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R.A.F. Form 440.

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OPERATIONS RECORD BOOK

Page No. 1

of (Unit or Formation) No. 157 (P.A.P.) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Bottesford	1943	1 July	There was a stand down to-day to start the new month. During the day however 14 flights totalling 25 1/2 hours were made for training purposes.		
	2 July		Again a stand down and the opportunity was taken for swimming. 4 flights totalling 12 1/2 hours were made during the day.		
	3 July		First night on for this month at least - 20 aircraft detailed to attack GORONTE and all but one got away. Captains detailed were:- C/Capt. W. M. MCKENNA, NZ12601 P/O J. R. BOBBA, BA AND 112156 P/O SGT. BAKER G.F. AND 112008 SGT. HANSEN H.C. AND 112000 P/O P. E. MCKEAN AND 112345 P/O G. E. COLWIN, NZ11159 P/O SGT. WALLACE G. M. AND 112009 P/O J. M. WILLIAMS AND 112090 P/O M. R. LOCKE, NZ12670 P/O SGT. PITCHER A. AND 112053 P/O J. L. WHITING, AND 11151 P/O SGT. MCKENZIE AND M. M. AND 112636 P/O K. A. MOYSE, AND 112041 P/O SGT. WILLIAMS G. P. AND 11167 P/O P. E. GARRINGTON AND 11268 P/O P. W. A. GIBBS, AND 112117 P/O SGT. CHILMAN S. A. AND 112123 P/O SGT. WILLIAMS D. J. AND 112623 P/O G. M. HUTTON, and AND 112110 P/O K. A. MOYSE P/O SGT. BAKER'S was the unlucky crew. In M.P. 112 etc. 2 flights were made totalling 12 hours.		
	4 July		All aircraft returned OK, and reports showed a good concentration 1943. All captains were very pleased with the results and little difficulty was experienced either going in or coming out. 12 aircraft were detailed for Ops. but were unfortunately scrambled. During the day 1 flight was made totalling 3 hours. 10 x 1000 lb., 76 x 500 lb., 212 x 100 lb. inc. and 11100 x 100 lb. inc. were expended.		
	5 July		Yes again - 10 detailed but the boys had to await another night. During the day 2 flights totalling 11 hours were made whilst the majority of the hours kept themselves in form with army challenge matches at cricket.		
	6 July		12 aircraft asked for but Jerry's ally - the weather - came to his aid once again. 10 flights were made totalling 10 1/2 hours. The ground staff boys are having a bad period with all those "scrambled" flights, for they work extremely hard when word comes through that Ops. are on; and when scrambled they - especially the bombing - boys, have to undo all their hard work. Three bullseyes were on to-night, captain being AND 112627 P/O A. E. WHITTED, AND 11467 P/O J. MCKEAN, S. A. and AND 11435 SGT. SMITH G. J.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Bottesford	7 July		To-day none were even detailed, it being a "Command" stand down. Crews were kept at work and 17 flights totalling 231 hours were made. Today is 1934 day, and being a stand down our hall was packed to capacity for a very bright and entertaining show. As usual 1934 party were entertained in the Officers Mess after the performance. It is not known for sure but it is thought that a number of officers were disappointed as there were only two girls in the ballet and not nearly enough to go around in the mess but the "Romero" have been noted and will be roped off in future.		
	8 July	✓	Good news - 19 tonight for COLONEL. Captains were: 68155 S/O A.R. BATHMAN, 1304397 SGT CHATMAN D.B., 1390158 P/SGT HARRISON C.O., 12142670 P/SGT FISHER A., 115204 SGT WARDEN H.C., 10160 P/O R.W.A. CHING, 101815 P/O G.V. COOMIN, 101200 P/O R.E. HUGHES, 1213193 P/SGT WALLACE C.W., 102313 P/SGT WILLIAMS C.P., 10101980 P/O H.B. JONES, 10107853 P/O J.H. WHITING, 1121147 P/O J.B. CARBONNICH, 1151592 P/SGT WARDEN R., 1151117 P/SGT CHATMAN S.A., 1151102 P/SGT SULLIVAN D.J., 1151223 P/SGT DIXON R.W., 11512391 P/O CARBONNICH, 11512636 P/O F.A. MOIVER. Owing to "brake failure" SGT WARDEN was unable to take off. 14 flights totalling 71 hours were made during the day. 1151509 SGT HUGHES C.D. (a Canadian pilot) and crew arrived today and all look a likely lot. One officer, 122531 P/O R.E. DAVE, with this crew is also Canadian.		
	9 July	✓	P/SGT SULLIVAN was an early return with A.S.T., R.C.O. and altimeter completely w/e. 1934 some thought were late whilst reports from later waves showed that there appeared to be a good concentration of bombing, but results were hard to see because of 10/10th clouds. P/O McEwan's rear turret was put out of action and the gunner slightly wounded, whilst quite a number of others sustained damage by flash. P/SGT CHATMAN'S W/H turret was uncocked throughout the trip as the result of an electrical failure and the gunner being thus unable to stand the intense cold. 12 aircraft were detailed to attack CHILKENTON, the captain being 11512391 P/O CARBONNICH. 1390158 P/SGT HARRISON C.O., 115204 SGT WARDEN H.C., 10101972 P/SGT WILSON H.L., 1121147 P/O R. CARBONNICH, 10101980 P/O H.B. JONES, 10107853 P/O J.H. WHITING, 11510902 P/O W.A. WHITFIELD, 106557 P/O A.P. WHITEHEAD, 10101913 P/SGT WILLIAMS C.P., 1151147 P/O		

