617 SQUADRON
- 
THE OPERATIONAL RECORD BOOK

1943 – 1945

With additional information
Compiled and Edited

by

Tobin Jones

Binx Publishing, Pevensey House, Sheep Street, Bicester. OX26 6JF
### Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acknowledgements:</td>
<td>3</td>
</tr>
<tr>
<td>Introduction:</td>
<td>4</td>
</tr>
<tr>
<td>AIR 8/1238:</td>
<td>5</td>
</tr>
<tr>
<td>AIR 27/2128:</td>
<td>15</td>
</tr>
</tbody>
</table>
Acknowledgements

Since starting this project some ten years ago I have received help from many people. Linda Douglas typed much of the transcript, assisted with deciphering some of the more obscure entries and most importantly harried me to get the job finished. To her go my grateful thanks as without her efforts the project would not have been finished.

I would like to acknowledge the advice and help given to me by the staff at HMSO and the PRO Kew. I must acknowledge Her Majesties Stationary Office as the holders of the copyright to the ORB but they have gone well beyond the call of duty to help me in publishing this work.
617 SQUADRON
THE OPERATIONAL RECORD BOOK

INTRODUCTION

In early 1943 Britain and her allies had been fighting a hard and dangerous war for three and a half years. At the beginning all had seemed hopeless and there were many who said that Great Britain should “throw in the towel” to her enemies and seek terms but Churchill and the British people themselves had decided to tough it out. Through 1940 and 1941 Britain’s enemies had multiplied and the situation on all fronts became worse.

Against this bleak backcloth, like a thin ray of light came a new military force, Bomber Command and the strategic bomber. Although conceived in the years between the wars, the concept required vast resources which had never been allocated. In the late 1930’s as war appeared more imminent Britain’s military rebuilding started in earnest and serious resources were allocated for the strategic bomber. It took years for the investment of money and human resources to be converted into bomber aircraft and crews capable of delivering telling blows against Britain’s enemies. During those early war years Bomber Command fought gallantly as the only force able to take the fight back to the Germans and their homeland. The blows they rained down were largely ineffective during this period but each time an aircraft took off for the continent, a little more was learned about this new type of warfare. For the British public the exaggerated newspaper reports of Bomber Command’s exploits were a drop of hope in a largely hopeless sea.

By 1943 the Lancaster bomber, the most effective of the new generation of four engine “heavies” was in squadron service and the hands of aircrew who had passed through a comprehensive and effective training service, backed up by an effective planning, operational and ground organisation. The investment in resources was about to start paying back.

The story of the dams raid itself reads like a “boys own” story. Barnes Wallace and his “mad cap” bouncing bomb, designed to be skipped to a target believed to be invincible by hand picked airmen formed into a special squadron who were, in many cases, little older than school boys. That the raid succeeded is testament to the practical ground-work, preparation and resources that had gone into Bomber Command up to that date and the incredible professionalism and bravery of the crews who flew the mission. The breaching of the dams caught the British public’s imagination. 617 Squadron (The Dambusters) has remained firmly in the minds of the British public ever since. In practice the dams raid was very much a one off. When completed, Gibson left the squadron for an overdue rest and, for a while, there was little direction as the special squadron struggled to find a role for itself. Cheshire, a brilliant airman in his own right, brought that direction and purpose to the squadron and its members, starting it on a path to operational success that would seal its place in British history and folk law. In practice the squadron was extremely efficient. With a very strong “can do” attitude it was used to achieve many unusual operational aims. By late 1944 it had reached its peak of efficiency and, as with the rest of the British military establishment that had grown so rapidly at the beginning of the war, it was disbanded soon after its end.

During those years, like all squadrons it kept an operation records book. A day-to-day record of events on in the squadron. It should be remembered that when flying dangerous operations in a war for survival, the keeping of an official diary is not very high on one’s list of priorities. Consequently much of the information, which was gleamed by the orderly room clerks at second and often third hand from other sources around the airfield and squadron was not very accurate. At other times there were deliberate inaccuracies. The clerks who kept the operational records book were posted and replaced. Some were very conscientious with their record keeping, spelling and grammar whilst others were quite careless. That said, when used as a research tool in conjunction with other sources, or read while
bearing in mind the conditions under which it was compiled, it forms an invaluable picture of the trials, tribulations, successes and disasters of this period of British history, I can honestly say that, within these pages are true tales of heroism, endurance and daring that one would be hard pressed to find anywhere else in the last one hundred years.

The aeroplanes have gone, the airfields have gone and most of the people whose names appear in this book are also gone. The circumstances that brought about 617 squadron have gone and the world has moved on but, as they did at the time, the exploits of those extraordinary but ordinary men and women will live on in the memory of everyone to whom freedom is an important dream or reality.

The 617 Squadron operational book is held at the Public Records Office at Kew under reference AIR27/2128. Copyright rests with Her Majesties Stationary Office. It is the original book that was hand written and typed on the squadron from 1943 and varies from clearly typed text through periods when typewriter ribbons were obviously at a premium, to poorly typed and written notes with hand amendments. The spellings vary throughout as do the conventions for recording aircraft type and serial numbers, amongst other things. I decided at the beginning of this project not to make it a facsimile copy and was faced, therefore, with the decision as to whether correct grammar, spelling or known errors in the text. I decided to leave the content of the text as it appears in the records book but to correct obvious spelling mistakes and to bring some uniformity to the grammar, providing it did not change the meaning of the text. These measures make the reading of the finished book easier than a facsimile copy. Additionally, where relevant information has come to light since the record book was written, or which were not relevant or known at the time, it has been added. All of these additional entries have been made in italics beneath the relevant portion of the Operational Record book. Additionally the paperwork that lead to the Dams being selected as a target has also been added to the book. These documents are held in the PRO under reference Air 8/1238. It is hoped that these comments add to the enjoyment and understanding by the reader.

Tobin Jones 2002
DESTRUCTION OF GERMAN DAMS

–

ECONOMIC EFFECTS

By hand

Reference ops/01/237

6
MOST SECRET

C.A.S.

You will remember that you circulated semi-officially to the members of the C.O.S. sub-committee a note on the economic and moral consequence of the destruction of German dams. This note was extracted from the dossier prepared for C.C.O. by the scientific advisers of the Minister of Production. M.E.W. were not above to endorse it without further examination.

2. I have now received from the Minister of Economic Warfare a note which gives the views of the Ministry of Economic Warfare. The scientific advisers of the Minister of Production have stated that their views originally given to Combined Operations Headquarters were not entirely accurately represented in the C.C.O.’s dossier. They have been consulted by M.E.W. and have concurred in the conclusions expressed in the attached memorandum.

3. You will note that contrary to our original idea the destruction of the Sorpe is regarded as the second in order of importance and especially so if combined with that of the Mohne. We should therefore plan for simultaneous attacks on these two to be followed by attacks on the Eder if circumstances allow.

4. You will doubtless wish to circulate this memorandum to the C.O.S. in accordance with minute 1 (a) of the 52nd (0) Meeting of the C.O.S.

5 April 1943

A.C.A.S. (Ops)
COPY

MOST SECRET

ECONOMIC AND MORAL CONSEQUENCES OF THE DESTRUCTION OF GERMAN DAMS

INTRODUCTION

1. This memorandum assesses the probable economic and moral consequences of the destruction of the Mohne Dam and the added effects which could be expected from the destruction of the Sorpe and Eder dams.
2. It has been prepared in consultation with the Scientific Advisers to the Minister of Production and with reference to the statements attributed to them in the introduction to the Combined Operations dossier on the Mohne dam. The latter document, on certain points of detail, over-states the expectations of the Scientific Advisers as to the probable economic effects and the following conclusions should be taken as representing their actual views.

CONCLUSIONS

A. ECONOMIC EFFECTS

3. MOHNE DAM
   (a) Although the precise nature of the catastrophe which would overtake the Ruhr Valley as the result of the release of the greater part of the contents of this dam in the space of a few hours cannot be estimated in advance, it is agreed that there is every prospect that both the physical and the moral effects of the flood which would be produced are likely to be sufficiently great to justify this operation in themselves, even if there were no other significant effects.
   (b) The destruction of this dam would not necessarily have any large or immediate effect on the supply of industrial and household water in the Ruhr area. The immediate source of the greater part of the Ruhr water supply is the underground water-bearing strata, supplemented by colliery water, water pumped back from the Rhine and water drawn from the Emscher river and canal systems. The purpose of the system of storage dams, of which the Mohne dam is largest, is the conservation of rainfall by means of which the level of the underground water can be maintained and protected from permanent depletion. In an emergency, a large and possibly adequate volume of water supplies might be obtained for some months by drawing heavily on these underground supplies, and depleting their level. Whether or not such depletion would proceed at a rate or reach the stage where economies in water consumption would have to be introduced would depend upon the amount of rainfall, the speed of repairs to damaged conservation works and the efficacy of emergency measures to obtain additional water (e.g. from the Rhine). If these factors were all unfavourable a difficult situation might well develop by the end of the summer, but it is not possible to state that a critical shortage of water supplies in the Ruhr would be a certain and inevitable result of the destruction of the Mohne dam.

4. SORPE DAM
   The Sorpe dam is essentially complementary to the Mohne dam and its simultaneous or subsequent destruction would in general reinforce the effects of the destruction of the Mohne dam. In particular, its destruction would very greatly enhance the prospects of the development of a water supply shortage by the process described under 3(b). For this reason the destruction of both dams would be worth much more than twice the destruction of one and its is most strongly urged if the operational possibilities hold out any reasonable prospect of success that an attack on the Mohne dam be accompanied, or followed as soon as possible, by an attack on the Sorpe Dam.

5. EDER DAM
(a) The functions of the Eder dam are not related to those of the Mohne and Sorpe dams and its destruction would not therefore in any way supplement or reinforce the effects of the destruction of the Ruhr dams. (b) The primary purpose of the Eder dam is flood prevention. The release of its waters would without doubt result in the inundation of large tracts of land in the Eder, Fulda and Weser valleys but the areas affected are likely to consist for the most part of agricultural land. It is unlikely that any densely populated industrial areas would be affected, apart from the possible inundation of the low-lying districts of the city of Kassel. (c) Although the Eder dam plays some part in the conservation of water for maintaining the navigability of the lower reaches of the Weser and for supplying water to the Mittelland canal, it is unlikely that its destruction would lead to a critical situation in either case. (d) The force of the flood released by breaching the dam would very probably result in the destruction of the four power stations situated below it. While not of major economic importance, this would constitute a useful measure of interference with the operations of the Preussenelektra electricity supply system.

B. MORAL EFFECTS

(a) The effects of the destruction of the Mohne and Sorpe dams would be witnessed by many thousands of persons, who whatever the true facts, would undoubtedly in view of the traditionally precarious nature of the Ruhr’s water supplies become prey to every variety of alarmist rumour regarding the possibility of a shortage of drinking water, the risk of disease and the inability of the fire services to deal with incendiary attacks. Exceptional opportunities would be presented for successful measures of political warfare. (b) The destruction of the Eder dam would not be likely to affect directly any large centres of population (with the possible exception of the city of Kassel) and its effects would be experienced by many fewer people than in the case of the Ruhr dams. Since its functions are also less intimately connected with the daily life of large populated areas, the total moral effects, though by no means negligible, would inevitably be much smaller than in the case of the Ruhr dams.

(Sgd) O. Lawrence.
M.E.W. E.I.2. 2.4.43
MOST SECRET

With reference to our conversations regarding the memorandum based on the opinions of the Scientific Advisers to the Ministry of War Production on the subject of dams in Germany. I have explained to the C.A.S. your inability to endorse the opinions therein expressed until you have had the opportunity either of consulting the Scientific Adviser concerned or of examining the subject de novo yourself.

The C.A.S. asked me to say that he would be very grateful if you could let him have your authoritative opinion as early as possible on the subject of the economic and moral effects of the destruction of the Mohne Dam and the added effects which would result from the destruction at the same time of the Sorpe and Eder Dams. The C.A.S. was asked to submit this memorandum to his fellow Chiefs of Staff and I have been asked to do all I can to obtain it as a matter of urgency. I realise that considerable research and investigation may be necessary but I should very much appreciate it if you could treat the matter as one of urgency on which many important decisions of major policy must be made at an early date.

N.H. BOTTOMLEY

Colonel C.G. Vickers V.C.,
Ministry of Economic Warfare,
Lansdowne House,
Berkeley Square
MOST SECRET
AND PERSONAL

27TH March 1943

My Dear Brooke,

On 23rd March I promised to circulate a memorandum to show the importance of a certain objective in Germany. I attach a paper compiled from data provided by the “Office of Scientific Advisers to the War Cabinet”.

Although this document is of considerable interest and I have no reason to doubt any statement in it, it cannot be regarded as authoritative until it has been vetted by the M.E.W. This is being done and as soon as I have a really authentic opinion I will circulate it to the Chiefs of Staff Committee.

Meanwhile, I am sure you realise the extreme importance of confining to the smallest possible number of people the information as to what this particular objective is.

Yours ever.

C. Portal

General Sir Alan F Brooke
G.C.S., D.S.O.
War Office
S.W.1
THE ECONOMIC AND MORAL EFFECTS OF THE DESTRUCTION
OF THE MOHNE DAM AND THE ADDED EFFECTS WHICH
WILL RESULT FROM DISTRUCTION AT THE SAME
TIME OF THE SORPE AND EDER DAMS

The principal dams situated in the Catchment Area of the River Ruhr are:-

<table>
<thead>
<tr>
<th>Name of Dam</th>
<th>Year of Construction</th>
<th>Water Volume Millions m³</th>
<th>Type</th>
<th>Height of Wall</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mohne</td>
<td>1909 - 1913</td>
<td>134</td>
<td>Masonry Wall</td>
<td>40.3</td>
</tr>
<tr>
<td>Sorpe</td>
<td>1929 - 1933</td>
<td>72</td>
<td>Earth with Concrete core</td>
<td>58</td>
</tr>
<tr>
<td>Lister</td>
<td>1909 – 1911</td>
<td>22</td>
<td>Masonry Wall</td>
<td>35</td>
</tr>
<tr>
<td>Ennepe</td>
<td>1902 – 1905</td>
<td>15</td>
<td>“    “</td>
<td>45</td>
</tr>
<tr>
<td>Hanne</td>
<td>_</td>
<td>11</td>
<td>“    “</td>
<td></td>
</tr>
</tbody>
</table>

Total capacity 254 million m³

2. There are said to be a further seven small dams with a total storage volume of about 12 million m³, all situated in this Catchment Area, bringing the total capacity up to 266 million m³.

3. It will be noted that the Mohne reservoir holds 50% of the total reservoir capacity in the Ruhr Catchment Area and the Mohne and Sorpe together holds over 75% of the total.

4. All evidence on the subject points to the fact that the primary function of these dams is to provide the Ruhr district with both industrial and domestic water supplies. Towards the end or the last century the large increase in pumping stations in the growing industrial district of the Ruhr valley created a seasonal shortage of water which became an increasing handicap and threatened not only to bring the power plants to a standstill during dry periods, but also rendered an adequate supply of drinking water doubtful. (In this situation, it should be noted that the waters of the other rivers in the Ruhr industrial area, the Wupper, Emacher and Lippe, are not suitable for drinking purposes). In consequence, a large programme was evolved for the erection of barrages to conserve the natural water supplies. This programme, however, has consistently lagged behind requirements and it is known that before the war an additional storage capacity amounting to 180 million cubic metres had been planned. The effects of the destruction of the Mohne Dam can be considered conveniently under the following headings:-

(i) Direct destruction by the escaping waters.
(ii) Denial of water supply to industry and reduction in electric power output.
(iii) Dislocation of rail and water transport in the Ruhr.
(iv) Reduction in domestic water supplies.
(v) Effect on morale.

Direct Destruction

5. Considerable local flooding would be caused immediately by the breach of the Mohne Dam. The amount of damage which would be done is difficult to assess accurately but would be appreciable. Before any damming schemes were in operation the mean average flow in the River Ruhr at Muelheim was 82.5 cubic metres per second and the mean maximum rate of flow was 153.5 cubic meters per second. It is known that flooding was experienced before the dam control was instituted in the low lying districts of the River Ruhr (where the fall is only 6 feet per mile) which include the towns of Herdeche, Wetter, Witten, Hattingean, Linden, Steele, Kupferdrehc, Werdun, Kettwig, Muelheim and Duisburg.
6. Assuming that the breach effected in the Mohne Dam would lead to the total emptying of the reservoir in 10 hours, the average rate of flow during this period would be 3,720 cubic metres per second, while the maximum rate would be much higher. The capacity of this reservoir alone is, therefore, great enough to cause a disaster of the first magnitude even in the lower reaches of the Ruhr. Flooding might also extend into the equally low lying and more densely populated areas between the Ruhr and the Duisburg-Dortmund-Ems Canal.

Effect on industry
7. There should be a substantial loss of electrical capacity in the district due to the destruction of the thirteen hydro-electric plants situated between the feet of the dams and the mouth of the river at Muelheim. The total capacity of these is about 250,000 HP of which the plant at Hordeche supplies 194,000. Even if the plants were not totally destroyed their utility would be largely limited by variations in the flow of water which would follow the loss of control by the reservoir.

8. In addition the output of the great thermo-electrical generating stations, which utilise large quantities of water for cooling purposes, might be seriously impaired at least during the summer months.

9. The restriction of water supplies to the heavy industries of the Ruhr would have a most serious effect on activities in the foundries, coal mines, coke ovens, blast furnaces and chemical plants which require enormous quantities of water for their operation.

10. Thus, inadequate supplies of water would have a two-fold effect on industrial activity. Firstly, the direct effect of lack of water for the operation of processes and, secondly the reduction in power supplies due to lack of water required for generating purposes.

Effect on transportation
11. The lower reaches of the river Ruhr appear to be navigable at least as far upstream as Herdeche and the loss of water control would undoubtedly hinder bulk traffic for the heavy industries on the river.

12. The Ruhr railway network crosses and
13. crosses the river at many points and runs parallel to it for almost the whole of its length from the dam to the Rhine, indicating that the slope of the valley sides is steep. The confinement to this narrow valley of the flood waters released

--------------------------------------------------------------------------------------------------------------------------------------------
NOTES
Coal mines require 1 cubic metre of water per ton of coal mined.
Coke ovens require 2 cubic metres of water per ton of coke produced.
Blast furnaces require 2 cubic metres of water per ton of pig-iron produced.
Factories are even larger consumers in proportion to output.

By the breach of the dam we might, therefore, do considerable damage to the railway and its bridges throughout the full length of the river.

Domestic water supplies
13. As already stated above, the other Ruhr rivers, the Wupper, the Emscher and Lippe are not suitable for drinking purposes and hence the supply of water to the whole of the Ruhr industrial region extending as far as Hamm and Ahlen to the North East depends to a great extent on the Mohne reservoir.

14. In view of the need to conserve water for fire-fighting and essential household consumption, it is probable that any measures for economy in water consumption which would have to be introduced would, of necessity, fall mainly on industry.

Effect on morale
15. The general morale in the Ruhr area must have been considerably affected by the series of bombing raids which have been carried out in recent months culminating in the two devastating attacks on Essen. The
destruction of the dam with all its consequences, would undoubtedly have further and serious repercussions on morale.

16. The increased danger to which the population would be exposed in the absence of water for fire-fighting purposes could be exploited by Political Warfare methods as an excellent opportunity for spreading panic amongst the population. This might result in the authorities, as a counter, making a lavish expenditure in water storage for fire-fighting purposes, thus further depleting the supplies available for industrial purposes.

The Sorpe Dam

17. The Sorpe Dam has about half the capacity of the Mohne Dam (72 million cubic metres or 72 million metric tons of water). Its construction is such that greater difficulty would be experienced in destroying it by the means at present under consideration. It is by no means impossible, however and the tactical problems are not greater than those involved in an attack on the Mohne Dam. The destruction of the Sorpe Dam which together with the Mohne would account for 75% of the water supplies available to the Ruhr, would if effected at the same time as the destruction of the Mohne Dam, produce a paralysing effect upon the industrial activity of the Ruhr and would result in a still further lowering of morale.

The Eder Dam

18. The Eder Dam was constructed primarily as a means of regulating the flow of the River Eder which is the principal tributary of the River Weser. Prior to its construction the Weser was a most unruly river which overflowed its banks regularly during the winter and inundated wide stretches of country.

19. The dam, which has a capacity of over 202 million cubic metres, prevents this by storage of the surplus winter rainfall which is gradually fed away during the summer. Indirectly, this dam is responsible for some of the feed water in the Mittelland Canal. It is also provided with electricity generating stations and a pumped storage station for power load equalisation. These are all, however, to be regarded as subsidiary functions.

20. Although the results of the destruction of this dam would be spectacular, economic effects would be problematical. No important industrial area would be deprived of water supply; the loss of electric power would be of secondary importance, and the effects on navigation on the Weser and on the Mittelland Canal would probably not be of long duration. From the economic standpoint, therefore, this dam cannot be considered as a first-class objective.

Conclusion

21. (i) The Mohne reservoir is a factor of the first importance in the water supply of the Ruhr and its destruction would have serious effects on industrial activity and would greatly affect morale, particularly in the light of our recent bombing of the Ruhr and Essen.

(ii) The simultaneous destruction of the Sorpe Dam would result in a critical situation in the Ruhr industries and would add greatly to the moral effect caused by the destruction of the Mohne.

(iii) The destruction of the Eder Dam would have spectacular results and the moral effects would be important if the operation was carried out in conjunction with the two Ruhr dams mentioned above. The economic effects, however, are unlikely to be substantial.

Air Staff

28th March 1943
SCAMPTON

01.04.43
F/O. H.R. Humphries posted to this unit for duties as Squadron Adjutant (F.L. Post).
F/O. W. Astell 60283 G.D. granted war substantive rank of Flight Lieutenant w.e.f., 03.11.42.
P/O. G.A Rodger 121558 G.D. (N) promoted to war substantive rank of Flying Officer w.e.f.,
19.11.42. P/O W.G. Tytherleigh G.D. (G) 120851 promoted to war substantive rank of Flying
Officer w.e.f., 20.10.42. Sgt. Townesnd 656738 (Pilot) promoted to T/F/Sgt. Sgt.518252 Anderson
(Pilot) promoted to T/F/Sgt.

02.04.43
P/O. C.C. Cample 50293 Tech (Eng.) granted the acting rank of Flight Lieutenant.
to 617 Sqdn. from 97 Sqdn. P/O. C.C. Cample 50293 Tech. (E) Posted to 617 Sqdn. from H.Q. No.5
Group on cessation of attachment (F/L. Post).

03.04.43
P/O. H.T. Taerum G.D. (N) J.16688 posted from 1654 Conversion Unit.

05.04.43
P/O. L.G. Burpee re-posted to Squadron on appointment to commission w.e.f. 05.03.43.

06.04.43
Sqdn. P/O. J. Buckley 129460 G.D. (G) posted from 10 O.T.U.

07.04.43
P/O. A.P. Pemberton 142221 G.D. (S) reposted to 617 Squadron on appointment to commission
w.e.f., 21.02.43.

08.04.43
the acting rank of F/Sgt.

09.04.43
appointed to the acting rank of F/Sgt..

10.04.44
56 Airmen proceeded on leave.

15.04.43
F/O. McCulloch AUS. 401326 G.D. (G) attended A.C.S.B. Cardington
566964 Sgt. Campbell INS/Mkr. Promoted to T/F/Sgt.
16.04.43
F/O. V.S. McCausland  J.15309 G.D. (B) posted from 16 O.T.U.

17.04.43

18.04.43
P/O. J.V.O. Wood  J.22547 G.D. (B) posted to 617 Sqdn. 83 Airmen proceeded on leave.

19.04.43
23 airmen (aircraft maintenance) attached R.A.F. Waddington.

20.04.43
F/O. R.E.G. Hutchison appointed to the acting rank of F/Lt.

21.04.43
P/O. L.G. Weller 14250 G.D. (S) reposted to 617 Squadron on appointment to commission.
P/O. C.L. Howard A.406248 G.D. (N) reposted to squadron on appointment to commission.

22.04.43
F/O. B. Goodale 101042 G.D. (W) posted from 10 O.T.U.,

25.04.43

28.04.43

29.04.43
F/O. K. Earnshaw posted to Squadron from 50 Squadron. Wing Commander Gibson D.S.O., D.F.C., the Squadron Commander was away today on temporary duty. P/O. A.F. Burcher. AUS.403182 G.D. (G) attended A.C.S.B. Cardington.

30.04.43
P/O. B.T. Foxlee reposted to Squadron on appointment to commission w.e.f. 16.12.43.
The Air Officer Commanding No.5 Group visited this Station to carry out an inspection. 617 Squadron took its place in the parades with all other Units on the Station. 46 Airmen proceeded on leave.

Daily – April
Intensive flying training was carried out, when weather permitted.
OPERATIONS RECORD BOOK
No. 617 Squadron

01.05.43
F/O. D.K. McCulloch AUS.401326 posted to 13 I.T.W.  P/O. H. Watson returned to Unit on cessation of attachment to H.Q., 5 Group. Wing Commander Gibson away on temporary duty for the day only.

02.05.43
Sgt. Williams 1539602 A/G. attached to R.A.F., Brighton for Discip. course. Cpl. Perry. 777782 Fit.II.E. posted to No.2 P.D.C. AC2. T. Jones 1662110 D.M.T., posted to 1 P.D.C. Cpl. L.G. Sutton 958682 Equip/Asst. awarded 1st G.C.B., w.e.f. 28.03.43. LAC. Dade 962204 Elect. awarded 1st G.C.B., w.e.f. 01.04.43 F/Sgt. L. Lockwood 553324 Ins/Rep. attached to this Unit from 13 M.U. Sgt. Baxendale 1693949 C/Adt. attached from Coningsby.

05.05.43
Lord Trenchard Marshal of the Royal Air Force visited the Station and aircrew of this Squadron heard an address by him. LAC J. Durkin 1096218 F.M.A. admitted Military Detention Barracks, Sowerby Bridge.

06.05.43
Air Marshal Sir Arthur Harris A.O.C. in Chief visited this Station and addressed aircrew members of this Squadron. F/Lt. McCarthy Pilot. visited the Air Ministry on temporary duty. (Medical Board).

07.05.43

08.05.43
Sgt. C. Singleton 882413 CLK/GD. returned to H.Q. No.5 Group on cessation of attachment. Sgt. Marsh 1676793 Comp/Adj. posted to Squadron.

09.05.43
Sgt. Anderson 518252 Pilot. promoted to temporary rank of F/Sgt. w.e.f., 01.04.43. Sgt. W.C. Townsend 6567338 Pilot. Promoted to temporary rank of F/Sgt. w.e.f. 01.04.43.

11.05.43

13.05.43
P/O. W.G. Divall 143890 GD Pilot. reposted to the Squadron on appointment to commission. P/O. M.J.D. Fuller 143760 GD (Nav). reposted to the Squadron on appointment to commission.

15.05.43
P/O. J. Byers 17474 GD. reposted to Squadron on appointment to commission. P/O. A. Gillespie 144205 GD (Nav.) reposted to the Squadron on appointment to commission. P/O. A.N. Whittaker 144777 GD (A/B) reposted to squadron on appointment to commission. P/O. S.L. Whillis 144619 GD(F/E) reposted to the Squadron on appointment to commission.
Flying training prior to operations completed today.

16.5.43
A special operation for which this squadron had been training so hard was carried out. The target was the three great German Dams, the Eder, the Mohne and the Sorpe. Nineteen aircraft took off to attack the targets, and of these, eight failed to return. The attack was an outstanding success in spite of these losses, and the Eder and the Mohne Dams were definitely breached, and the Sorpe damaged. (The main points of the Dams raid are well known and very well documented. Some interesting and less widely known points can be added. The Mines were released 400 yards from the dams and after skipping across the surface of the water hit each dam face and sank to a depth of 30ft. before being exploded by hydrostatic pistols. This was one of the very first raids to employ a master bomber, a technique that was further developed and became common later in the war. To give a better performance in this role the Lancaster aircraft used in the raid had fighter type TR1143 VHF radios fitted in place of the usual TR1196 that the Lancaster carried.

The bombs or "stores" as they were described, had a gross weight of 9,000lbs. when loaded. The Lancasters weighed in at 63,000lbs (28.6 tonnes) and carried 1750 gallons of fuel. The gunners' ammunition belts were each loaded with 100 rounds of MK G VI night time tracer, to distract ground gunners at whom it was likely to be fired.)

18.05.43
Today, the Air Officer Commanding No.5 Group addressed all personnel of this Squadron. After his address, all aircrew proceeded on seven days leave, and ground crew, with the exception of a few personnel remaining as a skeleton staff, were given three days.
P/O. D.A.J. McGlean 17476 reposted to Squadron on appointment to commission.
P/O. G.A. Deering J.17245 reposted to Squadron on appointment to commission.
F/Lt. D.J. Maltby 60335 D.F.C., GD. granted acting rank of Squadron Leader. (A.O.C. was Air Vice Marshall the Hon. Ralph Cochrane who had been instructed by "Butch" Harris to plan and deal with the organisation for the raid from its first beginnings.)

19.05.43
Sgt. R.B. Denham 568102 Fit/Arm. posted to No.1. A.A.S.

20.05.43
Sgt. A. Williams 1539602 A/G. ceased attachment to A.C.R.S. Brighton.
F/L. Allsebrook and Crew posted to Squadron.

24.05.43
His Majesty the King approved the following immediate awards for the Squadron operation on the German Dams:

**VICTORIA CROSS.**
W/Cmdr. G.P. GIBSON D.S.O., D.F.C.

**C.G.M.**
F/Sgt. K.W. BROWN
F/Sgt. W.C. TOWNSEND

**D.S.O.**
F/Lt. D.J. SHANNON D.F.C.
F/Lt. J.C. McCARthy D.F.C.
P/O. L.G. KNIGHT
S/Ldr D.J.H. MALTBY D.F.C.
F/Lt. H.B. MARTIN D.F.C.
BAR TO D.F.C.
F/O. D.R. WALKER D.F.C.
F/Lt. R.E.F. HUTCHISON D.F.C.
F/Lt. J.F. LEGGO D.F.C.
F/Lt. R.C. HAY D.F.C.

D.F.C.
F/O. L. CHAMBERS
P/O. C.L. HOWARD
P/O. G.A. DEERING
P/O. H.T. TAERUM
P/O. F.M. SPAFFORD D.F.M.
F/Lt. R.D. TREVOR-ROPER D.F.M.
P/O. J. FORT
F/O. H.S. HOBDAY
F/O. E.C. JOHNSON
P/O. J. BUCKLEY

BAR TO D.F.M.
Sgt. C.E. FRANKLIN D.F.M.

D.F.M.
F/Sgt. T.D. SIMPSON
F/Sgt. L.J. SUMPTER
Sgt. D.P. HEAL
F/Sgt. D.A. McLEAN
Sgt. S. OANCIA
Sgt. G.L. JOHNSON
F/Sgt. G.A. CHALMERS
Sgt. V. NICHOLSON
Sgt. WILKINSON
Sgt. J. PULFORD
Sgt. D.E. WEBB

L/C J. Durkin 1096218 F.M.A. released from Sowerby Bridge Detention Barracks.

26.05.43
Nav. all promoted to the rank of temporary F/Sgt. w.e.f., 01.05.43.
F/O Hodgson posted to 1661 Conversion Unit.

27.05.43
F/O. Swindlehurst 50120 Tech/E. attached to squadron. Their Majesties the King and Queen
visited the Station. After inspecting aircrew personnel they visited the crew room and the Squadron
Commander reconstructed by models the operation on the German Dams.

29.05.43
The Secretary of State for Air, Sir Archibald Sinclair visited the Station and inspected aircrew
personnel on the squadron. AC1. R. Bennett 993449 Elect., Cpl. H.L. Osborne 994200 F.II.,
LAC R. Williams 994589 F/M. all awarded 1st G.C.B.

31.05.43
P/O. G. Hodgson 123820 promoted to War Substantive rank of Flying Officer w.e.f., 29.01.43.
DETAIL OF WORK CARRIED OUT
BY No. 617 Squadron
FOR THE MONTH OF MAY 1943

SUMMARY OF OPERATION CARRIED OUT BY SQUADRON ON 16/17th. May 1943

On the night of 16/17th. May, 1943, nineteen aircraft of No. 617 Squadron took off to breach a number of important Dams in and around the Ruhr area. There were three primary targets, namely the Mohne, the Eder and the Sorpe Dams, and three alternative targets, the Lister, the Ennerpe and the Diemel Dams.

