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para. 2549, and War Manual, Pt. II, chapter XX., and
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OPERATIONS RECORD BOOK

R.A.F. Form 540

No. of pages used for day.....

of (Unit or Formation).....505 Squadron.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
WICK.	1.5.40.		Weather milder and dull, no operations. Grave news of the withdrawal of the B.E.W.F. From LEHMOS which fighter Units are covering when convoys come within range. NARVICK force not withdrawn.	
WICK.	2.5.40.		Arrangements completed with H.Q.F.C. for Maintenance Party to operate GRANGEMOUTH. Quite impossible to do major inspections at this station with present facilities available. Weather much improved, glorious sunshine.	
WICK.	3.5.40.		Weather perfect. Cloudless sky. Nothing to report.	
WICK.	4.5.40.		Weather perfect. Cloudless sky. Nothing to report.	
WICK.	5.5.40.		Weather fair in morning, turned to heavy rain at night. Nothing to report.	
WICK.	6.5.40.		Nothing to report. Wind westerly. Weather fair.	
WICK.	7.5.40.		Weather dull and raining. Nothing to report.	
WICK.	8.5.40.		Weather improved and warm. Nothing to report.	
WICK.	9.5.40.		F/O. Edge and F/O. Austin, Red 2 and F/O. Hope Red3 whilst carrying out exercises over Dunnet Head were ordered by the Controller to investigate suspicious aircraft approaching aerodrome from N.W. Red 2 first sighted it approaching aerodrome and on investigation identified it as Dornier 17. Red 1 on sighting machine, approached within 50 yards to ensure the aircraft to be enemy., on being fired upon, opened a stern attack as aircraft entered cloud, broke away to be followed by Red 2. Firing 800 rounds both aircraft were covered with oil from damaged enemy aircraft. Red 1 made second attack whilst Red 2 went below cloud on anticipation of a descent. Red 1 notified Red 2 that the enemy was out of action. Following his second attack in cloud expending 2,000 rounds. One airman descended by parachute - aircraft crashed and burst into flames thrown up to a height of about 150 ft. High speed launch rescued a German W.O. who had died through strangulation. No. 45 Squadron shot down similar machine approximately same time 12.00 hrs.	

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Place.	Date.	Time.	Summary of Events.	Reference to Appendix
WICK.	9.5.40.	Contd.	about 10 miles N.E. of our aircraft.	
WICK.	10.5.40.		The long awaited invasion of Holland and Belgium by Germany commenced at 03.00 hrs. combined with bombing of French towns, Brussels and Antwerp. Presumably the R.A.F. will commence bombing of German towns. Weather cold and gusty wind. Nothing to report. All Officers and Airman recalled from leave.	
WICK.	11.5.40.		Weather fair and gusty. The appointment of Winston Churchill as Prime Minister will be to the advantage of the Country in its relentless determination to destroy the Enemy. New Squadron states 5 flights at readiness for an hour before dawn, and also same applies for an hour after sunset. A great strain on Pilots and personnel as a night's rest will now consist of a little over 4 hrs with the short hours of darkness.	
WICK.	12.5.40.		It will be interesting to note that the reaction and effect to the country of the appointment of Anthony Eden and Archibald Sinclair as Ministers for War and Air respectively. Coalition Government will strengthen the hands of all concerned and beneficial results should be shown. An air - raid warning at 12.15 hrs. Nothing materialized. Weather cold and dull.	
WICK.	13.5.40.		Weather warmer, heavy clouds and rain about 15.00 hrs. 111 Squadron ordered to NORTHEOLT immediately, the last aircraft had gone by 17.00 hrs. Quick work. Nothing else to report.	
WICK.	14.5.40.		Weather dull and Damp. Nothing to upset Squadron taking over Dispersal Point utilised by 111 Squadron. Should be a more satisfactory arrangement. Germany making a tremendous push in Belgium and Holland. The developments of the next few days will doubtless indicate the duration of the war, which will be extensive and at great cost to this Country.	
WICK.	15.5.40.		Capitulation of Holland and the eve of first major battle of the war east of	

OBSERVATIONS RECORD BOOK

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No. of pages used for day.....

of (Unit or Formation)..... No. 605 Squadron.

