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R.A.F. Form 540

## OPERATIONS RECORD BOOK

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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) 114 Squadron.

Place	Date	Time	Summary of Events	References to Appendices
Horsham St. Faith.	1.8.40.		<p>Seven crews stood by to attack aerodromes in enemy occupied territory. One of our aircraft failed to return. Four stand by crews were ready to take off when a message was received that the weather was unsuitable.</p> <p>R.3891. (P/O. TAKER, SGT. SUMMERS, SGT. LEVACK) took off at 1405 hours on a bombing mission against the enemy occupied aerodrome at HAMSTEDE on the island of SCHONWEN. The English coast was left at ORFORDNESS at 1433 hours. Over the North Sea cloud cover was 10/10ths at 1,000 to 2-500ft but commenced breaking up to 8/10ths at the DUTCH coast. Landfall was made at HAMSTEDE and our aircraft altered course to south and turned to approach from inland. A shallow dive attack was made down to 600 feet and the stick fell across the hangars, the first bomb bursting on a newly constructed camouflaged hangar. The rear gunner machine gunned and damaged two M.E. 109's on the aerodrome and also a moving lorry which stopped abruptly when hit. The Observer, using his blister gun, fired at buildings. No Flak fire was encountered. The pilot climbed into cloud and turned for Base. The pilot reports that, near the English coast, he was followed by an unidentified aircraft to within two miles of ORFORDNESS.</p> <p>R.3898. P/O. J.D. GOODE, SGT. WILL, SGT. BARROW, took off at 1415 hours also to attack HAMSTEDE aerodrome. Nothing further has been heard of this aircraft and the crew have been reported missing. It is thought that this aircraft may have run into fighter aircraft put up after our first aircraft to attack.</p>	

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Horsham St. Faith.	2.8.40.		Six crews stood by for raids on German and German occupied aerodromes. Only one aircraft took off and this on a weather reconnaissance. The weather was unsuitable for operations.	
	3-8-40-		<p>Six crews stood by for attacks on enemy aerodromes. Two crews returned reporting task abandoned.</p> <p>L.9267. F/Lt. J.H. NEWBERRY, SGT. KENDRICK, SGT. KING, took off at 0915 hours and set course for HAMSTEDE, a German occupied aerodrome in HOLLAND. The English coast was crossed north of Great Yarmouth. The weather over the North Sea was 10/10ths cloud at 1,000 feet. The target area was reached at 1000 hours. Weather conditions were adverse being 10/10ths cloud at 400 feet in rain. In spite of this a low level attack was carried out and, although the bomb bursts were not seen, it is believed the hangars were hit. No opposition was encountered and our aircraft landed safely at Base at 1100 hours.</p> <p>R.3805. P/O. DAWSON, SGT. LAMB, SGT. WHITE, took off at 0840 hours to attack ABBEVILLE aerodrome. The English coast was left at Lyme Regis. Over the target area there was 8/10ths cloud at 3,000 feet. A low level attack at 2,00 feet was carried out from the east and 2 x 250lb bombs were dropped at hangars. The bombs overshot, however, and burst amongst stores and equipment. In view of small opposition encountered the pilot made another attack, dropping his 40lb bombs on the aerodrome and machine gunning personnel on the aerodrome. Our aircraft returned to Base at 1250 hours.</p> <p>R.3813. P/O. REGAN, SGT. DOHERTY, SGT. CLULEY, took off at 0900 hours to attack CHERBOURG. The weather conditions over the target area were 8/10ths cloud at 2,000 to 2,500 feet. Near Cherbourg our aircraft was attacked by three M.E. 109's. In view of the attack the pilot jettisoned his bombs and, using cloud cover, successfully evaded the enemy fighters and returned to Base at 1300 hours.</p>	