The Squadron trained for six weeks, paying particular attention to map reading and accurate low level bombing.

The attack was divided into three waves. The first wave of nine aircraft subdivided into three sections of three aircraft, each took off at 10 minute intervals, in perfectly clear weather, and with a full moon to assist them. They were detailed for the Mohne and the Eder Dams, in that order of priority. The second wave, consisting of five aircraft, took off to attack the Sorpe Dam, taking a different route, but timed to cross the enemy coast at the same time as, though at different points from, the leading section of the first wave. The third wave, consisting of the remaining five aircraft, formed an air bomb reserve and took off three hours later, each detailed for one of the alternate targets, and all detailed to be prepared to attack the Mohne or Eder Dams in the absence of any direct orders in the air to carry on to the alternative targets.

Wing Commander Gibson, on route to the target leading the first section of the first wave, met about twelve searchlights, and some concentrated light flak at the lakes ten miles N.E. of Haltern, which was reported to Group by W/T, and passed by Group to all the other aircraft. On arrival at a point ten miles from the Mohne Dam, the formation went over to R/T control, and each individual attack was controlled by W/Cmdr. Gibson. There were between seven and ten light flak guns around the target, believed to be mainly 20mm. One or two were located on the Dam itself, and there were two positions on the North bank of the lake on each side of the Dam. W/Cmdr. Gibson attacked first and dropped his load accurately. Four other aircraft then attacked under his control, one of which was seen to be hit by light flak during its run up, and overshot with its load. The Dam was seen to breach on the fifth attack, and this was reported to 5 Group by W/T. The remaining four aircraft were then diverted to the Eder Dam, one of these however had been shot down on the way to the target, and only three attacked. One load was seen to overshoot, and this Dam was seen to breach, after two successful attacks. (The code word radioed back to indicate the breaching of this dam was "Dinghy", probably after "Dinghy" Young who flew on this operation. The callsign for all aircraft on the raid was "WB1") This fact was also reported by W/T to Group Headquarters.

Of the five aircraft detailed to attack the Sorpe Dam, two returned early, one is known to have attacked, and two are missing without trace. A sixth aircraft from the mobile reserve was also detailed by W/T. to attack the target, and did so successfully. The two aircraft attacking both reported that the crest of the Dam was seen to crumble for some considerable distance. (This dam was not attacked from 90 degrees as was the Mohne due to its location in a valley. Instead the aircraft were detailed to fly from left to right at about 30 degrees with the mine bouncing up to the dam face rather than straight into it. This gave the attacking aircraft a better bomb run and climb out route)

Two of the remaining four aircraft of the mobile reserve were detailed to attack the Sorpe Dam, one successfully and one is missing, and it is believed did not attack. The fourth aircraft was detailed by W/T. to attack the Lister Dam, and acknowledged the order. There is no further trace of him, and it is not known if he attacked it. The fifth aircraft successfully attacked the Dam at Emmerpe.
The most important consequence of this operation is that the Ruhr industries will be deprived of a great deal of their industrial water for the coming summer. The immediate (effect) of the floods from the two Dams breached was to cause devastation and disruption throughout the valley of the Ruhr as far as Duisburg, and serious flooding below the Eder Dam at Kassel, and other places down the Weser Valley.

**********
<table>
<thead>
<tr>
<th>DATE:</th>
<th>16/17th May 1943</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster III ED. 932G. (G)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>W/Cmdr. G.P. GIBSON</td>
<td>Captain.</td>
</tr>
<tr>
<td>Sgt. J. PULFORD</td>
<td>F/Eng.</td>
</tr>
<tr>
<td>F/O. H.T. TAERUM</td>
<td>Nav.</td>
</tr>
<tr>
<td>F/Lt. R.E.G. HUTCHISON</td>
<td>W/Optr.</td>
</tr>
<tr>
<td>P/O. F.M. SPAFFORD</td>
<td>A/B.</td>
</tr>
<tr>
<td>F/Sgt. G.A. DEERING</td>
<td>F/Gunner.</td>
</tr>
<tr>
<td>F/Lt. R.D. TREVOR ROPER</td>
<td>R/Gunner.</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td>2139</td>
<td>0415</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
MOHNE DAM. 1 Mine, 60ft, 0028 hrs.
Identified the target and carried out first attack on the Mohne Dam. Came under light flak from guns around the target, but dropped his mine accurately and then directed the remainder of the attack by R/T. He also flew alongside one aircraft as it attacked, machine gunning the defences to allow it to attack undisturbed. He then carried on to the Eder Dam and indicated the target to searching aircraft and stayed to assess the results. *(There were three objects on the Mohne Dam that aerial photo interpreters thought might be flak positions and a light three gun AA position below and North of the Dam. Reconnaissance had not been terribly helpful and a great deal of concern was expressed over unidentified objects that appeared in aerial pictures of the Mohne dam shortly before the raid. They turned out to be trees that were planted along the parapet)*

<table>
<thead>
<tr>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>ED. 925G. (M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY: AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/Lt. J.V. HOPGOOD</td>
<td></td>
</tr>
<tr>
<td>Sgt. C. BRENNAN</td>
<td></td>
</tr>
<tr>
<td>F/O. K. EARNSHAW</td>
<td></td>
</tr>
<tr>
<td>Sgt. J. MINCHIN</td>
<td></td>
</tr>
<tr>
<td>F/Sgt. J.W. FRASER</td>
<td></td>
</tr>
<tr>
<td>P/O.G.H. GREGORY</td>
<td></td>
</tr>
<tr>
<td>P/O. A.F. BURCHER</td>
<td></td>
</tr>
<tr>
<td>TIME. UP. DOWN.</td>
<td></td>
</tr>
<tr>
<td>2139 -</td>
<td></td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
MOHNE DAM. 1 Mine.
Was seen to be hit by flak on the run-up and to have an engine on fire. He overshot with his mine, which struck the parapet the aircraft flew on for a few minutes before crashing in flames. It is believed that he may have climbed sufficiently for some members of his crew to escape by parachute.
*(The aircraft was hit in the wing and the inner port fuel tank, which caught fire. The aircraft was then further damaged as the bomb flew over the parapet and exploded, further damaging the aircraft. The aircraft could only have continued for seconds as the tank exploded and the wing fell off. The remains of the aircraft and some reports say bomb as well crashed near the dam power*
house and exploded at 0034hrs. All crew were aboard when the aircraft hit the ground but two crew members (Fraser and Burcher) miraculously survived the crash and became POW’s. The remainder of the crew rest in Rheinberg war cemetery. The crash site at Ostonnenis marked with a commemorative stone.

**AIRCRAFT TYPE & NUMBER:** ED. 909G. (P)

**CREW:**
F/L. H.B. MARTIN  
P/O. I. WHITTAKER  
F/Lt. J.F. LEGGO  
F/O. L. CHAMBERS  
F/Lt. R.C. HAY  
P/O. B.T. FOXLEE  
F/Sgt. T.D. SIMPSON

**TIME:**
UP.  2139  
DOWN.  0319

**DETAILS OF SORTIE OR FLIGHT**
MOHNE DAM. 1 Mine. 60ft., 0038 hrs.  
Mine burst about 20 yds. short. Starboard outer fuel tank and ailerons damaged by cannon fire, aircraft landed safely at base.  
*(Aircraft hit by 20mm shells from Dam installation.)*

**AIRCRAFT TYPE & NUMBER:** ED. 877G. (A)

**CREW:**
S/Ldr. H.M. YOUNG  
Sgt. R. HORSFALL  
Sgt. C.W. ROBERTS  
Sgt. L. NICHOLS  
F/O. V.S. MACAUSLAND  
Sgt. A.G. YEO  
Sgt. L. IBBOTSON

**TIME:**
UP.  2147  
DOWN.  -

**DETAILS OF SORTIE OR FLIGHT**
MOHNE DAM. 1 Mine. Missing.  
Was seen to make an accurate attack with his mine and then accompanied W/Cmdr. Gibson to the Eder Dam, and back to the Mohne, when the attack was finished. He was not heard on R/T. after this, and is believed to have flown over Hamm on the return journey and been shot down there.  
*"Dinghy" Young's Lancaster was shot down by flak North of Ijmuiden at 0258 (Castricum aan Zee) killing all the crew. The crew rest in Bergen general cemetery.*

**AIRCRAFT TYPE & NUMBER:** ED. 906G. (J)
CREW: F/Lt. D.J.H. MALTBY
Sgt. J. HATTON
Sgt. NICHOLSON V.
Sgt. STONE A.J.
P/O. J. FORT.
Sgt. HILL E.
Sgt. SIMMONS D.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
2147  0311

DETAILS OF SORTIE OR FLIGHT
MOHNE DAM. 1 Mine. 60ft. 0139 hrs.
Made a direct hit with his mine, and the Dam was seen to breach.

AIRCRAFT TYPE & NUMBER: Lancaster III ED. 929G. (L)

CREW: F/Lt. D.J. SHANNON.
Sgt. HENDERSON R.
F/O. F.R. WALKER.
F/O. B. GOODALE.
F/Sgt. L.J. SUMPTER.
Sgt. JAGGER B.
P/O. J. BUCKLEY.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
2147  0406

DETAILS OF SORTIE OR FLIGHT:
EDER DAM. 1 Mine. 60 ft. 0139 hrs.
Diverted from the Mohne to the Eder Dam, attacked first and registered a direct hit, but no result was seen.

AIRCRAFT TYPE & NUMBER: ED. 937G. (Z)
(The last aircraft to be delivered to the squadron before the operation. This aircraft arrived only three days beforehand.)

CREW: S/Ldr. H.E. MAUDSLAY.
Sgt. J. MARRIOTT.
F/O. R.A. URQUHART.
Sgt. R. COTTAM.
P/O. M.J.D. FULLER.
F/O. W.J. TYTHERLEIGH.
Sgt. N.C. BURROWS.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
2159  -
DETAILS OF SORTIE OR FLIGHT:
MOHNE DAM. 1 Mine.
This aircraft is believed to have been damaged on the way to the target, as something that could not be identified was seen by the light of the moon to be hanging underneath it. The mine overshot and struck the parapet, detonating instantaneously. The pilot was spoken to afterwards by R/T. and was heard to reply once, when he sounded very weak.
(This Lancaster was shot down by flak at 0236 at Netterden, 3km E of Emmerich while returning from the Dam, no doubt damaged by the massive explosion of the mine on the parapet beforehand. When called and asked if he was alright after the bomb run, a faint "I think so" was heard and then no more) The crew all rest in Reichswald Forest war cemetery.

AIRCRAFT TYPE & NUMBER:    ED. 864G.  (B)
CREW:     DUTY:
F/Lt. W. ASTELL.    AS SHOWN ABOVE
Sgt. KINNEAR J.
P/O. F.A. WILE.     
Sgt. GARSHOWITZ A.
F/O. D. HOPKINSON.
Sgt. GARBAS F.
Sgt. BOLITHO R.

TIME:   UP.   DOWN.
2159 -

DETAILS OF SORTIE OR FLIGHT:
MOHNE DAM. 1 Mine.
When leading his formation on the way to the target, appeared to become uncertain of his whereabouts, and on reaching a canal crossing, actually at the correct place, turned S. down the canal, as though to search for pinpoint. He fell about half a mile behind his accompanying aircraft, doing this, and got slightly off track. He is believed to have been shot down by light flak shortly afterwards.
(This aircraft crashed after flying through power cables, near Marbeck, 5km SSE of Borken while on the outward leg. Astell lagged slightly behind the other aircraft, when they turned over the canal at Rosendaal and apparently followed it to check his position. He drew close to the major Luftwaffe airfield at Gilze-Rijen and for some time it was believed that he was shot down there.)

AIRCRAFT TYPE & NUMBER:    ED. 912 G.  (N)
CREW:     DUTY:
P/O. L.G. KNIGHT.   AS SHOWN ABOVE
Sgt. GRAYSTON R.
F/O. H.S. HOBDAY.
F/Sgt. KELLOW R. G.
F/O. E.C. JOHNSON.
Sgt. SUTHERLAND R.
Sgt. O'BRIEN.

TIME:   UP.   DOWN.
-
DETAILS OF SORTIE OR FLIGHT:
EDER DAM. 1 Mine.
Was the third aircraft to attack the Eder Dam. He made two runs and released his mine on the second one, making a direct hit breaching the dam.

AIRCRAFT TYPE & NUMBER: ED. 921G. (W)
CREW: F/LT. K.L. MUNRO.
Sgt. APPLEBY F.
F/O. F.G. RUMBLES.
Sgt. PIGEON P.E.
Sgt. CLAY J.H.
Sgt. HOWARTH W.
F/Sgt. WEEKS H.

TIME: UP.  DOWN.
2129  0036

DETAILS OF SORTIE OR FLIGHT:
SORPE DAM. 1 Mine.
Aircraft was hit by light flak at Vlieland on the way to the target, which put the intercom out of action and forced the aircraft to return with his load to base.
(This aircraft was hit by flak from the Zuyder Zee which damaged the radio and which would have prevented Munro from directing the attack on his target.)

AIRCRAFT TYPE & NUMBER: Lancaster III ED 923 G. (T)
CREW: F/Lt. J.C. MCCARTHY.
Sgt. RADCLIFFE J.
F/Sgt. MCLEAN D.A.
Sgt. EATON R.
Sgt. JOHNSON G.L.
Sgt. BATSON R.
F/O. D. RODGER

TIME: UP.  DOWN.
2201  0323

DETAILS OF SORTIE OR FLIGHT:
SORPE DAM. 1 Mine. 30ft. 0046 hrs.
Had trouble with his compass and took off 20 mins. late. Flew his route in reverse direction as a consequence. Had difficulty finding the lake, due to mist, and on locating it, found the run along the Dam was made very difficult by the presence of a small hill at either end. The mine was dropped and seen to explode in contact with the Dam. Part of the crest of the Dam was seen to crumble.
(McCarthy found the hydraulics of his aircraft "Q" Queen leaking when he carried out his pre flight checks. He rushed his crew to the reserve aircraft and found the compass deviation card essential to accurate navigation of the aircraft was not in the cockpit. An engineer ran to the instrument section to find it but McCarthy in his rage plucked his parachute from the tarmac and accidentally pulled the ripcord. He was going to leave without the chute, already late, but as he ran up the engines another spare chute was passed to him.)

AIRCRAFT TYPE & NUMBER: ED. 936G. (H)

CREW: DUTY:
P/O. G. RICE. AS SHOWN ABOVE
Sgt. SMITH H.
F/O. R. MACFARLANE
Sgt. GOWRIE G.B.
F/Sgt. THRASHER W.
Sgt. MAYNARD T.
Sgt. BURNS S.

TIME: UP. DOWN.
2131 0047

DETAILS OF SORTIE OR FLIGHT:
SORPE DAM. 1 Mine.
Aircraft struck the sea in the Zuyder Zee, East of Texel and lost its mine, which is believed to have exploded. (The lights used to place the aircraft at 50ft above the water were not correctly set and the aircraft hit the water. The rear gunner was almost drowned as the water scooped into the fuselage ran out of the back. All survived to land safely after a long flight on only two engines.)

AIRCRAFT TYPE & NUMBER: ED. 934G. (K)

CREW: DUTY:
Sgt. BYERS V.W. AS SHOWN ABOVE
Sgt. TAYLOR A.
P/O. J.H. WARNER.
Sgt. WILKINSON R.
Sgt. WHITTAKER A.
Sgt. JARVIE R.
Sgt. MCDOWELL H.

TIME: UP. DOWN.
2130 -

DETAILS OF SORTIE OR FLIGHT:
SORPE DAM. 1 Mine.
Missing without trace. (This aircraft was shot down by flak from batteries on Texel while flying at 300ft and crashed in the Waddensee W of Harlingen. McDowell is buried in Harlingen general cemetery. The rest of the crew have no known graves.)
AIRCRAFT TYPE & NUMBER: ED. 927G. (E)

CREW: F/Lt. R.N.G. BARLOW.
      Sgt. WHILLIS S.L.
      F/O. P.S. BURGESS.
      F/O. C.R. WILLIAMS.
      Sgt. A. GILLESPIE.
      F/O. H.S. GLINZ.
      Sgt. LIDDELL D.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
2128 -

DETAILS OF SORTIE OR FLIGHT:
SORPE DAM. 1 Mine.
Missing without trace.
(This aircraft crashed on outward leg near Rees on the Rhine. The Lancaster was hit by flak and flew through high tension wires before crashing and killing all the crew. The crash site is at Haldern, 4km ENE of Rees. The mine however survived the crash and was examined by German Technicians the next day. Sgt Liddell was 18 when he died and must have lied about his age when he joined the RAF.)

AIRCRAFT TYPE & NUMBER: ED. 910G. (C)

CREW: P/O. W.H.T. OTTLEY.
      Sgt. MARSDEN R.
      F/O. J.K. BARRETT.
      Sgt. GUTERMAN J.
      F/Sgt. JOHNSTON L.
      Sgt. TEES R.
      Sgt. STRANGE H.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
0009 -

DETAILS OF SORTIE OR FLIGHT:
LISTER DAM. 1 Mine.
Missing. Acknowledged his diversion to the Lister Dam, no further trace.
(This aircraft shot down by light flak just slightly North of Hamm in the Boselagerschen Forest on the outward leg to the Lister Dam with six of the crew dying in the crash. The only survivor was "Freddie" Tees who was taken prisoner. Tees died in 1982 and following cremation his ashes were placed alongside the graves of his crew.)

AIRCRAFT TYPE & NUMBER: Lancaster III ED. 865G. (S)

CREW: P/O. L.J. BURPEE

DUTY: AS SHOWN ABOVE
Sgt. PEGLO R.  
Sgt. JAYE T.  
P/O. L.G. WELLER. 
Sgt. ARTHUR R.  
Sgt. LONG N.  
F/Sgt. BRADY J.G.  

**TIME:** UP. DOWN.  
0011 -  

**DETAILS OF SORTIE OR FLIGHT:**  
SORPE DAM. 1 Mine.  
Missing without trace.  
*(Shot down at 0200 immediately south of Gilze-Rijen (Netherlands) on way to target. The aircraft was following the Wilhelmina canal between Gilze-Rijen and Eindhoven as a good navigation way point that would take the aircraft between the enemy airfield at Gilze-Rijen and the flak defences of Eindhoven. The crew rest at Bergan op Zoom war cemetery)*

**AIRCRAFT TYPE & NUMBER:** ED. 886G. *(O)*  
**CREW:**  
F/Sgt. TOWNSEND W.C.  AS SHOWN ABOVE  
Sgt. POWELL D.J.  
P/O. C.L. HOWARD.  
F/Sgt. CHALMERS G.  
Sgt. FRANKLIN C.E.  
Sgt. WEBB D.E.  
Sgt. WILKINSON J.  

**TIME:** UP. DOWN.  
0014 0615  

**DETAILS OF SORTIE OR FLIGHT:**  
ENNEPE DAM. 1 Mine. 60ft. 0337 hrs.  
Mist on the reservoir caused this aircraft to make 3 runs at the target. Mine dropped accurately on third attempt and seen to explode. Returned over Holland in broad daylight.  
*(Post war research proves that Townsend attacked not the Ennerpe Dam but the Bever Dam nearby to the North West instead. The Germans recovered fragments of the bomb from the reservoir after the attack. There would have been several lakes in view at the time and with the mist conditions prevailing the mistake is understandable. This dam, unlike the Mohne, did not have any towers which made the range calculation using the famous "Wood with two nails" bomb sight useless. Although both lakes are orientated similarly the Bever dam is at the southern end of the lake and the Enneppe at the northern. This would have left Townsend attacking from 180 degrees away from the direction that he expected.)*

**AIRCRAFT TYPE & NUMBER:** ED. 918G. *(F)*  
**CREW:**  
F/Sgt. BROWN K.W.  AS SHOWN ABOVE  
Sgt. FENERON H.B.  

---

29
Sgt. HEAL D.P.  
Sgt. HEWSTONE H.J.  
Sgt. OANCIA S.  
Sgt. ALLATSON D.  
F/Sgt. MACDONALD G.  

TIME: UP. DOWN.  
0012  0533  

DETAILS OF SORTIE OR FLIGHT:  
SORPE DAM.  1 Mine.  60ft. 0314 hrs.  
Shot up a train on the way to the target. On arrival at the target, was hampered by mist, so dropped some incendiaries in some trees, and used the resulting fire as a landmark whilst waiting for the mist to clear. Dropped mine accurately and saw it explode.  

AIRCRAFT TYPE & NUMBER: ED. 924G. (Y)  

CREW: DUTY:  
F/Sgt. ANDERSON C.T. AS SHOWN ABOVE  
Sgt. PATERSON D.  
Sgt. NUGENT L.  
Sgt. BICKLE D.  
Sgt. GREEN S.  
Sgt. EWAN A.  
Sgt. BUCK R.  

TIME: UP. DOWN.  
0015  0530  

DETAILS OF SORTIE OR FLIGHT:  
SORPE DAM.  1 Mine.  
Was unable to reach target, due to mist in valleys, mine returned to base.  

OPERATIONS RECORD BOOK  
No. 617 Squadron.  

SCAMPTON  
01.06.43  
F/O. J. Hodgson 123820 Tech (Elect) posted to 1661 Conversion Unit, Winthorpe, w.e.f., 26.05.43. (F/L.Post) P/O. S.L. Whillis 144619 GD/F/E. reposted to Squadron 15.05.43. on appointment to commissioned rank w.e.f., 05.04.43. and posted to Uxbridge w.e.f., 17.05.43. on being reported missing. 24 airmen reclassified AC1. 35 airmen reclassified LAC. All technical tradesmen.  
02.06.43  
Wing Commander Gibson V.C., D.S.O., D.F.C. proceeded on leave.  
03.06.43  
F/S. Anderson 516252 and crew posted to 49 Squadron.
04.06.43
F/L. J.C. Mcarthy proceeded to London for interview re. transfer to U.S.A.A.F.

05.06.43
AC2. C. Relf 1535498 Elect. posted to 2 P.D.C., pending posting overseas.

06.06.43
W/O Botting 520680 Nav. appointed to commission w.e.f., 23.04.43. P/O. G.H.Warner 128619 GD/Nav. promoted to war substantive rank of Flying Officer w.e.f., 01.03.43. F/O M.W.Arthurton 120253 MED. posted to R.A.F. Station, Scampton.

07.06.43
F/Sgt. R. Brown 94567 Pilot appointed to commissioned rank w.e.f., 20.04.43. Signal received from 1 R.C.C. that F/S. R. Brady 93564 reported killed in action. W/O. Cook 513770 (ARMR), F/Sgt. Powell 509146 ACH/GD and Sgt. Heveron 901195 CLK/GD. Mentioned in despatches, for services with 57 Squadron.

08.06.43
An officer of the A.C.S.B. Doncaster addressed all Grade I personnel regarding re-mustering to aircrew.

10.06.43
Two A.A. Officers visited (liaison). F/L McCarthy sighted dinghy in North Sea. Obtained two fixes.

11.06.43
Sgt. Clay 1057896 Nav. promoted T/F/Sgt. w.e.f., 01.05.43.

12.06.43
W/Cmdr. Bennett 143 Squadron N.Coates, phoned to thank the crew that sighted the dinghy on 10th June. The occupants were pulled up safe on June 11th.

13.06.43
F/S Townsend 656738 Pilot, appointed to commission w.e.f., 06.03.43. Sgt. Watson 522921 F.II.A. mentioned in despatches for services with 9 Squadron.

14.06.43
F/S. Kellow AUS.411453 W.OP/AG. appointed to commission w.e.f., 12.04.43.

15.06.43

16.06.43
F/O. D. Rodger J.10160 GD/G. attached C.G.S. Sutton Bridge.

18.06.43
Sgt. Pulford 652403 F/E. posted to S.H.Q. Scampton on becoming N/E Sick.

21.06.43
Sgt. Spicer 614246 Elect I appointed to acting unpaid rank of F/Sgt.
22.6.43
The thirty three members of the Squadron who were decorated today by Her Majesty the Queen, were greatly honoured by being the first on the list, led by the Squadron Commander, Wing Commander Gibson V.C., D.S.O., D.F.C.

24.06.43
P/O. H.T.Taerum GD/Nav. J.16688 promoted to war substantive rank of Flying Officer.

25.06.43
Sgt. D.P. Heal 919764 Nav. awarded 1st. Good Conduct Badge. w.e.f., 06.05.43.

28.06.43
Sgt. Moore F/E. 570619 promoted T/F/Sgt.

30.06.43

Flying Training proceeded throughout the month.
OPERATIONS RECORD BOOK
No. 617 Squadron.

SCAMPTON

01.07.43

02.07.43

03.07.43
R.87308 F/Sgt. Stacey (A/G) posted to Squadron. 577722 Sgt. Hill (F/E), 1217236 Sgt.Watson (A/B) and 1564290 Sgt. Hume (A/G) posted to Squadron.

04.07.43
P/O. J.W. Fraser Nav. J.17696 reposted to Squadron. on appointment to commission w.e.f., 12.04.43. (This Officer was reported missing on May 16th 1943, and news has since been received that he is prisoner in German hands). 1304938 Sgt. Hornby (A/G) promoted Temp. F/Sgt.

05.07.43
F/O. N.J. Davidson (A/B) J.22314 posted to Squadron.

06.07.43
P/O. J. Buckley (A/G) 129460 promoted to war subs. rank of Flying Officer.

09.07.43
F/Lt. Allsebrook D.F.C. awarded D.S.O. The whole of the Squadron personnel were photographed this afternoon.

10.07.43
1165320 Sgt. Franklin (A/B) attached to No. 1 AAS for Bombing Instructor's Course.

11.07.43

12.07.43
P/O. J.S. Watson (A/B) 146647 re-posted to Squadron on appointment to commission w.e.f., 21.05.43 W/Cmdr. Gibson proceeded to Fulbeck. 630257 Sgt. Simpson J. (W.OP/AG) promoted Temp. F/Sgt.

13.07.43
14.07.43
P/O. S.J. Stacey J.17756 reposted to 617 Squadron on appointment to commission w.e.f., 30.04.43.

15.07.43
Twelve aircraft of this Squadron took off to attack targets in Northern Italy. All aircraft attacked and proceeded to North Africa without loss.
(Targets were San Polo D'Enza and Aquata Scrivia power stations which it was hoped would delay German troops who were travelling down into Italy on the electrified railway system to support the Italian front. The operation met little opposition but the targets were obscured by valley haze and they were not destroyed.)

19.07.43
P/O. L.G. Knight D.S.O. AUS. 401449 Pilot. promoted to war subs. rank of Flying Officer.

24.07.43
1187056 Sgt. Moore W/AG. promoted Temp. F/Sgt. w.e.f., 01.04.43.

25.07.43
The twelve crews who left here on 15th. July returned from N. Africa this morning, after bombing Leghorn on the return journey.
(The weather in Africa closed in after the Squadron's arrival and their return was delayed until today. The raid on Leghorn docks was not a great success due to further mist shrouding the target.)

26.07.43
P/O. L.W. Curtis GD(S) 139645 posted to Squadron. P/O. W. Grimes 138316 GD(S) posted to Squadron. F/Lt. E.E.G. Youseman 113351 Pilot. posted to Squadron. 617163 W/O Meikle (A/G) and 966702 F/Sgt. Whittingham (F/Eng.) posted to Squadron.

27.07.43
W/Cmdr. Gibson proceeded to London on temporary duty.

28.07.43
F/Lt. Kellaway 49688 Pilot. promoted to war subs. rank of F/O. w.e.f., 22.01.43. P/O. T.D. Simpson GD(G) AUS.408076 re-posted to Squadron on appointment to commission w.e.f., 19.05.43. 1107754 Sgt. Eaton W/AG, promoted to Temp. F/Sgt. w.e.f., 01.05.43. 1155189 Sgt. McArthur R. Nav B promoted Temp. F/Sgt. w.e.f., 16.05.43.

29.07.43
Nine aircraft of this Squadron took off to drop leaflets on targets in Italy. All aircraft completed the mission and landed safely in N. Africa.
(Target was Milan. The Squadron was not impressed by being sent on "Nickels", as leaflet drops were known.)

DATE: 15.07.43
AIRCRAFT TYPE & NUMBER: Lancaster III EE.130. (A)
Sgt. HATTON W. F/Eng.

DUTY:
DETAILS OF SORTIE OR FLIGHT:
SAN POLO D'ENZA  0335 hrs.  800ft.  13 x  500 GP.  90 x 4lb I.B.
Identified target, bombs seen to straddle target.  Blue flashes seen, but no fires.  One large flash
lasting some seconds.  1 bomb and 90 incendiaries hung up, but were dropped on Genoa - Spezia
railway at Sestri Levante.  No results observed.

DATE:  15.07.43  
AIRCRAFT TYPE & NUMBER:  Lancaster III EE.931(C) (59 Sqn.)
CREW:     DUTY:  
S/LDR. G.W. HOLDEN  AS SHOWN ABOVE  
Sgt. PULFORD J. 
F/O. H.T. TAERUM.  
F/L. R.E.G. HUTCHISON  
P/O. F.M. SPAFFORD.  
F/LT. R.D.TREvor-ROPER  
P/O. G.A.DEERING.
TIME:  UP.  DOWN.  
2220  0805

DETAILS OF SORTIE OR FLIGHT:
AQUATA SCRIVIA.  0326 hrs.  800ft. 13 x 500 G.P. 90 x 4lb I.B.
Made four runs and saw bombs burst.  Target seen to be well alight, and brilliant blue flashes
noted.  Aircraft was damaged by flak over target.

DATE:  15.07.43  
AIRCRAFT TYPE & NUMBER:  Lancaster III EE 144.  (S)
CREW:     DUTY:  
F/Lt. H.B. MARTIN.  AS SHOWN ABOVE  
P/O. I. WHITTAKER.  
F/LT. J.F. LEGGO.  
F/O. L. CHAMBERS.  
F/LT. R.C. HAY.  
P/O. B.T. FOXLEE.  
F/Sgt. T.D. SIMPSON.
TIME:  UP.  DOWN.  
2200  0735
DETAILS OF SORTIE OR FLIGHT:
SAN POLO D'ENZA. 0330 hrs. 800ft. 12x 500 G.P. 90 x 4lb. I.B.
Difficulty experienced in identifying target, but bombed on second run. Stick of bombs seen to
burst in Transformer Yard. Two S/E. fighters seen over target, but all turrets of aircraft
unserviceable. Many blue flashes noted.

DATE:  15.07.43
AIRCRAFT TYPE & NUMBER: Lancaster III. EE 148.  (U)
CREW:     DUTY:
F/Lt. J.C. McCARTHY   AS SHOWN ABOVE
Sgt. RADCLIFFE W.G.
P/O. D.A. MacLEAN.
Sgt. EATON W.
Sgt. JOHNSON G.L.
F/Sgt. BATSON R.
F/O. RODGER D.
TIME:  UP.  DOWN.
2225  0745

DETAILS OF SORTIE OR FLIGHT:
SAN POLO D'ENZA. 0355 hrs. 800ft. 14 x 500lb. G.P.
Six bomb bursts seen on target on first run. Blue flames seen as bombs exploded. Nose of aircraft
hit by shrapnel from one of own bombs. Hazy conditions made accurate bombing impossible.

DATE:  15.07.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. ED. 999.  (A) (49 Sqdn.)
CREW:     DUTY:
F/Lt. L.R.A.P. ALLSEBROOK.  AS SHOWN ABOVE
F/Sgt. MOORE H.
P/O. N.A. BOTTING.
F/O. J.M. GRANT.
F/Sgt. LULHAM R.B.S.
Sgt. HITCHEN J.G.
Sgt. JONES J.
TIME:  UP.  DOWN.
2220  0750

DETAILS OF SORTIE OR FLIGHT:
AQUATA SCRIVIA. 0321 hrs. 800ft. 12 x 500 G.P. 90 x 4lb I.B.
First bomb blew up ammunition train in marshalling yard one and a half miles S. of target. Smoke
from train obscured target but one direct hit and several near misses among Pylons were seen. One
small flak hole in aircraft.

