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R.A.F. Form 540

## OPERATIONS RECORD BOOK

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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. 50 Squadron.

| Place      | Date        | Time | Summary of Events   | References<br>to<br>Appendices |
|------------|-------------|------|---|--------------------------------|
| Swinderby. | 1/2.10.41.  |      | <p><u>BOMBING - KARLSRUHE : GARDENING - NECTARINE AREA.</u></p> <p>For this night's operations, 8 aircraft were detailed to bomb KARLSRUHE and 1 to plant a vegetable in the NECTARINE area.</p> <p>No aircraft succeeded in bombing the primary target. 10/10ths cloud and a thick ground haze made identification almost impossible.</p> <p>One aircraft attacked a factory in the CHIMAY area. Whilst over the ARDENNES, it was attacked by two enemy aircraft, during which encounter, the W/Op was injured. Another aircraft dropped its bombs on a flare-path somewhere N.W. of the target area. Another attacked a railway junction in the UPPER RHINE, bombs straddling the line and fires starting. 3 aircraft bombed unidentified towns and another dropped its bombs on a concentration of enemy searchlights. On the whole, little opposition was encountered.</p> <p>The Gardener performed his task successfully, very little opposition being encountered.</p> | A. 1.                          |
|            | 2/4.10.41.  |      | No operations ordered.  |                                |
|            | 5/6.10.41.  |      | Operations cancelled.   |                                |
|            | 6/7.10.41.  |      | Operations cancelled.   |                                |
|            | 7/8.10.41.  |      | Operations cancelled.   |                                |
|            | 8/9.10.41.  |      | No operations ordered.  |                                |
|            | 9/10.10.41. |      | No operations ordered.  |                                |

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| Place      | Date   | Time   | Summary of Events   | References to Appendices |
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| Swinderby. | 10/11. | 10.41. | <u>BOMBING - DUNKIRK.</u><br><br>Four aircraft were detailed for this night's operation, which was to attack the Docks at DUNKIRK.<br><br>Only three aircraft were successful in their task, the fourth, after spending three hours over enemy territory, jettisoned its bombs safe over the NORTH SEA. This aircraft made a belly landing at PATRINGTON and, fortunately, none of the crew was injured. Heavy flak was reported between 10,000 and 12,000 ft. over the target area.  | A. 2.                    |
|            | 11/12. | 10.41. | Operations cancelled.   |                          |
|            | 12/13. | 10.41  | <u>BOMBING - HTLS.</u><br><br>14 aircraft were detailed to bomb a Synthetic Rubber Factory at HTLS. Unfortunately, one aircraft failed to return.<br>Only <del>eight</del> <sup>eight</sup> aircraft succeeded in bombing the primary target. Two were unable to identify the target owing to 10/10ths cloud, and the remainder returned with various failures, from inter-comm and wireless to engine failures.<br><br>A considerable number of balloons were encountered over the target area, at a height of between 5,000 and 6,000 ft. One aircraft actually struck a cable which broke only after putting the aircraft into a flat spin down to 3,000 ft. This machine was also hit in about ten places by flak. All aircraft reported intense light and heavy accurate flak over the area. The bombing was very successful and many fires were seen as a result of the incendiaries. | A. 3.                    |
|            | 13/14. | 10.41. | <u>BOMBING - COLOGNE.</u><br><br>9 aircraft were detailed to bomb an aiming point at COLOGNE. Unfortunately, one aircraft failed to return.   | A. 4.                    |

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|       | 13/14. | 10.41. | <p><u>Appendix 4 (continued).</u></p> <p>5 aircraft succeeded in bombing the primary target. Very little opposition was encountered on the way out but a little accurate flak was met over the target, one aircraft being hit in four places by heavy flak.</p> <p>One aircraft could not locate the primary target and bombed what was believed to have been DUSSELDORF, where intense accurate flak was encountered to the West of the target. Another bombed AACHEN. The remaining aircraft returned after only 30 minutes in the air.</p> <p>A total of 1 x 1,000 lb ; 16 x 500 lb ; 2 x 250 lb bombs and 480 lbs of incendiaries was expended during these operations.</p> |                                |
|       | 14/16. | 10.41. | No operations ordered.  |                                |
|       | 17/18. | 10.41. | Operations cancelled.   |                                |
|       | 18/20. | 10.41. | No operations ordered.  |                                |
|       | 20/21. | 10.41. | <p><u>BOMBING - BREMEN.</u></p> <p>15 aircraft were detailed to bomb BREMEN. Unfortunately one aircraft failed to return.</p> <p>Only 7 aircraft succeeded in bombing the primary target. The results of the attack were indefinite as visibility and cloud made the results of the bombing difficult to see. One aircraft could not positively identify the target but dropped the bombs where the town was judged to be. Cloud obscured the results.</p> <p><u>Another</u></p>  | A. 5.                          |