References
to
Appendices

Place.	Date.	Time.	Summary of Events.	Appendices.
			Brussels. Weather improved, sunshine most of the day. Rumour during the afternoon that a Heinkel 111 crossed aerodrome. Not confirmed at time of entry.	
WICK.	16.5.40.		Weather fine, cold wind. At 14.00 hours instructions were received from 15 Group for four Pilots to stand by for posting to France. Selected: P/O. Hillecat, A.A.P. P/O. Hawken, R/O. Gatten, and Sgt. Lewis. R.A.P. left by Anson aircraft at 16.45. hrs for Dice, reporting Kings Cross for instructions 07.30. hrs tomorrow. Similar instructions to 43 Squadron. in other respects, nothing to report.	
WICK.	17.5.40.		Weather warm and fine. Nothing to report.	
WICK.	18.5.40.		Weather perfect. cold East wind. Nothing to report. Night flying practise.	
WICK.	19.5.40.		Weather perfect and warm. Nothing to report.	
WICK.	20.5.40.		Weather perfect and warm. Nothing to report. Night flying practise.	
WICK.	21.5.40.		60. received warning of probable move at 10.15. hrs. Confirmed by 15 Group at 12.30. hrs. Squadron to move immediately to Hawkinge. First machine away by 15.00 hrs. 15 machines arrived Hawkinge at 20.15 and 21.00 hrs. Advance party left by train at 15.30. hrs.	
HAWKINGE.	22.5.40.		Squadron called to readiness at 04.50. Patrolled Calais, Boulogne, and 20 miles sweep in land. Oil tanker burning off Boulogne. Landed at 08.30. hrs. No enemy aircraft seen. Second Patrol, 11.15. hrs., 5 miles S.E. to 5 miles S.W. of Arras, during which Red section were attacked by 6 Messerschmitt 109, resulting in the loss of P/O. Austin and Sgt. Moffatt, although a crash was not witnessed. Yellow section attacked 3 Heinkel 111's during which P/O. Currant's aircraft was shot through the oil system., forced landed and burnt his aircraft, returning to his Unit 24hrs. later with a broken nose. P/O. Wright intercepted 2 Heinkel 111's, glycol was seen to stream from the engine - since nothing has been heard or seen	