DATE:  15.07.43
AIRCRAFT TYPE & NUMBER: Lancaster III. EE.150.  (Z)

36
CREW: 
F/LT. J.L. MUNRO. 
F/Sgt. APPLEBY F. 
F/O. F.G. RUMBLES. 
Sgt. PIGEON P.E. 
F/Sgt. J.H. CLAY. 
Sgt. HOWARTH W. 
F/Sgt. WEEKS H. 

DUTY: 
AS SHOWN ABOVE 

TIME: 
UP. 2225 
DOWN. 0820 

DETAILS OF SORTIE OR FLIGHT: 
SAN POLO D'ENZA. 0335 hrs. 1300ft. 14 x 500lb. G.P. 
Own results unobserved. Saw another stick of bombs fall across target with blue flashes lasting 2 mins. Tyre puncture and Bomb Aimer's panel damaged by bomb fragments.

DATE: 15.07.43 
AIRCRAFT TYPE & NUMBER: Lancaster. EE.197. (Y) (57 Sqdn.) 

CREW: 
F/Lt. H.S. WILSON. 
P/O. T.W. JOHNSON. 
F/O. J.A. RODGER. 
Sgt. MIEYETTE W. 
P/O. G.H. COLES. 
F/Sgt. PAYNE T.H. 
F/Sgt. HORNBY E. 

DUTY: 
AS SHOWN ABOVE 

TIME: 
UP. 2225 
DOWN. 0800 

DETAILS OF SORTIE OR FLIGHT: 
AQUATA SCRIVIA. 0330 hrs. 1600ft. 14 x 500lb. G.P. 
Smoke from burning train obscured target, but one direct hit observed. One hole in port tail plane from flak.

DATE: 15.07.43 
AIRCRAFT TYPE & NUMBER: Lancaster. EE.146. (K) 

CREW: 
P/O. W.G. DIVALL. 
Sgt. BLAKE E.C.A. 
F/O. D.W. WARWICK. 
F/Sgt. SIMPSON J.S. 
Sgt. McARTHUR R. 
Sgt. ALLATSON D. 
Sgt. WILLIAMS A. 

DUTY: 
AS SHOWN ABOVE
**DETAILS OF SORTIE OR FLIGHT:**
SAN POLO D'ENZA. 0340 hrs. 1300ft. 14 x 500lb. G.P.
Sticks seen to burst on main buildings, sending up blue flashes. 1 x 500lb brought back due to hang up.

**DATE:** 15.07.43  
**AIRCRAFT TYPE & NUMBER:** Lancaster. W.5008. (B) (57 Sqdn.)
**CREW:**  
P/O. G. RICE.  
Sgt. SMITH H.  
F/O. R. MACFARLANE.  
Sgt. GOWRIE G.B.  
F/Sgt. THRASHER J.W.  
Sgt. MAYNARD T.  
Sgt. BURNS S.

**TIME:**  
UP.
2225  
DOWN.
0735

**DETAILS OF SORTIE OR FLIGHT:**
SAN POLO D'ENZA. 0345 hrs. 1400ft. 14 x 500lb. G.P.  
Four bombs seen to burst on target. Remainder not seen, owing to obscuring smoke. Several small fires seen on leaving target.

**DATE:** 15.07.43  
**AIRCRAFT TYPE & NUMBER:** Lancaster. EE.185. (K) (44 Sqdn.)
**CREW:**  
P/O. K.W. BROWN.  
Sgt. FENERON H.B.  
Sgt. HEAL D.P.  
Sgt. HEWSTONE H.J.  
Sgt. OANCIA S.  
Sgt. BUNTAIN D.  
F/Sgt. MACDONALD G.

**TIME:**  
UP.
2220  
DOWN.
0805

**DETAILS OF SORTIE OR FLIGHT:**
AQUATA SCRIVIA. 0414 hrs. 1600ft. 14 x 500lb. G.P.  
Reports visibility fair, but ground haze. Unable to identify target, and spent one hour searching. Located and bombed secondary target.

**DATE:** 15.07.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. DV. 178. (N) (49 Sqn.)

CREW:
P/O. W.C. TOWNSEND.
Sgt. POWELL D.J.
P/O. C.L. HOWARD.
F/Sgt. CHALMERS G.A.
F/O. N.J. DAVIDSON.
Sgt. WEBB D.E.
Sgt. WILKINSON R.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
2225 0700

DETAILS OF SORTIE OR FLIGHT:
AQUATA SCRIVIA. 0324 hrs. 800ft. 14 x 500lb. G.P.
1st. aircraft to bomb. On third run bombs hit an ammunition train one and a half miles S. of target.
Smoke rose to about 4000ft. Many blue flashes seen.

DATE: 15.07.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. JA. 703. (W) (44 Sqn.)

CREW:
P/O. B.W. CLAYTON.
Sgt. HILL E.
P/O. W. BUTTLE.
P/O. J. BIBBY.
P/O. J.S. WATSON.
Sgt. WILLIS (57 Sqn)
P/O. S.J. STACEY.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
2225 0810

DETAILS OF SORTIE OR FLIGHT:
AQUATA SCRIVIA. 0325 hrs. 800ft. 14 x 500lb. G.P.
Results of own bombing not seen. Made six runs machine gunning, and saw blue flashes from electrical installations.

DATE: 24.07.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. EE.130. (A)

CREW:
S/Ldr. D.J.H. MALTBY.
Sgt. HATTON W.
Sgt. NICHOLSON V.
Sgt. STONE A.J.
P/O. J. FORT.
Sgt. HILL V.
Sgt. SIMMONDS H.

DUTY: AS SHOWN ABOVE
DETAILS OF SORTIE OR FLIGHT:
LEGHORN. 0038 hrs. 16,000ft. 11 x 500 G.P. 90 x 4lb. I.B.
Time and distance run made from Corsica, bombs seen to explode, but no results observed.
Incendiaries seen burning N. of railway yards.

DATE: 24.07.43
AIRCRAFT TYPE & NUMBER: Lancaster. III EE. 931. (C) (57 Sqn.)
CREW: DUTY:
S/LDR. G.W. HOLDEN. AS SHOWN ABOVE
F/O. H.T. TAERUM.
F/L. R.E.G. HUTCHISON
P/O. SPAFFORD.
F/LOT. T-ROPER. R.D.
P/O. G.A. DEERING.

TIME: UP. DOWN.
2105 0535

DETAILS OF SORTIE OR FLIGHT:
LEGHORN. 0035 hrs. 16,000ft. 12 x 500lb G.P. 90 x 4lb. I.B.
Bombed on ETA., bursts seen, but position not identified. Bombing seemed to be scattered, and only one fire seen.

DATE: 24.07.43
AIRCRAFT TYPE & NUMBER: Lancaster. III EE. 144. (S)
CREW: DUTY:
F/Lt. H.B. MARTIN. AS SHOWN ABOVE
P/O. I. WHITTAKER.
F/LOT. J.F. LEGGO.
F/O. L. CHAMBERS.
F/LOT. R.C. HAY.
P/O. B.T. FOXLEE.
F/Sgt. SIMPSON T.D.

TIME: UP. DOWN.
2220 0455

DETAILS OF SORTIE OR FLIGHT:
LEGHORN. 0002 hrs. 9,500ft. 12 x 500 G.P. 90 x 4lb. I.B.
Bombed docks, bombs seen to explode across town and docks. 3 large fires observed at N. end of town.

DATE: 24.07.43
**AIRCRAFT TYPE & NUMBER:**  Lancaster. III. EE. 148.  (U)

**CREW:**
- F/Lt. J.C. McCARTHY.
- Sgt. RADCLIFFE W.G.
- P/O. D.A. McLEAN.
- Sgt. EATON R.
- Sgt. JOHNSON G.L.
- F/Sgt. BATSON R.
- F/O. D. RODGER.

**DUTY:**
- AS SHOWN ABOVE

**TIME:**  
<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2125</td>
<td>0515</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
LEGHORN. 0051 hrs. 16,000ft. 1 x 4000lb. H.C. 4 x 500 GP.
Identified built up area by light of flares. Bombs seen to burst oil storage dump N. of town. Large clouds of black smoke given off.

**DATE:** 24.07.43

**AIRCRAFT TYPE & NUMBER:**  Lancaster. III. ED.999.  (A) (49Sqdn.)

**CREW:**
- F/Lt. R.A.P. ALLSEBROOK
- F/Sgt. MOORE H.
- P/O. N.A. BOTTING.
- F/O. J.M. GRANT.
- F/Sgt. LULHAM R.B.S.
- Sgt. HITCHIN J.G.
- Sgt. JONES J.

**DUTY:**
- AS SHOWN ABOVE

**TIME:**  
<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2120</td>
<td>0630</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
LEGHORN. 0102 hrs. 9000ft. 12 x 500lb M.C. 90 x 4lb I.B.
Two runs made over target, bombs aimed at fires on ground, and seen to burst. Oil dump hit, as red flames and black oily smoke gushed out. Starboard outer engine failed on way to target, and height could not be maintained. Returned on three engines.

**DATE:** 24.07.43

**AIRCRAFT TYPE & NUMBER:**  Lancaster. III. EE. 150.  (Z)

**CREW:**
- F/Lt. J.L. MUNRO.
- F/Sgt. APPLEBY F.
- F/O. F.G. RUMBLES.
- Sgt. PIGEON P.E.
- F/Sgt. CLAY J.H.
- Sgt. HOWARTH W.

**DUTY:**
- AS SHOWN ABOVE
F/Sgt. WEEKS H.

TIME: 
UP. DOWN. 
2105  0510

DETAILS OF SORTIE OR FLIGHT:
LEGHORN. 0044 hrs. 16,000ft. 12 x 500lb. M.C.
Outer harbour identified visually and bombs dropped on estimated position of railway yards.
Weather conditions over target made bombing rather scattered.

DATE: 24.07.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. EE.197. (Y) (57 Sqdn.).
CREW: 
F/Lt. H.S. WILSON. 
P/O. T.W. JOHNSON. 
F/O. J.A. RODGER. 
Sgt. MIEYETTE W. 
P/O. G.H. COLES. 
F/Sgt. PAYNE T.H. 
F/Sgt. HORNBY E.

TIME: 
UP. DOWN. 
2110  0523

DETAILS OF SORTIE OR FLIGHT:
LEGHORN. 0050 hrs. 18,000ft. 1 x 4000lb. H.C. 4 x 500lb. M.C.
Bombs aimed at centre of town immediately to E. of railway yards. Bombs seen to burst in built up area.

DATE: 24.07.43
AIRCRAFT TYPE & NUMBER: Lancaster III. EE.146. (K)
CREW: 
P/O. W.G. DIVALL. 
Sgt. BLAKE E.C.A. 
F/O. D.W. WARWICK. 
F/Sgt. SIMPSON J.S. 
F/Sgt. McARTHUR R. 
Sgt. ALLATSON D. 
Sgt. WILLIAMS A.

TIME: 
UP. DOWN. 
2110  0440

DETAILS OF SORTIE OR FLIGHT:
LEGHORN. 0021 hrs. 16,000ft. 1 x 4000lb.HC. 4 x 500lb. M.C.
Haze obscured target, but bombed through gap in clouds. Saw one fire momentarily. 1 x 500lb. M.C. brought back due to hang up.
DATE: 24.07.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. W.5008. (B) (57 Sqdn.)

CREW:
P/O. G. RICE.
Sgt. SMITH.
F/O. R. MACFARLANE
Sgt. GOWRIE G.B.
F/Sgt. THRASHER J.W.
Sgt. MAYNARD T.
Sgt. BURNS S.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
2115 0530

DETAILS OF SORTIE OR FLIGHT:
LEGHORN. 0045 hrs. 16,000ft. 12 x 500lb. M.C.
Bombed on ETA, Mole and harbour clearly seen. Aimed bombs at shipyards, 4000lb. bomb seen to explode just E. of shipyards. 2 x 500lb. brought back due to hang up.

DATE: 24.07.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. EE.185. (K) (44 Sqdn.)

CREW:
P/O. K.W. BROWN.
Sgt. PULFORD J.
Sgt. HEAL D.P.
Sgt. HEWSTONE H.J.
Sgt. OANCIA S.
Sgt. BUNTAINE D.
F/Sgt. MCDONALD G.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
2105 0545

DETAILS OF SORTIE OR FLIGHT:
LEGHORN. 0030 hrs. 17,500ft. 12 x 500lb. G.P.
Bombs seen to explode on waterfront. Five fires seen on leaving target area. No opposition encountered.

DATE: 24.07.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. DV.178. (N) (49 Sqdn.)

CREW:
P/O. W.C. TOWNSEND.
Sgt. POWELL D.J.
P/O. C.L. HOWARD.
F/Sgt. CHALMERS G.A.
F/O. N.J. DAVIDSON.

DUTY: AS SHOWN ABOVE
Sgt. WEBB D.E.
Sgt. WILKINSON R.

TIME:          UP.   DOWN.
              2130   0530

DETAILS OF SORTIE OR FLIGHT:
LEGHORN.  0048 hrs.  17,000ft.  12 x 500lb. G.P.
Flak searchlights and flares seen on approach to target. No bombs seen to burst due to haze over
target.  9 x 500lb. G.P. brought back due to hang up.

DATE: 24.07.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. JA.703.  (W) (44 Sqdn.)

CREW:     DUTY:
P/O. B.W. CLAYTON.    AS SHOWN ABOVE
Sgt. HILL E.
P/O. W. BUTTLE
P/O. BIBBY.
P/O. J.S. WATSON.
Sgt. WILLIS.
P/O. S.J. STACEY.

TIME:          UP.   DOWN.
              2115   0500

DETAILS OF SORTIE OR FLIGHT:
LEGHORN.  0040 hrs.  15,000ft.  12 x 500lb. G.P.
Target identified on bombing run by sight of mole, but results of own bombing not seen.  1 x 500lb.
brought back (hang up).

DATE: 29.07.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. EE.146.  (K)

CREW:     DUTY:
S/Ldr. D.J.H. MALTBY.    AS SHOWN ABOVE
Sgt. HATTON W.
Sgt. NICHOLSON V.
Sgt. STONE.
P/O. J. FORT.
Sgt. HILL.
Sgt. SIMMONDS.

TIME:          UP.   DOWN.
              2247   0652

DETAILS OF SORTIE OR FLIGHT:
MILAN (Nickel) 14 SBC Nickels 10,000ft.  0313hrs.
DATE: 29.07.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. ED. 763. (D)

CREW:
F/LT. D.J. SHANNON
Sgt. HENDERSON R.J.
F/O. D.A. WALKER.
F/O. GOODALE. B.
F/Sgt. SUMPTER L.J.
Sgt. JAGGER B.
W/O. MEIKLE T.A.

DUTY: AS SHOWN ABOVE

TIME: UP.  DOWN.
2316  0745

DETAILS OF SORTIE OR FLIGHT:
BOLOGNA (Nickel) 14 SBC Nickels. 8,000ft. 0406 hrs.

DATE: 29.07.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. JA. 894. (C)

CREW:
F/Lt. W.H. KELLAWAY.
Sgt. OWEN D.E.
P/O. R. DRURY.
F/Sgt. MOORE P.
F/Sgt. HARRIS S.
F/Sgt. TEMPLE H.
Sgt. HORSFIELD G.

DUTY: AS SHOWN ABOVE

TIME: UP.  DOWN.
2301  0650

DETAILS OF SORTIE OR FLIGHT:
MILAN (Nickel) 14 SBC Nickels. 10,000ft. 0318 hrs.

DATE: 29.07.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. W. 4822. (P)

CREW:
P/O. W.G. DIVALL.
Sgt. BLAKE E.A.
F/O. D.R. WARWICK.
F/Sgt. SIMPSON J.S.
F/Sgt. MCARTHUR R.
Sgt. ALLATSON D.
Sgt. WILLIAMS A.

DUTY: AS SHOWN ABOVE

TIME: UP.  DOWN.
2249  0626
DETAILS OF SORTIE OR FLIGHT:
MILAN (Nickel) 14 SBC Nickels. 10,000ft. 0303 hrs.

DATE: 29.07.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. ED. 305. (S)
CREW:
P/O. G. RICE.
Sgt. SMITH H.
F/O. R. MacFARLANE.
Sgt. GOWRIE G.B.
F/Sgt. THRASHER J.W.
Sgt. MAYNARD T.
Sgt. BURNS S.
DUTY: AS SHOWN ABOVE
TIME: UP.  DOWN.
2257  0650

DETAILS OF SORTIE OR FLIGHT:
TURIN (Nickel) 14 SBC Nickels. 11,000ft. 0225 hrs.

DATE: 29.07.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. ED.150. (Z)
CREW:
S/Ldr. G.W. HOLDEN.
Sgt. HILL A.
F/O. H.T. TAERUM.
F/L. R.E.G. HUTCHISON.
P/O. F.M. SPAFFORD.
F/Sgt. WEBB. D.E.
P/O. G.A. DEERING.
DUTY: AS SHOWN ABOVE
TIME: UP.  DOWN.
2303  0712

DETAILS OF SORTIE OR FLIGHT:
Genoa (Nickel) 14 SBC Nickels. 8000ft. 0332 hrs.

DATE: 29.07.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. JA. 703. (W)
CREW:
F/O. L.H. KNIGHT.
Sgt. GRAYSTON R.
F/O. H.S. HOBDAY.
P/O. R/Gunner. KELLOW.
F/O. E.C. JOHNSON.
DUTY: AS SHOWN ABOVE
Sgt. SUTHERLAND F.E.
Sgt. O'BRIEN H.E.

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2258</td>
<td></td>
<td>0655</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
TURIN (Nickel) 14 SBC Nickels 13,000ft. 0333hrs.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>29.07.43</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster. III. EE.148. (U)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/Lt. J.C. McCARTHY</td>
</tr>
<tr>
<td></td>
<td>F/Sgt. WHITTINGHAM S.J.</td>
</tr>
<tr>
<td></td>
<td>P/O. D.A. MacLEAN</td>
</tr>
<tr>
<td></td>
<td>P/O. W.C. CURTIS</td>
</tr>
<tr>
<td></td>
<td>Sgt. JOHNSON G.L.</td>
</tr>
<tr>
<td></td>
<td>F/Sgt. BATSON R.</td>
</tr>
<tr>
<td></td>
<td>F/O. D. RODGER</td>
</tr>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>TIME:</td>
<td>1130</td>
</tr>
<tr>
<td></td>
<td>0845</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
MILAN (Nickel) 0404 hrs. 12,000ft. 14 SBC Nickels.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>29.07.43</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster. III. W.4358. (L)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/LT. J.L. MUNRO</td>
</tr>
<tr>
<td></td>
<td>F/Sgt. APPLEBY F.E.</td>
</tr>
<tr>
<td></td>
<td>F/O. F.G. RUMBLES.</td>
</tr>
<tr>
<td></td>
<td>Sgt. PIGEON P.E.</td>
</tr>
<tr>
<td></td>
<td>F/Sgt. CLAY J.H.</td>
</tr>
<tr>
<td></td>
<td>Sgt. HOWARTH W.</td>
</tr>
<tr>
<td></td>
<td>F/Sgt. WEEKS H.</td>
</tr>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>TIME:</td>
<td>2255</td>
</tr>
<tr>
<td></td>
<td>0655</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
GENOA (Nickel) 0441 hrs. 5,000ft. 14 SBC Nickels

---

SUMMARY OF OPERATIONS CARRIED OUT DURING JULY 1943

15th. July AQUATA SCRIVIA.
6 aircraft led by S/Ldr. G.W. Holden (Captains F/Lt. Allsebrook, F/Lt. Wilson, P/O. Brown, P/O. Townsend, P/O. Clayton), carried out the attack on the Electic Power Installations. Visibility was poor, making detailed observation extremely difficult. P/O. Townsend attacked before the arrival of the Force Commander, one bomb made a direct hit on a large building and one stick of his bombs dropped on the marshalling yards of the target hitting an ammunition train, which exploded with great violence. The glare from this caused the crews further difficulty in locating and accurately bombing the target and the smoke exaggerated the haze. The Force Commander then took charge on R/T. A stick of incendiaries was placed on the target by the leading Bomb Aimer, P/O. Spafford. Good results were obtained by S/Ldr. Holden and F/Lt. Allsebrook, each making direct hits, amongst the pylons. Later results were very difficult to observe, owing to much smoke. S/Ldr. Holden, F/Lt. Allsebrook and P/O. Clayton made several runs machine gunning the target and many blue flashes were seen from the ground. P/O. Brown did not locate the target and bombed Genoa. Opposition over this target was slight and two aircraft were hit by bomb fragments.

15th. July SAN POLO D'ENZA
6 aircraft led by S/Ldr. Maltby, (Captains F/Lt. Martin, F/Lt. McCarthy, F/Lt. Munro, P/O. Divall, P/O. Rice), made an attack on the Transformer Station. Some difficulty was experienced in locating the actual Power House, because of haze, but all crews reported blue flashes from the target area. Accurate bombing was almost impossible, but good results were nevertheless observed. The operation was considered a moderate success. The general opinion of all Captains on this target was that flares should have been carried.

24th. July. LEGHORN
Twelve aircraft led by S/Ldr. Holden, carried out an attack against the dock and harbour installations at Leghorn, on the return from N. Africa, where they had landed after the raids on Aquata Scrivia and San Polo D'Enza. Due to the haze over the target, it was not possible to obtain concentration, but several crews reported seeing bombs burst in the docks and in the town. F/Lt. McCarthy made direct hit on what was thought to be an oil storage dump, as thick clouds of black smoke were seen to rise from the target. F/Lt. Allsebrook also reported hit on an oil dump. One aircraft (F/Lt. Munro) dropped bombs on estimated position of railway yards. Opposition over this area was only slight, but three aircraft reported ‘hang ups’ with bombs. F/Lt. Allsebrook experienced difficulty on the journey to the target, one airscrew being severed from the main shaft. He carried on on three engines, however, and bombed his objective, returning to base on three engines.

29th. July. NICKEL RAIDS.
Nine aircraft were detailed to carry out a special nickel to Northern Italy. F/Lt. McCarthy was detailed for Bologna, S/Ldr. Maltby, F/Lt. Kellaway and P/O. Divall for Milan, S/Ldr. Holden and F/Lt. Munro for Genoa, F/O. Knight and P/O. Rice for Turin. The weather to the targets was good, but over Italy there was much haze, and without the moon it was very dark, making pinpointing very difficult. All targets were successfully located except F/Lt. McCarthy, who, unable to locate Bologna, went on to Milan. All aircraft landed at Blida, N. Africa, and seven returned on 1st. August, F/Lt. McCarthy and F/Lt. Munro being left behind to await the servicing of two aircraft. F/Lt. McCarthy returned on 5th. August, and F/Lt. Munro on 8th August.
OPERATIONS RECORD BOOK
No. 617 Squadron.

SCAMPTON

01.08.43
Seven aircraft returned from North Africa after successfully carrying out a Nickel raid on Italian
and 647480 Sgt. Hitchin A/G. promoted T/F/Sgt. w.e.f., 31.07.43

03.08.43
Wing Commander G.P.Gibson V.C., D.S.O., D.F.C., detached on temporary duty. It eventually
transpired that he was visiting Canada with the Prime Minister's party, and lecturing aircrew cadets
undergoing training in that country. S/Ldr. G. W. Holden D.S.O., D.F.C., assumed command Vice

04.08.43
J.17388 P/O.Plishka posted from 215 Squadron for crewing up with F/L. Yousman. 2 AC. F.II.E’s.
posted overseas.

05.08.43
F/Lt. McCarthy D.S.O., D.F.C. who took part in the leaflet raid on Italian towns returned from
North Africa.

F/Lt. Kellaway crashed at Ashley Walk Bombing Range whilst taking part in tactical excercises.
admitted Salisbury hospital and transferred R.A.F. Hospital Wroughton. Sgt. Horsfield (Admitted
SSQ. Boscombe Down) Degree of injuries: F/S. Harris seriously injured. F/L. Kellaway seriously

761219 A/F/Sgt. Nicholass W.E.M. promoted T/F/Sgt. w.e.f., 01.03.43.

06.08.43
513770 W/O. Cook ARM. returned from A.M. Unit Pendine, previous posting instructions
cancelled.

07.08.43
F/Lt. Kellaway (Pilot), F/S Owen (F/E), F/S. Harris (A/B), and Sgt. Horsefield (A/G) posted to N/E.

08.08.43
919764 Sgt Heal Nav. promoted T/F/Sgt. NZ 413942 F/L. Munro returned from North Africa.
1266419 Sgt. Feneron F/E came back from North Africa with his plane after a period in Hospital
there.

09.08.43
52619 P/O. Hill F/E. re-posted on appointment to commission. 145795 P/O. Townsend Pilot.
proceeded to Air Ministry to attend a conference.

10.08.43
A.408076 P/O. Simpson admitted Lincoln Military Hospital. F/L. Kellaway transferred to R.A.F.
Hospital Wroughton. 639976 Sgt. Radcliffe F/E. and 1217692 Sgt. Burns A/G. posted back from
S.H.Q. Scampton.
11.08.43
Warning notice received that the Squadron was moving to Coningsby on 01.09.43. R.97620 Sgt. Pigeon W.OP/AG admitted Rauceby Hospital.

13.08.43
546883 F/S. Temple A/G. Discharged R.A.F. Hospital Wroughton and returned Unit.

14.08.43
1315729 Sgt. Hill A/G. promoted T/F/Sgt. 52692 P/O. Chalmers re-posted to Squadron on appointment to commission.

15.08.43

17.08.43
73586 S/L. D.S. Richardson T/ARM. attached to Squadron from No.1 A.S.S. Manby.

18.08.43
1153507 Sgt. Owen F/E. promoted T/F/Sgt. 1163320 Sgt. Franklin A/B. returned from No.1 A.A.S. from Bombing Instructors Course. 129460 F/O. Buckley GD/G. attached to C.G.S. for No. 65 Gunnery Leader Course.

19.08.43
68795 F/L. Martin GD. admitted Hospital. 139645 P/O. L.W. Curtis W.OP/AG promoted F/O. w.e.f., 17.07.43.

20.08.43
49575 P/O. J. Fort A/B. promoted F/O. w.e.f., 14.03.43. 138314 P/O. W.C. Grimes W.OP/AG. promoted F/O. w.e.f., 23.05.43.

21.08.43
50293 P/O. A/F/L. Caple promoted War Subs. F/O. w.e.f., 10.06.43. 1199696 Sgt. Johnson A/B. proceeded No.1 A.S.S. Manby for Bombing Instructors Course.

24.08.43
47354 F/L. Trevor-Roper, Squadron Gunnery Leader, posted to C.G.S. Sutton Bridge.

25.08.43
Advance party (as at appendix 'A' attached movement order) proceeded to R.A.F. Station, Coningsby.

26.08.43
Preparations commenced for the movement of the squadron.

27.08.43
28.08.43 and 29.08.43
These days were taken up by the preparations for movements.

30.08.43
1165320 Sgt. Franklin A/B. posted to 1660 Con.Unit. 1381087 F/S Bennett posted to squadron as substitute. 614246 F/S. Spicer posted to 256 Squadron for proceeding overseas. P/O. C.G.Lancaster Elect. 134460 posted to squadron from Base Scampton. The complete Squadron less a rear party as shown on appendix “D” moved to R.A.F. Station Coningsby, all aircraft were ferried by Squadron crews and all Flight Maintenance personnel with kit were carried in aircraft. The aircraft landed at approx. 1000 hours, and the road party as shown in appendix “B” arrived at approx 1230 hours. All arrangements were smoothly carried out, and some sections were working normally by the evening.

31.08.43
This day was taken up by unloading and furnishing and setting up of offices and sections. By the end of the day, the Squadron was functioning more or less normally.

Extensive flying training was carried out during the month. No operations were ordered.
CONINGSBY

01.09.43

02.09.43
W/T Fitting Party attached to Squadron for special duty. All RDF Mechs. remustered to Radar Mechs.

03.09.43
P/O Chalmers 52692 WO/AG Discharged S.S.Q. Coningsby.

04.09.43

05.09.43

06.09.43

07.09.43

08.09.43
P/O Grayston 155194 F/Eng. re-posted to Squadron on appointment to commission. W/T fitting party returned to parent Unit.

09.09.43
544401 Sgt. Henderson F/Eng. promoted to T/F/Sgt. w.e.f., 07.07.43. 121692 Sgt Burns (A/G) promoted to T/F/Sgt. w.e.f., 02.07.43. 149639 Sgt Howarth (A/G) promoted to Temp. F/Sgt. w.e.f., 02.07.43.

10.09.43
F/O McCarthy 137265 posted to Squadron from Pershore for Medical Officer Duties. Nine Air Gunners attached to Squadron from 44 Squadron, 49, 50, 106 Squadron and 1660 Con. Unit. Leave commenced for ground staff personnel. (1943/44 period):

11.09.43
F/O D. Rodger J.10160 appointed Gunnery Leader and recommended for appointment to A/F/Lt. F/O H.T. Taerum J.16688 appointed to Nav. Officer and granted acting rank of F/Lt. F/L Leggo and F/O Chambers posted to No 13 I.T.W. on pilots courses.
12.09.43
P/O Chalmers proceeded to Scampton for newly commissioned officers course. R.142252 Sgt. O’Brien H. (A/G) promoted to Temp. Flight Sergeant. w.e.f., 05.01.43.

13.09.43
P/O T.A. Meikle (52913 A/G) re-posted to Squadron on appointment to commission.
A/F/Lt Hay AUS.404074 B/Ldr. promoted to Temp. Flight Lt. w.e.f., 23.7.43. P/O Howard (AUS.406278) promoted to Temp. F/O w.e.f., 21.07.43.

14.09.43
Nine aircraft under command of S/Ldr. Holden, took off to attack Dortmund Ems Canal. Aircraft were recalled when over North Sea, and S/Ldr. Maltby crashed in sea. F/L Shannon circled over aircraft for over two and a half hours directed A.S.R.S. to search. Body of S/L Maltby recovered, but no trace of members of crew. F/L. J. Stott A.40083 Nav. posted to Squadron for crewing with F/L Martin, from 1654 C.U.

( Operation to bomb Dortmund Ems Canal. The objective of this raid was to breach and therefore close the canal to traffic and therefore deprive the German war effort of the considerable supplies transported by this route. 8 Lancasters and a Mosquito took off. Mosquito sent ahead especially to the target area radioed back that the weather was unsuitable and the aircraft were called back. As the aircraft turned back Maltby appeared to hit one of the other aircraft’s slipstream and his was bucked into the water to cartwheel and explode.)

15.09.43
Eight aircraft under command of S/L Holden took off to attack Dortmund Ems Canal, escorted by six Mosquitos. Thick haze prevented accurate bombing, and flak opposition on the way to the target was intense. S/Ldr. Holden was seen to be shot down. F/L H.B. Martin took over the direction of the attack, and in the face of extreme difficulties carried on. Only three aircraft returned. The following failed to return - S/L Holden, F/L Allsebrook, F/L Wilson, P/O Divall, F/L Knight. All the Mosquitos returned safely. F/L Martin was specially commended by the A.O.C.

(The aircraft flew low, 50ft above the sea, in loose formation in two boxes of four and in radio silence. The faster Mosquitos took off later and overtook the bombers. Holden’s aircraft was hit by flak over Holland and in avoiding the explosion of its 12,000lb bomb the formation was broken. When they reached the target, fog had descended and all aircraft found it very difficult or impossible to pinpoint the target area. In flying along the canal to find the target they crossed many locks, each with its own flak defences and they could not fly higher than 150 ft or they lost sight of the canal altogether. Les Knight was hit and brushed through trees, with both port engines failing due to tree damaged radiators. Rice tried for a long time to find the target but badly damaged by flak had to concede defeat and jettison his bomb and return home. Shannon bombed but missed the canal bank target by feet only. Martin bombed but also missed by feet. Upon return Martin was promoted on the spot by Cochrane to Squadron Leader.)

16.09.43
Six aircraft, under the command of W/Cmdr. Abercromby (619 Sqdn.) made an attack on the Antheor Viaduct, on the French Italian frontier. The raid was very successful, all the aircraft returned safely, no opposition was encountered. F/L H.B.Martin D.S.O., D.F.C. assumed command of the Squadron.