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|       | 20/21.10.41. |      | <p><u>Appendix 5 (continued).</u></p> <p>Other targets bombed were HUSSTRINGEN, WILHELMSHAVEN and ROTTERDAM. Only moderate opposition was reported over BREMEN, but intense flak was encountered over WILHELMSHAVEN. Two aircraft were forced to return early, on with engine trouble and the other, on account of a persistent swing to starboard.</p> <p>A total of 13 x 1,000 lb and 27 x 500 lb bombs was expended.</p>   |   |
|       | 21/22.10.41. |      | No operations ordered.  |   |
|       | 23/24.10.41. |      | <p><u>BOMBING - KIEL.</u></p> <p>16 aircraft were detailed for this night's operations which were to attack KIEL. Unfortunately one aircraft failed to return.</p> <p>The operation was very successful, 13 aircraft being able to locate and bomb the target. Of the two unsuccessful, one was forced to return, on crossing the ENGLISH Coast, on account of port engine trouble. The other, owing to a delayed take-off, decided to attack SILT.</p> <p>A fair amount of cloud was encountered but visibility was good through gaps found. Some aircraft encountered considerable flak over the target while others reported very little. Much searchlight and heavy A.A. was met at ECKERNFORDE BAY, apparently intended as a decoy.</p> <p>A total of 6 x 1,000 lb ; 40 x 500 lb ; 16 x 250 lb bombs and 1,924 lbs of incendiaries was expended during these operations.</p> | A. 6.   |
|       | 24/25.10.41. |      | No operations ordered.  |   |
|       | 25/26.10.41. |      | No operations ordered.  |   |

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| Place      | Date   | Time   | Summary of Events  | References<br>to<br>Appendices |
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| Swinderby. | 26/27. | 10.41. | <p><u>BOMBING - HAMBURG ; GARDENING - FORGET-ME-NOT Area.</u></p> <p>12 aircraft were detailed for these operations; 9 aircraft to bomb the BLOEHN and VOSS yards at HAMBURG and 3 to plant vegetables in the FORGET-ME-NOT area.</p> <p>Only 2 aircraft succeeded in bombing the primary target. One had to return early as the rear-gunner experienced very bad cramp. Another returned with port engine trouble. A third with radio receiver failure. Owing to heavy defences, one aircraft was unable to identify the target so bombed the town itself, 3 bursts were seen which later developed into a fire. Owing to failure of the inter-comm, while over the coast, one aircraft decided not to continue to the target and bombed WILHELMSHAVEN. Another aircraft bombed NORDENHAM by mistake, this was only realised on leaving the target.</p> <p>Most of the aircraft reported intense flak and searchlight activity.</p> <p>The three Gardeners successfully planted their vegetables in the allotted positions. Flak from a ship in ECKERN FORDEN shot away the hydraulics from one aircraft and the wing bombs could not be dropped. The other two dropped bombs, one on an aerodrome believed to be INWSON and on HELIGOLAND where flak was observed, the other on AMREM.</p> <p>A total of 6 x 1,000 lb; 14 x 500 lb; 4 x 250 lb bombs and 3 vegetables was expended. Several bundles of leaflets were also dropped.</p> | A. 7.                          |
|            | 27/28. | 10.41. | No operations ordered.   |                                |
|            | 28/29. | 10.41. | No operations ordered.   |                                |

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| Swinderby. | 29/30.10.41.   |      | <p><u>BOMBING - SCHIPOL AERODROME.</u></p> <p>19 aircraft were detailed to bomb the aerodrome at SCHIPOL.</p> <p>Only 6 aircraft were successful in attacking the primary target.</p> <p>Bad weather conditions were encountered, with heavy rain and 10/10ths cloud which made location of the target extremely difficult. Many aircraft were forced to abandon the task and returned with their bombs. 3 aircraft returned with failures, including, wireless, inter-comm and engine trouble. The successful aircraft reported fairly intense opposition over the target area. One had to jettison the bombs at 500 ft while directly over the target as it was hit by an explosive shell which passed through the port aileron. Another had a large hole shot in the port wing which made the aircraft difficult to handle.</p> <p>A total of 40 x 500 lb and 24 x 250 lb bombs were expended including those jettisoned.</p> | A. 8.                          |
|            | 30/31.10.41.   |      | <p>No operations ordered.</p>  |                                |
|            | 31.10/1.11.41. |      | <p><u>BOMBING - BLOEHM and VOSS yards, HAMBURG.</u></p> <p>15 aircraft were detailed for this night's operation, which was to attack the BLOEHM and VOSS yards at HAMBURG and 4 aircraft to do some Gardening, 3 in the FORGET-ME-NOT area and 1 in the NECTARINE area.</p> <p>3 aircraft returned early with failures including, magneto, oxygen, inter-comm and auto pilot.</p> <p>The aircraft met with very different weather conditions, some reporting excellent conditions while others experienced poor visibility with 10/10ths cloud.</p> <p>A number of aircraft reported that their bombs fell in the town of HAMBURG itself. Other alternative targets bombed included KIEL and CUXHAVEN.</p>   | A. 9.                          |