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Horsham St. Faith.	3.8.40.		<p>R. 3897, F/Lt. S.N.L. MAUDE, SGT. HAWKINS, SGT. APPLEBEE, took off at 0930 hours to attack GERMAN occupied aerodrome at ST. OMER. Bomb load consisted of 2 x 250 lb bombs and 12 x 40 lb H.E. Bombs. Weather conditions over the sea were broken cloud and over enemy territory 10/10ths cloud varied from 2,000 feet down to the ground, although in places, clear patches were encountered. A landfall was made 3 miles west of GRAVELINES. Course was set for ST. OMER and although various pin points on the track were seen, very low cloud completely obscured the target. The pilot looked for a suitable target and found a train of metal ammunition wagons nearing GRAVELINES. The 250lb bombs were dropped from 400 feet about 150 yards ahead of the train near the railway track. Although a circuit was made with a view to assessing the damage the target could not be located again owing to fog. Later large concentrations of barges were located east of BOURBOURG and the 40 lb bombs were dropped from about 400 feet on a string of 20. The barges were hit but damage not observed. A lorry convoy on a road to GRAVELINES was machine gunned. The pilot then turned back to GRAVELINES and observed an enemy aircraft, type unknown, and two front gun and two rear gun attacks were made. The bursts were seen to hit the aircraft which climbed into cloud. A parade of about 50 troops at GRAVELINES was machine gunned and the parade dispersed with some rapidity. MARDYCH aerodrome was then located and a machine gun attack was made. Bursts were seen to hit French POTEZ 63 aircraft and hangars. Our aircraft was hit in the nose by a bullet which passed through the navigator's table and rev. counter. The pilot's face was cut by splinters and it was decided to return to Base which was reached at 1140 hours.</p>	

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Place	Date	Time	Summary of Events	References to Appendices
Horsham St. Faith.	4.8.40		Twelve crews stood by for Battle Section from 0300 to 0800 hours. Squadron stand-down.	
	5.8.40		Six crews stood by to attack enemy aerodromes. Inclement weather prevented the Squadron from carrying out these operations.	
	6.8.40		Squadron stand-down. Six of our aircraft carried out a fighter affiliation exercise over NORTH WEALD.	
	7.8.40		Six crews took off to attack Industrial targets in North West Germany. Insufficient cloud cover caused our crews to abandon their tasks.	
	8.8.40		Six crews stood-by for raids on aerodromes in FRANCE. Lack of cloud cover prevented take off.	
	9.8.40		Squadron stand down. Advance party of the Squadron moved to BLICKLING HALL, AYLISHAM, NORFOLK, which is to be the new Headquarters of the Squadron. Blickling Hall is about 12 miles from HORSHAM ST. FAITH. The property is owned by Lord LOTHIAN, his MAJESTY'S ambassador to the U.S.A. The administrative offices, officers' mess, officers' sleeping quarters, sergeants' mess and sleeping quarters are all in the house, whilst the men are billeted in the out buildings. The aerodrome, OULTON, is located about one and a half miles west of the house. SGT. J.R. SUMMERS (Observer) granted a commission as Pilot Officer w.e.f. 9.8.40.	
	10.8.40		Squadron stand down. The air party took off at 1000 hours and arrived at OULTON ten minutes later. The aircraft were dispersed round the aerodrome and the business of settling down commenced.	
OULTON	11.8.40		Twelve crews stood by for Battle Section from 0300 hours to 0800 hours.	
	12.8.40		No operations were ordered for today. S/Ldr. M.N.M. KENNEDY, P/O. J.P.B. HANLON, SGT. REMNANT, who were reported missing on the 30th July, 1940 are now reported prisoners of war.	
	13.8.40		Nine crews from the Squadron stood by for high level raids on enemy occupied aerodromes. Six crews carried out their tasks. One crew returned owing to the fact that only	



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of (Unit or Formation) 114 SQUADRON.