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Place.	Date.	Time.	Summary of Events.	References to Appendices
HAWKINGE.			of this Officer. Enemy Aircraft accounted for, 4 Heinkels 111, 3 conclusive, 1 inconclusive. At 11.30, 8 aircraft of this Unit and 3 aircraft 79, forming composite Squadron, escorting two Squadrons Blenheims bombing Arras area, on completion to patrol Abbervieil, Douzens, Arras. During Patrol heavy A.A. and Flak fire was encountered. P/Lt. Leeson did not return to Hawkinge, and it is feared that his aircraft was badly damaged by this fire.	
HAWKINGE.	23.5.40.		Two patrols. 6 aircraft left at 04.50. hrs to rendezvous with composite Squadron 253/229 to patrol Courtrai, Tournai-Lille. No enemy aircraft activity on return journey.	
HAWKINGE.	24.5.40.		Investigated two large fires on banks of the Canal 4 miles North of Ghent. All aircraft returned. 6 aircraft formed composite Squadron with 253/229 to carry out high offensive patrol to destroy enemy fighters. Beat Le Touquet, St. Omer, Calais, 09.00 hrs - 10.00 hrs. Patrol 12,000 - 16,000 ft. Abbeville - Bethune, Hayebrook, Dunkirk - Ostend returning to Hawkinge 10.45. hrs. No enemy aircraft sighted - bursts of A.A. and heavy Flak fire, all aircraft returned safely.	
HAWKINGE.	25.5.40.		8 aircraft took off at 05.54. hrs to rendezvous over Hawkinge with 11 aircraft 17 Squadron forming composite flight Squadron 605/17. Escorting 6 Blenheims reconnaissance at Gravelines later to proceed on patrol Menin - Tournai - Courtrai for 1 hour returning Hawkinge. After covering Blenheims for 20 minutes, composite Squadron patrolled "A" Flight at 15,000 ft., "B" Flight at 8,000 ft so as to clear reconnaissance leaving "A" Flight in the sun. No enemy aircraft encountered except by Wellow 3. P/O. Muirhead who saw two Henschel 126 at 10,000 ft. attacked and shot one down definitely. Squadron recontacted Blenheims near Fravelines, no enemy aircraft about, returned Hawkinge 07.25 hrs. Heavy A.A. Fire at 06.30. after leaving Fravelines bursting 13/15,000 ft. - Fire thought to be British or French, because it gave out black and white puffs. A composite Squadron of 605/17/79 of which 6 aircraft from this	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
HAWKINGE.	25.5.40.		<p>over Dunkirk about to dive bomb the harbour, they made good use of the smoke and cloud - the latter at 5,000 ft. - one was shot down in the sea 5 miles N.E. Dunkirk by Red 2 P/O Cooper- Slipper, conclusive.- Remainder of Squadron attacked after Junkers 88 - R. 3. firing 290 rounds into one, being hit in the fuselage and emitted large cloud of black smoke.- Red 1. put two bursts of 5 & 3 seconds respectively into his aircraft killing the rear gunner. Eight aircraft 605 returned base at 14.30. P/O. I. J. Muirhead missing. A hurricane was seen to go into two turns of a spin at 6,000ft., 4 miles north of Dunkirk over the sea. It is considered that P/O. Muirhead's machine was brought down by A.A. fire, possibly friendly, as white and black puffs were noted. Casualties: one enemy and P/O. Muirhead. Weather fair 10/10 cloud most of the day with occasional rain and drizzle.</p>	
HAWKINGE.	27.5.40.		<p>Weather perfect. Late CO. Wing Commander Lord Willoughby de Broke visited the Squadron. Everybody glad to see him again. A composite Squadron 605/17 left base at 08.27 hrs., to escort 12 Blenheims proceeding raid Courtrai area - on completion of escort to patrol area Roulers - Courtrai - Ametier - The Blenheims for reasons best known to Pilots set a peculiar course, Vectoring frequently - in consequence the machines split into two lots of 3 & 4 respectively, the remainder travelling singly, resulting in ineffective protection from fighters. 2 machines and a section of 3 from the Unit escorted the two sections of Blenheims into target. On return the bombers were so split up that escorting was impossible, excepting for one section of three which the Squadron escorted back to the Coast, just east of Dunkirk.- Proceeding towards patrol area the Squadron encountered six Dornier 17 5 miles S.E. of Dunkirk, which were engaged until ammunition was expended. Four aircraft returned to base 10.15. P/O. Forbes missing and last seen near POPPERINGE prior to engaging Dornier 17. Enemy casualty indefinite. Eight aircraft 605 and 6 aircraft 17 Squadron left Hawkinge 14.40. to patrol Furnes - St. Omer. Composite Squadron crossing coast east of Dunkirk</p>	

OPERATIONS RECORD BOOK

R.A.F. Form 540

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 para. 2249, and War Manual, Pt. II, chapter XX, and
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No. of pages used for day.....