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| Swinderby. | 2/10/41. |      | F/Sgt. Bohn, W/Op.AG. admitted to R.A.F. Hospital Ranceby.                               |                                |
|            | 3/10/41. |      | F/Sgt. Grose, W/Op.AG. Granted a commission wef 3/10.                                    |                                |
|            |          |      | P/O. Stoney, W/Op.AG. Posted from No. 16 O.T.W. Upper Heyford.                           |                                |
|            | 5/10/41. |      | Sgt. Bounton, W/Op.AG. Posted from No.16 O.T.W. Upper Heyford.                           |                                |
|            |          |      | Sgt. Norris, Pilot, returned from Cottesmore, on completion of Conversion Course.        |                                |
|            |          |      | P/O. Cooper, Pilot, returned from Cottesmore, on completion of Conversion Course.        |                                |
|            | 6/10.    |      | P/O. Bartley, Pilot, returned from Cottesmore, on completion of Conversion Course.       |                                |
|            |          |      | S/Lar. Potts, Attached to R.N. Sheerness, for liason with R.N.                           |                                |
|            |          |      | F/Lt. Wndery, Attached to R.N. Sheerness, for liason with R.N.                           |                                |
|            | 7/10.    |      | Sgt. Redfearn, Pilot, Posted from No.455 Squadron, Swinderby.                            |                                |
|            | 11/10.   |      | Sgt. Moore, W/Op.AG. Posted to No.25 O.T.W. Finningley.                                  |                                |
|            | 12/10.   |      | Sgt. Newman, W/Op.AG. Posted to No.14 O.T.W. Cottesmore.                                 |                                |
|            | 13/10.   |      | Sgts. Law and Sherwin, W/Op.AGs, Posted from No.14 O.T.W. Cottesmore.                    |                                |
|            |          |      | P/O. Waddell, P/O. Hinchliffe, Sgt. Curtis, Sgt. Lawson, missing from operations.        |                                |
|            | 14/10.   |      | F/Lt. Abbott, P/O. Chase, Sgt. Wake, Sgt. Barrett, missing from operations.              |                                |
|            |          |      | A/F/Lt. Collins, Posted to H.Q. No.7 Group.  |                                |
|            | 18/10.   |      | Sgt. Mackenzie, Pilot, Posted from No.14 O.T.W. Cottesmore.                              |                                |
|            | 19/10.   |      | Sgt. Weber, Pilot, Posted from No.14 O.T.W. Cottesmore.                                  |                                |
|            |          |      | F/Lt. Wndery. Attached to Chipping Sodbury, for Course of Instruction.                   |                                |
|            | 20/10.   |      | P/O. Hill. Proceeded to Investiture at Buckingham Palace.                                |                                |
|            | 21/10.   |      | P/O. Laidlaw, Sgt. Purley, Sgt. James, Sgt. Saunders, missing as a result of operations. |                                |
|            | 15/10.   |      | P/O. King, P/O. Cann, P/O. Stone, Attached to R.N. Harwich for liason.                   |                                |

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|       | 21/10. |      | P/O. Smith. Posted from S.H.Q. Swinderby, on ceasing to be non-effective sick.  |          |                                |
|       | 22/10. |      | Sgts. Lane, Pettersson, Neale, Wood, Pearce, W/Op.AGs posted from Cottesmore.   |          |                                |
|       | 23/10. |      | Sgts. Robertson, Dawson, Curtis, Phipps, Attached to R.N. Harwich for liason.   |          |                                |
|       | 24/10. |      | P/O. Cooper, Sgt. Blamey, Sgt. Barton, Sgt. Wright, missing on operations.  |          |                                |
|       |        |      | P/O. Heaton, P/O. Hopgood, Posted to No.25 O.T.W. Finningley.   |          |                                |
|       |        |      | S/Ldr. Jeffs. Attached from No.16 O.T.W. Upper Heyford.   |          |                                |
|       | 22/10. |      | Sgt. Hardcastle, Air/Obs, Posted from S.H.Q. Swinderby, on ceasing to be non-effective sick.                                    |          |                                |
|       | 23/10. |      | W/Cdr. Walker, Posted to North Luffenham.   |          |                                |
|       | 26/10. |      | P/O. Crombie, Posted from No.14 O.T.W. Cottesmore.  |          |                                |
|       | 29/10. |      | S/Ldr. Potts. Posted to S.H.Q. Swinderby, non-effective sick.   |          |                                |
|       |        |      | Sgts. Baddeley, Horley, Cockburn, Angel, Davies, Crampton, Eardley, Booker, Ballard,<br>Posted from No.16 O.T.W. Upper Heyford. |          |                                |
|       | 26/10. |      | Sgts. Dickenson, Follows, Symes, Adey, Pilots, Posted from No.14 O.T.W. Cottesmore.   |          |                                |
|       | 20/10. |      | S/Ldr. Oxley assumed command of the Squadron in lieu of W/Cdr. Walker.<br>S/Ldr. Oxley granted Acting Rank of Wing Commander.   |          |                                |
|       | 31/10. |      | Sgt. Campbell, Pilot, Posted to No.25 O.T.W. Finningley.  |          |                                |

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FOR THE MONTH OF OCTOBER 1941