maximum damage to the industrial areas at HAMBURG.	22.25	05.15	10 machines were detailed to attack the industrial areas at HAMBURG.  Weather consisted of 10/10ths stratus cloud over the North Sea and Dutch coast, breaking to 5/10ths over Hamburg and 6/10ths - 9/10ths medium cloud at 10,000 feet over the target. Visibility was good, but impaired by a slight haze.  P/O. Wardhaugh executed a glide attack at 02.06 hours from 17,000 feet. Two bomb bursts were seen and small fires were started by the incendiaries in a built-up area.	APPENDIX C.42.
L 9604.	Sgt. Kitting. Sgt. Pett. P/O. Linds. Sgt. Doss. Sgt. Rankin. Sgt. Lowther.		22.30	07.06		
R 1482.	P/O. Wardhaugh. P/O. Jones. Sgt. Olyffe. Sgt. King. Sgt. Wright. Sgt. Thomas.		22.30	05.30	Sgt. Hare observed his bombs bursting and fires starting half a mile East of the point of aim. He made a glide attack at 01.42 hours from 16,000 feet.  S/Ldr. Lane made a level attack at 01.50 hours from 14,000 feet. One burst was seen in a built-up area.	
W 9656	P/O. Ball. P/O. Keefert. P/O. Phillips. Sgt. Dalton. Sgt. Lamb. Sgt. Cox.		22.30	05.05	P/O. Petrie glided from 17,300 feet to 16,000 feet at 02.12 hours. One large and three smaller explosions in a built-up area followed the release of his bombs.  P/O. Ball bombed from 14,000 feet at 01.45 hours. His bombs were seen to burst on the centre of the town, causing 1 large and two smaller fires.	
W 9604.	Sgt. Alder. Sgt. Bennett. Sgt. Lyon. P/Sgt. Richard. Sgt. Whitson. Sgt. Brown.		22.30	05.30	P/O. Percival discovered 10/10ths cloud on reaching the target, so decided to bomb HAMBURG. He glided in from 14,000	

Cont'd.....page 2.

136

Reference:-

AIR 27 / 813

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

PUBLIC RECORD OFFICE

1	2	3	4	5	6

Reference:-		PUBLIC RECORD OFFICE		1 2 3 4 5 6					
AIR 27 / 813				1 2					
COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION									

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
<b>R. 1395.</b>	<b>From 22.25 hours</b>	<b>2.3.41 to 07.06 hours</b>	<b>3.8.41.</b>		<b>HAMBURG.</b>	<b>APPENDIX C.42</b>
	<b>E/O. Peirce,</b> <b>E/O. Wallis,</b> <b>Sgt. Ryan,</b> <b>Sgt. Rogers,</b> <b>Sgt. Young,</b> <b>Sgt. Henderson.</b>	<b>To attack and</b> <b>cause maximum</b> <b>damage to the</b> <b>industrial areas</b> <b>at HAMBURG.</b>	<b>22.55</b>	<b>05.40</b>	<b>to 12,000 feet and observed his bombs bursting in the</b> <b>centre of the town where existing fires were seen.</b> <b>E/O. Scott returned to base after crossing the</b> <b>English coast, owing to the failure of the intercommunication.</b> <b>Sgt. Kitting bombed the target, but suffered from petrol</b> <b>shortage on the return. He was forced to bring his</b> <b>machine down in the North Sea some 50 miles from the mouth</b> <b>of the Humber - at 07.06 hours. The whole crew were picked</b> <b>up at 20.30 hours on the same day by a Naval launch which</b> <b>spotted their dingy. No one was injured.</b> <b>Sgt. Addy was unable to pin point the primary owing to</b> <b>the presence of 10/10ths cloud. On his return his port</b> <b>engine was badly hit, and he jettisoned his bombs over</b> <b>DEITCHFORD. He landed safely at BURNHAM WESTON.</b> <b>E/O. Allen did not take off owing to engine trouble.</b> <b>Intense heavy flak, co-operating with searchlights</b> <b>was encountered between 11,000 feet and 17,000 feet.</b> <b>All other machines returned safely.</b> <b>One machine was detailed to attack the docks at</b> <b>CHERBOURG.</b>	
<b>R. 2677.</b>	<b>S/Lt. Lane,</b> <b>E/O. Murdoch,</b> <b>Sgt. Price,</b> <b>E/Sgt. Wilkinson,</b> <b>Sgt. Green,</b> <b>Sgt. Blair.</b>		<b>22.50</b>	<b>05.20</b>		
<b>R. 944.</b>	<b>E/O. Percival,</b> <b>Sgt. Macdonald,</b> <b>Sgt. Waller,</b> <b>E/Sgt. Johnson,</b> <b>Sgt. Ryan,</b> <b>Sgt. Glasse.</b>		<b>22.15</b>	<b>06.15</b>		
<b>R. 2999.</b>	<b>E/Lt. Scott,</b> <b>E/O. Oldfield,</b> <b>Sgt. Rogers,</b> <b>Sgt. Green,</b> <b>Sgt. Macdonald,</b> <b>Sgt. Brigg.</b>		<b>22.55</b>	<b>01.55</b>		
<b>R. 1393.</b>	<b>E/O. Allen,</b> <b>E/O. Lawson,</b> <b>Sgt. Fisher,</b> <b>Sgt. Williams,</b> <b>Sgt. Pichard,</b> <b>Sgt. Murray.</b>					
<b>R. 1539.</b>	<b>E/O. Leslie,</b> <b>E/O. Hughes,</b> <b>E/O. Pugh,</b> <b>Sgt. Lovelace,</b> <b>Sgt. Lippard,</b> <b>Sgt. Hart.</b>	<b>To cause maximum</b> <b>damage to the</b> <b>docks at</b> <b>CHERBOURG.</b>	<b>23.00.</b>	<b>04.20.</b>	<b>There was 10/10ths dense cumulus cloud over the</b> <b>Channel, breaking over the French coast, and becoming</b> <b>5/10ths-8/10ths over the target.</b> <b>E/O. Leslie made a level attack at 01.20 hours from</b> <b>12,000 feet. His bombs were seen to straddle the docks and</b> <b>a fire was started.</b> <b>Light flak was moderate and inaccurate. There was</b>	<b>APPENDIX C.43</b>

Cont'd.....page 3.