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of (Unit or Formation) No. 167 (RAAF) Squadron

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See instructions for use of this form in K.R. and A.C.I. para. 126 and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 467 (RAAF) Squadron

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Bottesford.	9 July		J.H. CARRINGTON and AUS416693 P/O G.D. MITCHELL. Today 2 flights totalling 1 hour were made. 18 x 4000ft, 71 x 5000ft, 720 x 301b inc. and 12960 x 41b inc. were expended.		
	10 July		All the aircraft returned to base safely and it is thought that it was a good thing, but 16/10ths cloud gave none of the crews much opportunity of seeing the results. All had a quiet and uneventful trip. A Command stand down today, and more challenge crew cricket matches were played. P/O SHARDS and crew landed today. An "Apple man" from Tasmania so here's hoping he can get a parcel or two across.		
	11 July		"Ops" were scrubbed for tonight after 16 had been detailed. No flights were made during the day and the lads seemed to do an attack on Nottingham at night for large numbers were noticed wandering their way in by various means.		
	12 July		18 tonight with "Macao's Mob" as the target namely TURIN. Captains were:- 68125 S/L A.G. BARNARD, 1206897 SGT CLAXTON D.B., AUS403972 P/SGT WILSON W.L., AUS401980 P/O H.B. LOCKE, AUS409243 P/SGT TILLOTSON G.F., AUS413467 P/O J.E. CARRINGTON, AUS407855 P/O J.H. WHITING, NEA45692 P/SGT HURDER R., AUS401845 P/O G.P. GOWEN, 1380158 P/SGT HARRISON G.C., AUS412394 P/O R. CARMICHAEL, AUS35303 P/O M.R. GOOD, NEA413199 P/SGT WALLACE G.M., 66946 S/L E.K. SINGHATE, AUS412636 P/O K.A. McIVER, AUS415117 P/SGT CHAPMAN S.A., AUS416693 P/O G.D. MITCHELL and 40468 S/L R.W.A. GIBBS. There were 2 flights during the day totalling 1½ hours.		
	13 July		We're not superstitious but this was a dark and dismal 13th for the Squadron, for we lost 3 valuable crews, namely P/L GIBBS, P/O MITCHELL and P/SGT CHAPMAN. P/SGT CHAPMAN arrived back from the target O.K., but turning to come in to land the tail appeared to break off and the aircraft crashed a short distance from the 'drome. All members of the crew were killed instantly and none of the Squadron personnel who were soon at the scene of the disaster could do anything. P/L GIBBS and P/O MITCHELL are missing from the raid, and the Squadron feels very much the loss of 3 such fine types of crews. P/L GIBBS was acting as a Flight Commander at the time. On this trip P/O GOOD did most of the "out" journey and all of the "in" on 3 engines and also escorted a crippled "Lanc" back to a base in the south. Strangely enough one of our crews landed at this base also and the Canadian pilot of the crippled Lanc. told how he had been brought back, and gave the markings of the plane which he said saved his life.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Bottesford	13 July		Our crew were then able to bring back the Canadian crews thanks to P/O GOOD. The attack seemed to be well concentrated but the weather en route was very bad. A very welcome stand down today after last night's long trip. 10 x 4000LB, 24 x 1000LB, 640 x 30lb inc, and 7200 x 4lb inc. were expended by successful aircraft; and 2 x 4000LB, 80 x 30lb inc, and 900 x 4lb inc. on missing aircraft.		
	14 July		A stand down again, and 2 buses were filled for swimming today which seems very popular amongst the aircrew. 7 flights were made totalling 10 hours today.		
	15 July		Nothing today again, and it seems a bad month, for so far we have had only 4 operational nights but of course the weather isn't easy to control. 5 flights made during the day totalling 16 hours of which 3 were bullseyes, the captains detailed being AUSA09611 P/O D. SKIMES, AUSA14365 SGT SMITH C.J. and H135049 SGT MIDDLE G.D. 3 new crews today - AUSA12969 SGT KELL A.E., AUSA14118 SGT PARK R.E. and AUSA16635 P/SGT VIGORST, and all are Aussie captains are also all the crews with the exception of the Flight Engineers. "Dark blue" uniforms are becoming more common nowadays.		
	16 July		Special trip tonight, and 5 crews were selected to bomb GIZLAGO and carry on to a North African base. The 5 captains were:- 1206897 SGT CLAYTON D.B., AUSA12391 P/O R. CARMICHAEL, AUSA01980 P/O M. B. LOCKE, AUSA09003 P/L W.G. MANNING and AUSA13167 P/O J.E. CARRINGTON. All got away successfully. 10 flights totalling 13 hours were undertaken today.		
	17 July		Reports received from North Africa stated all aircraft had reached base, but P/O CARMICHAEL's navigator was unluckily killed on the trip. The aircraft was attacked by a fighter near the target and only one hit was sustained by it, which killed SGT MERRAY. Other crews also reported enemy fighters around the target and P/O LOCKE's machine was damaged badly, and he had to make a "belly" landing at base, and as a result his kite had to be written off. It was quite a surprise to meet the fighters over the target as these Italian trips are generally regarded as less menacing than the normal run. Stand down today. 7 flights totalling 14 1/2 hours were flown during the day and night of which two were bullseyes, the captains being AUSA12969 P/SGT KELL A.E. and AUSA16635 P/SGT VIGORST R.E. 78 x 5000LB, 16 x 30lb inc. and 900 x 4lb inc. were expended on this trip.		

(P4000-2000) Wt. 14000-2000 1000 1000 1000 1000 1000 1000

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10 x 3000", 16 x 3010 ins. and 300 x 410 ins. were expended on this trip.

(14086-2202) Wt. 14011-2202 1200 12141 T.A. 700

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of (Unit or Formation) **No. 467 (RAAF) Squadron.**