(The raid was carried out with 12000lb bombs and all missed the bridge supports. No serious damage was done although this was not known at the time.)

17.09.43

18.09.43
S/L Maltby buried at Wickhambrew, Kent. F/O Howard attended on behalf of the Squadron.

19.09.43
1320872 F/Sgt Jagger A/G awarded the D.F.M.

20.09.43
Five A/G’s returned to parent units on cessation of attachment (other four missing on raid). Recommendations made for Immediate Awards. F/L RSD Kearns D.F.C., D.F.M. NZ.405572 Pilot posted from 11 O.T.U.

21.09.43
F/L Martin granted acting rank of Squadron Leader. 969937 W/O Dacey (WO/AG) posted to Squadron from 106 Squadron. P/O Townsend, F/O Howard, F/Sgt Webb and F/Sgt Wilkinson recommended as tour expired, and proceeded on leave.

22.09.43
1661766 AC2 Pearce FIIA recommended for commission in the A & SD Branch. F/O Buckley obtained 76.7% on gunnery leaders course.

23.09.43

24.09.43
R.92211 F/Sgt. Weeks A/G recommended for appointment to commission.

25.09.43
J.10160 F/O D. Rodger granted acting rank of F/L Gun. Ldr. w.e.f., 24.08.43. J.15336 F/O D.R. Walker granted acting rank of F/L Nav. Off. w.e.f., 17.09.43. 101042 F/O B. Goodale granted acting rank of F/L Sigs. Leader w.e.f., 17.09.43.

26.09.43

27.09.43

27.09.43
F/Sgt McDonald G.R. 108268 (A/G) proceeded to R.C.A.F. H.Q London for interview. Nine crews detailed for posting to this Squadron from other Squadrons in the Group.

28.09.43
Two crews (P/O Weedon and P/O Stout) arrived on posting from 207 and 9 Squadrons respectively.

29.09.43

30.09.43
F/O N Kennedy 53057 Tech Armt. posted to Squadron from Cosford for Armt. Officers duties. F/L Shaughnessy and crew posted from 619 Squadron. Visit by Inspector General of the R.A.F.

OPERATION SUMMARY FOR MONTH OF SEPTEMBER 1943

The squadron took part in two attacks and took off for one attack from which the aircraft were recalled. On 14th September eight aircraft (Captains S/L. Holden, S/L. Maltby, F/L. Shannon, F/L. Wilson H, F/L. Knight, F/L. Allsebrook, P/O. Rice and P/O. Divall), took off to carry out an attack on the Dortmund Ems Canal. At approximately 0040 hrs, on the 15th, a recall message was sent to all aircraft, on account of unfavourable weather. The aircraft were then over the North Sea, and in turning to make the homeward journey the aircraft piloted by S/Ldr. Maltby was seen to crash into the sea. Nothing definite is known of the cause of this accident, but it is possible that the aircraft struck the water. The crew was as follows:- S/L. D.J.H. Maltby D.S.O., D.F.C., Sgt. Hatton (F/E), F/Sgt. Nicholson D.F.M. (Nav.), F/Sgt. Stone (W/Optr.), F/O. J. Fort D.F.C. (A/B), W/O. Welch (M/G), F/Sgt. Hill (F/G) and Sgt. Simmonds (R/G.). F/Lt. Shannon circled over the spot for over two hours and directed the Air Sea Rescue service to the scene. The body of S/L. Maltby was recovered, but no trace was found of the remainder of the crew.

DORTMUND EMS CANAL 15/16th September.
Eight aircraft under the command of S/Ldr. Holden took off again on the night of 15/16th. to attack the Dortmund Ems Canal. The crew were the same as those on the previous night, except that F/Lt. Martin took the place of S/Ldr. Maltby. Six Mosquito aircraft from 605 and 418 Squadrons accompanied the aircraft, to attract ground fire and act as fighter cover. The visibility over the target was very bad, a thick haze preventing accurate locating of the target. On the inward journey S/Ldr. Holden's aircraft was seen to be hit by light flak, and to crash. F/Lt. Allsebrook took over the direction of the attack and dropped his load. F/Lt. Knight called up on R/T. and stated that his two port engines were stopped, he asked for permission to jettison and return to Base. Permission was granted, but nothing further was heard from this aircraft. F/Lt. Wilson asked for permission to attack, permission was given, but nothing further was heard from him, as was the case with P/O. Divall. No contact could be made with F/Lt. Allsebrook so F/Lt. Martin took over command of the remaining aircraft. P/O. Rice could not identify the canal area owing to poor visibility, so he came back over the coast and jettisoned. F/Lt. Shannon dropped his bomb, which was seen to explode on the tow path on the East bank. Only three aircraft returned from this raid. The mosquitos patrolled the target area for one and a half hours and during this time no enemy fighters were seen, and few searchlights. All of the Mosquitos returned safely.

ANTHEOR VIADUCT 16/17th September
Six aircraft of 617 Squadron together with six aircraft of No. 619 Squadron, the whole force under the command of W/Cmdr. Abercromby (O.C. 619 Sqdn.) took off to attack the Antheor Viaduct on the French-Italian frontier. The outward journey was uneventful, and visibility was so good that the target was located without the aid of the Flashing Beacons. All aircraft (except P/O. Clayton) successfully completed their attacks, and the opposition was negligible.
DATE: 15.09.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. EE. 144. (S)

CREW:
S/L. G.W. HOLDEN.  Captain.
Sgt. POWELL D.J.  F/Eng.
F/LT. H.T. TAERUM.  Nav.
F/O. F.M. SPAFFORD.  B/A.
P/O. G.A. DEERING.  F/Gunner.
F/O. H.J. PRINGLE.  MU/Gunner.
P/O. T.A. MEIKLE.  R/Gunner.

DUTY:

TIME: UP. DOWN.
2356 -

DETAILS OF SORTIE OF FLIGHT:
Dortmund Ems Canal. 1 Bomb.
Missing.

(Due to ground fog the aircraft had trouble seeing the target and in coming down low to do so hit trees, but survived with both port engines stopped and a damaged tail. Knight asked for permission to jettison his bomb and this was granted. The crew threw out guns, ammunition and anything else...
to save weight, which allowed the aircraft to climb to almost 1400ft. The damaged tail however forced the aircraft into a gentle port turn that could not be corrected. Knight ordered the crew to bale out and after they left tried to leave the aircraft but failed to do so before it hit the ground.

DATE: 15.09.43
AIRCRAFT TYPE & NUMBER: Lancaster. III EE.130. (A)
CREW: DUTY:
F/L. R.A.P. ALLSEBROOK AS SHOWN ABOVE
F/Sgt. MOORE P.
P/O. N.A. BOTTING.
F/O. J.M. GRANT.
F/Sgt. LULHAM R.B.S.
Sgt. JONES A.G.
F/Sgt. WALKER W.
F/Sgt. HITCHEN S.

TIME: UP. DOWN.
0001 -

DETAILS OF SORTIE OF FLIGHT:
Dortmund Ems Canal. 1 Bomb.
Missing.
(Allexbrook is believed to have bombed but the crash site of his aircraft and/or bomb were never found.)

DATE: 15.09.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. EE.146. (K)
CREW: DUTY:
F/L. SHANNON. D.J. AS SHOWN ABOVE
F/Sgt. HENDERSON R.J.
F/O. D.R. WALKER.
F/O. B. GOODALE.
P/O. L.J. SUMPTER.
F/Sgt. JAGGER B.
F/Sgt. ELDREDGE L.
F/Sgt. DOWMAN M.G.

TIME: UP. DOWN.
0002 0438

DETAILS OF SORTIE OF FLIGHT:
Dortmund Ems Canal. 1 Bomb. 0236 hrs. 150ft.
Had difficulty in making good runs owing to bad visibility. Bomb seen to explode on tow path on East bank. No damage to canal seen.
(Shannon spent 70 minutes attempting to bomb before doing so. When he did the 11 second delay necessary to let the aircraft escape precluded them seeing the result. The bomb hit the tow path. Ten feet to the left and the bomb would have breached the banks as required.)
DATE: 15.09.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. JA. 848. (X)

CREW:
F/L. H.S. WILSON.
P/O. T.W. JOHNSON.
F/O. J.A. RODGER.
W/O. MIEYETTE L.G.
F/O. G.H. COLES.
F/Sgt. PAYNE T.H.
Sgt. KNOX.
F/Sgt. HORNBY E.

DUTY:
AS SHOWN ABOVE

TIME: UP. DOWN.
2359 -

DETAILS OF SORTIE OF FLIGHT:
Dortmund Ems Canal. 1 Bomb.
Missing.

(Wilson sent an R/T message that was indistinct but spoke of attacking. His aircraft and its bomb hit the ground some 200 yards from the Canal and made a 200ft. crater.)

DATE: 15.09.43
AIRCRAFT TYPE & NUMBER: Lancaster. III EE150

CREW:
F/L  H B MARTIN
P/O I WHITTACKER
P/O K STOTT
F/O L W CURTIS
F/LT H C MAY
F/O B T FOXLES
P/O J ALLISON
P/O T D SIMPSON

DUTY:
AS SHOWN ABOVE

TIME: UP. DOWN.
2357 0524

DETAILS OF SORTIE OF FLIGHT:
Dortmund Ems Canal. 1 Bomb 0320 200’ Ran into battery of light flak and several searchlights but eventually located target and released bomb. Bomb seen to explode in water, but no damage seen to canal.

(Martin spent ninety minutes trying to bomb. The aircraft was hit several times by flak including a burst that shot through the cockpit and knocked Martins leg off the rudder bar and almost sent them into the ground. On the thirteenth circuit over the target it was seen and a carefully executed turn allowed the bomb to be dropped. Like Shannon’s it missed by only a few feet, landing instead in the canal.)
DATE: 15.09.43  
AIRCRAFT TYPE & NUMBER: Lancaster. III J574  
CREW:
F/L M W G DIVAL  
SGT BLAKE F.C.A.  
F/G D R WARWICK  
F/SGT SIMPSON J  
F/SGT MCARTHUR R  
SGT. WILLIAMS A  
STG MILES G.A.  
STG ALLATSON D  
DUTY: AS SHOWN ABOVE  
TIME: UP.  DOWN.  
0004  -  

DETAILS OF SORTIE OF FLIGHT:  
Dortmund Ems Canal. 1 bomb missing.  
(Dival was heard on R/T but then disappeared)

DATE: 15.09.43  
AIRCRAFT TYPE & NUMBER: Lancaster. III EE131  
CREW:
P/O RICE G  
SGT SMITH E  
F/O R MACFARANE  
SG GOWRIE G.B.  
FLT S THRASHER J W.  
SGT MAYNARD T  
F/SGT HARLEY  
F/SGT TEMPLE H.  
DUTY: AS SHOWN ABOVE  
TIME: UP.  DOWN.  
0003  0552  

DETAILS OF SORTIE OF FLIGHT:  
Dortmund Ems Canal. Could not identify target area owing to poor visibility so jettisoned bomb safely between Terschelling and Dutch Coast.  
(Rice spent an hour over target and the aircraft was badly damaged by flak before jettisoning bomb and returning.)

DATE: 15.09.43  
AIRCRAFT TYPE & NUMBER: Lancaster. III EE 150  
CREW:
F/L J L MUNRO  
F/S APPLBY F E  
F/O F G RUMLES  
DUTY: AS SHOWN ABOVE
DATE: 15.09.43
AIRCRAFT TYPE & NUMBER: Lancaster. III ED 763
CREW:
F/LTG E E G YOUNGMAN
FLT/S WITTINGHAM. S
F/O I FLISHKA
F/O W C GRIMES
F/SGT FLORENCE. E
F/SGT LAUGHLAND A
STF HOLT
F/SGT O’GRADY
TIME: UP. DOWN.
1958 0728

DETAILS OF SORTIE OF FLIGHT:
Antheor viaduct. 1 x 1000MC. 0115 hrs 300ft No flashing beacons or incendiaries seen. Bombs not seen to burst.

DATE: 16.09.43
AIRCRAFT TYPE & NUMBER: Lancaster. III, EE. 131. (B)
CREW:
P/O. B.W. CLAYTON.
P/O. A. HILL.
P/O. P.W. BUTTLE.
P/O. J.S. BIBBY.
P/O. J.S. WATSON.
Sgt. HUME A.
P/O. S.J. STACEY.
TIME: UP. DOWN.
1957 0334

DETAILS OF SORTIE OF FLIGHT:
Antheor Viaduct. 1 x 4000lb. MC  3 x 1000lb. MC. Aircraft became iced up and pilot was forced to jettison bombs and abandon sortie.

DATE:  16.09.43
AIRCRAFT TYPE & NUMBER:      Lancaster. III. JB. 139.  (X)
CREW:     DUTY:  AS SHOWN ABOVE
F/L. D.J.B. WILSON.
F/Sgt. HURRELL  S.C.
F/O. A.B.H. PARKIN.
P/O. D.J. ALLEN.
Sgt. BARRON  R.
Sgt. LOWE.
Sgt. MORTLOCK.
P/O. J. ALLISON.

TIME:  UP.  DOWN.
       2004 0630

DETAILS OF SORTIE OF FLIGHT:
Antheor Viaduct. 1 x 4000lb. MC  3 x 1000lb. MC. 0128 hrs. 350ft.
Saw several explosions from right under bridge.  Own bombing results not observed.

DATE:  16.09.43
AIRCRAFT TYPE & NUMBER:      Lancaster. III. ED. 735.  (R)
CREW:     DUTY:  AS SHOWN ABOVE
F/L. J.C. MCCARTHY
F/Sgt. RADCLIFFE. W.G.
P/O. D.A. MACLEAN.
F/Sgt. EATON  L.
F/O. N.J. DAVIDSON.
F/Sgt. BATSON R.
P/O. HALE.
P/O. D. RODGER.

TIME:  UP.  DOWN.
       2006 0556

DETAILS OF SORTIE OF FLIGHT:
Antheor Viaduct. 7 x 1000lb. HC.  0115 hrs. 300ft.  Made one dummy run, and dropped bombs on second run.

DATE:  16.09.43
AIRCRAFT TYPE & NUMBER:      Lancaster. III. EE. 146.  (K)
CREW:     DUTY:  AS SHOWN ABOVE
P/O. K.W. BROWN.
Sgt. WOODS.
DATE: 16.09.43
AIRCRAFT TYPE & NUMBER: Mosquito 'D'. No 605 Sqn.
CREW: S/LDR W.F. GIBB    Captain
       P/O. H.F. MILIS    Nav.
TIME:  UP.  DOWN. 0032  0446
DETAILS OF SORTIE OF FLIGHT: Dortmund Ems Canal. Patrolled Target area at 0157 hrs. No enemy fighters seen. Two attacks made on flak positions at Ladburgen.

DATE: 16.09.43
AIRCRAFT TYPE & NUMBER: Mosquito 'G' No 605 Sqn.
CREW: F/O A.H. MITCHIE    Captain
       F/Sgt TREDVEN    Nav.
TIME:  UP.  DOWN. 0033  0408
DETAILS OF SORTIE OF FLIGHT: Dortmund Ems Canal. Patrolling Target area from 02.00 hrs. Visibility poor. Fairly intense light flak. No enemy aircraft seen.

DATE: 16.09.43
AIRCRAFT TYPE & NUMBER: Mosquito 'T' No 605 Sqn.
CREW: P/O A.G. WOODS.    Captain
       Sgt. JOHNSON    Nav.
DATE: 16.09.43
AIRCRAFT TYPE & NUMBER: Mosquito 'W' No 418 Sqdn.
CREW: DUTY:
F/LT H. LISSON Captain
F/O A.E. FRANKLIN Nav.
TIME: UP. DOWN.
0028 0454

DETAILS OF SORTIE OF FLIGHT:
Dortmund Ems Canal. Patrolled target for 1 hr. 16 mins. Arrived at Target at 0157 hrs. Poor visibility. Searchlights not troublesome and no fighters seen.

DATE: 16.09.43
AIRCRAFT TYPE & NUMBER: Mosquito 'N' No 418 Sqdn.
CREW: DUTY:
F/O C.C. SCHERF Captain
F/O E.A. BROWN Nav.
TIME: UP. DOWN.
0029 0412

DETAILS OF SORTIE OF FLIGHT:
Dortmund Ems Canal. Arrived over target area at 0158 hrs, and patrolled for 45 mins. Difficult to identify ground detail owing to haze. Little flak in area, but flak in Rheine area.

DATE: 16.09.43
AIRCRAFT TYPE & NUMBER: Mosquito 'H' No 418 Sqdn.
CREW: DUTY:
F/O R.R. ROWLANDS Captain
TIME: UP. DOWN.
0027 0448

DETAILS OF SORTIE OF FLIGHT:
Dortmund Ems Canal. Patrolled target area in thick haze. No attacks made and no enemy fighters seen. Attacked by defences around Rheine.
CONINGSBY

01.10.43
NZ.404454 F/O. Barclay D.F.C., D.F.M. Nav. arrived, pending posting to Squadron.

02.10.43

03.10.43
P/O. Piggin and crew posted to Squadron from 57 Squadron.

04.10.43
5 Group Staff Inspection by W/O. Reeves.
141707 P/O. G. Rice promoted T/F/O. w.e.f. 20.08.43.
143380 P/O. B.W. Clayton promoted T/F/O. w.e.f. 18.07.43.
101042 A/F/L. B. Goodale, promoted T/F/L. w.e.f. 18.07.43.

05.10.43
P/O. Willsher and crew reported from 61 Squadron on posting.
F/L. Shannon admitted S.S.Q. Coningsby.

06.10.43

07.10.43
1297287 Sgt. Gale L.F. D.F.M. F/Eng. reported to Squadron on posting from 106 Squadron.
A.O.C., visited the Squadron Commander. F/L. Shannon discharged from S.S.

08.10.43

09.10.43
"O" (W/O. Bull) hit tree whilst low-flying. Aircraft Cat. AC. 1479659 Sgt. Batey A/B. Admitted S.S.

10.10.43
Talk to Squadron by Station Commander. Stand down in afternoon. No flying all day due to weather.

11.10.43
Kit inspection of all personnel. No flying due to weather. F/L. Rodger to Waddington for liason visit.

12.10.43
No flying due to weather. 935532 Sgt. Canmack elect. appointed A/F/Sgt.

13.10.43
P/O. Piggin and crew posted back to 57 Squadron. F/L. Walker to Waddington for liaison visit.

14.10.43
Aircraft piloted by P/O. Willsher overshot on landing, no damage.

15.10.43
F/L. Hay to Waddington for Liaison visit.

16.10.43
A.407729 A/F/L. Shannon D.S.O., D.F.C., promoted T/F/Lt. w.e.f., 23.9.43. 1.45510 P/O.
G.S. Stout Pilot. promoted F/O. w.e.f., 30.09.43. 144447 P/O. P.W. Buttle Nav. promoted F/O.
w.e.f., 28.09.43. J.17287 P/O. O.H. Weeden Pilot. promoted F/O. w.e.f., 17.06.43. 68795 S/Ldr.
Martin D.S.O., D.F.C. promoted war sub. F/Lt. w.e.f., 17.06.43.

17.10.43
Flying programme cancelled owing to bad weather. F/O McFarlane. Nav., P/O. Simpson A/G. and
P/O. Bibby W.OP/AG. made application for pilot training.

18.10.43
Station Commanders parade in the morning. Special bombing trials carried out at West Freugh in
evening. 122814 F/O. Chandler D.F.C., A/G reported to Squadron on posting from 49 Squadron
519546 W/O. Holland D.F.C., A/G. reported to Squadron on posting from 12 O.T.U.

19.10.43
Affiliation with A.A. Command on Sheffield Dams. Visit by Gyro sights experts, trial carried out.

20.10.43
Gyro sight affiliation with Spitfires.

21.10.43
Station Commander’s parade cancelled owing to weather. 540655 Sgt. Smith F/E. promoted
T/F/Sgt. F/O. Stout and crew posted to 619 Squadron.

22.10.43
P/O. Ross and crew posted to Squadron from 103 Squadron. 761219 F/Sgt. Nicholass W.E.M.
proceeded to Air Ministry for commission interview.

23.10.43
1564290 Sgt. Hume A/G promoted T/F Sgt. S/Ldr. Martin attended Wings for Victory parade at
Horncastle. Visit by R.C.A.F. welfare officers. R.98255 F/Sgt. Thrasher, Nav./B promoted W/O.
II w.e.f., 14.02.43.

24.10.43
P/O. Whittaker F/E. to Scampton for Newly Commissioned Officers Course. 1204398 LAC Parson
Elect. 1. and 1547148 LAC. Relf Elect 1 promoted T/Cpl. w.e.f., 07.09.43.
1128444 LAC Leslie I/REP I promoted T/Cpl. w.e.f., 01.08.43.

25.10.43
Station Commander’s parade in the morning. R.131192 Sgt. Walters Nav. promoted T/F/Sgt. w.e.f.,
20.01.43.

26.10.43
A.O.C’s Inspection. No. flying all day owing to weather. 1381087 F/Sgt. Nav./B Bennett promoted
T/W/O. w.e.f., 01.06.43. J.15131 S/L. H.R.Suggitt D.F.C., posted to Squadron from 428 Squadron.

27.10.43
No flying all day owing to weather. Squadron entertainments committee formed and held first
meeting.

28.10.43
R.93201 Sgt. Gowrie W.OP/AG promoted T/F/Sgt. w.e.f., 22.06.42 and W/O. 22.12.42.
No flying due to bad weather.

30.10.43
J.22514 F/O. Davidson Nav./B to Manby for Bombing Leaders Course. S/Ldr. Richardson to
M.A.P. to conference. P/O. Ross (P) struck trees whilst low flying, aircraft Cat C.

31.10.43
No flying all day owing to weather. 1368437 Sgt. Buntain A/G., 1450882 Sgt. Barron Nav./B. and
1479659 Sgt. Batey A/B. promoted T/F/Sgts. 113981 P/O. J.Gingles Pilot. posted from 432
Squadron.

OPERATIONS RECORD BOOK
No. 617 Squadron

CONINGSBY

01.11.43
F/O. T.F. McCarthy 137265 (M) proceeded to Anti-Gas School, Rolleston for course.
S/L. D.F. Richardson 73586 (Tech/A) returned from M.A.P.

02.11.43

03.11.43
639976 F/Sgt. Radcliffe F/E. and 919764 F/Sgt. Heal Nav. recommended b A.O.C., for
posted from 49 Squadron for crewing with W/C. Cheshire.

04.11.43
564650 F/Sgt. Gover F.1 proceeded to A.M. C.M.P for commission medical board.
P/O. I.Whittaker F/E. 51704 recommended for Acting F/Lt. (F/E Ldr) Meeting for Squadron
Entertainments Committee. Arrangements begun for Squadron Dance.

05.11.43
All aircrew of the Squadron authorised to wear the ribbon of the 1939-43 Star. Information received that P/O. Grayston F/E. 155194 of F/L. Knights crew, P.O.W. Nine aircraft carried out bulls-eye exercises. (Grayston spent the war in P.O.W camp L3 at Stalag Luft Sagan)

06.11.43
1338929 Sgt. R.C. Everett promoted T/F/Sgt. 913770 W/O. Cook F.G. Arm. posted to A.M. Unit for duty at experimental establishment Pendine.

07.11.43
Challenge football match between Squadron and rest of station. Squadron lost 11-2.

08.11.43
Information received that R.142252 F/Sgt. O'Brien of F/Lt. Knights crew P.O.W. (O'Brien was held at camp 337 Stalag Kopernicus)

09.11.43

10.11.43

11.11.43
Eleven aircraft under the command of S/L. Martin were detailed to attack the Antheor Viaduct. "K" pilot F/L. Shannon, engine cut whilst taking off, and sortie abandoned. Four aircraft bombed target, no damage visible, six aircraft bombed railway bridge embankment near Cannes - successful. Aircraft carried on to North Africa and landed at Blida airfield. (After much training with the SABS it was decided to try out the Gyro Bomb Sight against the Antheor Viaduct using 12,000lb. high capacity (thin walled) bombs. After the last raid, however, the defences had been beefed up with four searchlights and half a dozen guns. From the increased height most of the crews could not distinguish the target and the closest bomb was 60 yards away and caused no serious damage.)

12.11.43
Medal ribbon of 1939-43 Star issued to eligible aircrew. F/O. T.F. McCarthy Med. posted to S.H.Q., Coningsby w.e.f., 01.10.43. F/O.P. Kelly Nav. 130515 posted to Squadron from 49 Squadron. to crew with Wing Commander Cheshire.

13.11.43

14.11.43
No flying due to weather conditions. S/F/L. W.H. Kelloway Pilot. 49688 posted to squadron ex-
non-effective. P/O.L.W.J. King.F/E. 149660 posted from 1668 C.U. for crewing with W/C.
Cheshire.

15.11.43
546883 F/Sgt. Temple A/G. awarded D.F.M.
F/L.W.H. Kelloway posted to 630 Squadron.

16.11.43.
P/O. J.M. Dempster D.F.M. J.17206 promoted F/O. w.e.f., 03.09.43.

17.11.43
966702 F/Sgt. Whittingham F/E. appointed to commission w.e.f., 24.09.43
1057896 F/Sgt. Clay A/B. appointed to commission w.e.f., 08.09.43.

18.11.43
Nine aircraft returned from North Africa. “R” (F/L. Youseman and crew) missing on return
journey. (Youseman and his crew were never found, presumably having been lost over the sea
probably to a fighter.)

19.11.43
Information received that F/O.G. Rice Pilot. 141707 and F/O.I. Whittaker 51704 awarded D.F.C.s.
P/O. K.W. Brown Pilot. J.17550 appointed A/F/Lt. w.e.f., 07.10.43.
F/O.B.W.Clayton Pilot. 143380 appointed A/F/Lt. w.e.f., 01.11.43.

20.11.43
919764 F/Sgt. D. Heal Nav. and 639976 F/Sgt. W. Radcliffe to commissioned rank.

21.11.43
No flying due to adverse weather conditions all day.

22.11.43
1377381 F/Sgt. Ward W.OP/AG. appointed to commissioned rank w.e.f., 30.09.43.

23.11.43
A.403231 W/O. Tuxford A/G. appointed to commission w.e.f., 30.10.43.

24.11.43
NZ.41577 F/Sgt. Florence A/B. (Missing on 18.11.43) appointed to commissioned rank w.e.f.,
25.09.43.

25.11.43
R.92211 W/O. H.A. Weeks A/G appointed to commission rank.
Twelve aircraft under the command of W/C. Cheshire where detailed for operations which were
later cancelled.

26.11.43
A/F/L. C.C. Caple 52093 (E/E) and P/O C.C. Lancaster 134460 (Elect/E) posted to R.A.F.,
Coningsby for R. and I. section.
27.11.43
Squadron stand-down all day, due to adverse weather conditions.

28.11.43
No flying during afternoon. R.C.A.F. Ice Hockey team defeated R.A.F. Cranwell 7-1 at Grimsby.

29.11.43
Information received that F/O. Hobday Nav. P/O. Kellow W.OP/AG and F/Sgt. Sutherland of F/Lt. Knights crew arrived safely in Gibraltar.

30.11.43
F/Sgt. Barron Nav. 1450882 appointed to commissioned rank w.e.f., 24.09.43.

DETAIL OF WORK CARRIED OUT BY
No. 617 Squadron
For The Month of November 1943

DATE: 11.11.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. DV. 246. (U)

CREW:
S/LDR. H.B. MARTIN. Captain.
P/O. I.WHITTAKER. F/Eng.
F/O. L.W. CURTISS. MU/Gunner.
F/O. B.T.FOXLEE. B/A.
P/O. T.D.SIMPSON. R/Gunner.

TIME: UP. DOWN.
1825  0117

DETAILS OF SORTIE OF FLIGHT:
ANTHEOR VIADUCT. Load. 1 X 12,000 lbs. Bomb released from 5,800 ft. at 160 I.A.S. Bomb fell on railway line left of viaduct. 4 searchlights and several light guns in target area. No visible damage seen to target. Landed Blida Airfield, North Africa.

DATE: 11.11.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. EE.150. (Z)

CREW:
F/L. J.L.MUNRO. AS SHOWN ABOVE
F/Sgt. F.APPLEBY.
F/O. F.G.RUMBLES.
W/O. P.PIGEON.
F/Sgt. W. HOWARTH.
F/Sgt. J.H. CLAY.
W/O. H.A.WEEKS.

TIME: UP. DOWN.
DETAILS OF SORTIE OF FLIGHT:
ANTHEOR VIADUCT. Load. 1X 12,000 lbs. Target located visibly on approach from sea. Attempted to bomb in formation as bombsight pressure u/s. After two dummy runs, bombs seen to explode half a mile north east of target. Rest of force called up & informed they were bombing wrong bay. Landed Blida Airfield.

DATE: 11.11.43
AIRCRAFT TYPE & NUMBER: Lancaster. III ED. 912. (N)
DUTY: AS SHOWN ABOVE
TIME: UP. DOWN. 1839 0149

DETAILS OF SORTIE OF FLIGHT:
ANTHEOR VIADUCT. Bomb Load. 1X12,000lb. H.O. Good visibility, target bombed from 8,000 ft. Undershot about 60 yds. near middle of target. Coast crossed at St. Rapheal on approach from sea. Landed Blida airfield.

DATE: 11.11.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. ED. 932. (V)
DUTY: AS SHOWN ABOVE
TIME: UP. DOWN. 1825 0137

DETAILS OF SORTIE OF FLIGHT:
ANTHEOR VIADUCT. Load. 1x12,000lb H.C. Coast crossed on approach from sea near route T.I markers. Small ship about 4 miles off bay firing from a light gun. First run made over wrong Bay. Bomb dropped from 8,000 ft. Overshot about 30 yards on west end of Viaduct. Landed Blida airfield N. Africa.
DATE: 11.11.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. ED.735. (R)

CREW:
F/L. E.E.G. YOUSEMAN.
F/S.S. WHITTINGHAM.
F/O.E. FLESHER.
F/O. W.C. GRIMES.
W/O.A. LAUGHLAND.
F/Sgt. R. FLORENCE.
W/O. J.B. OGRADY.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1815  0229

DETAILS OF SORTIE OF FLIGHT:
ANTHEOR VIADUCT. Load 1 X 12,000 lbs. H.C. Bomb dropped from 7,000 ft. and slightly overshot about 100 yards. Visibility 6 - 8 miles. Landed Blida airfield N.Africa.

DATE: 11.11.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. ED.825. (E)

CREW:
F/L. T.V. O'SHAUGHNESSY.
Sgt. D.G STEWART.
P/O.M.C. LANCE.
F/S. H.J. WARD.
Sgt. A.R. HOLT.
F/O G.K. KENDRICK.
W/O. J.W. HUTTON.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1818  0220

DETAILS OF SORTIE OF FLIGHT:
ANTHEOR VIADUCT. Load 1 X 12,000 lbs. H.C. On third run bomb was dropped from 8,000 ft. slightly to right of railway bridge. Actual target was mistakenly identified owing to great similarity of characteristics of the two Bays. Very little opposition, except for ship in bay. Landed at Blida airfield, North Africa.

DATE: 11.11.43
AIRCRAFT TYPE & NUMBER: Lancaster. III EE 131 (B)

CREW:
F/O G RICE
F/SGT E SMITH.
F/O R MACFARLANE.
W/O C B GOWRIE.
F/S T MAYNARD.
W/O J W THRASHER

DUTY: AS SHOWN ABOVE
F/SGT S BURNS

TIME: 
UP. 1822
DOWN. 0120

DETAILS OF SORTIE OF FLIGHT:
Antheor Viaduct. Bomb Load 1 x 12,000 H.C. bomb dropped from 10,000 ft and burst seen about 50 yards N.W. of viaduct. Run in made after orbit over coast from sea. Landed Blida airfield.

DATE: 11.11.43
AIRCRAFT TYPE & NUMBER: Lancaster. III ED 763 (D)
CREW:
P/O K W BROWN
F/SGT H B FENERON
F/S D P HEAL
SFT H J HEWSTONE
F/SGT D M BUNTAIN
W/O S OANCIA
W/O G S MACDONALD
DUTY: AS SHOWN ABOVE

TIME: 
UP. 1827
DOWN. 0135

DETAILS OF SORTIE OF FLIGHT:
Antheor Viaduct. Bomb load 1 x 12,000 lbs. Viaduct identified visibly. Steady run up with straight approach made. Bomb seen to overshoot by 150 yards. Landed Blida airfield.