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

22.25 5 8 41 06.15 6 8 41  
From hrs / / to hrs. / /

By No. 103 SQUADRON, R.A.F. ELISHA WOLFE, RANNEY, LINES. No. of pages used for day PAGE 5.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
<del>WREXHAMPTON</del>	<del>From 22.25 hours 5.8.41 to 06.15 hours 6.8.41.</del>				<del>CHERBOURG, cont'd.</del> no heavy flak, and searchlight activity was negligible. This machine returned safely.	<del>APPENDIX C.43</del>
<del>WREXHAMPTON</del>	<del>From 22.45 hours 5.8.41 to 06.15 hours 6.8.41.</del>				<del>FRANKFURT</del>	<del>APPENDIX C.44</del>
W.9605.	Sgt. Guppy, Sgt. Baynes, Sgt. Macdonald, Sgt. Allcock, Sgt. Gifford, Sgt. Dwyer.	To cause machine damage to the Railway Station at FRANKFURT.	22.45	-	8 machines were detailed to attack the railway station at FRANKFURT. Weather consisted of 8/10ths - 10/10ths cumulus cloud over the sea up to 12,000 feet - 16,000 feet, breaking to 1/10ths inland over the Continent, with 8/10ths at 13,500 feet over high ground West of the Target, and clear over the target with perfect visibility. P/O. Wardhaugh glided from 12,000 feet and bombed at 10,000 feet. His two bombs were seen to burst, and his incendiaries started several fires 400 yards east of the point of aim. A fire was also seen South of the river, opposite the target. These fires were seen twenty minutes after leaving the target area. The time of the attack was 01.07 hours. P/O. Allen bombed at 01.14 hours, after gliding from 15,500 feet to 11,000 feet. The bombs were seen to burst one mile due East of the railway station. One large and Comb'd.....page 4.	
R.1939.	P/O. Leslie, P/O. Baynes, P/O. Wardhaugh, Sgt. Macdonald, Sgt. Gifford, Sgt. Dwyer.		22.20	05.40.		
R.1482.	P/O. Wardhaugh, P/O. Jones, Sgt. Gifford, Sgt. Baynes, Sgt. Dwyer.		22.15	05.30		
L.9609.	Sgt. Bure, Sgt. Crookin, P/O. Campbell, Sgt. Baynes, Sgt. Craig, Sgt. Wardhaugh.		22.20	05.30		

137

Reference:-

AIR 27/813

PUBLIC RECORD OFFICE

1	2	3	4	5	6
1	2				

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

Reference:-

PUBLIC RECORD OFFICE

AIR 27 / 813

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References. PAGE 4.
		From 22.15 hours 5.8.41 to 06.15 hours 6.8.41.		cont'd.	<b>FRANKFURT (cont'd).</b>	<b>APPENDIX C.44.</b>
<b>2.299.</b>	<b>P/Lt. Scott. W/O. Lane. Sgt. Turner. Sgt. Graham. Sgt. McLeod. Sgt. Reid.</b>	<b>To cause maximum damage to the railway station at FRANKFURT.</b>	<b>22.45</b>	<b>06.15</b>	one smaller fire were added to the existing fires. S/Ldr. Lane was not satisfied with one of the controls of his machine and returned to base at 23.25 hours. P/Lt. Scott executed a glide attack from 15,500 feet to 14,000 feet and bombed at 01.27 hours. He encountered 10/10ths cloud and was unable to observe any results. P/O. Leslie made a level attack at 01.20 hours from 15,000 feet. Three bomb bursts were seen near the point of aim. The aircraft was hit by splinters. Sgt. Giles glided from 16,000 feet to 14,000 feet and dropped his bombs near the aiming point. Fires were started. Time 01.15 hours. Sgt. Hare made a level attack at 17,000 feet, bombing at 01.20 hours. Bombs were observed to burst between the marshalling yards to the North of the aiming point and the railway lines West of the point of aim. Fires were seen. Sgt. Gray sent a message that he had bombed the objective, but nothing further was heard from him, and he was reported missing. Opposition was intense, several of the machines being hit by flak. Searchlights were particularly effective and numerous, both at FRANKFURT and LIEKE. Four of the aircraft were held in cones of searchlights for several minutes. Flak co-operated accurately. The main defences appeared to be centred to the West and North West of the town. All except one machine returned safely.	
<b>2.244.</b>	<b>Sgt. Giles. Sgt. Harcourt. Sgt. Chapman. Sgt. Oak. Sgt. Long. Sgt. Holmes.</b>		<b>22.30</b>	<b>05.35</b>		
<b>2.267.</b>	<b>S/Ldr. Lane. P/O. Murdoch. Sgt. Pitt. P/Sgt. Wilkinson. Sgt. Graham. Sgt. Blair.</b>		<b>22.25</b>	<b>23.25</b>		
<b>2.295.</b>	<b>P/O. Allen. P/O. Leman. Sgt. Williams. Sgt. Fisher. Sgt. Field. Sgt. Murray.</b>		<b>22.25</b>	<b>04.55</b>		

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

From 0001 hrs 2 / 2 / 44 to 0600 hrs 2 / 2 / 44

By No. 103 SQUADRON R.A.F. HUSH WREDS, BAUMSTET, LINES.