Place	Date	Time	Summary of Events	References to Appendices
OULTON.	13.8.40		<p>one outer tank jettisoned. One crew failed to return to Base. Owing to the fact that time over the target was of the utmost importance one aircraft, owing to delays, could not take off in time to reach the target at the arranged time. Later in the day this aircraft took off on a photographic reconnaissance but lack of cloud cover caused aircraft to return. The operations for today were to be carried out at 20,000 feet or immediately below any cloud layer. The time over the target was of the greatest importance as fighter co-operation was promised.</p> <p>N.3544, F/O. J.M. HOGSTON, SGT. ROY, SGT. McDOUGALL, took off at 0835 hours and set course for LYME REGIS. Flying at 5,000 feet aircraft was above a 10-10ths cloud of strata cumulus. At LYME REGIS (height 5,000 feet) course was set for CAEN. About 30 miles from the English coast cloud thinned and finally dispersed. The French coast was approached at 20,000 feet in clear sky. At the <del>mouth</del> mouth of the river ORNE course was altered for target. Heavy, accurate and intense FLAK fire was encountered about 5 miles N of the target. (CAEN aerodrome) making run up extremely difficult. AT 1030 hours 4 x 250 lb bombs were dropped in a high level attack but the results were not observed owing to the necessity for evasive action. Due to extreme height no activity was observed on aerodrome. Aircraft turned for Base and landed at 12.30 hours.</p> <p>R.3897, P/O. MARKS, SGT. HETTRICK, SGT. WOOLHAM, took off at 0915 hours to attack MARDYCK aerodrome. The English coast was crossed north of GREAT YARMOUTH below cloud at 3,500 feet. Twenty miles out from the coast course was altered direct for DUNKIRK. Aircraft climbed to 20,000 ft above 6 - 7/10ths cloud at 5,000 to 8,000 ft.</p> <p>At 1010 hours enemy coast was sighted but as pilot was too early he turned back for</p>	

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			<p>five minutes. A new run up was then made. At 1025 hours position was over DUNKIRK at 18,000 feet. A large patch of cumulus cloud obscured the target area at 3,000 to 4,500 ft, so a dive was made to 3,000 feet. Fairly heavy A.A. fire was encountered at 1035 hours but target could not be located. An attack was made on a ship lying about half a mile from the coast. Four 250 lb bombs were dropped from a shallow dive but bombs overshot by 20 to 30 yards. Course was then set for base at zero feet. Aircraft landed at 1145 hours.</p> <p>N.3532, P/Lt, J.H. NEWBERRY, SGT. KENDRICK, SGT. KING, took off at 0940 hours. After crossing the coast the pilot attempted to jettison his outer tanks to lighten the aircraft. Only one tank emptied and this aircraft had to return to Base.</p> <p>R.3753, P/O. G.E. TURNER, SGT. CANNING, SGT. STOCKDALE, took off at 0935 hours to attack WAALHAVEN aerodrome. The ENGLISH coast was crossed north of GT. YARMOUTH at 0940 hours at about 5,000 feet below 3/10ths cloud at 6,000 feet. Aircraft climbed up on course to 22,000 feet. Cloud over the sea was 8/10ths to 9/10ths. The DUTCH coast was crossed above cloud and our aircraft then descended to about 8,000 feet over BREDA at 1030 hours. Course was then set in a N.W. direction for target and A.A. Fire with tracers was encountered from a position S.W. of DORDRECHT. The target was attacked from a height of 3,500 feet and a stick of four bombs were dropped. Owing to evasive action the results were not observed but it is extremely unlikely that the bombs missed. Two twin<sup>engine</sup> aircraft were observed close to hangars. A.A. fire was encountered right up to the coast which was left just S of the HAGUE. Aircraft landed at Base at 1200 hours.</p> <p>L.9265, P/O. I.T.H. CARSON, SGT. MORRISSY, SGT. MOORES, took off at 0820 hours to attack the aerodrome at JERSEY. This aircraft failed to return and the crew have been reported as missing.</p>	



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of (Unit or Formation) 114 SQUADRON.