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Bottesford	18 July		Another stand down. This being an Australian Squadron you can imagine what is being said about the English climate. I can't print it here. 2 flights totalling an hour were made.		
	19 July		10 aircraft detailed for Ops. Owing to the inclement weather Ops. were cancelled and the opportunity was taken by the Medical Officer of conducting "local Ops." i.e. inoculating the Squadron personnel. In this local engagement there were reports of many injured but with the true Squadron spirit most are fighting fit again. 3		
	20 July		3 flights made totalling 1½ hours.		
	20 July		10 aircraft detailed again, but once more the familiar "scrubbed". 4 new crews reported today the captains being AUSA13219 F/O G.J. MARTIN, AUSA14315 F/O I.O. DIXON, AUSA12824 F/O W.D. MARSHALL and AUSA05598 F/SGT BUCHANAN J.T., and all appear very keen types, but with the number of aircraft available it looks as if they will have to be towed to the target in gliders!		
	21 July		9 flights made and 8 hours spent in the air.		
	21 July		Peace perfect Peace - no Ops. again and a complete stand down. An aircrew cricket team played a match against 207 Squadron and managed a very comfortable win, F/SGT MELLISH being the "star" with 6 wickets for 2 runs. The remainder played in various other organised games or had a period of P.T. 4 crews put in some flying time and managed between them 6 hours. REBA show on today and it was one of the best that has been on here and was very much enjoyed. As usual they were entertained in the Officers' Mess afterwards.		
	22 July		14 aircraft detailed today but all were again disappointed and have to await another day. Welcome to our new Flight Commander S/Ldr LEWIS who arrived today. His moustache has already made quite a number of the Squadron quite jealous. The boys were kept air-minded for 12 flights were made totalling just over 8 hours.		
	23 July		14 aircraft detailed as on the previous day but yes - once again nothing doing. Bad luck that it was again scrubbed for the ground crews have been working very hard and they naturally are keen to see good results as encouragement for their fine work. One flight was made - duration being 35 minutes.		
	24 July		Hooray! At last! 15 aircraft detailed the target being HAMCRG. Captains were:- S/Ldr W/O G.L. GORM, AUSA04909 F/L J.M. SULLIVAN, AUSA01845 F/O G.P. GOWEN, AUSA03912 W/O W/O H.S.L. CROUCH,		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Bottesford	24 July		<p>NEA13159 F/SGT WALLACE C.M., NEA12670 F/SGT FISHER A., AUSA14155 F/SGT McLELLAND M.N., 66546 S/L R.K. SIMLAIR, AUSA14407 F/SGT JONES B.R., NEA15692 F/SGT HARRIS R., AUSA14219 F/O W.A. FORBES, AUSA15192 F/O D.J. SULLIVAN, AUSA12356 F/SGT BAKER G.F., AUSA12923 F/O P.W. DIXON and AUSA07853 F/O J.H. WHITING. All took off successfully.</p> <p>Today 3 flights were made and 2 hours put in as a result.</p>		
	25 July		<p>All aircraft returned safely from last night's raid on HANNOVER and reports show that 15 x 4000lb, 40 x 5000lb, 1152 x 30lb inc. and 11400 x 4lb inc. were expended in a very successful raid. Fifteen on tonight and EIGHT to catch it this time. Captains were:- 1300156 F/SGT HARRISON G.O., AUSA05611 F/O R. STONE, AUSA15304 SGT HARRIS H.C., AUSA01845 F/O G.P. GOMER, 68155 S/L A.S. BARNARD, AUSA14453 F/SGT McLELLAND M.N., AUSA07853 F/O J.H. WHITING, 8135048 SGT JONES G.D., AUSA14407 F/SGT JONES B.R., NEA12670 F/SGT FISHER A., 63071 S/L R.J. LEWIS, NEA15692 F/SGT HARRIS R., AUSA14219 F/O W.A. FORBES, AUSA12132 F/O D.J. SULLIVAN, and AUSA12356 F/SGT BAKER G.F. Fourteen got away, the unsuccessful being F/SGT McLELLAND.</p>		See also Page 12.
	26 July		<p>13 x 4000lb, 36 x 500 lb, 768 x 30lb and 10200 x 4lb inc. were expended in last night's raid on HANNOVER. This appeared a very well concentrated raid with route in and out very quiet, but intensive flak was experienced over the target. F/SGT JONES sighted an enemy fighter at 400 yards range and engaged it, and then successfully evade it. F/SGT HARRISON had an overloaded trip and on return had to land at OOSTERHILL. On the run in to target the starboard outer motor caught fire and power was lost from port outer also. The aircraft began a steep spiral to starboard and control of aircraft was regained at 6000 feet, both motors being feathered and switched off. The aircraft gradually lost height and the coast was crossed at 4000 feet. During the sea crossing it was found that a height of 2500 feet could be maintained at 135 I.A. When the HULLER coast was crossed - the actual position was unknown as the Navigator's material had been lost when aircraft was hit and Gee was w/s due to port outer being damaged - a Dufy call was transmitted and a reply received from OOSTERHILL. Landing was made here but the re-igniting motors could not be controlled by the throttle levers and the runway was overshoot - no damage was caused to aircraft or property, however.</p> <p>Complete stand down today. In the afternoon approximately 60-70 aircraft personnel went to</p>		