DATE: 11.11.43
AIRCRAFT TYPE & NUMBER: Lancaster. III ED 906 (J)
CREW:
F/O B.W. CLAYTON
P/O A HILL
F/O P W BUTTLE
P/O J W BIBBY
F/SGT W HUME
P/O S J STACEY
P/O J S WATSON
DUTY: AS SHOWN ABOVE

TIME: 
UP. 1825
DOWN. 0125

DETAILS OF SORTIE OF FLIGHT:
Antheor Viaduct. Bomb load 1 x 12,000 lbs. Viaduct identified visibly. Steady run up with straight approach made. Bomb seen to overshoot by 150 yards. Landed Blida airfield.
DATE: 11.11.43
AIRCRAFT TYPE & NUMBER: Lancaster. III ED 886 (0)

CREW: DUTY:
W.O G. BULL AS SHOWN ABOVE
SGT. C. C. WILTSHIRE
SGT C.M. CHAMBERLAIN
SGT. J.M. STEWART
F/SGT J H MACWILLIAMS
SGT N BATEY
F/SGT. D M THORPE

TIME: UP. DOWN.
1823  0130

DETAILS OF SORTIE OF FLIGHT:
Antheor Viaduct. Bomb load 1 x 12,000 lbs. Embankment believed viaduct seen in Bay. Bombed from 8,000 ft. burst seen on railway, believed to be direct hit on or near tunnel. General conditions good, with no cloud, but slight haze. Landed Blida airfield N.Africa.

OPERATIONS RECORD BOOK
No. 617 Squadron

CONINGSBY

01.12.43
Thirteen aircraft, under command of W/Cmdr. Cheshire, detailed for operations. Take off postponed and operations subsequently cancelled. R97620 W/O. Pigeon (W/AG) appointed to commission w.e.f., 08.09.43. 906579 Sgt. Girling (F/E) appointed to commission w.e.f., 13.10.43

02.12.43
Thirteen aircraft, under command of W/Cmdr Cheshire, detailed for operations; subsequently cancelled.

03.12.43
Thirteen aircraft detailed for operations; cancelled.

04.12.43
Operations cancelled at lunchtime - stand down in afternoon.
P/O. Holding Nav. posted to Squadron from 619 Squadron, Vice P/O. Lancaster, returned to 619 Squadron.

05.12.43
141707 F/O. G. Rice D.F.C. appointed R/F/L. w.e.f. 18.11.43.

06.12.43
1113981 F/S. Gingles Pilot. promoted T/W/O.
07.12.43
Fourteen aircraft on early morning training programme: cancelled.
F/Lt. Rodger to H.Q. 5 Group for Gunnery Leaders' conference.
F/Lt. Wilson proceeded to London for investiture.
566964 F/S. Campbell Inst. Mkr., to Air Ministry for commission interview.

08.12.43
Four aircraft detailed to proceed on special detachment (postponed due to weather).
(These aircraft were posted to R.A.F. Tempsford in Bedfordshire from where Special Operations were carried out to support the SOE, dropping people and supplies into occupied Europe.)

09.12.43
52105 P/O. Allen GD.S., and 145547 P/O. Watson GD.B., promoted F/O.
Four aircraft (F/L. McCarthy, F/L. Clayton, F/O. Welden, W/O. Bull) proceeded on special detachment, with sixteen ground crew personnel.

10.12.43
Major servicing wing set up, personnel of Squadron commenced work on Base.

11.12.43
W/O. Bull, F/O. Weeden and crews reported missing from operations whilst on special detachment. Eight aircraft on night bombing practice. Six further ground crew personnel proceeded on special attachment.
(Bull and Weeden were shot down carrying out an ammunition and arms drop to resistance forces in Europe.)

12.12.43
F/Lt. Brown, P/O. Ross and crews proceeded on attachment for special duty.

13.12.43
F/O. G.A. Witherick A/G. posted from 1659 Con. Unit to crew with W/O. Gingles.
51704 F/O. I. Whittaker, D.F.C. F/E. Ldr., appointment for special duty.

14.12.43
Eight aircraft detailed for operations; cancelled. P/O. Goodridge, D.F.C. A/G. reported to Squadron on posting (for crewing with W/O Gingles) from 1664 C.U.

15.12.43
Visit to station by A.O.C.

16.12.43
Nine aircraft detailed for operations. All took off and all returned safely. W/O. Gordon (NAV) awarded D.F.C.
This operation was an attempt to see how 617 got on as a part of the pathfinder force. An Oboe equipped Mosquito accompanied the aircraft and dropped its load of incendiaries into a wood 350 yards off the target. The Squadron did not know of this error and bombed accurately the markers with an average error of only 94 yards (extremely accurate) but the target, a V1 launch site, was untouched.)
17.12.43
No flying due to weather

18.12.43
No flying due to the weather

19.12.43
F/Sgt. Shannon admitted to S.S.Q. Conningsby

20.12.43
Squadron dance held in assembly rooms, the Assembly Rooms, Boston
Eight aircraft detailed for operations. F/Lft Rice and crew did not return. Sortie not completed. Four aircraft on detachment operated from Tempsford.

21.12.43
Four aircraft with crew and ground crews returned from detachment. No flying all day owing to weather apart from above aircraft.

22.12.43
Eleven aircraft detailed for operation (4 air bombers carried as passengers)

A/F/L Brown (Pilot) promoted T/F/O w.e.f. 20.10.43
F/O Stacey (A/G) promoted T/F/O w.e.f. 30.10.43
P/O MacLean (Nav) promoted T/F/O w.e.f. 20.10.43

Operational sortie not completed.

23.12.43
No operations detailed.

24.12.43
Twelve aircraft detailed for operations; cancelled.

25.12.43
Christmas Day. Normal working day. Aircraft standing by for operations.

26.12.43
No flying; stand down all day.

27.12.43
W/Cdr. Cheshire proceeded on leave; S/Ldr Suggitt assumed command.

28.12.43
F/O T.D. Simpson promoted F/O.

30.12.43
Ten aircraft detailed for operations. All returned safely.

31.12.43
No operations. F/S Johnson (B/A) appointed commission w.e.f. 29.11.43

DATE: 10.12.43
AIRCRAFT TYPE & NUMBER: Lancaster. III ED.886. (O)
<table>
<thead>
<tr>
<th>CREW:</th>
<th>DUTY:</th>
</tr>
</thead>
<tbody>
<tr>
<td>W/O BULL G.</td>
<td>Captain</td>
</tr>
<tr>
<td>Sgt CHAMBERLAIN C.</td>
<td>F/Eng.</td>
</tr>
<tr>
<td>Sgt WILTSHIRE O.</td>
<td>Nav.</td>
</tr>
<tr>
<td>F/S BATEY N.</td>
<td>B/A.</td>
</tr>
<tr>
<td>F/S MOWIELIALS J.H</td>
<td>MU/Gunner</td>
</tr>
<tr>
<td>F/S THORN R.</td>
<td>R/Gunner.</td>
</tr>
</tbody>
</table>

**TIME:**

<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2112</td>
<td>-</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**

SPECIAL TARGET, FRANCE. BOMBING.
Missing (Operated from Tempsford).

---

**DATE:** 10.12.43  
**AIRCRAFT TYPE & NUMBER:** Lancaster. III ED.825. *(E)*

**CREW:**

<table>
<thead>
<tr>
<th>DUTY:</th>
<th>AS SHOWN ABOVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/O. G.H. WEEDEN</td>
<td></td>
</tr>
<tr>
<td>Sgt. A.W. RICHARDSON</td>
<td></td>
</tr>
<tr>
<td>F/O. R.N. JONES</td>
<td></td>
</tr>
<tr>
<td>F/S. WATERS E.</td>
<td></td>
</tr>
<tr>
<td>F/S. HOWELL J.</td>
<td></td>
</tr>
<tr>
<td>Sgt ROBINSON B.</td>
<td></td>
</tr>
<tr>
<td>W/O. CUMMINS R.</td>
<td></td>
</tr>
</tbody>
</table>

**TIME:**

<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2035</td>
<td>-</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**

SPECIAL TARGET, FRANCE. BOMBING.
Missing (Operated from Tempsford).

---

**DATE:** 10.12.43  
**AIRCRAFT TYPE & NUMBER:** Lancaster. III ED.906. *(J)*

**CREW:**

<table>
<thead>
<tr>
<th>DUTY:</th>
<th>AS SHOWN ABOVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/L. B. CLAYTON</td>
<td></td>
</tr>
<tr>
<td>P/O. A. HILL</td>
<td></td>
</tr>
<tr>
<td>F/O. F.W. BUTTLE</td>
<td></td>
</tr>
<tr>
<td>F/O. J.S. BATSON</td>
<td></td>
</tr>
<tr>
<td>F/O. J. BIBBY</td>
<td></td>
</tr>
<tr>
<td>F/S. HULL W.</td>
<td></td>
</tr>
<tr>
<td>P/O. S.J. STACEY</td>
<td></td>
</tr>
</tbody>
</table>

**TIME:**

<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
DETAILS OF SORTIE OF FLIGHT:
SPECIAL TARGET, FRANCE. BOMBING.
Target not located. Sortie abandoned (Operated from Tempsford).

DATE: 16.12.43
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 380. (N)
CREW: W/C G.L. CHESHIRE
F/O E.W.J. KING
F/O P. KELLY
F/O C.N. ASTBURY
P/O R. ADAMS
W/O BICKLEY W.G.
F/O R. PETCH
TIME: UP.  DOWN.
1658  2031

DETAILS OF SORTIE OF FLIGHT:
SPECIAL TARGET, FRANCE. BOMBING. 1 x 12,000lb. 1915 hrs. 14,400ft.
Flame of bomb or photo flash seen near 2 T.I. Markers. Aiming point photo.

DATE: 16.12.43
AIRCRAFT TYPE & NUMBER: Lancaster. I DV.402. (P)
CREW: S/L M.B. MARTIN
F/L L. WHITTAKER
F/O J.K. STOTT
F/L A.C. HAY
F/O L.W. CURTIS
F/O B.T. FOXLEY
P.O T.D. SIMPSON
TIME: UP.  DOWN.
1704  2033

DETAILS OF SORTIE OF FLIGHT:
SPECIAL TARGET, FRANCE. BOMBING. 1 x 12,000lb. 1915hrs. 12,000ft.
Ground detail partly obscured by fogging from flares or bombs or photo flash.

DATE: 16.12.43
AIRCRAFT TYPE & NUMBER: Lancaster. I DV.382. (J)
CREW: S/L W. SUGGITT
DUTY: AS SHOWN ABOVE

77
F/S. J. PULFORD  
W/O GORDON G.  
F/O N.U. DAVIDSON  
P/O S.G. HALL  
F/S RICHIE S.  
F/O J.M. DEMPSTER

**TIME:** | **UP.** | **DOWN.**  
---|---|---  
1702 | 2019

**DETAILS OF SORTIE OF FLIGHT:**  
SPECIAL TARGET, FRANCE. BOMBING. 1 x 12,000lb. 1914 hrs. 11,850ft.  
Bombed red T.I., results obscured by flame

**DATE:** 16.12.43  
**AIRCRAFT TYPE & NUMBER:** Lancaster. III ED.912. (S)

**CREW:**  
F/L R S D KEARNS  
P/O T W CLARKSON  
F/O W J BARCLAY  
W/O BENNETT W.  
W/O DACEY J  
F/S TENPOLE E.C.  
F/S DOWMAN M.G.

**TIME:** | **UP.** | **DOWN.**  
---|---|---  
1653 | 2019

**DETAILS OF SORTIE OF FLIGHT:**  
SPECIAL TARGET, FRANCE. BOMBING. 1 x 12,000lb. 1912 hrs. 13,000ft.  
Aiming point photo obtained. Bombed on T.I.

**DATE:** 16.12.43  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV.394. (M)

**CREW:**  
F/L D.J. SHANNON  
F/S HENDERSON K.  
F/L D.R. WALKER  
F/O L.J. SUMPTER  
F/L B.GOODALE  
F/S. JAGGER B.  
F/O J. BUCKLEY

**TIME:** | **UP.** | **DOWN.**  
---|---|---  
1702 | 2017

**DETAILS OF SORTIE OF FLIGHT:**  
SPECIAL TARGET, FRANCE. BOMBING. 1 x 12,000lb. 1911 hrs. 13,000ft.
Bombed on red T.I. Bombing frame not definitely plotted, but aiming point obtained.

**DATE:** 16.12.43  
**AIRCRAFT TYPE & NUMBER:** Lancaster. III ED.932. *(V)*

**CREW:**  
F/L D.J. WILSON  
F/O G.A. PHILLIPS  
F/O A.B.H. PARKIN  
P/O K. BARRON  
F/O R.J. ALLEN  
W/O HOLLAND G.B  
F/O A.B. CHANDLER

**TIME:**  
**UP.** 1702  
**DOWN.** 2037

**DETAILS OF SORTIE OF FLIGHT:**  
SPECIAL TARGET, FRANCE. BOMBING. 1 x 12,000lb. 1913 hrs. 12,000ft.  
Plotted with target concealed by area of fogging. Aiming point obtained.

---

**DATE:** 16.12.43  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV. 393. *(T)*

**CREW:**  
P/O E. WILSHER  
Sgt. HURDISS J.  
Sgt GRITTON T.  
F/S EVERETT R.C  
Sgt BELL. E  
F/S PENSWICK D.  
F/S SALTER S.

**TIME:**  
**UP.** 1656  
**DOWN.** 2027

**DETAILS OF SORTIE OF FLIGHT:**  
SPECIAL TARGET, FRANCE. BOMBING. 1 x 12,000lb. 1913 hrs. 15,000ft.  
Intercom poor but aiming point obtained.

---

**DATE:** 16.12.43  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV. 391. *(W)*

**CREW:**  
F/L L. MUNRO  
F/S F. APPLEBY  
F/O P.O RUMBLIES  
P/O J.H CLAY  
P/O F.L. PIGEON

**DUTY:**  
AS SHOWN ABOVE
F/S HOWART W.
P/O H.A. WEEKS

**TIME:**

**UP.**

1703

**DOWN.**

2014

**DETAILS OF SORTIE OF FLIGHT:**

SPECIAL TARGET, FRANCE. BOMBING. 1x 12,000lb. 1911 hrs. 13,870ft.

No ground detail owing to haze. Aiming point obtained.

---

**DATE:** 16.12.43

**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV.385. *(A)*

**CREW:**

F/L. T.V.O'SHAUGHNESSY

Sgt. J. STEWART.

F/O. A.D. HOLDING.

F/O. G.A. KENDRICK.

P/O. A.J.WARD.

W/O. J. HUTTON.

Sgt. A. HOLT.

**TIME:**

**UP.**

1659

**DOWN.**

2025

**DETAILS OF SORTIE OF FLIGHT:**

SPECIAL TARGET, FRANCE. BOMBING. 1x 12,000lb. 1915 hrs. 12,000ft.

Simultaneous appearance of 2 T.I’s caused hesitation, but target plotted and aiming point obtained.

---

**DATE:** 20.12.43

**AIRCRAFT TYPE & NUMBER:** Lancaster. III. EE.131. *(B)*

**CREW:**

F/L. J.C. MCCARTHY.

P/O. W.G. RADCLIFFE.

F/O. D.A. MACLEAN.

F/S. JOHNSON G.L.

F/S. EATON L.

F/S. BATSON R.

F/E. RODGER D.

**TIME:**

**UP.**

0115

**DOWN.**

0637

**DETAILS OF SORTIE OF FLIGHT:**

SPECIAL OPERATION, FRANCE. (From Tempsford)

Not able to locate target, sortie abandoned.

---

**DATE:** 20.12.43
AIRCRAFT TYPE & NUMBER: Lancaster. III. ED.906.  (J)

CREW:  
F/L. B.W. CLAYTON.  
P/O. A. HILL.  
F/O. P.W. BUTTLE.  
F/O. J.S. WATSON.  
F/O. J.W. BIBBY.  
F/S. HUME W.  
F/O. S.G. STACEY.

DUTY:  
AS SHOWN ABOVE

TIME:  
UP.  DOWN.  
0130  0703

DETAILS OF SORTIE OF FLIGHT:  
SPECIAL OPERATION, FRANCE. (From Tempsford).  
Sortie abandoned, target not located.

DATE: 16.12.43

AIRCRAFT TYPE & NUMBER: Lancaster. III. JB.139.  (X)

CREW:  
P/O. N.R. ROSS.  
P/O. A.J.S. GIRLING.  
F/O. T.R. DAVIES.  
F/S. McCLELLAN C.  
P/O. T.A. PLATT.  
P/O. M. E. TULFORD.

DUTY:  
AS SHOWN ABOVE

TIME:  
UP.  DOWN.  
0224  0539

DETAILS OF SORTIE OF FLIGHT:  
SPECIAL OPERATION, FRANCE. (From Tempsford)  
Sortie abandoned.

DATE: 16.12.43

AIRCRAFT TYPE & NUMBER: Lancaster. III. EE.146.  (K)

CREW:  
F/L. K.W.BROWN.  
F/S. FENERON H.B.  
P/O. D.F. HEAL.  
W/O. OANCIA AS.  
Sgt. HEWSTONE H.J.  
F/S. BUNTAIN D.M.  
W/O. MCDONALD G.S.

DUTY:  
AS SHOWN ABOVE

TIME:  
UP.  DOWN.  
0237  0610
**DETAILS OF SORTIE OF FLIGHT:**
SPECIAL OPERATION, FRANCE. (From Tempsford).
Sortie abandoned.

<table>
<thead>
<tr>
<th>DATE</th>
<th>16.12.43</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster. III. DV.380. (N)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
<td>DOWN.</td>
<td>1755  2214</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
LIEGE ARMAMENT WORKS. BOMBING. 1 x 12,000lb.
Not able locate target through cloud. Bomb brought back.

<table>
<thead>
<tr>
<th>DATE</th>
<th>20.12.43</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster. I DV.385. (A)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
<td>DOWN.</td>
<td>1804  2200</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
LIEGE ARMAMENT WORKS. BOMBING. 1 x 12000lb.
Abandoned mission on instructions from Leader.

<table>
<thead>
<tr>
<th>DATE</th>
<th>20.12.43</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster. I DV 382. (J)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td></td>
<td>S/L. W.K. SUGGITT. F/S. PULFORD J.</td>
<td></td>
</tr>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

82
F/L. D.R. WALKER.
F/O. N.J. DAVIDSON.
P/O. S.G. HALL.
F/S. RICHES S.
F/O. J.M. DEMPSTER.

TIME: UP. DOWN.
1752  2210

DETAILS OF SORTIE OF FLIGHT:
LEIGE ARMAMENT WORKS. BOMBING. 1 x 12000lb.
Mission abandoned.

DATE: 20.12.43
AIRCRAFT TYPE & NUMBER: Lancaster. I DV.391. (W)
CREW:
F/L. J.L. MUNRO.
F/S. APPLEBY F.E.
F/O. RUMBLES.
P/O. J.H. CLAY.
P/O. P.E. PIGEON.
P/S. W. HOWARTH.
P/O. H.A. WEEKS.

TIME: UP. DOWN.
1800  2202

DETAILS OF SORTIE OF FLIGHT:
LEIGE ARMAMENT WORKS. BOMBING. 1 x 12000lb.
Mission abandoned.

DATE: 20.12.43
AIRCRAFT TYPE & NUMBER: Lancaster. I. ED. 912. (S)
CREW:
F/L. R.S.D. KEARNS.
P/O. T.W. CLARKSON.
F/O. W.J. BARCLAY.
W/O. BENNETT W.
W/O. DACEY J.
F/S. TEMPLE E.C.
F/S. DOWMAN M.G.

TIME: UP. DOWN.
1750  2204

DETAILS OF SORTIE OF FLIGHT:
LEIGE ARMAMENT WORKS. BOMBING. 1 x 12000lb.
Mission abandoned.
DATE: 20.12.43
AIRCRAFT TYPE & NUMBER: Lancaster. III ED.932. (V)

CREW:
F/L. D.J.B. WILSON.  DUTY: AS SHOWN ABOVE
P/O. G.A. PHILLIPS.  
F/O. A.B.H. PARKIN.  
P/O. R. BARRON.  
F/O. R.J. ALLEN.  
W/O. HOLLAND G.B.  
F/O. E.B. CHANDLER.

TIME:      UP.   DOWN.
          1754   2219

DETAILS OF SORTIE OF FLIGHT:
LEIGE ARMAMENT WORKS. BOMBING. 1 x 12000lb.  
Mission abandoned.

DATE: 20.12.43
AIRCRAFT TYPE & NUMBER: Lancaster. III EE. 150. (Z)

CREW:
F/L. G. RICE.  DUTY: AS SHOWN ABOVE
F/S. SMITH E.C.  
F/O. R. MACFARLANE.  
W/O. GOWRIE J.W.  
W/O. THRASHER J.W.  
F/S. MAYNARD T.  
F/S. BURNS S.

TIME:      UP.   DOWN.
          1758   -

DETAILS OF SORTIE OF FLIGHT:
LEIGE ARMAMENT WORKS. BOMBING. 1 x 12000lb.  
Mission abandoned, aircraft missing on return.

DATE: 20.12.43
AIRCRAFT TYPE & NUMBER: Lancaster. I. DV. 393. (T)

CREW:
P/O. L. WILLSHER  DUTY: AS SHOWN ABOVE
Sgt. HADISS J.  
Sgt. GRIPTON J.  
F/S. EVERETT A.C.  
Sgt. BELL E.  
F/S. PENSWICK D.
<table>
<thead>
<tr>
<th>TIME</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1756</td>
<td></td>
<td>2206</td>
</tr>
</tbody>
</table>

**DETAILED OF SORTIE OF FLIGHT:**

---

<table>
<thead>
<tr>
<th>DATE</th>
<th>22.12.43</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER</td>
<td>Lancaster I. DV.380</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>W/C. G.L. CHESHIRE</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>P/O. L.W.G. KING</td>
<td></td>
</tr>
<tr>
<td>P/O. T. KELLY</td>
<td></td>
</tr>
<tr>
<td>F/O. C.K. ASTBURY</td>
<td></td>
</tr>
<tr>
<td>P/O. R. ADAMS</td>
<td></td>
</tr>
<tr>
<td>W/O. W.G. BICKLEY</td>
<td></td>
</tr>
<tr>
<td>TIME</td>
<td>UP.</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
</tr>
<tr>
<td>2033</td>
<td></td>
</tr>
</tbody>
</table>

**DETAILED OF SORTIE OF FLIGHT:**
SPECIAL TARGET – BELGIUM. BOMBING. Load 14 x 1000 lbs G.P. Mission abandoned.

---

<table>
<thead>
<tr>
<th>DATE</th>
<th>22.12.43</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER</td>
<td>Lancaster I. DV 402</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>S/L. H.B. MARTIN</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/O. I. WHITTAKER</td>
<td></td>
</tr>
<tr>
<td>F/O. J.K. STOTT</td>
<td></td>
</tr>
<tr>
<td>F/L. R.C. HAY</td>
<td></td>
</tr>
<tr>
<td>F/L. B. GOODALE</td>
<td></td>
</tr>
<tr>
<td>F/O. B.T. FOXLEE</td>
<td></td>
</tr>
<tr>
<td>F/O. T.D. SIMPSON</td>
<td></td>
</tr>
<tr>
<td>TIME</td>
<td>UP.</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
</tr>
<tr>
<td>2009</td>
<td></td>
</tr>
</tbody>
</table>

**DETAILED OF SORTIE OF FLIGHT:**
SPECIAL TARGET – BELGIUM. BOMBING. Load 14 x 1000 lbs G.P. Mission abandoned.

---

<table>
<thead>
<tr>
<th>DATE</th>
<th>22.12.43</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER</td>
<td>Lancaster I. DV.382</td>
</tr>
</tbody>
</table>
CREW:  S/L. W.A. SUGGITT  
DUTY:  AS SHOWN ABOVE  
F/S. J. PULFORD  
F/L. D.R. WALKER  
P/O S.G. HALL  
F/O. N.J. DAVIDSON  
F/S J.P. RICHES  
F/O. J.M. DEMPSTER  

TIME:  UP.  DOWN.  
2012   2324  

DETAILS OF SORTIE OF FLIGHT:  
SPECIAL TARGET – BELGIUM.  BOMBING.  Load 14 x 1000 lbs.  
Mission abandoned.  

DATE:  22.12.43  
AIRCRAFT TYPE & NUMBER:  Lancaster. 1. DV 391  

CREW:  F/L J.L. MUNRO  
DUTY:  AS SHOWN ABOVE  
F/S. F. APPLEBY  
F/O F.G. RUMBLE  
P/O P.E. PIGEON  
P/O J.H. CLAY  
F/S W. HOWARTH  
P/O H.A. WEEKS  

TIME:  UP.  DOWN.  
2018   2326  

DETAILS OF SORTIE OF FLIGHT:  
SPECIAL TARGET – BELGIUM.  BOMBING.  Load 14 x 1000 lbs.  
Mission abandoned.  

DATE:  22.12.43  
AIRCRAFT TYPE & NUMBER:  Lancaster 1. ME 359  

CREW:  F/L J.C.MCCARTHY  
DUTY:  AS SHOWN ABOVE  
P/O. W.G. RADCLIFFE  
F/O D.A. MCCLEAN  
F/S. G.L. JOHNSON  
F/S. L. EATON  
F/S. R.BATSON  
F/L. R. RODGER  

TIME:  UP.  DOWN.  
2020   2335  

86
DETAILS OF SORTIE OF FLIGHT:
SPECIAL TARGET – BELGIUM. BOMBING. Load 14 x 1000 lbs.
Mission abandoned.

DATE: 22.12.43
AIRCRAFT TYPE & NUMBER: Lancaster. III ED 912
CREW: F/L R. S. D. KEARNS  DUTY: AS SHOWN
P/O T. W. CLARKSON
F/O N. J. BARCLAY
W/O J. DACEY
W/O W. J. BENNETT
F/S E. TEMPLE
F/S M. G. DOWMAN

TIME: UP. DOWN.
2003  2331

DETAILS OF SORTIE OF FLIGHT:
SPECIAL TARGET - BELGIUM Bombing, load 11 x 1000 lbs G.P. Mission abandoned

DATE: 22.12.43
AIRCRAFT TYPE & NUMBER: Lancaster. III ED 932
CREW: F/L D. J. B. WILSON  DUTY: AS SHOWN ABOVE
P/O G. A. PHILLIPS
P/O R. BARRON
F/O R.J. ALLEN
P/O I. SIMPTER
W.O G.B. HOLLAND
F/O E. B. CHANDLER

TIME: UP. DOWN.
2017  2320

DETAILS OF SORTIE OF FLIGHT:
SPECIAL TARGET - BELGIUM. Bombing, load 11 x 1000 lbs G.P. Mission abandoned.

DATE: 22.12.43
AIRCRAFT TYPE & NUMBER: Lancaster. III ED 906
CREW: F/L B.W. CLAYTON  DUTY: AS SHOWN ABOVE
F/O A. HILL
F/O P.W. BUTTLE
F.O J.S. WATSON
F.O J.W. BIBBY
<table>
<thead>
<tr>
<th>Date: 22.12.43</th>
<th>Aircraft Type &amp; Number:</th>
<th>Lancaster. III DV 394</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crew:</td>
<td>Duty:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/L K. W. Brown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/S H. B. Feneron</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S/L D. S. Richardson</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W/O S. Oancia</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SGT H. J. Hewstone</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/S D. M. Buntain</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W/O G. S. McDonald</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Time: Up: 2007</td>
<td>Down: 2337</td>
<td></td>
</tr>
</tbody>
</table>

**Details of Sortie of Flight:**
SPECIAL TARGET - BELGIUM. Bombing, load 14 x 1000 lbs G.P. Mission Abandoned.

---

<table>
<thead>
<tr>
<th>Date: 22.12.43</th>
<th>Aircraft Type &amp; Number:</th>
<th>Lancaster. III JB 139</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crew:</td>
<td>Duty:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>P/O Ross N.R.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P/O A. I. S. Girling</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O T. R. Davies</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/S G. McClennan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/S G. Hickson</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P/O T. A. Platt</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P/O M. R. Tuxford</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Time: Up: 2005</td>
<td>Down: 2355</td>
<td></td>
</tr>
</tbody>
</table>

**Details of Sortie of Flight:**
SPECIAL TARGET - BELGIUM. Bombing, load 14 x 1000 lbs G.P. Mission Abandoned.

---

<table>
<thead>
<tr>
<th>Date: 22.12.43</th>
<th>Aircraft Type &amp; Number:</th>
<th>Lancaster. III DV 393</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crew:</td>
<td>Duty:</td>
<td></td>
</tr>
<tr>
<td>F/S H. Mew</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/P S. J. Stacey</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Time: Up: 2011</td>
<td>Down: 2328</td>
<td></td>
</tr>
</tbody>
</table>

**Details of Sortie of Flight:**
SPECIAL TARGET - BELGIUM. Bombing, load 11 x 1000 lbs G.P. Mission abandoned.
P/O E. WILLSHER  
SGT. J.T. HURDISS  
SGT J. W. GRIPTON  
STG F.W. BELL  
F/S R. C. EVERETT  
F/S R. E. SALTER  
F/O G.N. WITHERICK (R/G)

**TIME:**  
UP: 2004  
DOWN: 2338

**DETAILS OF SORTIE OF FLIGHT:**  
SPECIAL TARGET - BELGIUM. Bombing, load 14 x 1000 lbts G.T. Mission abandoned.

---

**DATE:** 30.12.43  
**AIRCRAFT TYPE & NUMBER:** Lancaster. 1 DV 382.

**CREW:** S/L. W.R. SUGGITT  
F/S. PULFORD  
P/O. LANCE (619 Sqdn.)  
P/O. HALL S.G.  
F/O. N.J. DAVIDSON  
F/S. RICHES S.  
F/O. J.M. DEMPSTER

**TIME:**  
UP: 1724  
DOWN: 2054

**DETAILS OF SORTIE OF FLIGHT:**  
Special target. Load 1 x 12,000 lb. H.C.  
Primary target attacked. Weather clear over target, but cloudy all round. Red candle went out in bombing run. Bomb dropped from 12,600 feet in centre of green T.I. If P.F.F. flares in correct position bombing should have been good. Photograph of ground detail in target area obtained.

---

**DATE:** 30.12.43  
**AIRCRAFT TYPE & NUMBER:** Lancaster. 1 DV 402.

**CREW:** S/L. H.D. MARTIN  
F/L. T. WHITTAKER  
F/O. J.K. STOTT  
F/O. L.W. CURTIS  
F/L. R.C. HAY  
F/O. B.T. FOXLEE  
F/O. T.D. SIMPSON

**TIME:**  
UP: 1722  
DOWN: 2019
**DETAILS OF SORTIE OF FLIGHT:**
Special target. Load 1 x 12,000 lb. H.C. Primary target attacked in clear weather and excellent visibility. 3/10 cloud. One green T.I. and two red candles seen whilst in target area. Bombed from 13,100 feet. Photographs of ground detail in target area obtained.

**DATE:** 20.12.43  
**AIRCRAFT TYPE & NUMBER:** Lancaster. 3 EE 146.  
**CREW:** F/L. D.C.SHANNON  
F/O. R. HENDERSON  
F/L. D.R.WALKER  
F/L. B. GOODALE  
P/O. L.C. SUMPTER  
F/S. JAGGER B.  
F/O. J. BUCKLEY

**TIME:**  
**UP.**  
1723  
**DOWN.**  
2043

**DETAILS OF SORTIE OF FLIGHT:**
Special Target. Load 1 x 12,000 lb. H.C. Primary target attacked. Weather clear over target, but cloudy and hazy all round. Four bomb bursts seen, two blotted out green T.I. and two others, one about 200 yards, the other about 400 yards away. Two yellow T.I.’s seen to Port. Bomb dropped from 13,200 feet. Photograph showing ground detail obtained.