of (Unit or Formation).....No. 605 Squadron.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HAWKINGE.	27.5.40.		Contd. 17 leading this unit covering and turned towards St. Omer encountering immediately 6 Dornier 17 S.E. DUNKIRK, heading DUNKIRK. Yellow 1 (P/O. Danielson) followed by Yellow 4 attacked 3 Dornier 17 and Red 1 (S/LDR. Perry.) followed by Red Section attacked other 3 Dorniers. During encounter Yellow 4 saw 1 Dornier shot down by Leader 17 Squadron. After encounter, ammunition mainly expended and on breakaway encountered (605) 15 Messerschmitt's 109 five miles S.W. Dunkirk which they evaded in clouds and on emerging, formed 2 formations of 5 & 7 Messerschmitt's 109's which were likewise evaded in clouds. Six of 605 returned to base 15.55. S/Ldr. Perry, P/O. Danielson missing - Pilots consider losses entirely due to small numbers of our formations as compared to the enemy and in consequence loss of protection.	
HAWKINGE.	28.5.40.		Signal received at 05.00 hours posting the Unit to DREM for Squadron to reform. An advance party of 30 left by air at 17.00 hours. Main Party in a special train at 20.00 hours arriving next morning. No. 254 relieving this Unit at HAWKINGE. Air Party left at 15.00 hours landed at SHAWBURY unable proceed further as 100 gallons fuel unavailable.	
HAWKINGE.	29.5.40.		Rear Party at HAWKINGE. Aircraft grounded at SHAWBURY due to bad weather. P/O. Passey sick at SHAWBURY, a possibility of his illness being serious. Rear Party left HAWKINGE 18.00 hours. P/O's Humphries and Dini and Sgt. Ralla posted from 607.	
DREM.	30.5.40.		Aircraft arrived during the forenoon, consisting of 7 Pilots. P/O. Passey left at SHAWBURY. Sgt. Ralla made a forced landing near SELWICK. - aircraft turned on its back, Pilot badly burned and shaken.	
DREM.	31.5.40.		P/O. Dini when taking off an aircraft from HAWKINGE for reasons at present unknown endeavoured to force land. Aircraft when a few feet above road turned on its back	

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of (Unit or Formation) No. 202 Squadron.

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Place.	Date.	Time.	Summary of Events.
HAWKINGE.	27.5.40.		Contd. 17 leading this unit covering and turned towards St. Clair commencing immediately 6 Dornier 17 & E. DUNKIN, heading DUNKIN, Yellow 1 (P/O. DANIELSON) followed by Yellow 4 attacked 3 Dornier 17 and Red 1 (P/O. PERRY) followed by Red Section attacked other 3 Dorniers. During encounter Yellow 2 was 1 Dornier shot down by Leader 17 Squadron. After encounter, ammunition mainly expended and on breakaway encountered (605) 15 Messerschmitt's 109 five miles S.W. Dunkin which they evaded in clouds and on emerging, formed 2 formations of 3 & 4 Messerschmitt's 109's which were likewise evaded in clouds. Six of 208 returned to base 18.00. S/Ldr. Perry, P/O. Danielson missing - Pilots consider losses entirely due to small numbers of our formations as compared to the enemy and in consequence loss of protection.
HAWKINGE.	28.5.40.		Signal received at 06.00 hours posting the Unit to DREM for Squadron to reform. An advance party of 30 left by air at 17.00 hours. Main Party in a special train at 20.00 hours arriving next morning. No. 254 relieving this Unit at HAWKINGE. Air Party left at 15.00 hours landed at SHAWBURY unable proceed further as 100 gallons fuel unavailable.
HAWKINGE.	29.5.40.		Rear Party at HAWKINGE. Aircraft grounded at SHAWBURY due to bad weather. P/O. Passey sick at SHAWBURY, a possibility of his illness being serious. Rear Party left HAWKINGE 18.00 hours. P/O's Humphries and Dini and Sgt. Ralls posted from 607.
DREM.	30.5.40.		Aircraft arrived during the forenoon, consisting of 7 Pilots. P/O. Passey left at SHAWBURY. Sgt. Ralls made a forced landing near SELKIRK - aircraft turned on its back, Pilot badly burned and shaken.
DREM.	31.5.40.		P/O. Dini when taking off an aircraft from HAWKINGE for reasons at present unknown endeavoured to force land. Aircraft when a few feet above road turned on its back

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