(P255-270) Wt. 2450-2500 130W 1100 T.S. 700

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Bottesford	16 July		Heard Datto for a "freshness" and some compass. Four crews kept four planes occupied for 4 1/2 hours.		
	27 July		16 aircraft detailed for "Ops" tonight. Captain was:- 34123 W/O G.J. GORE 180 DEG. AIR420611 E/O D. J. BROWN. 1300150 E/SET HARRISON R.C., AIR415004 SET WARREN R.C., AIR41219 E/SET WALLACE G.M., AIR407008 E/SET MCNEIL, R130049 SET NICOLL G.D., AIR412636 E/O K.A. McIVER, AIR441153 E/SET MCNEILAND M.M., AIR407003 E/O J.M. HEWING, AIR44407 E/SET JONES D.R., AIR41219 E/O G.J. MARTIN, AIR412923 E/O F.W. DIXON, AIR45002 E/SET HARRIS R., AIR441219 E/O W.A. FORBES, AIR412009 E/SET ELL A.R., AIR413467 E/O S.E. GARDINER and 63071 S/L W.J. LEWIS. Because of some extremely hard work by the ground crews all were able to take off and the ground staff was to be congratulated on their win in the race against time.		
	28 July		Another shock to the Squadron for two crews didn't get back this morning. They being E/SET HARRISON and E/O GARDINER. It was E/SET HARRISON's first trip and we had been looking for some very fine results from this crew. E/O GARDINER was fast becoming one of our experienced crews and we can ill afford to lose crews like this.		
			17 x 4000 lb., 32 x 500 lb., 900 x 300 lb. and 15000 x 4 lb. were dropped by successful air craft. 2 x 4000 lb., 4 x 500 lb., 26 x 300 lb. and 1600 x 4 lb. were on missing aircraft. The target was once again HITTED and all crews reported another excellent "going".		
			There was a stand down from operations today and crews were engaged on ground training and sports.		
	29/30 July		16 aircraft were detailed for tonight's operation which was directed again on HARRIS. The captain taking part was:- AIR412670 E/SET FISHER A., 60896 S/L R.L. GILLMAN, AIR415192 E/O D.J. BROWN, AIR41319 E/SET WALLACE G.M., AIR407008 E/O J.M. HEWING, AIR412923 E/O F.W. DIXON, AIR412009 E/O J.M. GILLMAN, AIR401915 E/O G.P. GORE, AIR45002 E/SET HARRIS R., AIR44407 E/SET JONES D.R., AIR415004 SET WARREN R.C., AIR41219 E/O G.J. MARTIN, R130049 SET NICOLL G.D., AIR441153 E/SET MCNEILAND M.M., AIR406611 E/O D. J. BROWN and AIR44118 E/SET PARK and 63071 S/L W.J. LEWIS.		
			We are very sorry to report the loss of E/SET PARK and crew on their first operational trip. This is a great loss to the Squadron as the crew had the makings of "what it takes".		
			Crews reported that the defences had been increased considerably including searchlights. The		