**DATE:** 30.12.43  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. ME 559.  
**CREW:** F/L. J.C.MCCARTHY  
P/O. W.G.McCLEAN  
F/S. E.EATON  
F/S. G.L.JOHNSON  
F/S. A.M. BATSON  
F/L. D. RODGER

**TIME:**  
**UP.**  
1718  
**DOWN.**  
2058

**DETAILS OF SORTIE OF FLIGHT:**
Special target. Load 1 x 12,000 lb. H.C. Attack target area through patchy cloud. Bomb found to be hung up after first run. Second run made but bomb would not release. Four bomb bursts on run up. First one undershot; next in one corner of target area; remaining two in target area. No photographs as camera did not operate.

**DATE:** 30.12.43  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. DV 385.
CREW:          DUTY:  
F/L. T. O'SHAUNESSEY  AS SHOWN ABOVE  
Sgt. J. STEWART  
F/O. A.D. HOLDING  
P/O. R.J. WARD  
F/O G.K. KENDRICK  
W/O. J. HUTTON  
Sgt. HOLT

TIME:          UP.         DOWN.  
               1719         2041

DETAILS OF SORTIE OF FLIGHT:  
Special target.  Load 1 x 12,000 lb. H.C.  Primary target attacked.  Clear weather over target,  visibility hazy.  One Green T.I. and one red candle in circle but not centre.  T.I. seemed to be in  correct position and punctual.  Photograph of ground detail obtained.

DATE:  30.12.43  
AIRCRAFT TYPE & NUMBER: Lancaster. 1 DV 994.

CREW:          DUTY:  
F/L. R.W. BROWN  AS SHOWN ABOVE  
F/S. H.B. FENERON  
P/O. D.F. HEAL  
Sgt. H.J. HEWISTONE  
W/O. A.S OANCIA  
F/S. D.M. BUNTAIN  
W/O. G.S. MCDONALD

TIME:          UP.         DOWN.  
               1721         2037

DETAILS OF SORTIE OF FLIGHT:  
Special target.  Load 1 x 12,000 lb. H.C.  Primary target attacked.  Weather clear over target with good visibility.  Green T.I. and one red  candle seen.  Red candle flickered off with own bomb burst.  Three other bomb bursts seen on run  up near the green T.I. Target was hit provided T.F.F. flares were correct.

DATE:  30.12.43  
AIRCRAFT TYPE & NUMBER: Lancaster. 1 ME 555.

CREW:          DUTY:  
F/L. B.W. CLAYTON  AS SHOWN ABOVE  
P/O. A. HILL  
F/O. P.W. BUTTLE  
F/O. J.W. BIBBY  
F/O. J.S. WATSON  
F/S. W.HUME  
F/O. S.J. STACEY
**DATE:** 30.12.43  
**AIRCRAFT TYPE & NUMBER:** Lancaster. 1 DV 392.

**CREW:**  
F/L J.L. MUNRO  
F/S. F.E. APPLEBY  
F/O F.G. RUMBLES  
P/O P.E. PIGEON  
S/L. D.S. RICHARDSON  
F/S W. HOWARTH  
P/O H.A. WEEKS  

**TIME:** 1720  
**UP.**  
**DOWN.** 2042  

**DETAILS OF SORTIE OF FLIGHT:**  
Special target. Load 1 x 12,000 lb. H.C. Primary target attacked in clear weather. Only T.I.’s seen; six bomb bursts observed. Bombing results should be fair. Photo flash failed to release.

---

**DATE:** 30.12.43  
**AIRCRAFT TYPE & NUMBER:** Lancaster. III ED 932.

**CREW:**  
P/O. N.R. ROSS.  
P/O. A.J.S. GIRLING.  
F/O. T.R. DAVIES.  
F/S. G. HICKSON  
F/S. MCCLELLAN C.  
P/O. T.A. PLATT.  
P/O. M. E. TUXFORD.  

**TIME:** 1717  
**UP.**  
**DOWN.** 2052  

**DETAILS OF SORTIE OF FLIGHT:**  
Special target. Load 1 x 12,000 lb. H.C. Special (Thrush) attacked; clear weather. Green T.I. bomb bursts underneath the yellow glow; only bombing at this time. Should have obtained good results.
AIRCRAFT TYPE & NUMBER: Lancaster. 1 DV. 393.

CREW:
P/O. E. WILLISHER  DUTY: AS SHOWN ABOVE
Sgt. HADISS J.
Sgt. GRIPTON. T.
Sgt. BELL E.
F/S. EVERETT. R.C.
F/S. SALTER S.
F/O. G. WITHERICK

TIME:       UP.  DOWN.
            1725  2035

DETAILS OF SORTIE OF FLIGHT:
Special target. Load 1 x 12,000 lb. H.C. Primary target attacked; clear weather with cloud to S.W. Nothing seen but T.I.’s. Bomb flash observed at 1845 hrs. Other bursts seen. Photograph obtained showing ground detail.

SUMMARY OF OPERATIONS DECEMBER 1943

Night of 16.12.43. After a long period of waiting on the ground during which time the Squadron was briefed a great number of times for a great variety of targets but never succeed in taking off because of adverse weather, nine Lancasters took off to attack a special military target in Northern France. It was decided that this target should be marked by P.F.F. using their special equipment. The target in all measured 300 x 250 yards and consequently a very high standard of bombing was required if the target was to be hit. The markers dropped by pathfinders were entirely inadequate in that they broke up into a number of small points on the ground and burned for a very short period, probably not more than a minute and a half. In spite of this all crews succeeded in making a bombing run and all bombs were dropped. Furthermore all crews brought home a successful photograph, every one of which showed the aiming point in the centre. Unfortunately the pathfinder markers were 350 yards from the centre of the target and the target was not hit. Subsequent aerial reconnaissance showed that the average bombing error was only 94 yards. There was no bomb further than 150 yards from the marker and two were within 30 yards. This was undoubtedly the highest concentration of night bombing that has yet been done in this war. There were no interceptions and no visible enemy opposition.

Night of 20.12.43. In addition to the four aircraft that operated from Tempsford. eight Lancasters were detailed to attack the Liege Armament Works in Belgium. Once again it was decided that one attack should be carried out on pathfinder visual markers. This time the markers failed completely and apart from a very short period of illumination, nothing was visible at all. After circling the target for 25 minutes, the Squadron was ordered to return to Base by the Leader. There were a few enemy fighters, which tried to intercept and a slight amount of heavy flak. Half way back over France one of the fighters succeeded in intercepting F/Lt. Rice and after a short engagement, F/Lt. Rice was seen to crash in flames. His gunners were still returning the enemy's fire for some time after they were in flames. Apart from P/O. Willsher, who jettisoned his load, over the target, all bombs were brought back. (This operation was planned to have been marked by Oboe but low cloud masked the flares.) Rice did not, in fact, battle with a fighter but was hit by flak at 14,000 feet and the Lancaster broke up over Merbes-Le-Chateau (Hainaut), Belgium. All the crew died in the crash except Rice who was thrown clear of the disintegrating bomber with a broken wrist. He evaded capture until April 1944 by which time he had been passed by the resistance to Brussels.
**Night of 22.12.43.** Eleven Lancasters were detailed to attack another special military target in France and once more the bombing was to be done on pathfinder visual markers (*via Oboe*). There was a certain amount of cloud over the area, which may or may not have been thick enough to obscure the markers. In any case none of them was at any time visible and after circling the target for 15 minutes after the attack was due to cease the Leader gave orders over the V.H.F. to return to Base. Although there were signs of fighters in the area, none was seen and all crews returned safely to Base with their bombs. (*The records give the reason for this attack not proceeding as the target not being found*)

**Night of 30.12.43.** Ten Lancasters set out to attack the military installation, which had been attacked on the 16th of this month. Pathfinders dropped cascading markers in place of the impact markers, which had been dropped previously. They could not hope to lead to such accurate bombing as the latter type because of the wide area of the sky, which they covered. However, it was considered they were necessary because of the inadequacy of the impact bursting markers. Two T.I.’s were dropped and a very high concentration of bombing around these two was achieved. Unfortunately neither of them was near the target and consequently once again the target was not hit. As on the first attack, on three occasions the bomb burst inside the T.I. and temporarily blew it out. Apart from slight enemy fighter activity there was no opposition and all crews returned safely.

---

**OPERATIONS RECORD BOOK**  
No. 617 Squadron  

CONINGSBY  

04.01.44  
Eleven aircraft detailed for operations under the Command of W/Cmdr Cheshire. All aircraft completed the sortie and returned safely. G/Cpt Evans-Evans flew with W/Cmdr. Cheshire. (*This operation was to bomb a V1 "Ski site" in the Pas De Calais. Flares were dropped at 12,000ft but drifted and did not light the target. As previously agreed (but quite unofficially) Cheshire and Martin dropped to 400ft and dropped markers from opposite directions into the wood that concealed the target. The markers skidded before burning because of the shallow nature of their dive and therefore the raid was not as successful as was planned. Much thought was given to improving the marking technique over the next few days.*)

06.01.44  
Conference held in Crew Room at 0915 hrs to discuss the move with NCO i/c Sections of the Squadron to Woodhall Spa.

07.01.44  
The Squadron Advance Party proceeded to Woodhall under command of P/O. Harter.

08.01.44  
The Squadron packed up and prepared for move.

09.01.44  
Main party of the Squadron transferred to Woodhall Spa. All aircraft and crews were ferried over. 9617 Servicing Echelon proceeded with the Squadron.

WOODHALL SPA.
10.01.44
Ten aircraft were detailed for operations, which were later cancelled.
F/O Stout, Lt. Knilans, F/O Cooper and crews reported to Squadron on posting.
F/O Stout and 1st Lt. Knilans reported from 619 Squadron and F/O Cooper from 1660 C.U.

11.01.44
Sgt. Gallagher, F/Eng. reported to Squadron on posting from Aircrew School, Scampton, for
crewing with W/O. Gingles.

12.01.44
AUS.412218 W/O. Gordon Nav. appointed to commissioned rank w.e.f. 10.06.43.

13.01.44
Ten aircraft took part in Night bombing exercises. First clothing parade for the Squadron was held.

14.01.44
Ten aircraft were detailed for operations, which were cancelled.

15.01.44
No flying all day due to adverse weather conditions. Squadron stood down in afternoon.

16.01.44
No flying again all day due to weather. Aircrews took part in Escape exercise in afternoon.

17.01.44
No flying all day due to weather conditions.

18.01.44
Four aircraft and fitting parties flown to Coningsby for conversion. W/O Ellwood W/Op. reported
from 14 O.T.U. Security lecture given by the Station Commander. F/L Rodger Gunnery Ldr. F/L
Walker Nav. Officer and P/O Chalmore proceeded to A.C.S.B. Doncaster.

19.01.44
F/L Brown and crew recalled from leave. P/O Fledger W/Op. reported on posting from 22 O.T.U.

20.01.44
Inspection of Squadron Billets by Squadron Commander. Eleven aircraft were detailed for ops.
which were cancelled. Six aircraft carried out low level dusk bombing practice, F/L T.V.
O'Shaughnessy “F” crashed. F/L O'Shaughnessy and F/O A.D. Holding Nav. killed, F/O G.

(The squadron was training for a planned Dams operation against an Italian Dam which if
breached may have assisted the allied beachhead at Anzio. The Dam lay in a deep valley and the
operation called for a steep dive into the valley before commencing the 60ft bomb run. The dive
required was one of 1800ft in 3000 yards distance. This in a heavily laden Lancaster at night was
not simple. Training started over the airfield with a theodolite recording heights and then
proceeded over The Wash and water. The raid was to be flown from North Africa and Cheshire
commenced an elaborate security of that involved bringing stocks of arctic clothing onto the base
and spreading a rumour about a posting to Africa. In days everyone was talking about the move to
Russia! While training over The Wash, O'Shaugnesssey lost concentration and flew into a low hill on
a beach. The Lancaster exploded killing all the crew except for Arthur Ward and Kendrick.
Kendrick died later and Ward suffered a broken leg after being thrown from the crashing
wreckage. The raid was cancelled for political reasons.)

95
21.01.44
Twelve aircraft were detailed for operations, which were carried out successfully. All aircraft returned safely.
(Martin had noted that he could bomb targets as small as clumps of seaweed in the sea by using his aircraft as a dive-bomber and not using the bombsite, providing he flew low enough. On the operation and after previous discussions with Cheshire he again disobeyed orders and marked the target by dive-bombing his markers into the target with great accuracy from 400ft rather than the 12,000ft ordered. The new marking method was vindicated and Cheshire cleared its use for the next operation (He did not point out that they already knew it worked on ops, only that it worked on the range!)

22.01.44
Ten aircraft were detailed for night flying training, three were struck with birds. W/O. Bennett A/B. sustained eye injuries and was admitted R.A.F. Hospital Rauceby.

23.01.44
Ten aircraft detailed for night flying training, which was cancelled due to weather.

24.01.44
S/Ldr. Moyna visited the Squadron from R.A.F. Film Unit.

WOODHALL SPA
25.1.44
Funeral of F/L O'Shaughnessy at Liverpool. W/O Hutton, Sgt Holt and Sgt. Stewart of his crew attended on behalf of the Squadron. 9 aircraft took part in special exercise in day. 13 aircraft detailed for operations. F/O Cooper “C” cancelled, all the rest attacked and returned safely. P/O Sumptor (Nav B) 27.12.43, P/O Melleher (Pilot) 28.12.43 P/O Adams (W/Op), 3.10.43, P/O Clarkson (F/E) 16.10.43 P/O Chalmers (W/Op) 27.12.43, P/O King (F/E) 9.11.43, P/O Hill (F/S) 18.12.43 all promoted to F/O w.e.f. dates shown.

26.1.44
W/C For (C.A.I.) visited station to investigate F/L O’Shaughnessy’s accident. Squadron stand down all afternoon.

27.1.44

28.1.44
P/O Knights and crew reported from 619 Squadron. Squadron stand down in afternoon.

29.1.44
Information received that Sgt Chamberlain (Nav.) of W/O Bull’s crew prisoner of war. F/Sgt Woolard of F.L Knight’s crew arrived safely in U.K. 4 aircraft on night flying.

30.1.44
4 aircraft detailed and carried out night flying. The following ground staff of 617 Squadron received mentions in despatches; F/S Gover (F1), Sgt. Minns (FIA) Sgt Marfitt (Fila), Flt Sgt Nichollas (WSM) F/S Cormack (Elect), Sgt Heveron (o/c Ord Room), Flt Sgt Powell (Flt Sgt Receipts) F/L Humphries (Adjt), F/L Caple (Ng. Off), Sgt. Little (F11a), Cpl. Bryden (F11e), Cpl
Bing (F11E), Cpl Colton (FIIA), Cpl Johnson (FIIA), LAC Carter (FIIIE), A/C Tickle (EME), L A C McGrath (EME), Sgt Hocker (FIIA), F/S Campbell (I/Rep), Cpl. Shawness (WOM).

Posting instructions received for nine officers and seven sergeants, RCAF A/Bombers to 82 OTU, 23 OTU and 20 OTU.

31.1.44
Flt Gurney (F/Eng) appointed to commissioned rank w.e.f. 2.12.43.

---

**DATE:** 04.01.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I. DV 380.

**CREW:**  
W/C G.L.CHESHIRE  
P/O L.W.J. KING  
F/O P.KELLY  
P/O R. ADAMS  
F/O C.K. ASTBURY  
W/O W.G. BICKLEY  
F/O R.H. PETCH  

**DUTY:**  
Captain  
F/Eng.  
Nav.  
B/A.  
MU/Gunner  
R/Gunner

**TIME:**  
UP. 1735  
DOWN. 2059

**DETAILS OF SORTIE OF FLIGHT:**  
Target - Special - France. Load 14 x 1000lbs H.C. No visual pinpoints obtained. Smoke obscured T.I.’s, but stick of bombs seen to fall across T.I.’s. Several other sticks seen to burst in T.I., but three off by 150 yds. Bombing difficult due to cloud.

---

**DATE:** 04.01.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV 382.

**CREW:**  
S/L W.R. SUGGITT  
F/S J.PULFORD  
W/O J.I. GORDON  
P/O S. HALL  
F/O N.DAVIDSON  
Sgt. J.P. RICHES  
F/O J.M.DEMPSTER

**DUTY:**  
AS SHOWN ABOVE

**TIME:**  
UP. 1743  
DOWN. 2100

**DETAILS OF SORTIE OF FLIGHT:**  
Target - Special - France. Load: 14 x 1000 lbs H.C. Bombed from 10,300 feet at 1923 hrs. Bomb sight u/s.

---

**DATE:** 04.01.44
**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV. 402.

**CREW:**
- S/L H.B. MARTIN
- F/L I. WHITTAKER
- F/O J.K. STOTT
- F/O L.W. CURTIS
- F/L R.C. HAY
- F/O B.T. FOXLEE
- F/O T.D. SIMPSON

**TIME:**
- **UP.** 1731
- **DOWN.** 2055

**DETAILS OF SORTIE OF FLIGHT:**
Target - Special - France. Load 14 x 1000 lbs H.C. Bombed at 1915 from 10,200 feet. Second run made at 1923 hrs due to two bombs hanging up.

**DATE:** 04.01.44

**AIRCRAFT TYPE & NUMBER:** Lancaster. III ME. 555.

**CREW:**
- F/L D.J. SHANNON
- F/S R.J. HENDERSON
- F/L D.R. WALKER
- F/L B. GOODALE
- P/O L.W. SUMPTER
- F/S B.JAGGER
- F/O J. BUCKLEY

**TIME:**
- **UP.** 1801
- **DOWN.** 2041

**DETAILS OF SORTIE OF FLIGHT:**
Target - Special - France. Load 14 x 1000 lbs H.C. Slight detail, mainly obscured by cloud. Bombed in 7/10 cloud at 1914 hrs from 10,400 feet at IAS 160 mph. Red candle observed just to right of bomb sight.

**DATE:** 04.01.44

**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV. 394.

**CREW:**
- F/L K.W.BROWN
- F/S H.B. FENERON
- P/O D.P. HEAL
- Sgt H.J. HEWSTONE
- W/O S. OANCIA
- F/S D.M. BUNTAINT
- W/O G.S.McDONALD

**DUTY:**
- AS SHOWN ABOVE
DETAILS OF SORTIE OF FLIGHT:
Target - special - France. Load 14 x 1000 lbs H.C. Only green T.I. seen through 7/10 cloud. Bombed 1917 hrs from 10,700 feet. Unidentified enemy aircraft (two engine) swung round below and disappeared. Photo flash of another aircraft lit up ground detail.

DATE: 04.01.44
AIRCRAFT TYPE & NUMBER: Lancaster. III ED. 906.
CREW: F/L B.W. CLAYTON
F/O A. HILL
F/O P.W. BUTTLE
F/O J.W. BIBBY
F/O J.S. WATSON
F/S W. HUME
F/O S.J. STACEY
DUTY: AS SHOWN ABOVE
TIME: UP. DOWN.
1734  2050

DETAILS OF SORTIE OF FLIGHT:
Target - special - France. Load: 11 x 1000 lbs M.C. Bombed at 1917 hrs at 11,000 feet on food run up on T.I. through fortuitous channel in cloud. No visual pin points obtained in target area. Bomb stick fell across left edge of T.I.

DATE: 04.01.44
AIRCRAFT TYPE & NUMBER: Lancaster. IV DV. 385.
CREW: F/L T.V. O'LEARY
Sgt. D.G.W. STEWART
F/O A.D. HOLDING
P/O A.J. WARD
F/O G.A. KENDERICK
W/O J. HUTTON
Sgt A.A. HOLT
DUTY: AS SHOWN ABOVE
TIME: UP. DOWN.
1733  2052

DETAILS OF SORTIE OF FLIGHT:
Special - France. Load: 14 x 1000 lbs M.C. Route marked quite plainly. The red T.I. was not seen owing to heavy cloud, but two green T.I. with red candles seen at separate times. Five runs had to be made before bombs could be dropped owing to difficulty experienced in getting a clear run. Bombed 1927 hrs at 10,600 feet.
DATE: 04.01.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 391.

CREW:
F/L J.L. MUNRO
F/S F.E. APPLEBY
F/O F.G. RUMBLES
P/O P.E. PIGEON
P/O J.H. CLAY
F/S W. HOWARTH
P/O H.A. WEEKS

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1751  2046

DETAILS OF SORTIE OF FLIGHT:
Target - special - France. Load: 14 x 1000 lbs M.C. One green T.I. with two red candles, one red candle quite clear, to starboard, partly obscured by cloud. Bombed 1912 at 10,500 feet. Photo showed ground detail of fork although remainder of print obscured by cloud.

DATE: 04.01.44
AIRCRAFT TYPE & NUMBER: Lancaster. III ME. 559.

CREW:
F/L R.S.D. KEARNS
P/O T.W. CLARKSON
F/O W.J.M.L. BARCLAY
W/O J. DACEY
W/O J.W. BENNETT
F/SE. TEMPLE
F/S M.G. DOWMAN

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1725  2044

DETAILS OF SORTIE OF FLIGHT:
Target - special - France. Load: 14 x 1000 lbs M.C. Yellow T.I. observed at 1858 hrs, no visual pin points of targets observed. Bombed 1916 hrs at 10,800 feet. Attack hampered by cloud layer, although stick of bombs believed to have fallen across T.I.

DATE: 04.01.44
AIRCRAFT TYPE & NUMBER: Lancaster. III ED. 392.

CREW:
F/L D.J.B. WILSON
P/O G.A. PHILLIPS
S/L D.S. RICHARD.S.O.N
F/O R.J. ALLEN
P/O R. BARRON
W/O G.B. HOLLAND

DUTY: AS SHOWN ABOVE

TIME: 1751  2046

DETAILS OF SORTIE OF FLIGHT:
Target - special - France. Load: 14 x 1000 lbs M.C. Yellow T.I. observed at 1858 hrs, no visual pin points of targets observed. Bombed 1916 hrs at 10,800 feet. Attack hampered by cloud layer, although stick of bombs believed to have fallen across T.I.
F/O E.B. CHANDLER

**TIME:**

<table>
<thead>
<tr>
<th></th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1740</td>
<td>2057</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**

Target special - France. Load: 11 x 1000 lbs M.C. Three yellow T.I.’s seen in approx. correct position. Bombed 1923 hrs at 10,000 feet. Ground detail with tracks of T.I. Marker in centre of bombing frame.

---

**DATE: 04.01.44**

**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV. 393.

**CREW:** P/O N.R. ROSS
P/O A.J.S. GIRLING
F/O T.R. DAVIES
Sgt. G. HICKSON
P/O T.A. PLATT
Sgt L. McLELLAN
P/O M.R. TUXFORD

**DUTY:** AS SHOWN ABOVE

**TIME:**

<table>
<thead>
<tr>
<th></th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1738</td>
<td>2107</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**

Target - special - France. Load 14 x 1000lbs M.C. Saw green T.I., but blown up by some other aircraft. Did another orbit, and next T.I. covered with cloud, so bombs brought back to base.

---

**DATE: 04.01.44**

**AIRCRAFT TYPE & NUMBER:** Lancaster I DV. 385.

**CREW:** F/L T.V. O’SHAUGHNESSY
Sgt. D.G.W. STEWART
P/O. H.J. WARD
F/O. K.A. KENDRICK
W/O J. HUTTON
Sgt. A.A. HOLT

**DUTY:** AS SHOWN ABOVE

**TIME:**

<table>
<thead>
<tr>
<th></th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1733</td>
<td>2052</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**

Target Special - France. Load: 14 x 1000 lb M.C. Route marked quite plainly. The red T.I. was not seen owing to heavy cloud, but two green T.I. with red candles seen at separate times. Five runs had to be made before bombs could be dropped owing to difficulty experienced in getting a clear run. Bombed 1927 hrs at 10,600 feet.
DATE: 04.01.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 391.

CREW: DUTY:
F/L J.L. MUNRO AS SHOWN ABOVE
F/S F.E. APPLEBY
F/O F.G. RUMBLES
P/O P.E. PIGEON
P/O J.H. CLAY
F/S W. HOWARTH
P/O H.W. WEEKS

TIME: UP. DOWN.
1751 2046

DETAILS OF SORTIE OF FLIGHT:
Target Special - France. Load: 14 x 1000 lbs M.G. One green T.I with two red candles, one red candle quite clear, to starboard, partly obscured by cloud. Bombed 1912 hrs at 10,500 feet. Photo showed ground detail of fork although remainder of print obscured by cloud.

DATE: 04.01.44
AIRCRAFT TYPE & NUMBER: Lancaster III ME. 559.

CREW: DUTY:
F/L R.S.D. KEARNS AS SHOWN ABOVE
P/O T.W. CLARKSON
F/O W.J.M.L. BARCLAY
W/O J. DACEY
W/O J.W. BENNETT
F/S E. TEMPLE
F/S M.G. DOWMAN

TIME: UP. DOWN.
1725 2044

DETAILS OF SORTIE OF FLIGHT:
Target Special - France. Load: 14 x 1000lbs M.C. Yellow T.I. observed at 1858 hrs, no visual pin points of target observed. Bombed 1916 hrs at 10,800 feet. Attack hampered by cloud layer although stick of bombs believed to have fallen across T.I.

DATE: 04.01.44
AIRCRAFT TYPE & NUMBER: Lancaster III ED. 392.

CREW: DUTY:
F/L D.J.B. WILSON AS SHOWN ABOVE
P/O G.A. PHILLIPS
S/L D.S. RICHARD.S.O.N
F/O R.J. ALLEN
P/O R. BARRON
W/O GYB HOLLAND
F/O E.B.

TIME: UP. DOWN.
1740  2057

DETAILS OF SORTIE OF FLIGHT:
Target Special - France. Load: 11 x 1000lbs M.C. Three yellow T.I.’s seen in approx. correct position. Bombed 1923 hrs at 10,000 feet. Ground detail with tracks of T.I. Marker in centre of Bombing frame.

DATE: 04.01.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 393.
CREW: DUTY:
P/O N.R ROSS AS SHOWN ABOVE
P/O A.J.S GIRLING
F/O T.R DAVIES
Sgt. G. HICKSON
P/O T.A. PLATT
Sgt L. McCLELLAN
P/O M.R. TUXFORD

TIME: UP. DOWN.
1738  2107

DETAILS OF SORTIE OF FLIGHT:
Target Special - France. Load: 14 x 1000 lbs M.C. Saw green T.I., but blow up by some other aircraft. Did another orbit, and next T.I. covered with cloud, so bombs brought back to base.

DATE: 21.01.44
CREW: DUTY:
W/C G.L.CHESHIRE AS SHOWN ABOVE
P/O L.W.J. KING
F/O P.KELLY
P/O G.A. CHALMERS
F/O C.K. ASTBURY
W/O W.G. BICKLEY
F/O R.H. PETCH

TIME: UP. DOWN.
1709  2109

DETAILS OF SORTIE OF FLIGHT:
Target Special - France. Load: 7 spot fires, 2 x 1000lbs, 6 x 500 lbs. Primary target attacked at 1935 hrs from 7,000 feet. Bombed wood visually. Target clearly identified. Bombing run was hampered by bursting of a bunch of flares in nose of aircraft as red light came on. B/A dropped a salvo instead of a stick as he saw that markers would overshoot. Salvo burst in N.E. corner of
wood. While circling to watch the bombing small buildings could be seen. Six or seven fighters attempted to intercept from south, but only one succeeded in getting within five miles.

**DATE:** 21.01.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV. 402.  
**CREW:**  
S/L H.B. MARTIN  
F/L I. WHITTAKER  
F/O J.K. STOTT  
F/O L.W. CURTIS  
F/L R.C. HAY  
F/O B.T. FOXLEE  
F/O T.D. SIMPSON  
**DUTY:** AS SHOWN ABOVE  
**TIME:**  
UP. DOWN.  
1712 2058  
**DETAILS OF SORTIE OF FLIGHT:**  
Special Target - FRANCE. Load: 4 spot fires, 2 x 1000lbs M.C. 10 x 500 lbs M.C. Primary target attacked 1926 hrs. from 10,000 feet. Bombed red spot fire on edge of wood. Green T.I. seen some distance away. Photo of ground detail and spot fire track and craters.

**DATE:** 21.01.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV. 382.  
**CREW:**  
S/L W.R. SUGGITT  
P/S J. PULFORD  
P/O J.I. GORDON  
P/O S. HALL  
F/O N. DAVIDSON  
Sgt J.P. RICHES  
F/O J.M. DEMPSTER  
F/O DUFFY 2nd Pilot  
**DUTY:** AS SHOWN ABOVE  
**TIME:**  
UP. DOWN.  
1708 2117  
**DETAILS OF SORTIE OF FLIGHT:**  
Target - special - France. Load 2 x 1000lbs, 13 x 500 lbs. Primary target attacked 1927 hrs from 11,500 feet. Two sticks seen to burst about 40 yds. from Red spot fire. Wood identified by light of flares. Bombing seemed to be good.

**DATE:** 21.01.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV. 391.  
**CREW:**  
F/L J.L. MUNRO  
**DUTY:** AS SHOWN ABOVE
F/S F.E. APPLEBY  
F/O F.G. RUMBLES  
P/O P.E. PIGEON  
P/O J.H. CLAY  
F/S W. HOWARTH  
P/O H.A. WEEKS  

**TIME:**  
UP.  DOWN.  
1713  2054  

**DETAILED OF SORTIE OF FLIGHT:**  
Target - special - France. Load - 2 x 1000lbs M.C., 13 x 500 lbs. Primary target attacked 19.24.50 hrs from 10,500 feet. Wood seen visually, and first stick of bombs seen beside the wood. Second stick of own bombs went into wood itself. First bombs slightly undershot.

**DATE:** 21.01.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV. 403.  
**CREW:**  
F/L D.J. SHANNON  
F/S R.J. HENDERSON  
F/L D.R. WALKER  
F/L B. GOODALE  
F/S J. JAGGER  
F/O L.W. SUMPTER  
F/O J. BUCKLEY  
**DUTY:** AS SHOWN ABOVE  

**TIME:**  
UP.  DOWN.  
1716  2057  

**DETAILED OF SORTIE OF FLIGHT:**  
Target - special - France. Load - 2 x 1000lbs, 13 x 500 lbs M.C. Primary target attacked 19.27.15 hrs from 12,000 feet. Target well illuminated by flares, and could be identified on target map. 1st run, bombs dropped near edge of wood. 2nd run, red spot, which was dying.

**DATE:** 21.01.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV. 393.  
**CREW:**  
F/L D.J.B. WILSON  
P/O S.R. CLARKE  
F/O A.H.B. PARKIN  
F/O R.J. ALLEN  
P/O R. BARRON  
W/O G.B. HOLLAND  
F/O E.B. CHANDLER  
**DUTY:** AS SHOWN ABOVE  

**TIME:**  
UP.  DOWN.  
1711  2103
DETAILS OF SORTIE OF FLIGHT:
Target - special - France. Load 2 x 1000lbs M.C. 13 x 500 lbs. Primary target attacked in good visibility at 19.27 hrs from 13,000 feet. Red spot fire estimated N.E. edge of target. 1 x 1000lbs, and 6 x 500lbs brought back owing to fire having burnt out.

<table>
<thead>
<tr>
<th>DATE</th>
<th>21.01.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER</td>
<td>Lancaster I ME. 559.</td>
</tr>
<tr>
<td>CREW</td>
<td>F/L McCarthy J.C.</td>
</tr>
<tr>
<td>DUTY</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>TIME</td>
<td>UP. 1707  DOWN. 2100</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OF FLIGHT
Special Target - France. Load 2 x 1000lbs, 13 x 500 lbs M.C. Primary target attacked in good visibility with little haze. Bombed from 11,000 feet at 1929 hrs, 1st run on red spot fire, 2nd run on red spot fire, probably in S.W. corner of wood.

<table>
<thead>
<tr>
<th>DATE</th>
<th>21.01.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER</td>
<td>Lancaster I ME. 557.</td>
</tr>
<tr>
<td>CREW</td>
<td>F/L R.S.D. Kearns</td>
</tr>
<tr>
<td>DUTY</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>TIME</td>
<td>UP. 1706  DOWN. 2112</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OF FLIGHT
Special Target - France. Load 2 x 1000lbs, 13 x 500 lbs M.C. Primary target attacked in good visibility at 1927 hrs from 12,500 feet. Two lots of bombs seen to burst at same time, one stick dead on, the other 100-150 yds overshoot. Red spot fire seen in centre of small wood. Second run made on reddish glow.