No. of pages used for day PAGE 5.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
<b>WELLINGTON</b>	<b>From 0001 hours 2.2.44 to 06.00 hours 2.2.44</b>				<b>REMARKS</b>	
R. 1529	P/O. Laidie, P/O. Laidie, P/O. Laidie, Sgt. Lawrence, Sgt. Laidie, Sgt. Hart.	to cause maximum damage to KHEP's factories at	00.01	06.00	7 machines were detailed to attack KHEP's factory at	APRIL 2, 44
R. 1536	P/O. Ball, P/O. Keefe, P/O. Phillips, Sgt. Dalton, Sgt. Lamb, Sgt. Cox.		00.15	05.55	Cloud 10/10ths strato cumulus with tops at 6,000 feet over the sea; undercloud up to 15,000 feet. Up to 2,000 feet over the Dutch coast and clearing 50 miles inland to 3/10-4/10ths. Medium cloud at 8,000-10,000 feet over the Ruhr. Visibility was obscured slightly by a ground haze.	
R. 1432	P/O. Wardhaugh, P/O. Jones, Sgt. Ogle, Sgt. King, Sgt. Wright, Sgt. Thomas.		00.16	06.10	Sgt. Addy bombed at 02.05 hours from 17,000 feet. All the bombs burst near the southern edge of the rising point.	
R. 1446	S/Ldr. Lane, P/O. Purdell, Sgt. Figg, P/Sgt. Wilkinson, Sgt. Greenan, Sgt. Hirst.		00.25	05.55	P/O. Purdell when flying at 10,000 feet over the Dutch coast was attacked by a Junkers 88 at 01.35 hours. His machine received hits from cannon shell and tracer. A large hole was made in the fuselage above the tail wheel. The oxygen and turret pipes were cut. The rear gunner, however, fired several bursts into the fighter, and it was seen diving away. P/O. Purdell brought his machine back safely to base.	
R. 1395	P/O. Purdell, Sgt. Macdonald, Sgt. Waller, P/Sgt. Johnson, Sgt. Brown, Sgt. Clarke.		00.25	05.10	P/O. Ball, after crossing the Dutch coast returned to base. While at 17,500 feet the oxygen supply ran short. After failing to pin-point Rotterdam he decided to bring his bombs back.	

Cont'd.,.....page 6.

138

Reference:-

AIR 27 / 813

PUBLIC RECORD OFFICE

1	2	3	4	5	6
1	2	3	4	5	6

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

Reference:-

AIR 27 / 813

COPYING OF THIS DOCUMENT PHOTOGRAPHICALLY WITHOUT PERMISSION

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References. Page 6.
		From 00.01 hours 8.8.44 to 05.00 hours 8.8.44.			<u>ESSEN (cont'd).</u>	<u>APPENDIX C.15.</u>
R.1375.	Sgt. Abby. Sgt. Bennett. Sgt. Aylen. P/O. Richard. Sgt. Alderton. Sgt. Mason.	To cause maximum damage to KURF's factories at ESSEN.	00.40	05.00	S/Ldr. Lane bombed at 16,500 feet. Time 02.18 hours. He was unable to locate the primary. No results were observed.  P/O. Petrie executed a level attack from 18,000 feet at 02.35 hours. Three bursts were observed near BELLINGHAM three miles South East of Essen. Four fires were also seen. This aircraft was hit by flak.  P/O. Wardhaugh made a level attack from 16,300 feet at 02.30 hours. Three bomb bursts were seen 500 yards South West of the target and five fires started. These increased existing fires South of the target.  P/O. Leslie bombed from 15,000 feet at 02.30 hours. All bombs were seen to burst and three fires started. These were visible ten minutes after leaving the target area.  Opposition was intense, with accurate heavy flak from 15,000 feet to 18,000 feet. Numerous searchlights op- erated. Light flak was moderate.  All aircraft returned safely.	
R.1396.	P/O. Petrie. P/O. Wallis. Sgt. Aylen. Sgt. Rogers. Sgt. Farnham. Sgt. Mackenzie.		00.25	05.40		
L.9609.	Sgt. Kitting. Sgt. Pitt. P/O. Martin. Sgt. Brown. Sgt. Mackenzie. Sgt. Lawther.	To attack the docks at BOULOGNE.	04.45	05.30	<u>BOULOGNE.</u>  One machine was detailed to attack the docks at BOULOGNE. Weather conditions consisted of 10/10ths strato-cumulus cloud over the sea. North of the French coast it was clear but there was 7/10ths cloud (medium) at 12,000 feet over BOULOGNE. Visibility was good.  Sgt. Kitting glided from 15,000 feet to 13,500 feet and bombed at 05.12 hours. Two bomb bursts were seen straddling Nos. 4 and 5 docks. Fires were started.  Opposition was negligible. There was no flak and only	<u>APPENDIX C.16.</u>

Continued....page 7.

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

21.30 14. 8 41 05.25 15. 8. 44.  
From hrs. / / to hrs. / /

By No. 103 SQUADRON, R.A.F. HUSUM HOLID, BARNETBY, LINDS. No. of pages used for day PAGE 7.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
					<u>BOULOGNE (cont'd).</u> very little searchlight activity. This aircraft returned to base safely.	<u>APPENDIX C.46.</u>
<hr/>						
<u>HULLFROTH</u>	From 21.30 hours on 14.8.41. to 05.25 hours on 15.8.41.				<u>HAWKES.</u>	<u>APPENDIX C.47.</u>
T. 2506.	P/O. Bell. P/O. Keefen. P/O. Phillips. Sgt. Dalen. Sgt. Brown. Sgt. Cox.	TO GAIN MAXIMUM DAMAGE TO THE RAILWAY STATION AT HAWKES.	21.30	02.30	11 machines were detailed to attack the railway station at HAWKES. 3 machines failed to take off; two failed to reach the primary. Weather conditions consisted of showers over the North Sea and 10/10th cloud breaking over the Continent inland. There was no cloud over the target but downward visibility was obstructed by a ground haze. There was a layer of 10/10th cloud about 15 miles South of the Target area with tops at 8,000 feet. Visibility at base on return was good but slight fog over low lying stations. P/O. Furdwall was unable to attain a greater altitude than 14,300' and after failing to locate ROTTERDAM docks owing to a thick haze, brought his bombs back to base. P/O. Allen made a glide attack from 15,000 feet to 15,000 feet, bombing from that height at 00.50 hours. Two bursts were seen about one mile south of the aiming point. Large fires were seen in a wood south east of the town.	
X. 9609.	Sgt. Haro. Sgt. Rex. P/O. Chappell. Sgt. Shirra. Sgt. Craig. Sgt. Warwick.		21.45	05.25		
R. 1539	P/O. Leslie. P/O. Hughes. P/O. Peadar. Sgt. Lovelace. Sgt. Lapping. Sgt. Hart.		21.45	03.45		
R. 1595.	P/O. Allen. P/O. Lenson. Sgt. Fisher. Sgt. Williams. Sgt. Piffeld. P/O. Fynn.		21.50	04.45		