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Bottesford	29/30 July		weather was good and the raid appeared to be generally successful.		
	30 July		15 aircraft were detailed for tonight but later 11 were cancelled and only 4 took off. Captain was:- AUSA01055 P/O G.F. GORDON, N/A42670 P/O G.F. FLANN A., AUSA42219 P/O E.A. KERRIS and G8155 S/L A.S. RICHARDS. The target was BIRMINGHAM.		
			Three flights totalling 1 1/2 hours were made during the day. Bombs expended were 4 x 4000lb HD, 300 x 500lb inc. and 4500 x 4lb inc.		
	31 July		All aircraft returned safely after a very good raid with plenty of fires. P/O GORDON had an encounter with an enemy fighter which attacked with cannon fire but it was successfully evaded. P/O G.F. FLANN was caught by searchlights but luckily managed to escape.		
			15 aircraft were detailed for tonight but were later cancelled and thus a quiet finish to the month.		
			6 flights totalling 4 hours were made today.		
			<u>RECAP OF MONTH.</u>		
			The Squadron operated on 10 nights of the month, and 135 sorties were carried out. In the course of these sorties 827 operational hours were flown; operational training accounted for another 232 hours flying, and 5 hours were flown on other flights of a miscellaneous nature.		
			The total weight of bombs dropped by the Squadron was 556 tons.		
			Eight of the sorties carried out were against targets in GERMANY, and three against targets in ITALY.		
			Five aircraft were missing from all the operations, and one crashed when landing at base.		
			The operational state of the Squadron on 31.7.43 was as follows:-		
			Serviceable: 16 Leno. III		
			U/s under 48 hrs: 4 "		
			U/s over 48 hrs: 2 "		
			Total: 22 "		