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OULTON.	13.8.40		<p>R. 3672, SGT. ROBERTS, SGT. McKIM, SGT. LYLE, took off at 0825 hours to attack MORLAIX aerodrome. The weather out was generally fine with 5/10ths cloud at 3-5000ft. At 1029 hours our aircraft arrived over the target at a height of 20,000 feet and dropped 4 x 250 lb. bombs. Owing to the height no hits were observed. Photographs were taken and then our aircraft turned for Base having encountered no opposition whatsoever. Landed at Base at 1230 hours.</p> <p>R. 3805. P/O. J.P. MICHELL, SGT. HARDIMAN, SGT. LOWE, took off at 0900 hours to attack HINGENE aerodrome. The coast was crossed at GT. YARMOUTH at 0916 hours at a height of 8,000 feet. The weather was mainly 5/10ths cloud but increased to 10/10ths over the target area at 9,000 feet. At 1020 this aircraft broke cloud north of TERMONDE at 8,000 feet. Having located the target the pilot flew over the aerodrome for 5 minutes and then dropped his bombs but the results were not observed. No opposition was encountered and no activity was observed. Photographs were taken of the target and also of an aerodrome between AXEL and HOULST.</p> <p>R. 3813, P/O. P.B. HISSEY, SGT. LAMB, SGT. CRAY, took off at 0720 hours to attack the seaplane base at BREST. At 0855 hours the coast was crossed at LYME REGIS at 17,000 feet. At 1010 hours a landfall was made at POINT DU RAY at 21,000 feet. The target was attacked from 21,000 feet at 1034 hours and 2 x 250 lb bombs were dropped and seen to explode close to two large seaplanes both of which were probably damaged. Heavy, intense and accurate FLAK fire was encountered. On the return journey the enemy coast was crossed at PLOUESCAT AERODROME. No activity was observed. One M.E. 109 approached to within 400 yards but broke off his attack when our rear Gunner opened fire. Our aircraft landed at Base at 1308 hours.</p>	

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Place	Date	Time	Summary of Events	References to Appendices
OULTON.	14.8.40		<p>Six crews stood by to carry out further high level attacks on yesterday's targets. One aircraft force landed at FELTWELL with engine trouble; another aircraft having endeavoured to locate the target was attacked by an enemy fighter and jettisoned his bombs in the sea. The remainder carried out their tasks.</p> <p>R.3892, SGT. DOBB, SGT. STEVENSON, SGT. PILLANS, took off at 0930 hours to attack CARPIQUETTE aerodrome at CAEN. Over England cloud cover was 8/10ths to 10/10ths but 50 miles out from SHOREHAM cloud had diminished to 1/10th. About 1215 hours the target area was reached and for 15 minutes endeavours were made to locate it. This was made difficult by a thin layer of 3/10ths cloud at 5,000 feet. One M.E. 109 was seen ahead and above at 30,000 feet and as the enemy aircraft turned to make a stern attack our aircraft dived for cloud and jettisoned bombs in the sea. The pilot then turned for BASE and landed at 1415 hours.</p> <p>N.3626, SGT. WAIGH, SGT. ROOK, SGT. HAWKES; took off at 1010 hours to attack DINARD aerodrome. At 1135 hours the English coast was crossed at LYME REGIS at 1,500 feet in 10/10ths low cloud and drizzle approximately 200 to 300 feet thick. Over mid-channel weather cleared. At 1235 hours an attack was made from 6,000 feet and bombs were dropped. Results were not observed but photographs were taken. A certain amount of light FLAK fire was encountered. The pilot then turned for Base and landed at 1527 hours.</p> <p>R.3805, P/O. Dawson, SGT. LAMB, SGT. WHITE, took off at 0950 hours to attack MORLAIX aerodrome. The target area was reached at 1230 hours and circled for 10 minutes before target was located. At 1245 hours an attack was made from 2,500 feet and 4 x 250 lb bombs were dropped on the aerodrome. No activity was observed but slight tracer fire was encountered. The Pilot then turned for Base and landed at 1450 hours.</p> <p>R.3806, P/O. Hissey, SGT. MANSFIELD, SGT. MURRAY, took off at 1010 hours to attack BOULOGNE aerodrome. The English coast was crossed at DUNGENESS at 1110 hours at</p>	

