

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I.,
para. 2369, and War Manual, Pt. II, chapter XX, and
notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. 162

of (Unit or Formation) No. 106 Squadron, R.A.F., Syerston.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
<u>SYERSTON.</u>	1.9.43		Weather: Fine. No flying to-day. No operations.		
	2.9.43		Weather: Fine. Intensive day flying training. One cross-country exercise at night. No operations.		
	3.9.43		Weather: Fine. Local flying, night flying tests. Eleven aircraft were detailed for an attack on <u>BERLIN</u> . Ten aircraft located the target and made a successful attack, all the crews claiming to have bombed accurately the Pathfinder markers. Flak was heavy and accurate and there were many searchlights in operation. One aircraft (captain - P/O Roper) is missing. Another aircraft, just after completing its bombing was attacked by a fighter. In the ensuing combat the fighter was destroyed but our own aircraft was extensively damaged and was later "ditched" in the North Sea. Thanks to a perfect "landing" and the excellence of the Air-Sea-Rescue Service (particularly No. 279 Squadron) the survivors were rescued within a few hours, first by an airborne lifeboat and then a Naval launch.		
	4.9.43		Weather: Fine. Local flying. No operations to-day.		
	5.9.43		Weather: Fine. Night flying tests. No replacements being forthcoming to build up our depleted resources the Squadron could offer only eight aircraft for to-night's raid, which was against <u>MANNHEIM</u> . The night proved disastrous. Four aircraft only bombed the target (one aiming point photograph was taken), two returned early owing to technical defects, and two aircraft are missing. One of these, captained by P/O A.W. Robertson was carrying as passenger the Station Commander, G/Capt. P.S. Hodder. The captain of the second aircraft was P/Sgt. J. Taylor.		
	6.9.43		Weather: Fine. Operations once more to-night, the Squadron's contribution again being a modest one - seven only. The target was <u>MUNICH</u> and six of the crews reported successful attacks in face of only slight opposition from flak, although there was evidence of many night-fighters. Yet another loss was incurred to-night, one aircraft (captain P/O Large) failing to return.		
	7.9.43		Weather: Fine. No flying to-day. "Stand-down" from operations.		133

Reference:-

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
<u>SYERSTON.</u>	8.9.43		<u>Weather:</u> Fine, then fog.		
			Night flying tests. Operations cancelled owing to fog.		
	9.9.43		<u>Weather:</u> Rain.		
			No flying to-day.		
	10.9.43		<u>Weather:</u> Fog.		
			No flying to-day.		
	11.9.43		<u>Weather:</u> Fog.		
			No flying to-day.		
	12.9.43		<u>Weather:</u> Fog.		
			No flying to-day.		
	13.9.43		<u>Weather:</u>		
			Flying training only.		
			The following awards to aircrew personnel of the Squadron have been announced:		
			<u>DISTINGUISHED FLYING CROSS:</u>		
			F/Lt. R. Lodge DFM.		F/O G. J. Harden
			F/O J. A. C. Munro		F/O J. E. Campbell
			W/O T. M. R. Keill.		
			<u>DISTINGUISHED FLYING MEDAL:</u>		
			F/Sgt G. M. Christie		F/Sgt G. N. Feltham
			Sgt. N. Gale.		Sgt A. J. Sargeant.
	14.9.43		<u>Weather:</u> Fine.		
			Intensive flying training - air-firing, bombing, pilot bombing etc. Night cross-country exercises.		
	15.9.43		<u>Weather:</u> Fine.		
			Flying training.		
	16.9.43		<u>Weather:</u> Fine.		
			Flying training, day and night.		
	17.9.43		<u>Weather:</u> Fair.		
			Flying training, day and night. Total of 45 hours flown.		

(P2905) WL 51379-3344 110M 5/42 T.S. 700

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

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of (Unit or Formation) NO. 106 Squadron, R.A.F., Syerston.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices

		Flying training, day and night.
17.9.43	Weather: Fair.	
		Flying training, day and night. Total of 45 hours flown.

193051 W/L 51579-3544 110M 9/48 T.S. 700

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

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of (Unit or Formation) NO. 106 Squadron, R.A.F., Syerston.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
<u>SYERSTON.</u>	18.9.43		Weather: Fine. Flying training, day and night. A total of 45 hours were flown.		
	19.9.43		Weather: Fine. Flying training during the day, night flying cancelled owing to the weather.		
	20.9.43		Weather: Fine. Flying training during the day and also at night. Forty-nine hours were flown.		
	21.9.43		Weather: Fine. Flying training, day and night.		
	22.9.43		Weather: Fine. Night flying tests.		
	23.9.43		Thirteen aircraft were detailed for an attack on HANNOVER. Twelve aircraft carried out attacks, bombing from an average height of 20000 feet and claiming that there bombs were concentrated around the PFF markers - although these were subsequently proved to be some six miles from the target. The thirteenth aircraft attacked Baden as a last resort. Opposition was only moderate and all aircraft returned safely.		
	24.9.43		Weather: Fine. Fifteen aircraft were detailed for an attack on MANNHEIM. The Squadron had a good evening, fourteen aircraft making a successful attack (one aiming point was secured) and there were no early returns. Opposition was not particularly heavy although fighters were much in evidence. One aircraft (captain P/O Trill) is missing.		
	25.9.43		Weather: Rain. No flying to-day.		
	26.9.43		Weather: Fair, rain later. Local flying, one night exercise. Operations were cancelled.		
			Weather: Fair, rain later. No flying to-day. Operations planned but later cancelled.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SYERSTON.	27.9.43		<p><u>Weather:</u> Fine.</p> <p>Night flying tests.</p> <p>Fourteen aircraft were detailed for another attack on HANNOVER. Two aircraft abandoned the mission but the remaining twelve located the target and carried out a successful attack. Two Aiming Point photographs were taken and the raid appears to have been successful - weather was fine and clear and opposition, although heavier than on the previous occasion, did not deter our crews. All aircraft returned safely and, despite appalling weather for the return, landed without mishap.</p>		
	28.9.43		<p><u>Weather:</u> Fair.</p> <p>No flying to-day. "Stand-down".</p>		
	29.9.43		<p><u>Weather:</u> Fair.</p> <p>BOCHUM was heavily attacked to-night, the Squadron's contribution being thirteen aircraft. One abandoned the mission but the remainder claimed to have made successful attacks, aiming accurately at the Pathfinder Markers. All returned safely and the crews reported that the trip was a quiet one.</p> <p>In addition to the bombing, two aircraft were detailed for mining in Danzig Bay. Both crews were successful, each dropping five mines in the required area.</p>		
	30.9.43		<p><u>Weather:</u> Rain.</p> <p>No flying to-day. Operations were planned but were later cancelled.</p>		
			<p>The Squadron operated on seven nights only during the month of September, carrying out 83 sorties representing 496hr 45min flying time. Five aircraft were lost during the month, a slightly higher xxxx percentage than usual.</p> <p>No. 106 Squadron has now been operational for three years - its first sortie was made on 9th September 1943 - and has carried out 3050 sorties, 1940?</p>		
			<p><i>R. Baxter</i> w/c Commanding. No. 106 Squadron.</p>		

9305: WL 57270-2544 116M 5/41 T.S. 700

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APPENDIX.....

A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

By No. 106 Squadron, R.A.F., Syerston.

SECRET

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FOR THE MONTH OF SEPTEMBER 1943

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DATE AIRCRAFT COMMENTS TIME