(*1255-5225) WL 14731-4310 12000 12125 T.A. 700

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<u>Bottesford</u>			<u>PORTMAN III - AIRMAN.</u>		
	8.7.43		R.115049 SET MIDDLE C.B. Pilot, 1000000 SET GARDNER P/Eng., 1576049 SET GARDNER A.L. Eng., J.28524 P/O B. GARDNER A/L, 121250 SET LARSEN R.L., Wop/AG, 122022 SET FINEY A. A/G, 1130203 SET BRACK J.H. A/G posted from 1660 C.U.		
	9.7.43		A.409611 P/O D. GARDNER Pilot, 1200227 SET BRACK A. P/Eng., 1437167 SET BRACK R.O. 130637 SET TWEEDMAN R.L. A/L, 1200004 SET BRACK G. Wop/AG, 1204750 SET BRACK A/G, 1600229 SET BRACK R.L. A/G posted from 1660 C.U.		
	15.7.43		A.412909 SET BRACK A.L. Pilot, 1302903 SET BRACK J.H. P/Eng., A.413503 P/SET BRACK J.H. Eng., A.413751 SET BRACK R.O. A/L, A.414004 P/SET BRACK A.L. Wop/AG, A.416000 P/O J.P. GARDNER A/G, A.416224 SET BRACK P.H. A/G posted from 1660 C.U.		
	15.7.43		A.414118 SET BRACK R.L. Pilot, 1120660 SET BRACK P/Eng., A.414092 P/SET BRACK J.H. Eng., A.414214 SET BRACK R.L. A/L, A.414094 SET BRACK R.O. Wop/AG, A.414080 SET BRACK D.L. A/G, A.414056 SET BRACK R.O. A/G posted from 1660 C.U.		
	15.7.43		A.416635 P/SET BRACK R.L. Pilot, 650126 SET BRACK J.H. P/Eng., A.414094 P/SET BRACK R.O. Eng., A.414070 SET BRACK P.H. A/L, A.414067 P/SET BRACK L.O. Wop/AG, A.414062 SET BRACK D.L. A/G posted from 1660 C.U.		
	20.7.43		A.414033 P/O L. GARDNER Pilot, 630423 SET BRACK P.A. P/Eng., 1301208 SET BRACK D.L. Eng., 1410607 SET BRACK R.L. A/L, A.414711 SET BRACK R.L. Wop/AG, A.41700 P/SET BRACK R.L. A/G, A.412193 P/SET BRACK P.H. A/G posted from 1660 C.U.		
	20.7.43		A.410306 P/SET BRACK R.L. Pilot, 1612204 SET BRACK G.C. P/Eng., A.415345 P/SET BRACK R.L. Eng., A.414031 SET BRACK R.L. A/L, A.414750 P/SET BRACK R.L. Wop/AG, A.417016 SET BRACK R.O. A/G, A.410307 SET BRACK D.L. A/G posted from 1660 C.U.		
	20.7.43		A.412821 P/O W.D. GARDNER Pilot, 616350 SET BRACK J.H. P/Eng., 122963 P/O A.T. GARDNER Eng., 1200531 SET BRACK R.L. A/L, 1003090 SET BRACK A. Wop/AG, 1330039 SET BRACK J.H. A/G, 1379464 SET BRACK A.L. A/G posted from 1660 C.U.		