<table>
<thead>
<tr>
<th>DATE</th>
<th>21.01.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER</td>
<td>Lancaster I ME. 560.</td>
</tr>
<tr>
<td>CREW</td>
<td>DUTY</td>
</tr>
<tr>
<td>----------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>F/L B.W. CLAYTON</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>P/O A. HILL</td>
<td></td>
</tr>
<tr>
<td>F/O P.W. BUTTLE</td>
<td></td>
</tr>
<tr>
<td>F/O J.W. BIBBY</td>
<td></td>
</tr>
<tr>
<td>F/O J.S WATSON</td>
<td></td>
</tr>
<tr>
<td>F/S W. HUME</td>
<td></td>
</tr>
<tr>
<td>F/O S.J. STACEY</td>
<td></td>
</tr>
</tbody>
</table>

**TIME:**

<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1716</td>
<td>2052</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT**

Special Target - France. Load 2 x 1000lbs, 13 x 500 lbs M.C. Primary target attacked in clear weather and good visibility. All bombs dropped in one stick at 1928 hrs from 14,000 feet. Wood identified by light of flares. Bombing appeared very concentrated.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>21.01.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I DV. 394.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CREW</th>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/L K.W. BROWN</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S H.B FENERON</td>
<td></td>
</tr>
<tr>
<td>P/O D.P. HEAL</td>
<td></td>
</tr>
<tr>
<td>Sgt. H.J. HEWSTONE</td>
<td></td>
</tr>
<tr>
<td>W/O S. OANCIA</td>
<td></td>
</tr>
<tr>
<td>F/S D.M. BUNTAIN</td>
<td></td>
</tr>
<tr>
<td>W/O G.S. McDONALD</td>
<td></td>
</tr>
</tbody>
</table>

**TIME:**

<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1705</td>
<td>2107</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT**

Special Target - France. Load 2 x 1000lbs, 13 x 500 lbs. Primary target attacked in clear weather at 1928 hrs from 14,500 feet. 2nd run not made, as there was no indication of target. Bombing appeared to be well concentrated. 1 x 1000lbs, 5 x 500lbs brought back.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>21.01.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I DV. 392.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CREW</th>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>P/O WILLSHER</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>Sgt. J.T. HURDISS</td>
<td></td>
</tr>
<tr>
<td>F/S J.W. GRIPTON</td>
<td></td>
</tr>
<tr>
<td>Sgt. F.W. BELL</td>
<td></td>
</tr>
<tr>
<td>F/S R.C. EVERETT</td>
<td></td>
</tr>
<tr>
<td>F/O F.J. TUCKER</td>
<td></td>
</tr>
<tr>
<td>F/S R.E. SALTER</td>
<td></td>
</tr>
</tbody>
</table>

**TIME:**

<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
DETAILS OF SORTIE OF FLIGHT
Special Target - France. Load 2 x 1000lbs, 13 x 500 lbs. Primary target attacked in clear weather at 1928 hrs from 15,000 feet. By the time the second bombing run was made, there was no visible marking of target, 1 x 1000lbs, 5 x 500 lbs. brought back.

DATE: 21.01.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 562.
CREW
P/O N.R. ROSS DUTY
P/O A.J.S. GIRLING
F/O T.R. DAVIES
F/S G. HICKSON
F/S L. MCCLELLAN
P/O T.A. PLATT
P/O M.R. TUXFORD

TIME: UP. DOWN.
1710 2045

DETAILS OF SORTIE OF FLIGHT
Special Target - France. Load: 2 x 1000lbs, 6 x 500 lbs M.C. 7 spot fires. Bombed 0039 hrs from 5,320 feet. First green T.I. on target, red spot fires first to S.E. on edge of target and remainder N.E. also on edge. Marking above cloud not possible, marking below cloud difficult because of the speed flares drifted across target.

DATE: 25.01.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV. 380.
CREW
W/C G.L. CHESHIRE DUTY
P/O L.W.J. KING
F/O P. KELLY
F/O G.A. CHALMERS
F/O C.K. ASTBURY
W/O W.G. BICKLEY
F/O R.H. PETCH

TIME: UP. DOWN.
2213 0224
AIRCRAFT TYPE & NUMBER: Lancaster I DV. 382.

CREW
S/L W.R. SUGGITT
F/S J.I. PULFORD
P/O J.I. GORDON
P/O S. HALL
F/O N. DAVIDSON
F/S J.P. RICHES
F/O J.M. DEMPSTER

TIME: UP. DOWN.
2214  0200

DETAILS OF SORTIE OF FLIGHT
Special Target - France. Load 13 x 500 lbs, 3 x 1000lbs M.C. Bombed 0015 hrs at 9,000 feet on red spot fires. Green sparks seen coming from slightly south at Red spot fires.

DATE: 25.01.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV. 402.

CREW
S/L H.B. MARTIN
F/L I. WHITTAKER
F/O J.K. STOTT
F/O L.W. CURTIS
F/L R.C. HAY
F/O B.T. FOXLEE
F/O T.D. SIMPSOM

TIME: UP. DOWN.
2216  0157

DETAILS OF SORTIE OF FLIGHT
Special Target - France. Load: 4 spot fires, 3 x 1000lbs, 8 x 500 lbs. Visibility good, with 6/10 cloud at 4,000 feet. Attacked 0005 hrs at 12,000 feet short of red spot fire to allow for stick. Target identifiable by light of flares, first T.I. (green) was in wood. Bomb fell to the right, and consider it to be across the target.

DATE: 25.01.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV. 391.

CREW
F/L J.L. MUNRO
F/S F.E. APPLEBY
F/O F.G. RUMBLES
P/O P.E. PIGEON
P/O J.H. CLAY
F/S W. HOWARTH
P/O H.A. WEEKS

109
DETAILS OF SORTIE OF FLIGHT
Special Target, France. Load: 12 x 500lbs, 3 x 1000lbs. Attacked 0011 hrs from 9,500 feet on red spot fire. 1st stick about 150 yds overshoot, 2nd stick between and right across two spot fires. One stick seen well to S.W., with some blue flashes seen to S.E. of target.

DATE: 25.01.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 559.
CREW
F/L J.C. McCARTHY
P/O W.G. RADCLIFE
F/O D.A. McCLEAN
F/S L. EATON
P/O S.L. JOHNSON
F/S R. BATSON
F/L D. RODGER

DETAILS OF SORTIE OF FLIGHT
Special Target - France. Load: 7 x 500 M.C. 6 x 500 (6 hr delay) 3 x 1000lbs M.C. Attacked at 0021 hrs from 10,500 feet. As red spot fires were given as being to N.W. of target, own bomb believed to have undershot by 200 yds. Many sticks seen to be in target area before own bombing. Blue sparks seen in target area, lasting for about 1 minute. 1 x 1000lb brought back.

DATE: 25.01.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 385.
CREW
F/L D.J.B. WILSON
P/O G.A. PHILLIPS
F/O A.H.B. PARKIN
F/O R.J. ALLEN
P/O R. BARRON
W/O G.B. HOLLAND
F/O E.B. CHANDLER

DETAILS OF SORTIE OF FLIGHT
Special Target - France. Load: 13 x 500lbs, 3 x 100lbs M.C. Attacked at 00.15 hrs from 12,500 feet on red spot fires. One bomb in stick scattered red spot fire. About three sticks seen to go down very near red spot fire just before bombing. All bombs dropped in one stick because spot fires were disappearing into trees.
DATE: 25.01.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 557.

CREW
F/L R.S.D. KEARNS
P/O T.W. CLARKSON
F/O W.J.M.L. BARCLAY
W/O J. DACEY
F/O W.A. DANIEL
F/S E. TEMPLE
F/S M.G. DOWMAN

DUTY
AS SHOWN ABOVE

TIME: UP. DOWN.
2219 0144

DETAILS OF SORTIE OF FLIGHT
Special Target - France. Load: 6 x 500 (6 hr delay) 7 x 500, 3 x 1000lbs M.C.
Bombed primary target at 23.53 hrs 12,000 feet on green T.I. as ordered by W/Cmdr Cheshire. All dropped in one stick across green T.I. Bombs appear to have undershot by 150 yds.

DATE: 25.01.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 392.

CREW
F/O E. WILLISHER
Sgt. J.T. HURDISS
Sgt. J.W. GRIPTON
Sgt. F.W. BELL
F/S R.C. EVERETT
F/O G.A. WITHERICK
F/S R.E. SALTER

DUTY
AS SHOWN ABOVE

TIME: UP. DOWN.
2210 0150

DETAILS OF SORTIE OF FLIGHT
Special Target - France. Load 13 x 500 lbs, 3 x 1000lbs. M.C. Attacked 0011 hrs from 11,000 feet. Two red spot fires. Actually bombed furthest fire. One stick of bombs seen to fall to S. of target, on second run bomb bursts were obscured by smoke. Green and blue sparks coming from area adjacent to position of red spot.

DATE: 25.01.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 562.

CREW
P/O N.R. ROSS
P/O S.R. CLARKE
F/O T.R. DAVIES

DUTY
AS SHOWN ABOVE
F/S G. HICKSON  
F/S L. McCLELLAN  
P/O T.A. PLATT  
P/O M.R. TUXFORD

**TIME:**  
UP.  DOWN.  
2223  0055

**DETAILS OF SORTIE OF FLIGHT**  
Special Target bombed FRANCE  
Load: 13 x 500lbs, 3 x 1000lbs.  
Attacked 0013 hrs at 11,500 feet.  
One stick of bombs seen to fall to N.E. of T.I. apparently bombing visually, 1st stick of own bombs fell 50 yds to right of fires, 2nd stick about 200yds to right.  
Green flashes observed for short period.

---

**DATE:** 25.01.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I ME. 561.

**CREW**  
1st L. H.C. KNILANS  
F/O K.J. RYALL  
W/O L.H. GELLER  
P/O C.L.F. KNELL  
F/S J.R. TATE  
F/O F.J. TUCKER  
F/O E.W. FINLAY  
F/S R.A. LEARMONTH

**TIME:**  
UP.  DOWN.  
2218  0204

**DETAILS OF SORTIE OF FLIGHT**  
Special Target - France.  
Load 13 x 500 lbs. 3 x 1000lbs.  
Target bombed 0016 hrs from 8,500 feet.  
1st stick undershot about 400 yds to E, 2nd very near to red spot fires.  
Bombing appeared to be concentrated.

---

**DATE:** 25.01.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV. 403.

**CREW**  
F/L D.J. SHANNON  
F/S R.J. HENDERSON  
F/L D.R. WALKER  
F/L B. GOODALE  
F/O L.J. SUMPTER  
F/S B. JAGGER  
F/O J. BUCKLEY

**TIME:**  
UP.  DOWN.  
2215  0153
DETAILS OF SORTIE OF FLIGHT
Special Target - France. Load 12 x 500 lbs, 3 x 1000lbs M.C. Target attacked 0010 hrs from 10,000 feet. Cloud and flares over target made visual identification impossible. 1st run aimed short of red spot fire on heading N.W., 2nd run aimed at red spot fires.

DATE: 25.01.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 560.
CREW
F/L B.W. CLAYTON
F/O A. HILL
F/O P.W. BUTTLE
F/O J.W. BIBBY
F/O J.S. WATSON
F/S W. HUME
F/O S.J. STACEY
DUTY
AS SHOWN ABOVE
TIME: UP. DOWN.
2212 0151

DETAILS OF SORTIE OF FLIGHT
Special Target - France. Load: 6 x 500 (6hr delay) 7 x 500 3 x 1000lbs M.C.
Bombed furthest of two red spot fires at 0012 hrs from 13,000 feet. Two sticks of bombs seen to straddle red spot fires and another stick fell to left of fires. Slightly before, another stick seen to fall one and a half miles S.W. of red spot fires.

OPERATIONS RECORD BOOK
No. 617 Squadron

WOODHALL SPA
01.02.44
No operations detailed. Rain prevented flying, so Squadron stand down in afternoon.

02.02.44
Information received from Red Cross Committee that W/O. Bull Pilot., F/Sgt.Batey A/B and Sgt. Wiltshire F/Eng., reported missing 10.12.43, now safe and prisoners of war.

03.02.44
No operations detailed. Flying training carried out.

04.02.44

05.02.44
Four aircraft detailed for night bombing practice - cancelled due to weather.

06.02.44
P/O. Ross and crew flew to R.A.F. West Freugh for bombing trials at Braid Fell.

07.02.44
Nine aircraft carried out a secret bombing practice (this later transpired to be a rehearsal for the very successful operation carried out on the 8th).

08.02.44
Twelve aircraft under leadership of Wing Commander Cheshire, attacked the Gnome-Rhone aero engine factory at Limoges. This raid proved to be an outstanding success, no fewer than nine aiming point photographs being obtained. A cine camera was installed in the Wing Commander's aircraft, and photographs were taken of the factory from low level, as the markers were bursting over the target. One picture in particular was published in the Press, and the raid was given much prominence by the Press. The weather for the operation was good, there being no cloud, and a full moon facilitated location and identifying of the target. Enemy opposition was negligible, and all aircraft returned safely.

(After the earlier unofficial attempts to mark from low level, Cheshire had obtained consent from Cochran to "try the method out operationally" he chose the Gnome-Rhone aero engine factory at Limoges but this target was vetoed due to the 300 French women who were employed at the plant. Cheshire gave his guarantee that all bombs would be dropped on the target. In the end a compromise was reached and it was agreed to make dummy runs at low level over the factory before bombing to give the French time to get clear. A film cameraman was carried to record the raid. The marking and bombing were perfect and the French workers (Male and Female) got out of the factory beforehand.

09.02.44
Bad weather prevented flying training being carried out. 17073 F/O. W.A. Duffy, proceeded with crew to No. 5 L.F.S. Syerston for conversion to Lancaster aircraft.

10.02.44
Ten aircraft were detailed for operations - these were cancelled due to adverse weather.

11.02.44
Twelve aircraft detailed for operations, which were subsequently cancelled.

12.02.44
F/L. C.J.G. Howard and crew proceeded to No. 5 L.F.S. for conversion to Lancaster aircraft.
Ten aircraft, under the leadership of Wing Commander Cheshire, took off from base, landed at R.A.F. Station, Ford, and then were refuelled and took off for operations against the Antheor Viaduct. A small servicing party flew to Ford with the aircraft. The weather at Base was as follows: Visibility 1-2 miles, broken cloud at 2000ft. – 3000ft., with a further layer above 10,000ft. Intense light flak was encountered over the target, and S/Ldr. Martin's aircraft, whilst flying low level over the target area to drop markers, was hit by a shell in the nose. The Air Bomber (F/L Hay D.F.C.) was killed instantly, and the Flight Engineer (F/Lt. Whittaker) was injured in both legs. S/Ldr. Martin immediately set course for the nearest air base, which was in Sardinia. He landed safely, in spite of the fact that the hydraulic system was out of order. F/Lt. Hay was buried by U.S. Army authorities at St. Michael's Cemetery, Cagliari. The operation was not completely successful, but several near misses on the target were obtained. (Martin's flight to Sardinia after being hit was quite an epic with several stalls, heavy icing, the bombs being jettisoned by hand and landing with 2 x 1000lbs bombs fused, still on board. The aircraft refuelled at Ford to give them the best possible range for the target with the 12,000lb blockbuster bombs. It was hoped to demolish
the viaduct that was carrying troops and supplies to the Anzio bridgehead. The raid was not a success due again to the heavier defences.)

13.02.44
Aircraft returned to Base, after having landed at Ford on return from operations. S/Ldr. W.R. Suggitt D.F.C. J.15131 and crew in aircraft “J” crashed soon after take off ten miles N.E. of Chichester. The following members of the crew were killed: 652403 F/Sgt. Pulford J. D.F.M., F/Eng., AUS. A.412218 P/O. J.I. Gordon D.F.C. Nav., AUS. A.411775 P/O. S.G. Hall W/Op., CAN. J.22514 F/O. N.J. Davidson A/B., CAN. J.17206 F/O. J.M. Dempster D.F.M. Gunner, and 1390921 F/Sgt. Riches J.P. Gunner. The passenger in the aircraft, S/Ldr. T.W. Lloyd D.S.O. 84133, Station Intelligence Officer, Woodhall, was also killed instantaneously. S/Ldr. Suggitt was seriously injured and was admitted to St. Richard's Hospital, Chichester. He did not regain consciousness and died at 1600 hrs. on 15th. Feb. An investigation on the causes of the accident was instigated by W/Cmdr. Ford, C.A.I. (A sad accident that was probably the result of Suggitt deciding that despite the fog he could make it back to base. The crew were delayed by Tommy Lloyd the intelligence officer from Woodhall insisting on a shave and clean up before the return flight. Soon after take off the aircraft flew into a hill.)

14.02.44

15.02.44
S/Ldr. Suggitt died in St. Richard's Hospital.
Instructions received for posting of ten new crews from Squadrons within the Group.

16.02.44
All aircrew personnel attended lecture and film show at Coningsby.

17.02.44
No operations detailed. Flying training carried out during day.

18.02.44

19.02.44

F/O. Dempster, F/O. Davidson and P/O. Gordon buried at Coningsby. Full complement of officers and airmen represented Squadron. Relatives of P/O. Gordon and F/O. Davidson attended the funeral.

20.02.44

22.02.44
The A.O.C. paid a visit to Woodhall (informal).

23.02.44
S/Ldr. Martin and crew returned from Sardinia by air, and proceeded immediately on leave.  
(This aircraft returned after an overhaul and was packed to the brim with goodies such as Benedictine and Oranges from North Africa.)

24.02.44
Four aircraft carried out night bombing practice. Normal flying training carried out during day.

25.02.44
New crews continued intensive flying training and bombing practice. W/Cmdr. Cheshire returned from leave and resumed command of Squadron.

26.02.44
F/Lt. Reid returned from engine-handling course. Visit to Squadron by F/Lt. Cartwright from Group Headquarters. No flying all day due to snow.

27.02.44
Snow clearance scheme put into effect. All personnel mobilised to clear snow from runways and perimeter. No flying possible. Information received from next of kin that F/Sgt. McWilliams (Air Gunner, W/O. Bull's crew), previously reported missing, now arrived at Gibraltar.

28.02.44
F/Lt. Howard and crew returned from No. 5 L.F.S. on completion of conversion. New secret Radar equipment ("Lola") fitted to Squadron aircraft for test.

29.02.44
P/O. B. Jagger D.F.M. proceeded to Buckingham Palace for investiture. Further intensive bombing training carried out.

SUMMARY

During the month of February the Squadron despatched 22 aircraft on operational sorties. One was lost. Seven personnel were killed instantly and one died from injuries. A total of 185 hrs. 45 mins. operational and 257 hrs. 35 mins. operational training was carried out. 97 tons of bombs were dropped in operations.

No personnel on this Squadron received decorations during the month.

The following officer postings were carried out to the Squadron.

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank</th>
<th>Name</th>
<th>Category</th>
<th>From</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>104406</td>
<td>F/Lt.</td>
<td>C.J.G.Howard</td>
<td>Pilot.</td>
<td>17 O.T.U</td>
<td>07.02.44</td>
</tr>
<tr>
<td>142926</td>
<td>F/O.</td>
<td>C.A.MacDonald</td>
<td>Nav.</td>
<td>17 O.T.U</td>
<td>07.02.44</td>
</tr>
<tr>
<td>117696</td>
<td>F/Lt.</td>
<td>J.E.Williams</td>
<td>Pilot.</td>
<td>61 Sqdn</td>
<td>15.02.44</td>
</tr>
<tr>
<td>133728</td>
<td>F/O.</td>
<td>A.J.Talbot</td>
<td>Nav.</td>
<td>61 Sqdn</td>
<td>15.02.44</td>
</tr>
<tr>
<td>139686</td>
<td>F/O.</td>
<td>A.J.Walker</td>
<td>A/B.</td>
<td>61 Sqdn</td>
<td>15.02.44</td>
</tr>
</tbody>
</table>
151120  F/O.(A/F/L) J.A.Edward Pilot  50 Sqdn  15.02.44
CAN.J.14783 F/O. L.T.Pritchard Nav.  50 Sqdn  15.02.44
134558  F/O.(A/F/L) H.J.Pyor Pilot.  207 Sqdn. 15.02.44
CAN.J.22426 F/O. R.L.Pinder Nav.  207 Sqdn  15.02.44
CAN.J.21539 F/O. G.P.Pesme A/B  207 Sqdn  15.02.44
115932  F/L. L.G.A.Hadland Pilot.  9 Sqdn  15.02.44
132815  F/O. C.R.Brown A/B  9 Sqdn  15.02.44
171191  P/O. S.W.Greenwood Nav.  9 Sqdn  15.02.44
130623  F/O. M.L.Hamilton Pilot  619 Sqdn  15.02.44
AUS.A.416624 P/O. R.M.Stanford Pilot  467 Sqdn  15.02.44
109369  F/L. A.F.Poore Pilot  106 Sqdn  15.02.44
155152  F/O. R.A.Roberts Nav.  106 Sqdn  15.02.44
132870  F/O. R.J.Elsey A/B.  106 Sqdn  15.02.44
159883  F/O.(A/F/L) A.W.Fearn Pilot  57 Sqdn  15.02.44
154203  P/O T.Davies F/Eng  57 Sqdn  15.02.44
136882  F/O. H.H.Chadwick A/B.  57 Sqdn  15.02.44
AUS.A.412969 F/O. A.E.Kell Pilot  463 Sqdn  15.02.44
AUS.A.413582 P/O. J.L.HagerNav.  463 Sqdn  15.02.44
AUS.A.405951 F/O. T.W.Butler Nav.  467 Sqdn  15.02.44
AUS.A.414544 P/O. A.L.Evans W/Op.  463 Sqdn  15.02.44
AUS.A.13751 F/O. K.C.Morieson A/G  467 Sqdn  15.02.44
CAN.J.18295 P/O. D.H.Cheney Pilot  630 Sqdn  15.02.44
171066  P/O. L.G.Rolton A/B.  61 Sqdn  07.02.44
131635  F/O. D. Luker W/Op.  Buntingthorpe 07.02.44
AUS.A.425234 P/O. F.W.Snell A/G  463 Sqdn  15.02.44

The following are Officer postings From Squadron during the month:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category.</th>
<th>To.</th>
<th>Date.</th>
</tr>
</thead>
<tbody>
<tr>
<td>J17756</td>
<td>F/O.</td>
<td>S.J.Stacey</td>
<td>A/G.</td>
<td>16 O.T.U.</td>
<td>14.02.44</td>
</tr>
</tbody>
</table>

The following aircrew postings were carried out To the Squadron.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1339217</td>
<td>F/S.</td>
<td>Hartley E.A.</td>
<td>A/B.</td>
<td>12 O.T.U.</td>
<td>08.02.44</td>
</tr>
<tr>
<td>1600754</td>
<td>F/S.</td>
<td>Clarke H.G.</td>
<td>A/G.</td>
<td>17 O.T.U.</td>
<td>08.02.44</td>
</tr>
<tr>
<td>1314255</td>
<td>Sgt.</td>
<td>Thompson J.</td>
<td>W/Op.</td>
<td>619 Sqdn.</td>
<td>15.02.44</td>
</tr>
<tr>
<td>1607024</td>
<td>Sgt.</td>
<td>Soilleux J.</td>
<td>F/Eng.</td>
<td>61 Sqdn.</td>
<td>15.02.44</td>
</tr>
<tr>
<td>1451195</td>
<td>Sgt.</td>
<td>Potter A.E.</td>
<td>W/Op.</td>
<td>61 Sqdn.</td>
<td>15.02.44</td>
</tr>
<tr>
<td>1575148</td>
<td>F/Sgt.</td>
<td>Brook J.H.</td>
<td>Nav. B.</td>
<td>50 Sqdn.</td>
<td>15.02.44</td>
</tr>
<tr>
<td>634050</td>
<td>F/S.</td>
<td>Isherwood S.</td>
<td>A/G.</td>
<td>50 Sqdn.</td>
<td>15.02.44</td>
</tr>
<tr>
<td>1277411</td>
<td>F/S.</td>
<td>Patterson A.J.</td>
<td>A/G.</td>
<td>207 Sqdn.</td>
<td>15.02.44</td>
</tr>
<tr>
<td>1557503</td>
<td>Sgt.</td>
<td>Telfer R.J.</td>
<td>F/E,1/2</td>
<td>207 Sqdn.</td>
<td>15.02.44</td>
</tr>
<tr>
<td>1578778</td>
<td>Sgt.</td>
<td>Colyer M.A.</td>
<td>A/G.</td>
<td>207 Sqdn.</td>
<td>15.02.44</td>
</tr>
<tr>
<td>1579561</td>
<td>F/S.</td>
<td>Jackson J.T.</td>
<td>Nav.</td>
<td>619 Sqdn.</td>
<td>15.02.44</td>
</tr>
<tr>
<td>3570011</td>
<td>Sgt.</td>
<td>Rooke L.S.</td>
<td>F/Eng.</td>
<td>619 Sqdn.</td>
<td>15.02.44</td>
</tr>
<tr>
<td>A.410599</td>
<td>F/S.</td>
<td>Jordon A.J.</td>
<td>W/Op.</td>
<td>467 Sqdn.</td>
<td>15.02.44</td>
</tr>
<tr>
<td>A.412916</td>
<td>F/S.</td>
<td>Clarke G.K.</td>
<td>A/B.</td>
<td>467 Sqdn.</td>
<td>15.02.44</td>
</tr>
<tr>
<td>627507</td>
<td>W/O.</td>
<td>Rushton A.</td>
<td>A/G.</td>
<td>467 Sqdn.</td>
<td>15.02.44</td>
</tr>
<tr>
<td>1385579</td>
<td>F/S.</td>
<td>Castleman R.P.</td>
<td>A/G.</td>
<td>106 Sqdn.</td>
<td>15.02.44</td>
</tr>
<tr>
<td>Number</td>
<td>Name</td>
<td>Rank</td>
<td>Squadron</td>
<td>Date</td>
<td></td>
</tr>
<tr>
<td>---------</td>
<td>-----------------</td>
<td>--------</td>
<td>-----------</td>
<td>--------</td>
<td></td>
</tr>
<tr>
<td>1816994</td>
<td>Sgt. Tookey W.F.</td>
<td>A/G</td>
<td>106 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1457709</td>
<td>Sgt. Johnson H.</td>
<td>Nav.</td>
<td>57 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1812535</td>
<td>Sgt. Wilson-Williams</td>
<td>A/G</td>
<td>57 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1579599</td>
<td>F/S. Curtis A.</td>
<td>A/B</td>
<td>630 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1382229</td>
<td>Sgt. Pool R.H.</td>
<td>W/Op.</td>
<td>630 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1214696</td>
<td>F/S. Wait W.N.</td>
<td>A/G</td>
<td>630 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1867208</td>
<td>Sgt. Hawkins F.</td>
<td>F/Eng.</td>
<td>1660 C.U.</td>
<td>16.02.44</td>
<td></td>
</tr>
<tr>
<td>1379173</td>
<td>F/S. Lucan R.D.</td>
<td>W/Op.</td>
<td>17 O.T.U.</td>
<td>08.02.44</td>
<td></td>
</tr>
<tr>
<td>1332707</td>
<td>F/S. Woods P.</td>
<td>A/G</td>
<td>17 O.T.U.</td>
<td>10.02.44</td>
<td></td>
</tr>
<tr>
<td>A418424</td>
<td>F/S. Jewell K.</td>
<td>A/G</td>
<td>61 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1605469</td>
<td>Sgt. Bladon R.</td>
<td>A/G</td>
<td>61 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1315126</td>
<td>F/S. Hobbs G.H.</td>
<td>W/Op.</td>
<td>50 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1267844</td>
<td>F/S. Pooley R.</td>
<td>A/G</td>
<td>50 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1125031</td>
<td>Sgt. McCullough R.F.</td>
<td>F/Eng.</td>
<td>50 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1452998</td>
<td>Sgt. Hepworth A.</td>
<td>W/Op.</td>
<td>207 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>543639</td>
<td>Sgt. Dodge J.A.</td>
<td>A/G</td>
<td>619 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1024890</td>
<td>F/S. Hamilton D.</td>
<td>A/G</td>
<td>619 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1578043</td>
<td>Sgt. Benting A.W.</td>
<td>F/Eng.</td>
<td>1660 C.U.</td>
<td>08.02.44</td>
<td></td>
</tr>
<tr>
<td>1545941</td>
<td>Sgt. Judson E.</td>
<td>F/Eng.</td>
<td>467 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1580829</td>
<td>F/S. Griffiths L.D.</td>
<td>A/G</td>
<td>467 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1458311</td>
<td>Sgt. Johnson A.J.</td>
<td>F/Eng.</td>
<td>106 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1129067</td>
<td>F/S. Thompson R.C.</td>
<td>W/Op.</td>
<td>106 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1314661</td>
<td>F/S. Baker J.E.</td>
<td>W/Op.</td>
<td>57 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1386165</td>
<td>F/S. Pearson D.</td>
<td>A/G</td>
<td>57 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1382903</td>
<td>Sgt. Clark J.W.</td>
<td>F/Eng.</td>
<td>57 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>A27306</td>
<td>F/S. McRostie A.</td>
<td>A/G</td>
<td>630 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1347731</td>
<td>Sgt. Rosher J.</td>
<td>F/Eng.</td>
<td>630 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
<tr>
<td>1564313</td>
<td>Sgt. Welch R.</td>
<td>Nav.</td>
<td>630 Sqdn.</td>
<td>15.02.44</td>
<td></td>
</tr>
</tbody>
</table>

The following personnel were appointed to commissioned rank:

<table>
<thead>
<tr>
<th>Number</th>
<th>Name</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>1312171</td>
<td>F/Sgt. Cornish-Underwood H</td>
<td>(A/G) w.e.f.</td>
</tr>
<tr>
<td>1320872</td>
<td>F/S. Jagger B.DFM</td>
<td>(A/G) w.e.f.</td>
</tr>
<tr>
<td>1507278</td>
<td>Sgt. Twells E.</td>
<td>(F/Eng.) w.e.f.</td>
</tr>
</tbody>
</table>

The following Officer promotions were promulgated during the month:

<table>
<thead>
<tr>
<th>Number</th>
<th>Name</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. 9694</td>
<td>F/O. T.O. Pledger</td>
<td>(GDS) to F/Lt. w.e.f.</td>
</tr>
<tr>
<td>A.411775</td>
<td>P/O. S.G. Hall</td>
<td>(GDS) to F/O. w.e.f.</td>
</tr>
<tr>
<td>111552</td>
<td>F/O. J.L. Cooper D.F.C.</td>
<td>(Pilot) to F/Lt. w.e.f.</td>
</tr>
<tr>
<td>NZ.413942</td>
<td>F/O J.L. Munro D.F.C.</td>
<td>A/F/L to A/S/Ldr. w.e.f.</td>
</tr>
<tr>
<td>158240</td>
<td>P/O. N.R. Ross D.F.C.</td>
<td>(Pilot) to F/O. w.e.f.</td>
</tr>
</tbody>
</table>

(Certified that the above Form 540 detail contains extracts from Personnel Occurrence Reports).
CREW
W/C. G.L. CHESHIRE.
F/O. L.W.J. KING.
F/O. P. KELLY.
F/O. G.K. ASTBURY.
F/O. R. ADAMS.
W/O. BICKLEY W.G.
F/O. R.H. PETCH.

DUTY
Captain
F/Eng.
Nav.
B/A.
MU/Gunner.
R/Gunner.

TIME:  UP.  DOWN.
2107  0526

DETAILS OF SORTIE OF FLIGHT
Bombing Raid. 8 Flares, 140 x 30lb. incend. 5 spotfires. Limoges (Gnome Rhone) 2355hrs. 200ft.
Incendiaries seen to burst in centre of factory. First large bomb fell on factory. Bombing seen to
be very concentrated. Markers dropped right in centre of target.

DATE:  08.02.44
AIRCRAFT TYPE & NUMBER:  Lancaster III  ED.763. (D)

CREW
S/L. W.R. SUGGITT
F/S. PULFORD J.
AUS. P/O. J.I. GORDON
CAN. F/O. N.J. DAVIDSON
AUS. P/O. S.G. HALL.
F/S. RICHES J.P.
CAN. F/O. J.M. DEMPSTER

DUTY
AS SHOWN ABOVE

TIME:  UP.  DOWN.
2121  0454

DETAILS OF SORTIE OF FLIGHT
Bombing Raid 11 x 1000lb. MC. 0008hrs. 8,000ft. Limoges. Own bombs seen to burst diagonally
across the target area. One stick of bombs and one 12,000lb. seen to burst on target. Aiming point
photograph obtained.