139

Reference:-

AIR 27/813

PUBLIC RECORD OFFICE

1	2	3	4	5	6
1	2				

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

Reference:-

PUBLIC RECORD OFFICE

AIR 27 / 813

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
R. 2999	P/O. Petrie, P/Lt. Cross, Sgt. Lye, Sgt. Wagon, Sgt. Vernon, Sgt. Blackmore.	TO CAUSE MAXIMUM DAMAGE TO THE MAIN RAILWAY STATION AT HANOVER.	21.45	04.30	P/O. Ball on discovering that the oxygen supply would be inadequate decided to bomb <del>SOMMERSET</del> aerodrome. This was 22.32 hours and height 12,000 feet. The flare path and visual loranis were observed and three bursts were seen across the aerodrome. Fires were started by the incendiaries. P/O. Leslie escorted a level attack at 00.13 hours from 15,000 feet. Bursts were seen near the point of aim. Nine small fires and one larger fire developed after three minutes and after six minutes additional fires were observed. Sgt. Giles was unable to observe any results owing to bad visibility. He bombed from 15,500 feet at 00.30 hours. P/O. Petrie glided in from 17,000 feet to 15,000 feet, bombing at 00.54 hours. Bursts were seen, but it was impossible to observe any results owing to a thick haze. A large fire was seen burning in a wood south east of the town. P/O. Wardhaugh spent twenty minutes over the target area trying to pin point the railway station. He glided down to 10,000 feet and bombed at 00.35 hours. Bursts were seen 600 yards west of the aiming point. Large fires developed and were still seen twenty minutes after leaving the target. Sgt. Leave made a glide attack from between 16,000 feet and 15,000 feet releasing his bombs at 00.50 hours. These were seen to burst one mile south west of the point of aim. On his return he was intercepted by a Junkers 86. The enemy fired one burst and then disappeared. No damage was done to the aircraft. Intense heavy flak co-operating with numerous cones of searchlights, which ringed the town, was encountered. Cones consisted of from 15-20 beams. Ognabruck and Minden were also seen to be heavily defended. All machines returned safely to base from this sortie.	22.32.
R. 2617.	Sgt. Giles, Sgt. Harcourt, Sgt. Thompson, Sgt. Orr, Sgt. Long, Sgt. Holman.		21.50	05.05		
R. 1432	P/O. Wardhaugh, P/O. Jones, Sgt. Glyde, Sgt. King, Sgt. Wright, Sgt. Thomas.		21.40	04.40		
R. 1446.	P/O. Purdill, Sgt. Konowski, Sgt. Walker, Sgt. House, Sgt. Clowes, Sgt. Peckham.		22.00	05.00		
R. 1588.	S/Ldr. Lane, P/O. Muroide, Sgt. Figg, Sgt. Wilkinson, Sgt. Greenham, Sgt. Blair.		-	-		
R. 1213.	Sgt. Kitney, Sgt. Toth, P/O. Lingo, Sgt. Dean, Sgt. Hosking, Sgt. Lowther,  Sgt. Addy, Sgt. Barnard, Sgt. Ayles, Sgt. Richard, Sgt. Alibiston, Sgt. Mason.		-	-		

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

From 00.05 hrs. 18.8.44. to 05.40 hrs. 18.8.44.

By 10.103 SQUADRON, R.A.F. HEAVY BOMBERS, 1000.

No. of pages used for day 3

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
1,980.	Sgt. Lane, Sgt. Lane, P/O. Chappell, Sgt. Lane, Sgt. Craig, Sgt. Warwick.	To cause machine damage to the marshalling yards at DUISBURG.	00.05	05.40	Five machines were detailed to attack the marshalling yards at DUISBURG.  Four machines failed to fulfill the mission and one machine did not take-off. All machines returned safely.  Two aircraft landed at North Cotes and one at Marston, owing to bad weather conditions.  There was 6/10ths cloud about the North Sea. 8/10ths cloud with tops at 12,000 feet over the Dutch coast. The target area was covered by 2/10ths cloud at 14,000 feet. Flying level at 7,000 feet.  Sgt. Lane bombed at 02.40 hours from 17,000 feet in the DUISBURG area. It was impossible to pin point his position owing to 8/10ths cloud. One large explosion was noted and several big fires breaking into smaller fires were also seen.  Sgt. Kitney executed a glide attack from 15,000 feet to 12,000 feet dropping his bombs and incendiaries in the DUISBURG area at 02.35 hours. A large glow was observed through the clouds.  Sgt. Aldy bombed at a point near DUISBURG from 15,000 feet at 02.45 hours. No results were observed.  Sgt. Corrie was unable to identify the target area owing to 10/10ths cloud, so he brought all his bombs back to base.  P/O. Allen bombed at 02.25 hours from 14,000 feet. A fire	APPENDIX 2, 10.
1,701.	Sgt. Kitney, Sgt. Corrie, P/O. Aldy, Sgt. Lane, Sgt. Kitney, Sgt. Lane.		00.10	04.35		
1,732.	Sgt. Aldy, Sgt. Bennett, Sgt. Kitney, P/O. Aldy, Sgt. Aldy, Sgt. Lane.		00.40	04.35		
1,745.	Sgt. Corrie, Sgt. Aldy, Sgt. Bennett, Sgt. Aldy, Sgt. Aldy, Sgt. Aldy.		00.05	05.25		
1,793.	P/O. Aldy, P/O. Aldy, Sgt. Aldy, Sgt. Aldy, Sgt. Aldy, P/O. Aldy.		00.25	04.27		
1,798.	Sgt. Aldy, P/O. Aldy, Sgt. Aldy, Sgt. Aldy, Sgt. Aldy, Sgt. Aldy.		00.20	05.40		

140

Reference:-

AIR 27/813

PUBLIC RECORD OFFICE

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

Reference:-		PUBLIC RECORD OFFICE		1 2 3 4 5 6					
AIR 27 / 813				1 2					
COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION									