	20.7.43		A.413219 P/O G.J. GARDNER Pilot, 967562 SET BRACK P.H. P/Eng., 1504682 SET BRACK G.P.H. Eng., A.413388 P/O R.L. GARDNER A/L, 1135634 SET BRACK P.H. Wop/AG, A.417392 SET BRACK G.H. A/G, 1606440 SET BRACK J.H. A/G posted from 1660 C.U.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Bottesford	21.7.43		C3071 S/L W.J. LEWIS Pilot, 961072 SGT JERD C.B. P/Eng., 1072968 SGT GARVIN E. Rev., 1368833 SGT SCOTT A.J. A/B, 1230162 SGT MURRAY R.O. Wop/AG, 1245952 SGT HILLAN J. A/B, 613448 SGT BULLOCK G.P. A/B posted from No. 44 Squadron.		
	23.7.43		1044440 SGT GRAYN A/B posted from No. 49 Squadron.		
	28.7.43		A.400667 P/SGT HENDERSON J.W. Pilot, 265739 SGT MURPHY T.J. P/Eng., 130298 P/O PHIL H.L. Rev., 1318835 SGT GILLAN F. A/B, 1407425 SGT HILLAN W.O. Wop/AG, 1338645 SGT DUNNAGHAN G.C. A/B, posted from 1654 C.U.		
	28.7.43		1018395 P/SGT THOMAS R.V. Pilot, 1419465 SGT MURPHY T.J. P/Eng., 2412002 SGT JENNINGS D. Rev., 1553829 SGT MURPHY E. A/B, 1123963 SGT HENDERSON D.B. Wop/AG, 1370097 SGT MURPHY W.O. A/B, 1559639 SGT PHIL A.J. A/B posted from 1654 C.U.		
	28.7.43		A.411682 P/SGT HENDERSON G.L. Pilot, 576482 SGT MARSHALL H.W. P/Eng., 1576072 SGT MURPHY H.P. Rev., 1543709 SGT MURPHY E. A/B, 1039489 SGT MURPHY P. Wop/AG, 1376781 SGT YOUNG R.W. A/B, posted from 1654 C.U.		
	28.7.43		A.5203 P/O M.R. GOOD, Pilot, 641921 SGT JACK J.A. P/Eng., A.413640 P/SGT MURPHY R. Rev., A.414348 SGT HILLAN R. A/B, A.414710 P/SGT LORSON A.P. Wop/AG, A.417348 SGT MURPHY A.B. A/B posted from 1654 C.U.		
	30.7.43		126227 P/O P.L. MURPHY Rev. posted from 1650 C.U.		
			LOST ONE - ALLEGED.		
	3.7.43		02179 A/B L.A. GREEN posted to Headquarters, No. 5 Group.		
	7.7.43		HE146161 P/SGT BYRD H.A. Pilot, 573532 SGT GILLAN R.J. P/Eng., 1400507 SGT HENDERSON G.B. Rev., 133707 P/O MURPHY A/B, 1001896 SGT MURPHY J. Wop/AG, A.405268 SGT MURPHY T.W.B. A/B, 647735 SGT MURPHY G. A/B posted to No. 97 Squadron.		
	7.7.43		A.406774 SGT GILLAN A.J. A/B, 1182073 SGT MARSHALL P. A/B posted to No. 97 Squadron.		
	12.7.43		P.401729 P/SGT HENDERSON J.L. A/B posted to No. 29 O.T.U.		
	14.7.43		1313217 SGT GILLAN W. A/B posted to 1650 C.U.		
	16.7.43		1077978 SGT MURPHY Wop/AG posted to No. 17 O.T.U.		
	15.7.43		A.400034 P/O M.W. DUNNAGHAN Rev. posted to No. 27 O.T.U.		