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OULTON.	14.8.40		<p>4,000 feet. A very low level attack (50 feet) was made at 1125 hours and 4 x 250 lb bombs were dropped which definitely hit a hangar. No activity was observed and the few aircraft on the aerodrome were unserviceable, lacking wings. After bombs were dropped intense pom-pom fire was encountered. The aircraft landed at Base at 1308 hours.</p> <p>L. 9267, SGT. POTTER, SGT. MULFORD, SGT. LONGHORN, took off at 1030 hours to attack ST. OMER. At 1128 hours the target area was reached and, having circled for 10 minutes, a shallow dive attack, from 5,000 to 2,000 feet, <del>was made</del> out of the clouds was made on the aerodrome and the bombs burst amongst a group of transport vehicles on the southern edge of the aerodrome. Also about 20 personnel and lorries were machine gunned. Light A.A. fire, quite inaccurate was encountered in the ST. OMER area. The pilot returned to Base and landed at 1251 hours.</p>	
OULTON.	15.8.40		Squadron stand-down.	
OULTON.	16.8.40		Squadron stand-down.	
OULTON.	17.8.40.		<p>Six crews stood by to attack enemy occupied aerodromes. An exceptionally fine day prevented all possibility of commencement of these operations and at 1100 hours orders were received to despatch three aircraft on high level bombing and photographic missions against enemy occupied aerodromes at ST. INGLEVERT, FECAMP, and DIEPPE. One aircraft was unable to attain the required height of 20,000 feet when two bombs and outer tanks were jettisoned and the pilot <del>abandoned</del> his task.</p> <p>R. 3806, P/O. J.P. MICHELL, SGT. HARDIMAN, SGT. McDOUGALL, took off at 1245 hours destination FECAMP. Course was set for SHOREHAM which was reached at 1410 hours at a height of 10,000 feet. Course was then altered for FECAMP which was reached at 1430 hours at 21,400 feet. The pilot then turned left and went up coast until</p>	

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			target was seen. A high level attack was made and four 250lb bombs were dropped at 1435 hours. Photographs were also taken. Pilot then turned for Base and landed at 1610 hours.	
			N.3532. F/Lt. J.H. NEWBERRY, SGT. KENDRICK, SGT. KING, took off at 1312 hours for DIEPPE. The English coast was crossed at SHOREHAM at a height of 10,000 feet, at 1415 hours. There was some haze but no cloud. The French coast was reached at DIEPPE at 19,600 feet at 1438 hours. The aerodrome could not be seen but after seven minutes searching it was located and, flying from West to East, the bombs were	
			dropped at 1445 hours at 19,600 feet. No hits were observed. Photographs were	
			taken from time of release of the bombs. Neither of these aircraft encountered	
			FLAK fire or fighter opposition.	
OULTON.	18.8.40		Twelve crews stood by for Battle Section from 0500 hours to 0800 hours.	
OULTON.	19.8.40		Six crews took off to attack Industrial targets. Five aircraft abandoned their	
			missions at the Dutch coast owing to lack of cloud cover. One of these aircraft,	
			however, was over enemy occupied territory when the decision was made to abandon,	
			whilst returning across this territory A.A. fire was experienced and the battery	
			was bombed. One of our aircraft failed to return.	
			L. 9383, P/O. G. TURNER, SGT. CANNING, SGT. STOCKDALE, took off at 0655 hours with a load	
			of 4 x 250lb bombs. At 0740 hours, flying above cloud two M.F. 109's were seen so	
			the pilot descended into cloud. Proceeding east towards ZUYDER ZEE and at 3,000 feet	
			over EDAM (0745 hours) four more M.F. 109's were seen and observed to turn in	
			direction of our aircraft. At this moment cloud thinned so the pilot turned back.	
			Light A.A. fire opened up N.E. of AMSTERDAM alongside railway to HARLEM and bombs	
			were dropped. Results were not observed. Aircraft returned to Base and landed at	
			0905 hours.	
			R. 3892. SGT. DOBB, SGT. STEVENSON, SGT. PILLANS, failed to return and have been	
			reported as missing.	