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
<del>SECRET</del>	<del>From 00:05 hours on the 18-8-44, to 05:40 hours on 18-8-44.</del>					<del>PARL, 90</del>
R. 1445.	F/O. Leslie. Sgt. Harris. F/O. Povey. Sgt. Lowman. Sgt. Jones. Sgt. Clark.	To cause maximum damage to the marshalling yards at DUISBURG.	00:10	05:35	.....was obtained near the target area and a river, believed to be the river RHEIN, seen through a gap in the clouds. Three large bombs were observed at a point estimated to be due East of the target.  S/Ldr Lane reported icing in the port engine and dropped his bombs safe in the North Sea. He returned to base from a point 40 miles South east of Bremen.  W/O. Leslie abandoned the mission when the handle of the front turret door broke within an hour of take-off.  F/O. Povey brought his bombs back to base, returning when the rear turret became unserviceable.  Very little opposition was encountered owing to the presence of cloud over the whole route. Searchlights attempted to penetrate the clouds with little success and small amounts of flak were insignificant.  An enemy raid was experienced at the base aerodrome at 02:00 hours. Several incendiaries were dropped near the flare path and bombs fell in the vicinity. No damage to property or personnel was caused.	<del>SECRET, C.I.B.</del>
R. 2647	F/O. Pavey. Sgt. Harris. Sgt. Jones. Sgt. Clark. Sgt. Pritchard. Sgt. Lowman.		00:35	05:50		
R. 2399	F/O. Pavey. F/Lt. Jones. Sgt. Jones. Sgt. Jones. Sgt. Jones. Sgt. Jones.		-	-		
<del>SECRET</del>	<del>From 21:45 hours on 18-8-44, to 05:05 hours on 19-8-44.</del>					<del>SECRET, C.I.B.</del>
R. 1213.	F/O. Leslie. Sgt. Harris. Sgt. Jones. Sgt. Jones. Sgt. Jones.	To cause maximum damage to the docks at LE HAVRE.	20:45	01:40	Two machines were detailed to attack the docks at Le Havre. Both machines located the primary.  Weather conditions consisted of showers at base and inland over England on the outward journey. There was 2/10ths cloud over the English Channel with tops at 6,000 feet. These clouds cleared over the French Coast to 2/10ths - 3/10ths with visibility up to five miles.	
R. 1395.	F/Lt. Crawford. F/O. Pavey. F/O. Jones. F/O. Jones. Sgt. Jones. Sgt. Jones.		21:35	05:05		

cont'd.....

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

20.45 19. 8. 41. 05.35 20. 8. 41.  
From hrs. / / to hrs. / /

By NO. 103 SQUADRON, RAF. HESLAM WOLDS.

No. of pages used for day 11.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
<del>REDACTED</del>		To cause maximum damage to the docks at LE HAVRE.			<u>LE HAVRE cont'd.</u> .....P/O. Westlake glided from 10,000 feet to 5,000 feet releasing his bombs at 23.05 hours. The bursts were seen to occur in the docks area. P/Lt. Crawford executed a glide attack from 11,000 feet to 10,000 feet banking at 00.25 hours. Several bursts were seen over the target area. A certain amount of light flak was encountered and one or two searchlights which were inaccurate. Both machines returned safely to base.	<del>REDACTED</del>
-----						
<del>REDACTED</del> R. 1452	P/O. Leslie, P/O. Hughes, P/O. Crutchfield, Sgt. Lovelace, Sgt. Langley, Sgt. Hart.	To cause maximum damage to the marshalling yards at KIEL.	21.55	05.35	Eight machines were detailed to attack and cause maximum damage to the marshalling yards at KIEL. Three machines failed to take-off and one aircraft brought its bombs back. Weather conditions were poor. There were showers at base and inland over England on the outward journey. 7/10ths - 9/10ths cloud was encountered over the North Sea with tops at 12,000 feet. These increased to 10/10ths with tops 20,000 feet along the Danish Coast. There was 9/10ths cloud with tops from 15,000 feet - 16,000 feet over the KIEL area. Sea and static conditions were reported by some aircraft.	<del>REDACTED</del>
L. 7815	Sgt. Cleave, S/Lt. I. Green, P/O. Linton, Sgt. Dunn, Sgt. Hosking, Sgt. Lowther.					
X. 9609	Sgt. Hume, Sgt. Dunn, P/O. Chappell, Sgt. Shivers, Sgt. Craig, Sgt. Warwick.		21.35	04.55		

141

Reference:-

PUBLIC RECORD OFFICE

AIR 27/813

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

Reference:-

PUBLIC RECORD OFFICE

AIR 27 / 813

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

1	2	3	4	5	6
		1		2	

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References. PAGE 12.
					<u>KIE cont'd.</u>	<u>APPENDIX C 50.</u>
		To cause machine damage to the marshalling yards at KIE.			E/O. Leslie bombed at 01.01 hours from 17,500 feet. Two bursts were seen, presumed to be on the target area.	
R. 1445	Sgt. Corrie, Sgt. Tolson, Sgt. Evans, Sgt. Walker, Sgt. Grierson, Sgt. Dalton				E/O. Purdiss decided to bring his bombs back to base after receiving trouble with the intercommunication and R/T.	
T. 2999.	E/O. Purdiss, Sgt. Bennett, Sgt. Walker, Sgt. House, Sgt. Fairhurst, Sgt. Glavin.		22.00	04.20	Sgt. Hare executed a level attack from 18,000 feet at 00.45 hours. The reflection of the bomb bursts was seen through the clouds.	
					E/O. Allen bombed at 00.40 hours from 14,300 feet. Several bursts were seen through the clouds.	
R. 1396	E/O. Petrie, Sgt. Morris, Sgt. Eyn, Sgt. Wagon, Sgt. Vernon, Sgt. Blackmore.		21.10	04.20	E/O. Petrie made a level attack at 00.28 hours. Height 18,000 feet. His bombs were presumed to have fallen in the target area.	
					Little or no opposition of any kind was encountered	
L. 7792.	E/O. Allen, E/O. Lawson, Sgt. Fisher, Sgt. Williams, Sgt. Sadler, Sgt. Field.		21.30	05.00	Some aircraft reported moderate and accurate heavy flak over KIE.	
					All machines returned safely to base.	
R. 666	E/O. Ball, E/O. Keefe, E/O. Phillips, Sgt. Dalton, Sgt. Cox, Sgt. Brown.					