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See instructions for use of this form in K.R. and A.C.I. para. 240, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 467 (R.A.F.) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																	
<u>Bottesford</u>	<u>24.7.43</u>		<u>500224 SGT WATKIN Woy/AS posted to No. 16 O.T.U.</u>																																																			
	<u>25.7.43</u>		<u>50107 P/O MORTIMER A/S posted to No. 14 Squadron.</u>																																																			
	<u>26.7.43</u>		<u>130000 P/SGT ALBERT R.A. A/S. 130000 SGT WHELAN R.O.A/S posted to No. 83 O.T.U.</u>																																																			
	<u>26.7.43</u>		<u>A.100006 P/O J. GOOD Pilot, A.100226 SGT HILLIS S.A.P/Eng., A.100508 P/O DANIEL posted to No. 27 O.T.U.</u>																																																			
	<u>28.7.43</u>		<u>139169 SGT DAVIS T.A.P/O posted to No. 26 O.T.U.</u>																																																			
	<u>28.7.43</u>		<u>157858 SGT HILLIS J.A. Woy/AS posted to No. 82 O.T.U.</u>																																																			
	<u>29.7.43</u>		<u>133046 SGT GIBBERD E. A/S posted to Dunsborough (disposal).</u>																																																			
	<u>31.7.43</u>		<u>40002 P/O A/S/L D.E. REESONS Woy/AS posted to No. 30 O.T.U. - Operational Instructor.</u>																																																			
	<u>7.7.43</u>		<u>A.15267 P/SGT REAGAN E. A/S posted to R.A.F. Bottesford W/S sick.</u>																																																			
	<u>20.7.43</u>		<u>A.14267 SGT MAXWELL L. P/Eng posted to R.A.F. Bottesford W/S sick.</u>																																																			
	<u>24.7.43</u>		<u>A.10112 SGT LUTIN E. P/Eng. posted to R.A.F. Bottesford W/S sick.</u>																																																			
	<u>28.7.43</u>		<u>A.12167 P/O J. H. GIBBERD Pilot, A.100226 P/SGT REAGAN J.A. Pilot posted to War Can. H/S.</u>																																																			
			<u>Acacia Depots.</u>																																																			
	<u>28.7.43</u>		<u>A.14148 P/SGT BARK R.A.V. Pilot posted to War Can. H/S Acacia Depot.</u>																																																			
	<u>7.7.43</u>		<u>57532 SGT GILMAN S.J.P/Eng. posted to No. 77 Squadron.</u>																																																			
	<u>24.7.43</u>		<u>A.100609 P/SGT DALLITHY R.A. Eng. posted to R.A.F. Bottesford W/S sick.</u>																																																			
			<u>TRANSFER OF RESERVE: AT 31.7.43.</u>																																																			
			<table border="1"> <thead> <tr> <th>(1) AIRMAN</th> <th>OFFICERS</th> <th>STENO</th> <th>(11) OTHERS</th> <th>OFFICERS</th> <th>STENO</th> <th>OTHERS</th> </tr> </thead> <tbody> <tr> <td>R.A.F.</td> <td>21</td> <td>52</td> <td></td> <td>2</td> <td>60</td> <td>375</td> </tr> <tr> <td>R.A.V.</td> <td>19</td> <td>169</td> <td></td> <td></td> <td>1</td> <td>5</td> </tr> <tr> <td>C</td> <td>1</td> <td>2</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>W</td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>R</td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>TOTAL</td> <td>43</td> <td>236</td> <td></td> <td>5</td> <td>124</td> <td>425</td> </tr> </tbody> </table>	(1) AIRMAN	OFFICERS	STENO	(11) OTHERS	OFFICERS	STENO	OTHERS	R.A.F.	21	52		2	60	375	R.A.V.	19	169			1	5	C	1	2					W		2					R		2					TOTAL	43	236		5	124	425		
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			<p><i>M. Lewis</i></p> <p>Signature/Leader, Commanding, No. 467 (R.A.F.) Squadron. R.A.F. Station, BOTTESFORD.</p>																																																			

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APPENDIX

R.A.F.
Form 341

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REFERENCES