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OULTON	20.8.40		Squadron stand-down.	
OULTON.	21.8.40		Nine crews stood by today to attack Industrial targets in N.W. GERMANY. Weather conditions were very unsuitable and seven aircraft abandoned their tasks, one having reached ZUYDER ZEE and another over HOLLAND. One aircraft carried on and bombed a bridge over the railway near LIPSTADT. N.3544, P/O. E.H. DAWSON, SGT. LAMB, SGT. WHITE, took off at 0840 hours and set course for PETTEN. The English coast was crossed north of GT. YARMOUTH at 0850 hours in 10/10ths cloud at 6,000 feet. Cloud over the North Sea diminished but increased again as the Dutch coast was approached. PETTEN was reached at 0936 hours and course was then set for DUMMER ZEE which was reached at 1015 hours. Pilot, flying in 10/10ths cloud at 6,000 feet, turned south to locate target but failed to find it owing to poor visibility. At 1040 hours, 4,000 feet, a stick of 4 x 250 lb bombs were dropped on a bridge over a railway near LIPSTADT. Results were not observed. On the return flight several large factories with smoking chimneys were observed in an area west of the DUMMER ZEE. No opposition was encountered and our aircraft landed safely at Base at 1345 hours.	
OULTON.	22.8.40.		Twelve crews stood by for Battle Section from 0330 hours until 0800 hours.	
OULTON.	23.8.40.		Nine crews stood by to attack Industrial targets in N.W. GERMANY. Owing to doubtful weather conditions one aircraft was sent out on a weather reconnaissance. On the receipt of a favourable report the rest of the stand by crews took off; one aircraft however, crashing in take off. The reconnaissance aircraft found that conditions further inland were unsuitable for carrying on and the pilot abandoned his task. The weather conditions were improving rapidly and six aircraft in their various stages of their outward journey sent their N.O.Y's (task abandoned)	

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OULTON.	23.8.40.		<p>4.8862, S/Ldr. C.M.H. OUTRAM, P/O. A.F. CHISHOLM, F/O. W.J. HADNETT, took off at 1050 hours on a bombing mission against PADERBORN aerodrome and a photographic reconnaissance of the DORTMOND-EMS canal. Course was set for EGMOND and the English coast crossed at WAXHAM at 1100 hours at 3,000 feet in cloud of 6/10ths to 8/10ths. The pilot flew east to the ZUYDER ZEE which was reached at 1146 hours at 6,000 feet in 9/10ths cloud. He then descended through cloud to GRAFHORST, and was then flying at 200 to 1,000 feet in heavy rain cloud. Course was set for MUNSTER and the DORTMOND-EMS canal was observed at 1210 hours from 1,000 feet. This target was lost owing to heavy rain and at 1210 hours all hope of a photograph was abandoned owing to heavy rain. At 1216 hours, through cloud, a railway bridge crossing a double lock over the DORTMOND-EMS canal was observed and a stick of 4 x 250lb bombs were released from 200 feet. The second bomb of the stick was seen to hit the N.E. end of the bridge and girders and spars were seen blown into the air. The exact pin point of this bridge cannot be definitely stated but it is believed to be the bridge between MANRITZ-KEIPER. On return journey 10 covered barges were observed from 2,000 feet at 1246 hours, on ZWOLLE-NEPPEN canal, moored the the east bank, 1 mile south of HASSELT. Three barges were at the mouth of IJSEL entering the ZUYDER ZEE and at least 75 barges were observed in groups of twos and threes in the centre of the ZUYDER ZEE. Our aircraft returned to Base at 1410 hours.</p> <p>N.3753, P/O. N. TASKER, SGT. SULTERS, SGT. LEVACK, took off at 1055 hours to attack the seaplane BASE at DEN HELDER. This aircraft flew at 4,500 feet above a thin layer of cloud at 3,000 feet. On E.T.A. at DEN HELDER pilot descended through cloud and observed seaplane base with hangars practically demolished. At 1130 hours 4 x 250 lb bombs were dropped on the slip-way from 3,500 feet but the results were not observed. Our aircraft turned for Base and landed at 1235 hours.</p> <p>Squadron stand-down.</p> <p>F/O. C.W.S. MARRIS (Medical Officer) promoted to the rank of F/Lt w.e.f. 3.6.40.</p>	
OULTON.	24.8.40.			