Reference:-

PUBLIC RECORD OFFICE

AIR 27 / 813

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

1	2	3	4	5	6

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
<b>WELLINGTON</b>	<b>From 21.25 hours on 22.8.41. to 05.30 hours on 23.8.41.</b>				<b>MUSKIEUM cont'd.</b>	<b>Page 14</b>
R. 1586.	P/O. Westlake, Sgt. Hamilton, Sgt. Todd, Sgt. Innes, Sgt. Purdie, Sgt. Thompson.		21.40	01.00	.....and glided in at 13,000 feet. Time 00.45 hours. On the return he released the remaining bomb at Hingart about one mile inland from the coast along a river. This attack took place at 02.56 hours from a height of 15,000 feet.	APPENDIX C. 51.
T. 2999	P/O. Scott, P/O. Oldfield, Sgt. Turner, Sgt. Gibson, Sgt. Gilchrist, Sgt. McKeen.		21.50	04.35	Sgt. Corrie made a glide attack from 17,000 feet to 14,000 feet at 00.50 hours. Although they were able to identify the river Rhine pin-pointing was difficult. The incendiaries were seen to start fires.	
T. 2649	P/O. Petrie, Sgt. Bennett, Sgt. Ryan, Sgt. Macgill, Sgt. Vennart, Sgt. Blackmore.		21.40	02.30	P/O. Leslie was also unable to make an exact pin-point gliding from 16,000 feet to 14,000 feet he bombed at 00.26 hours. The bursts were seen but a thick ground haze made observation of further results impossible. P/O. Petrie brought his bombs back. His starboard engine was overheating and the intercommunication failed. His aircraft was hit at 23.12 hours over OXBED, by heavy flak. Height 15,000 feet. P/O. Westlake was unable to climb his machine beyond 10,500 feet. He dropped his bombs on the docks at OXBED at 23.16 hours from 10,500 feet. P/O. Ball was also unable to reach a greater altitude than 11,500 feet. He bombed a beach near GHELANE aerodrome at 00.30 hours from 11,000 feet. No results were observed. Opposition consisted of moderate inaccurate heavy flak mainly from HINDENHAYEN. Searchlights co-operated. All our aircraft returned safely.	
<b>WELLINGTON</b>	<b>From 21.25 hours on 22.8.41. to 01.45 hours on 23.8.41.</b>				<b>ILLUMINE</b>	APPENDIX C. 52.
					cont'd.....	

No. of pages used for day PAGE 15

From hrs.      /      /      to hrs.      /      /     

143

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

20.30 27. 8. 41. 04.12 28. 8. 41.  
From hrs. / / to hrs. / /

By NO. 103 SQUADRON, R.A.F. WILSON WOODS, BARRETT, LINDS.

No. of pages used for day PAGE 16

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
<del>REDACTED</del>		To cause maximum damage to the Post Office at <del>REDACTED</del> .			<del>REDACTED</del>	<del>REDACTED</del>
R. 2999.	P/O Scott, P/O Oldfield, Sgt. Turner, Sgt. Grimes, Sgt. Tibbott, Sgt. McCord.		20.40	00.40	Eight machines were detailed to cause maximum damage in the vicinity of the main Post Office at <del>REDACTED</del> . One machine failed to take-off and three machines bombed alternative targets. All aircraft returned safely.	<del>REDACTED</del>
R. 1395.	Sgt. Giles, Sgt. Lewis, Sgt. Abrahamson, Sgt. Conn, Sgt. Long, Sgt. Holmes.		20.45		Weather conditions consisted of intermittent rain at base with cloud lowering to 500 feet. Visibility over the Continent was good with small amount of cloud over <del>REDACTED</del> , which was also covered by a slight ground haze.	
R. 1396	P/O Purcell, P/O Ward, Sgt. Walker, Sgt. House, Sgt. Fairhurst, Sgt. Clowes.		20.40	04.12	Sgt. Giles bombed at 23.55 hours from 12,000 feet. Bombs were seen in the target area but searchlight glare prevented exact observation of results.	
R. 1213.	P/O Westlake, Sgt. Hamilton, P/O Kiddle, Sgt. Jones, Sgt. Purdie, Sgt. Perry.		20.37	03.30	P/O Westlake made an attack at 23.43 hours bombing from 13,500 feet. His bomb bursts were observed.	
L. 7019.	P/O Wardhaugh, P/O Williams, Sgt. Clyde, Sgt. King, Sgt. Wright, Sgt. Thomas.		20.36	04.00	P/O Lewis dropped his bombs at a point approximately at the junction of the rivers Rhine and Moselle causing two medium and four smaller fires. Height 17,500 feet. Time 23.30 hours. P/O Wardhaugh executed a glide attack at 00.06 hours, bombing from 14,000 feet. He saw his bombs burst in the immediate vicinity of the aiming point. This aircraft spent half an hour over the target area and a large fire was seen for some time after leaving.	

14A

Reference:-		PUBLIC RECORD OFFICE					
AIR 27 / 813		1 2 3 4 5 6					
		1 2					
COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION							