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of (Unit or Formation) 114 Squadron.

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OULTON.	25.8.40.		<p>Nine crews stood by to attack targets in N.W. GERMANY. One aircraft took off at 0910 hours on a weather reconnaissance. At 1000 hours a report was received from this aircraft that the weather was suitable but a few moments later it was modified by a further message saying it was suitable for aerodromes in HOLLAND only. The cloud cover was breaking for, out of the remaining eight aircraft, five sent N.O.Y. messages.</p> <p>R.3897, F/Lt. S.N.L. MAUDE, Sgt. LUTWICHE, Sgt. CRAY, took off on a weather reconnaissance and to attack, if possible, oil refinery at OSLE MAUSEN. The English coast was crossed north of GT. YARMOUTH at 0915 hours. Off PALLING at 3,000 feet at 0945 hours cloud cover was 10/10ths at 3,500 to 5,000 feet. The pilot flew in cloud to VOLLENHORS and then turned on E.T.A. Clouds were breaking up rapidly so course was altered for WUNSTORF aerodrome. At 1035 hours the aerodrome was attacked from 3,500 feet with 4 x 250 lb bombs fused 11 seconds delay. Hits were not observed. A few M.E. 109's were seen on S.E. side of the aerodrome. Our aircraft then turned for Base and landed at 1220 hours.</p> <p>R.3805, P/O. H.J. HARTLAND, Sgt. WATSON, Sgt. COYLE, took off at 1039 hours to attack DE KOOY aerodrome. Having crossed the English coast the pilot flew east above a layer of cloud 200 feet thick at 4,000 feet. At 1120 hours cloud broke and DE KOOY aerodrome was observed on the port side. The pilot dived on the aerodrome and released his bombs at 3,000 feet. No hits were observed as pilot turned sharply to avoid light FLAK fire bursting ahead. Five multi-engined aircraft were observed on the western edge of the aerodrome. Aircraft landed at 1226 hours.</p>	

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Place	Date	Time	Summary of Events	References to Appendices
OULTON.	25.8.40		L.8862, P/O. J.P. MICHELL, Sgt. HARDIMAN, SGT. LOWE, took off at 0920 hours to attack BERGEN aerodrome. At 1130 hours a landfall was made at TEXEL. Pilot altered course for BERGEN aerodrome. All down the coast from DEN HELDER to BERGEN light A.A. fire was experienced. At 1135 hours bombs were released on the aerodrome from a height of 3,500 feet. Results were not observed. Intense light FLAK fire was encountered. At DEN HELDER aerodrome the hangars are demolished. Aircraft turned for BASE and landed at 1230 hours.	
OULTON.	26.8.40.		Twelve crews stood by for BATTLE SECTION from 0330 hours to 0800 hours. P/O. J.G.L. KNOWLES and P/O. J.O.D. KELLOW(Air Observer) posted to this Unit from No. 13 O.T.U.	
	27.8.40.		Six crews stood by to attack targets in GERMANY. R. 3897, S/Ldr. R.G. PAKENHAM, Sgt. HAWKINS, Sgt. APPLEBEE, took off on a weather reconnaissance at 1330 hours. At 1340 hours a negative report was received and the aircraft landed at 1522 hours.	
	28.8.40.		Six crews stood by to attack targets in GERMANY. Lack of cloud cover prevented take off.	
	29.8.40.		Squadron stand down.	
	30.8.40.		Six crews stood by to attack targets in N.W. GERMANY and HOLLAND. A cloudless sky made operations impossible. Fighter affiliation had been arranged for today but the fighter squadron cancelled the arrangements owing to operational commitments.	
	31.8.40.		Six crews stood by for operations against GERMANY. Although it was practically certain that there was an almost complete absence of cloud, at 1300 hours one aircraft took off on a weather reconnaissance flight. The weather, however, was quite unsuitable and operational tasks were abandoned for the day. A programme of air firing was carried out at West Raynham.	

*Wm Wright*  
Wing Commander, Commanding,  
No. 114 Squadron, R.A.F.