Reference:-

PUBLIC RECORD OFFICE

AIR 27 / 813

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

1	2	3	4	5	6
		1		2	

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
<u>From 20.30 hours on 27.8.44. to 04.12 hours on 28.8.44.</u>						
<u>WALLINGHAM.</u>		To same machine			<u>WALLINGHAM cont'd.</u>	<u>APPENDIX C. 53.</u>
X. 979.	P/O. Leslie, P/O. Hughes, P/O. Farley, Sgt. Lovelace, Sgt. Langley, Sgt. Hart.	Damage to the Post Office at WALLINGHAM.	23.35	03.28	Sgt. Corrie glided from 14,000 feet to 12,600 feet banking at 22.58 hours. Owing to elevator trouble he abandoned the primary and decided to attack OSTED. The incendiaries were seen to start fires and one high explosive bomb caused a large column of thick smoke. P/O. Purchwell released his bombs at 23.58 hours after gliding from 15,000 feet to 14,000 feet. Bursts were seen to occur about 500 yards north of the point of aim. No further results were observed.	
X. 1445.	Sgt. Corrie, Sgt. Gilby, P/O. Lando, Sgt. Walters, Sgt. Grimes, Sgt. Butler.		20.30	04.30	P/O. Scott experienced trouble with the intercommunication in his aircraft and decided to bomb WAPPING aerodrome. He made a glide attack from 13,000 feet to 11,000 feet identifying the aerodrome by means of flares he dropped his bombs across the runway. Time - 22.30 hours. Heavy and light flak was encountered which was only accurate when firing into searchlight cones. The chief concentration appeared to be in the south west of the town. One Wellington aircraft was seen to be caught and hit.	
X. 9609.	Sgt. Baine, Sgt. Cameron, P/O. Campbell, Sgt. Wilson, Sgt. Craig, Sgt. Wardle.		-	-		
<u>From 20.50 hours on 27.8.44. to 04.40 hours on 28.8.44.</u>						
<u>WALLINGHAM.</u>		To same machine			<u>BOULOGNE.</u>	<u>APPENDIX C. 54.</u>
X. 9792.	S/Ldr. Lane, Sgt. Williams, Sgt. Pigg, Sgt. Kelly, Sgt. Cameron, Sgt. Dunn.	Damage to the docks at BOULOGNE.	21.50	00.50	Two aircraft were detailed to attack the docks at BOULOGNE. Weather conditions were favourable with no cloud but a slight ground haze.	
	S/Ldr. Ingram, Sgt. Gosses, P/O. Crookshank, Sgt. Dority, Sgt. Garrett, P/O. Tress.		20.50	01.40	S/Ldr. Lane executed a glide attack from 11,000 feet to 9,000 feet at 22.50 hours. Several bursts were seen across the north end of the tidal harbour and a large spreading fire was started.	

continued.../

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

 20.50 27. 8. 41. 01.40 28. 8. 41.  
 From hrs. / / to hrs. / /

By 103 SQUADRON, RAF KISHAN WOLDS, BARNETBY, LYNCE.

No. of pages used for day

PAGE 15

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
WELLINGTON.		To cause maximum damage to the docks at EDULOE.			<p><u>EDULOE cont'd.</u></p> <p>S/Ldr. Lysons was unable to pin-point the exact position of the target and decided to bring his bombs back. He landed at Birkenhead.</p> <p>Little opposition was encountered. Slight flak only co-operating with searchlights.</p> <p>Both aircraft returned safely.</p>	APPENDIX C.54.
L. 7619. P/O. Jones. Sgt. Dainton. P/O. MacKenzie. Sgt. Edwards. Sgt. Talbot. Sgt. Lenton.		To attack the docks and shipping at ROTTERDAM.	23.50	05.06	<p><u>OTTERD.</u></p> <p>One machine was detailed to attack the docks and shipping at OTTERD.</p> <p>Weather conditions were favourable with 8/10ths cloud over the target.</p> <p>P/O. Jones was unable to locate the primary and after spending considerable time in finding an alternative target eventually bombed the docks at ROTTERDAM. He bombed a point about ten miles south west of ROTTERDAM at 02.10 hours. from 11,000 feet. This aircraft operated from ABERBROOK and returned safely.</p>	APPENDIX C.55.
		To cause maximum damage to the main city centre at MANCHESTER.			<p><u>MANCHESTER</u></p> <p>continued...../</p>	APPENDIX C.56.

145

Reference:-

AIR 27 / 813

PUBLIC RECORD OFFICE

1	2	3	4	5	6
1	2				

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

Reference:-

PUBLIC RECORD OFFICE

AIR 27 / 813

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

1	2	3	4	5	6

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
<b>WRECKAGE</b>	<b>Evening - 20.10 hours on 23.8.44 to 01.35 hours on 30.8.44.</b>				<b>MANHEIM cont'd.</b>	<b>PAGE 19</b>
<b>R. 1596.</b>	<b>P/O. Purcell, P/O. Ward, Sgt. Walker, Sgt. House, Sgt. Fairbank, Sgt. Clowes.</b>	<b>To cause maximum damage to the main city centre at MANHEIM.</b>	<b>20.25</b>	<b>01.35</b>	<b>Night machines were detailed to attack and cause maximum damage to the main city centre of MANHEIM.</b>  <b>Weather conditions were as follows:- 4/10ths - 7/10ths cumulus and stratus cumulus aloft over England and the North Sea. Tops at 8,000 feet - 10,000 feet. 10/10ths cumulus in thunderstorms off the Dutch Coast with tops at 20,000 feet breaking to 5/10ths - 7/10ths cumulus. Cloud over the target 8/10ths-10/10ths with tops at 12,000 feet. Visibility was good through the cloud gaps.</b>	<b>APPENDIX C, 56.</b>
<b>L. 9732.</b>	<b>P/O. Westlake, Sgt. Hamilton, Sgt. Todd, Sgt. Innes, Sgt. Turley, Sgt. Peaxy.</b>		<b>20.30</b>	<b>01.30</b>	<b>P/O. Westlake experienced trouble with the gyro and wireless transmitter in his aircraft. He decided to abandon the plan and jettisoned his bombs in the sea.</b>	
<b>T. 2999</b>	<b>P/Lt. Scott, Sgt. Morris, Sgt. Turner, Sgt. Graham, Sgt. Millbrook, Sgt. McCordie.</b>		<b>20.20</b>	<b>01.25</b>	<b>P/O. Murdoch was unable to reach the primary owing to icing trouble and inability to climb the aircraft above 12,000 feet. He bombed an alternative target at 22.09 hours from 10,000 feet. Two bursts were seen but cloud prevented further observation.</b>	
<b>R. 1528</b>	<b>P/O. Murdoch, Sgt. Finlay, Sgt. Blake, Sgt. Albinson, Sgt. Hudson, Sgt. Bell.</b>		<b>20.25</b>	<b>00.30</b>	<b>P/O. Leslie encountered an electrical storm and was unable to climb above 10,000 feet. He abandoned the primary and bombed at 22.55 hours from 10,000 feet starting a fire ten miles south of TRIER.</b>	
<b>R. 1445</b>	<b>Sgt. Corrie, Sgt. Gilroy, P/O. Laid, Sgt. Walters, Sgt. Grimes, Sgt. Butler.</b>				<b>Sgt. Corrie executed a level attack at 23.23 hours from 15,000 feet. Fires were seen in a built-up area through a gap in the clouds.</b>	
<b>L. 7819.</b>	<b>P/O. Wardhaugh, P/O. Williams, Sgt. Clyde, Sgt. King, Sgt. Wright, Sgt. Thomas.</b>		<b>20.20</b>	<b>01.00</b>	<b>P/O. Wardhaugh glided from 14,000 feet to 11,000 feet bombing at 23.40 hours. He saw his bombs burst in a built-up area south west of MANHEIM.</b>	
<b>R. 1213</b>	<b>P/O. Oldfield, Sgt. Williams, Sgt. Pigg, Sgt. Kelly, Sgt. Gannon, Sgt. Dunn.</b>		<b>20.31</b>	<b>-</b>	<b>continued.../</b>	

Reference:-

PUBLIC RECORD OFFICE

AIR 27 / 813

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
<del>WILLIAMSON</del>	<del>From:- 20.10 hours on 29.8.41 to 01.35 hours on 30.8.41.</del>				<del>MANHEIM cont'd.</del>	<del>PAGE 19</del>
R. 1396.	P/O. Purcell, P/O. Ward, Sgt. Wilson, Sgt. Howe, Sgt. Fairhead, Sgt. Oliver.	To cause maximum damage to the main city centre at MANHEIM.	20.25	01.35	Night machines were detailed to attack and cause maximum damage to the main city centre of MANHEIM. Weather conditions were as follows:- 4/10ths - 7/10ths cumulus and stratus cumulus aloft over England and the North Sea. Tops at 8,000 feet - 10,000 feet. 10/10ths cumulus in thunderstorms off the Dutch Coast with tops at 20,000 feet breaking to 5/10ths - 7/10ths cumulus. Cloud over the target 8/10ths-10/10ths with tops at 12,000 feet. Visibility was good through the cloud gaps. P/O. Westlake experienced trouble with the gyro and wireless transmitter in his aircraft. He decided to abandon the mission and jettisoned his bombs in the sea. P/O. Murdoch was unable to reach the primary owing to icing trouble and inability to climb the aircraft above 12,000 feet. He bombed an alternative target at 22.09 hours from 10,000 feet. Two bursts were seen but cloud prevented further observation. P/O. Lealie encountered an electrical storm and was unable to climb.	APPROX. 0.56.
L. 9732.	P/O. Westlake Sgt. Hamilton, Sgt. Todd, Sgt. Innes, Sgt. Turtle, Sgt. Perry.		20.30	01.30		
T. 2399	P/Lt. Scott, Sgt. Morris, Sgt. Turner, Sgt. Graham, Sgt. Tillbrook, Sgt. McOndie.		20.20	01.25		
R. 1588	P/O. Murdoch, Sgt. Finlay, Sgt. Bladen, Sgt. Alderton, Sgt. Hudson, Sgt. Bell.		20.25	00.30		
R. 1445	Sgt. Corrie, Sgt. Gilby, P/O. Laidie, Sgt. Walters, Sgt. Grieco, Sgt. Ratlam.					
L. 7819.	P/O. Wardlaw, P/O. Williams, Sgt. Clyde, Sgt. King, Sgt. Wright, Sgt. Thomas.		20.20	01.00	at 22.55 south of Sgt. G. 15,000 ft clouds. P/O. M. bombing up area	
R. 1213	P/O. Oldfield, Sgt. Williams, Sgt. Pigg, Sgt. Kelly, Sgt. Cresson, Sgt. Dunn.		20.31	-		

R.1213 - Ref AHB(RAF)/360 (Encl 64 ).

R.1213 - Established by Dutch salvage engineers in 1972 that this aircraft was struck by lightning at about 23.00 on 29/8/41. 2 of the crew survived after baling out. p.o. GLENNIE & SGT DUNN.

continued.../

# OPERATIONS RECORD BOOK.

## DETAIL OF WORK CARRIED OUT.

20.10 29.8.44. 04.35 30.8.44.  
From hrs. / / to hrs. / /

By 14.103 SQUADRON, R.A.F. HAZARD WINGS, BARNET, LINDS.

No. of pages used for day Page 23

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
<u>WELLINGTON</u> R. 1539	P/O. Leslie P/O. Hughes P/O. Peadar Sgt. Lovelace Sgt. Laggan Sgt. Hart	To cause maximum damage to the centre of the city at <u>HAVRE</u> .	20.10	02.42	<u>HAVRE</u> cont'd. P/O. Scott made a glide attack from 14,000 feet to 12,000 feet at 23.28 hours. No direct results were observed but ten large reddish fires were seen. P/O. Peadar made a level attack at 17,000 feet time 23.31. hours He was unable to pin point his position but the reflection of his bomb bursts was seen through the clouds. P/O. Oldfield did not return from this sortie/was reported as missing. One machine hit some high tension cables when landing at base and was burned out. The crew received various forms of injuries though none of a fatal nature. All other aircraft returned safely. Moderate heavy flak firing through the clouds was encountered. It was generally inaccurate.	<u>APPENDIX C. 56.</u>
<u>WELLINGTON</u> L. 9813	S/Ldr. Cross Sgt. Bray Sgt. Whiting Sgt. Mills Sgt. Campbell Sgt. Fennie	To cause maximum damage to the docks at <u>LE HAVRE</u> .	23.00	04.45	<u>LE HAVRE</u> Two machines were detailed to attack the docks at LE HAVRE. There was 10/10ths cloud over the target area. S/Ldr. Cross was unable to locate the target and brought his bombs back to base. Sgt. Koslowski was unable to locate the primary. He bombed a point S.S.E. of LE HAVRE at 04.40 hours from 8,000 feet. He saw his bombs burst near a flarepath which was extinguished. Both aircraft returned safely.	<u>APPENDIX C. 57.</u>
R. 1538	Sgt. Koslowski Sgt. Hugh Sgt. Goodfellow Sgt. Walker Sgt. O'Hagan Sgt. Thomas		23.05	05.25		

148

Reference:-

AIR 27 / 813

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

PUBLIC RECORD OFFICE

1	2	3	4	5	6

A diagram showing a 2x6 grid. The top row contains the numbers 1, 2, 3, 4, 5, and 6. The bottom row contains the numbers 1 and 2. Below the grid is a ruler with markings from 0 to 10.

**AIR 27 / 813**

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

[illegible]