DATE:  08.02.44
AIRCRAFT TYPE & NUMBER:  Lancaster I  DV.402. (P)

CREW
S/L. H.B. MARTIN
F/L. I. WHITTAKER
AUS. F/O. J.K. STOTT
AUS. F/L. R.C. HAY
F/O. L.W. CURTIS
AUS. F/O. B.T. FOXLEE
AUS. F/O. T.D. SIMPSON

DUTY
AS SHOWN ABOVE
DETAILS OF SORTIE OF FLIGHT
Bombing Raid 200 x 30lb. Incend. 2 spot fires. Limoges. 2359hrs. 7,100ft. One third of main buildings seen to be absolutely destroyed. Markers dropped right on target.

DATE: 08.02.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV.403. (L)
CREW
F/L. D.J. SHANNON DUTY
F/S. HENDERSON R.
CAN. F.L. D.R. WALKER
F/O. L.J. SUMPTER
F/L. B. GOODALE
F/S. TEMPLE E.C.
F/O. J. BUCKLEY
S/L. T.W. LLOYD
CREW
F/L. B.W. CLAYTON
F/O. A.HILL
F/O. P.W. BUTTLE
F/O. J.S. WATSON
F/O. G.A. CHALMERS
F/S. HUME W.
F/O. B. BEAL
TIME: UP. DOWN.
2126 0452
DETAILS OF SORTIE OF FLIGHT
Bombing Raid 1 x 12000lb. MC. 0002 hrs. 8,300ft Limoges. Bomb flare seen on assembly shops. Photograph shows eastern end of factory. Bombing conditions excellent.

DATE: 08.02.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME.560. (H)
CREW
F/L. B.W. CLAYTON
F/O. A.HILL
F/O. P.W. BUTTLE
F/O. J.S. WATSON
F/O. G.A. CHALMERS
F/S. HUME W.
F/O. B. BEAL
TIME: UP. DOWN.
2120 0455
DETAILS OF SORTIE OF FLIGHT
Bombing Raid 1 x 12000lb. MC. 0005 hrs. 9,800ft. Limoges. Target identified both visually and by markers. Bomb seen to burst on building throwing up smoke and debris to 2/3000ft.

DATE: 08.02.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 385. (A)
CREW
F/O. J. KNIGHTS
Sgt. TWELLS E.
P/O. RHUDE H.B.
F/Sgt. BELL J.
Sgt. ROWAN N.
Sgt. HOBBS A.
F/S. DERHAM A.J.

DUTY
AS SHOWN ABOVE

TIME: UP. DOWN.
2109 0516

DETAILS OF SORTIE OF FLIGHT
Bombing Raid 11 x 1000'lb. MC. 0005 hrs. 9,920ft. Limoges. Target identified visually and by incendiaries. Own bombs seen to drop across target. Slightly to port. Three large bombs seen to drop right on target.

DATE: 08.02.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV.394. (M)

CREW
F/L. K.W. BROWN
F/S. FENERON H.B.
P/O. D.P. HEAL
CAN. W/O. OANCIA S.
Sgt. HEWSTONE H.J.
F/S. BUNTAIN D.M.
CAN. W/O. G.S. MCDONALD

DUTY
AS SHOWN ABOVE

TIME: UP. DOWN.
2122 0446

DETAILS OF SORTIE OF FLIGHT
Bombing Raid 1 x 12,000lb. MC. 0004 hrs. 10,100ft. Limoges. On first run target identified visually, on the second run target was obscured by smoke, and bomb was dropped on markers. Bomb seen to explode on target. Exceptional photograph obtained showing smoke from direct hit on shops and marker tracks.

DATE: 08.02.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 561 (R)

CREW
LT. H.C. KNILANS USA
P/O. K.J. RYALL
CAN. W/O. GELLER L.H.
F/S. TATE J.R.
P/O. C.L. KNELL
AUS. F/S. LEARMONTH R.
W/O. SMITH R.

DUTY
AS SHOWN ABOVE

121
DETAILS OF SORTIE OF FLIGHT:
Bombing Raid. Limoges. 11 x1000lb. MC. 0006 hrs. 10,400ft. One large bomb seen to fall on target. Smoke and debris seen to come up to 6000ft. Target almost completely obscured, but incendiaries just seen. Bombing appeared very concentrated and successful. Aiming point obtained.

DATE: 08.02.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 559 (Q)
CREW:
F/L. D.J.B. WILSON
P/O. G.A. PHILLIPS
F/O. A.B.H. PARKIN
CAN. F/O. E.W. FINLAY
F/O. R.J. ALLEN
W/O. HOLLAND G.B.
F/O. E.B. CHANDLER
TIME: UP. DOWN.
2123  0451

DETAILS OF SORTIE OF FLIGHT:
Bombing Raid 11 x 1000lb. MC. 0007 hrs. 8,900ft Limoges. Bombs seen to burst about 50-75 yds. to left of target. Plug on control switch found to be pulled out.

DATE: 08.02.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 562 (Z)
CREW:
P/O. N.R. ROSS
P/O. A.J.S. GIRLING
F/O. T.R. DAVIES
F/S. MCCLELLAN L.
F/S. HICKSON G.
P/O. T.A. PLATT
AUS. P/O. M.R. TUXFORD
TIME: UP. DOWN.
2117  0440

DETAILS OF SORTIE OF FLIGHT:
Bombing Raid 1 x 12,000lb. MC. 0018 hrs. 9,500ft Limoges. One bomb seen to burst through roof of building. Stick of bombs seen to burst across target. Photograph shows only fire and smoke effect.

DATE: 08.02.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 557. (O)
CREW:  
F/L. R.S.D. KEARNS NZ  
F/O. T.W. CLARKSON  
NZ. F/O. W.J. BARCLAY  
CAN. F/O. W.A. DANIEL  
CAN. P/O. D.R. PEARCE  
F/S. JAGGER B.  
N.Z. F/S. DOWMAN M.G.  

DUTY:  
AS SHOWN ABOVE  

TIME:  
UP.  DOWN.  
2125  0508  

DETAILS OF SORTIE OF FLIGHT:  
Bombing Raid. 11 x 1000lb. MC. 0008 hrs. 8,600ft. Limoges. Bomb seen to burst right across target. First bomb seen to hit target was a direct hit. Photograph shows marker track and bomb burst.  

DATE: 08.02.44  
AIRCRAFT TYPE & NUMBER:  
Lancaster. I DV.392. (T)  

CREW:  
F/O. E. WILLISHER  
Sgt. HURDISS J.  
F/S. GRIPTON R.  
F/S. EVERETT C.R.  
F/S. BELL J.  
F/O. G.A. WITHERICK  
Sgt. SALTER F.  

DUTY:  
AS SHOWN ABOVE  

TIME:  
UP.  DOWN.  
2116  0449  

DETAILS OF SORTIE OF FLIGHT:  
Bombing Raid. Limoges.1 x 12,000lb. MC. 0008 hrs. 9,200ft. Bomb burst under big pall of smoke between red spot fire and river. Debris scattered to about 9000ft. Good photograph obtained, though detail slightly obscured by smoke.  

DATE: 12.02.44  
AIRCRAFT TYPE & NUMBER:  
Lancaster. I DV.380. (N)  

CREW:  
W/C. G.L. CHESHIRE.  
F/O. L.W.J. KING.  
F/O. P. KELLY.  
F/O. C.K. ASTBURY.  
W/O. BICKLEY W.G.  
F/O. R.H. PETCH.  
Sgt. CROSBY G.  

DUTY:  
AS SHOWN ABOVE  

123
TIME:  UP.  DOWN.
        2131  0505  (Ford)

DETAILS OF SORTIE OF FLIGHT:
Bombing Raid. Antheor Viaduct. 8 Spot fires 2 T.I.s. 32 x 30 lb. Incend. 0123 hrs. 7,000 ft.
Owing to dazzle by searchlights and flak opposition marking was very difficult, salvo of red spot fires eventually dropped on beach. Viaduct could not be seen without aid of flares, only shape of beach could be identified. Force were advised of position of spot fires and instructed to correct bombing accordingly.

DATE:  12.02.44
AIRCRAFT TYPE & NUMBER:  Lancaster. I.  DV. 382.  (J)
CREW:     DUTY:
CAN. S/L. W.R. SUGGITT       AS SHOWN ABOVE
F/S. PULFORD J.
AUS. P/O. J.I. GORDON
CAN. F/O. N.J. DAVIDSON
AUS. P/O. S.G. HALL
F/S. RICHES J.P.
CAN. F/O. J.M. DEMPSTER

(Tommy Lloyd, intelligence officer, who had travelled from base to debrief crew was also on this aircraft and killed. The flight was delayed for him to have a shave and tidy up before returning to base.)

TIME:  UP.  DOWN.
        2133  0504  (Ford)

DETAILS OF SORTIE OF FLIGHT:
Bombing Raid. Antheor Viaduct. 1 x 12000lb. M.C. 0135 hrs. Made run on salvo of red spot fires but identified visually during run. Bomb released before viaduct was in sights. (Aircraft crashed en route from Ford to Base, all crew killed). (Aircraft flew into hill 10 miles East of Chichester on return from Ford. All crew killed immediately except Suggitt who died two days later of injuries)

DATE:  12.02.44
AIRCRAFT TYPE & NUMBER:  Lancaster. I.  ME. 557.  (O)
CREW:     DUTY:
NZ. F/L. J.L. MUNRO       AS SHOWN ABOVE
F/S. APPLEBY F.E.
F/O. F.G. RUMBLES
P/O. J.H. CLAY
P/O. P.E. PIGEON
F/S. HOWARTH W.
P/O. H.A. WEEKS

TIME:  UP.  DOWN.
        2140  0457  (Ford)

DETAILS OF SORTIE OF FLIGHT:
Bombing Raid 1 x 12,000lb. MC. 0108 hrs. 10,000ft. Antheor Viaduct. Bombed visually on orders from leader, bomb believed to be an overshoot. No photograph obtained.

<table>
<thead>
<tr>
<th>DATE: 12.02.44</th>
<th>IRCRAFT TYPE &amp; NUMBER: Lancaster. I DV. 394. (M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY: AS SHOWN ABOVE</td>
</tr>
<tr>
<td>CAN. F/L. K.W. BROWN</td>
<td></td>
</tr>
<tr>
<td>F/S. FENERON H.B.</td>
<td></td>
</tr>
<tr>
<td>P/O. D.P. HEAL</td>
<td></td>
</tr>
<tr>
<td>CAN. W/O. OANCIA S.</td>
<td></td>
</tr>
<tr>
<td>Sgt. HEWSTONE H.J.</td>
<td></td>
</tr>
<tr>
<td>F/S. BUNTAIN D.M.</td>
<td></td>
</tr>
<tr>
<td>CAN. W/O. MCDONALD G.S.</td>
<td></td>
</tr>
<tr>
<td>TIME: 2146</td>
<td>DOWN. 0502 (Ford)</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OF FLIGHT:
Bombing Raid 1 x 12,000lb. M.C. 0127 hrs. 10,000ft. Antheor Viaduct. Three or four red spot fires seen, and Viaduct seen from light of these. Bomb seen to undershoot about 50 yards. Faint ground detail seen on photograph.

<table>
<thead>
<tr>
<th>DATE: 12.02.44</th>
<th>IRCRAFT TYPE &amp; NUMBER: Lancaster. I ME. 561. (R)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY: AS SHOWN ABOVE</td>
</tr>
<tr>
<td>USA. Lt. KNILANS</td>
<td></td>
</tr>
<tr>
<td>P/O. K.J. RYALL</td>
<td></td>
</tr>
<tr>
<td>CAN. W/O. GELLER L.H.</td>
<td></td>
</tr>
<tr>
<td>F/S. TATE J.R.</td>
<td></td>
</tr>
<tr>
<td>P/O. C.L. KNELL</td>
<td></td>
</tr>
<tr>
<td>AUS. F/S. LEARMONTH R.</td>
<td></td>
</tr>
<tr>
<td>W/O. SMITH R.</td>
<td></td>
</tr>
<tr>
<td>TIME: 2148</td>
<td>DOWN. 0433 (Ford)</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OF FLIGHT:
Bombing Raid Antheor Viaduct. 1 x 12,000lb. M.C. 0110 hrs. 10,500ft. Bomb released on estimated position of Viaduct in position to bay. No photograph obtained.

<table>
<thead>
<tr>
<th>DATE: 12.02.44</th>
<th>IRCRAFT TYPE &amp; NUMBER: Lancaster. I DV. 403. (L)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY: AS SHOWN ABOVE</td>
</tr>
<tr>
<td>AUS. F/L. D.J. SHANNON</td>
<td></td>
</tr>
<tr>
<td>F/S. HENDERSON R.</td>
<td></td>
</tr>
<tr>
<td>CAN. F/L. D.R. WALKER</td>
<td></td>
</tr>
</tbody>
</table>

125
F/O. L.J. SUMPTER 
F/L. B. GOODALE 
F/S. TEMPLE E.C. 
F/O. J. BUCKLEY 
A/CDRE A.H. SHARP

TIME: UP. DOWN. 
2147 0455 (Ford)

DETAILS OF SORTIE OF FLIGHT:
Bombing Raid Antheor Viaduct. 1 x 12,000lb. M.C. 0113 hrs. 9,000ft. Bombed railway bridge in Agney bay which was illuminated by light of flares. Believed a direct hit.

DATE: 12.02.44 
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 385. (A)

CREW: P/O. A. KNIGHTS. 
Sgt. TWELLS E. 
P/O. H.B. RHUDE. 
F/S. BELL J.R. 
Sgt. ROWAN N. 
Sgt. HOBBES A. 
F/S. DERHAM A.

TIME: UP. DOWN. 
2148 0535 (Ford)

DETAILS OF SORTIE OF FLIGHT:
Bombing Raid Antheor Viaduct. 1 x 12,000lb. M.C. 0132 hrs. 11,500ft. Made a run on spot fires but noticed they were beyond the Viaduct, which was visible. Made a second run and bombed short. No photograph obtained.

DATE: 12.02.44 
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 560. (H)

CREW: F/L. B.W. CLAYTON 
F/O. A. HILL 
F/O. P.W. BUTTLE 
F/O. J.S. WATSON 
F/O. G.A. CHALMERS 
F/S. HUME W. 
Sgt. SHARP J.

TIME: UP. DOWN. 
2155 0510 (Ford)

DETAILS OF SORTIE OF FLIGHT:
Bombing Raid Antheor Viaduct. 1 x 12,000lb. M.C. 0134 hrs. 9,000ft. Aimed to overshoot and to right of spot fires on Leader's instructions as spot fires were estimated to be on beach. Believed a hit was scored.

DATE: 12.02.44
AIRCRAFT TYPE & NUMBER: Lancaster. III ED. 763. (D)
CREW: F/L. D.J.B. WILSON
P/O. G.A. PHILLIPS
F/O. A.B.H. PARKIN
F/O. E.W. FINLAY
F/O. R.J. ALLEN
W/O. HOLLAND G.B.
F/O. E.B. CHANDLER
DUTY: AS SHOWN ABOVE
TIME: UP. DOWN.
2150 0451
DETAILS OF SORTIE OF FLIGHT:
Bombing Raid Antheor Viaduct. 1 x 12,000lb. M.C. 0128 hrs. 9,500ft. Bombed visually and by spot fire. Result not observed. Photograph not obtained.

DATE: 12.02.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 562. (Z)
CREW: P/O. N.R. ROSS
P/O. A.J.S. GIRLING
F/O. T.R. DAVIES
F/S. MC CLELLAN L.
F/S. HICKSON G.
F/O. T.A. PLATT
P/O. M.R. TUXFORD
DUTY: AS SHOWN ABOVE
TIME: UP. DOWN.
2140 0445 (Ford)
DETAILS OF SORTIE OF FLIGHT:
Bombing Raid Antheor Viaduct. 1 x 12,000lb. M.C. 0128 hrs. 11,000ft. Took one red spot fire as aiming point and overshot on instructions from Leader. No photograph obtained.

SUMMARY OF FOREGOING OPERATIONS.
The Squadron carried out two attacks during the February moon period - one against the Gnome-Rhone Aero-Engine factory at Limoges, the other against the Antheor Viaduct. Limoges was an outstanding success, and was completed without any damage either to the aircraft or crews. The target was marked from very low level with a load of incendiaries and the main force bombed these markers from an average height of 10,000 feet. Of the five 12,000lb bombs carried, four were
direct hits and the fifth undershot by 150 yds. Furthermore only one stick of 1000lb bombs fell outside the target. Although the factory was on the outskirts of the town no houses were hit and the target was virtually wiped out. A telegram of congratulation from the Chief of Air Staff was received by the Squadron.

The attack on Antheor encountered severe opposition from ground defences, and conditions were very unfavourable. The deputy leader was hit by light flak while in the act of dropping his markers and the bomb aimer, F/L. R.C. Hay, was killed before he could press the release button. The aircraft was so badly damaged that S/Ldr. Martin, the deputy leader, was compelled to abandon the sortie. He set course for Sardinia and in spite of the damage to the aircraft, succeeded in making a safe landing. The leader tried repeatedly to mark the aiming point but was on each occasion heavily engaged by the defences. When at last the markers fell they overshot by 100 yds and landed on the foreshore. The leader instructed the force of this position and ordered them to bomb. Under these very difficult conditions one 12,000 lb. bomb fell within 15 yds. of the Bridge and more within 80 yds. In spite of this the Viaduct was still standing at the end of the attack.

OPERATIONS RECORD BOOK
No. 617 Squadron

WOODHALL SPA

01.03.44
Fourteen aircraft were detailed for operations, the Station Commander was to fly with F/O. Ross - these operations were cancelled.

02.03.44
Fifteen aircraft were detailed to attack the aircraft factory at Albert, in Northern France. G/C. Philpott flew with F/O. Ross. The operation was completely successful, and photographs show that the factory was practically wiped out. All aircraft returned safely. The weather at base was fair, with moderate to good visibility.

03.03.44
The Station Commander and Squadron Commander spoke to all ground crew personnel of the Squadron, giving them details of the previous night's operations.

04.03.44
Fifteen aircraft were detailed for operations, the target being St. Etienne. 10/10. cloud over the target made accurate bombing impossible, so the Force Leader instructed all aircraft to return to base with their bomb loads. F/O. Stout was forced to return early, his port inner engine cutting just after take off. All aircraft returned safely. The weather at base was fine at first, becoming cloudy with slight snow during evening.

(The target was the La Ricamerie needle bearing factory in a tight valley between 4,000ft hills and well camouflaged. The standing order was for no Frenchman to be hurt and the mission was aborted due to the bad weather, which resulted in the target not being found. Munro flew this op on three engines and was only 1 minute late over the target.)

05.03.44
Fifteen aircraft were detailed for operations, which were later cancelled. Bad weather prevented flying all day.

06.03.44
Sixteen aircraft detailed for operations, which were later cancelled. Normal bombing training was carried out.

07.03.44
No operations were detailed.

08.03.44
Extensive bombing training was carried out. No operations were detailed.

09.03.44
The Station Commander held a parade and inspection of all ground staff personnel of the Squadron in the morning. The following amendments were received to the Squadron establishment:

10.03.44
Sixteen aircraft detailed operations, the target was again St. Etienne. The weather at base was fair to cloudy with moderate visibility, after early morning fog. The crews found cloud over the target, and it was not possible to determine whether it was destroyed. The raid was only moderately successful.
(This was a return to the Needle Bearing factory. Cheshire marked but his incendiaries bounced off the target after the sixth run, Munro marked but his bombs bounced as well and Kell marked successfully. The raid was not a great success.)

11.03.44
No operations were detailed, but aircraft carried out trials with “Lola” equipment.
S/Ldr. H.B Martin D.S.O., D.F.C. proceeded to Group Headquarters for an interview with the A.O.C.

12.03.44
Bad weather again prevented flying. A Squadron stand down was authorised in the afternoon. The squadron played a rugby football match against personnel from the local Airborne division which they lost.

13.03.44
S/Ldr. Martin flew to (U.S.A.A.F.) Warton to watch a demonstration of the Bad Weather Lighting System at that Station.

14.03.44
F/O. J.K. Statt D.F.C. Nav. went to Buckingham Palace for an investiture. Wing Commander Cheshire proceeded to Group Headquarters with the Base Commander for a conference.

15.03.44
S/Ldr. Martin proceeded to Group Headquarters for interview with the A.O.C. Intensive night and day training programme carried out. Sixteen aircraft were detailed to carry out an attack on a factory at Weippy, near Metz. There was 10/10 cloud over the target, and the Squadron Commander ordered all aircraft back to base with bomb loads. On the return journey F/O. Duffy's aircraft was attacked by enemy fighters. Two were claimed shot down by the Mid-Upper gunner, Sgt. McLean D.F.M., who sustained a slight wound in the hand. The weather at base was fair with moderate visibility, after a dawn mist.
16.03.44
Operations were again detailed, this time fifteen aircraft were detailed to attack the Michelin Tyre Factory at Clermont Ferrand. The weather was cloudy at base, becoming fair during the evening, but fog formed towards 2300 hrs. The raid was a complete success, and it was estimated that the target was destroyed. The aircraft were diverted on return, and flew to base next day. S/Ldr. H.B. Martin proceeded to 100 Group Headquarters on temporary duty.

(This op carried out with 106 Sqdn. Lancasters as flare droppers. Cheshire made three low runs over the factory to warn the French workers and give them time to vacate, which they did. Cheshire’s marking was short but that of Munro, Shannon and McCarrhey was not and the raid was a great success. The target consisted of three workshops and a canteen. Orders were for the canteen to remain untouched to prevent French casualties. The post op photos showed the three workshops razed and the canteen untouched.)

17.03.44
No operations were detailed, and the whole Squadron was stood down from midday until 1230 on the following day.

18.03.44
Thirteen aircraft were detailed for operations, the target being the Powder Factory at Bergerac. The operation was successful, nearly all the bombs falling within the target area. The weather at base was cloudy with moderate visibility, after early morning fog. All aircraft returned safely.

(The Explosives factory was destroyed completely as was an Explosives dump nearby.)

19.03.44
No operations detailed. Normal bombing exercises were carried out.

20.03.44
Fourteen aircraft were detailed for operations. The target was the Explosive Works at Angouleme. This raid was an outstanding success, the Force Leader estimating that the target was wrecked. Large explosions were observed, and the bombing was very concentrated. All aircraft returned safely. The weather was fine at first, becoming cloudy with rain during late morning and afternoon, becoming fair again towards midnight.

21.03.44
No operations were detailed. All aircrew personnel were stood down until midday on the 23rd. F/O. F.G. Rumbles D.F.C.(Nav.) proceeded to Buckingham Palace for an Investiture. Only one sortie was flown during the day.

22.03.44
No operations were detailed, and only very little flying.

23.03.44
Fourteen aircraft were detailed to carry out an attack on Aero-engine factory at Lyons. Identification of the target was difficult owing to the hazy conditions over the target. The raid could not be properly assessed, as no results were observed. Weather at base was cloudy with moderate visibility, which deteriorated after dusk. All aircraft returned safely, landing at Tangmere, except F/O. Ross, who did not receive diversion signal. Delayed action bombs were used on this attack.

24.03.44
No operations were detailed. In the afternoon a Flying Fortress landed with its crew, who came to stay with the Squadron for a few days, under the present policy of exchanging visits with the U.S.A.A.F.
The Squadron Daily Servicing Section was divided into three flights, with F/Lt. Shannon i/c. "A" Flight, S/L. Munro i/c. "B" Flight, and F/L. McCarthy i/c "C" Flight. Both F/L. Shannon and F/L. McCarthy were recommended for the acting rank of Squadron Leader. Several of the crews were re-allocated to different flights.

25.03.44
Sixteen aircraft were detailed to attack the Aero-engine factory at Lyons. This operation was not a complete success, the bombing being very scattered. Most of the aircraft bombed the wrong marker, and the target seemed to be ringed rather than hit. The take-off was watched by the American personnel, who attended interrogation after the aircraft landed. The weather at base was poor, with visibility remaining poor throughout the day. F/O. Stanford landed at R.A.F. Station, Ford, with his wireless u/s., and a leak from the starboard inner engine.

26.03.44
The crew of the Flying Fortress returned to their own station. No operations detailed. The Base Commander held a conference with the aircrew personnel in the Briefing Room.

27.03.44
W/Cmdr. Cheshire flew to Colby Grange to have instruction on Mosquito aircraft.
The Squadron Canadian Ice-Hockey team won the Eastern League Cup at Grimsby in the evening, defeating Ludford Magna. Two Mosquito aircraft arrived and were taken on Squadron charge. (These aircraft had been obtained with much trouble from Bomber Harris and were on loan for two months. Harris wanted to bomb Munich but had so far been thwarted. He had offered Cheshire the Mosquitos over dinner with the promise that they could be kept if Munich was accurately marked within the two months.)

28.03.44
Sixteen aircraft were detailed for operations, which were later cancelled.

29.03.44
Fifteen aircraft were detailed for operations, the target again being the Aero-engine factory at Lyons. This time the raid was successful; the bombing being highly concentrated and practically all bombs fell within the target area. The weather was good, after drizzle and thick cloud in the morning.

30.03.44
No operations were detailed. F/L. K.W. Brown C.G.M. Pilot proceeded on staff pilot's course.
W/Cmdr. Cheshire flew a Mosquito solo for the first time.

31.03.44
The Station was visited by General Spaatz. C.in C. of the proposed Expeditionary Air Forces, and General Doolittle, hero of the famous raid on Tokyo. In the afternoon the aircraft in which F/L. Shannon was flying, suddenly became uncontrollable through a snapped aileron cable. S/L., Shannon flew the aircraft out to sea, jettisoned his practice bombs and then made a landing, for which he was commended by the Station Commander.
(During his meeting with the two American Commanders, Cheshire had been asked about problems and commented that “the only problem is that we have not been able to de-calibrate the bomb sights and all the bomb aimers are putting their bombs into the same crater!”)
SUMMARY

During the month of March the Squadron despatched 149 operational sorties, all of which returned safely. There was only one early return. No casualties were incurred. A total of 982 hrs. 39 mins operational and 255 hrs. 15 mins. operational training was carried out. A total of 473 ¾ tons of bombs was dropped on operations during the month.

The following decorations were awarded to personnel of this Squadron during March:

- 687595  S/Ldr. H. B. MARTIN, D.S.O., D.F.C. Bar to D.S.O.
- 1267844  F/S. R. POOLEY (A/G) D.F.M.
- 51704  A/F/L. I. WHITTAKER D.F.C. 1st. Bar to D.F.C.
- 51120  F/L. J. A. EDWARD (Pilot) D.F.C.
- J.14783  F/O. L.T. PRITCHARD (Nav.) D.F.C.

The following officer postings TO the Squadron were carried out during the month:

<table>
<thead>
<tr>
<th>No</th>
<th>Rank</th>
<th>Name</th>
<th>Category</th>
<th>From.</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>137140</td>
<td>F/O.</td>
<td>P. INGLEBY</td>
<td>Nav.</td>
<td>619 Sqdn.</td>
<td>02.03.44</td>
</tr>
<tr>
<td>127057</td>
<td>F/O.</td>
<td>R.F. SCOTT-KIDDIE</td>
<td>A/G.</td>
<td>51 Base.</td>
<td>07.03.44</td>
</tr>
<tr>
<td>151090</td>
<td>F/O.</td>
<td>C.G. ROGERS</td>
<td>A/B.</td>
<td>44 Sqdn.</td>
<td>07.03.44</td>
</tr>
<tr>
<td>161041</td>
<td>P/O.</td>
<td>R. BARRON</td>
<td>A/B.</td>
<td>NE. 54 Base.</td>
<td>15.03.44</td>
</tr>
<tr>
<td>C.19569</td>
<td>P/O.</td>
<td>C.A. MANTZ</td>
<td>Tech. Radar.</td>
<td>1658C.U.</td>
<td>01.03.44</td>
</tr>
<tr>
<td>J.17546</td>
<td>F/O.</td>
<td>J.O. PELTIER</td>
<td>Nav.</td>
<td>23 O.T.U</td>
<td>03.03.44</td>
</tr>
<tr>
<td>A.406976</td>
<td>F/O.</td>
<td>E.T. HALL</td>
<td>A/G.</td>
<td>52 Base.</td>
<td>09.03.44</td>
</tr>
<tr>
<td>J.17633</td>
<td>F/O.</td>
<td>J.H. C.LEPINE</td>
<td>W/Op.</td>
<td>23 O.T.U</td>
<td>07.03.44</td>
</tr>
<tr>
<td>J.19910</td>
<td>P/O.</td>
<td>L.H. GELLER</td>
<td>Nav.</td>
<td>NE. 54 Base.</td>
<td>13.03.44</td>
</tr>
</tbody>
</table>

The following officer postings FROM the Squadron were carried out during the month:

<table>
<thead>
<tr>
<th>No</th>
<th>Rank</th>
<th>Name</th>
<th>Category</th>
<th>To</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>171172</td>
<td>P/O.</td>
<td>B.JAGGER</td>
<td>A/G.</td>
<td>BDU. Feltwell</td>
<td>06.03.44</td>
</tr>
<tr>
<td>104406</td>
<td>F/L.</td>
<td>C.J.G.HOWARD</td>
<td>Pilot</td>
<td>NE.54 Base</td>
<td>07.03.44</td>
</tr>
<tr>
<td>68795</td>
<td>A/S/L.</td>
<td>H.B.MARTIN</td>
<td>Pilot</td>
<td>H.Q. 100 Group</td>
<td>21.03.44</td>
</tr>
<tr>
<td>160731</td>
<td>P/O.</td>
<td>D.P.HEAL</td>
<td>Nav.</td>
<td>29 O.T.U</td>
<td>26.03.44</td>
</tr>
<tr>
<td>172289</td>
<td>P/O.</td>
<td>H.B.FENERON</td>
<td>F/E.</td>
<td>1654 C.U</td>
<td>28.03.44</td>
</tr>
</tbody>
</table>

The following aircrew personnel were posted TO the Squadron during March:

<table>
<thead>
<tr>
<th>No</th>
<th>Rank</th>
<th>Name</th>
<th>Category</th>
<th>From.</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1059877</td>
<td>Sgt.</td>
<td>McLEAN C.J.</td>
<td>A/G.</td>
<td>4(C)OTU</td>
<td>03.03.44</td>
</tr>
<tr>
<td>1290120</td>
<td>F/S.</td>
<td>VAUGHAN M.D.</td>
<td>A/G.</td>
<td>49 Sqdn.</td>
<td>07.03.44</td>
</tr>
<tr>
<td>1320179</td>
<td>F/S.</td>
<td>HAZELL L.J.</td>
<td>A/B.</td>
<td>106 Sqdn.</td>
<td>07.03.44</td>
</tr>
<tr>
<td>1317879</td>
<td>F/S.</td>
<td>PENGALLY W.A.</td>
<td>A/G.</td>
<td>1654 C.U.</td>
<td>09.03.44</td>
</tr>
<tr>
<td>1214696</td>
<td>F/S.</td>
<td>WAIT</td>
<td>A/G.</td>
<td>NE.54 Base.</td>
<td>24.03.44</td>
</tr>
</tbody>
</table>

The following aircrew postings FROM the Squadron were carried out:-
The following personnel were appointed to commissioned rank.

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank</th>
<th>Name</th>
<th>Category</th>
<th>To.</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>114949</td>
<td>W/O</td>
<td>OANCIA S.</td>
<td>Nav. B.</td>
<td>11.O.T.U.</td>
<td>26.03.44</td>
</tr>
<tr>
<td>108628</td>
<td>W/O</td>
<td>Mc.Donald G.S.</td>
<td>A/G.</td>
<td>29 O.T.U.</td>
<td>26.03.44</td>
</tr>
<tr>
<td>1214696</td>
<td>F/S</td>
<td>WAIT</td>
<td>A/G.</td>
<td>NE.54Base</td>
<td>09.03.44</td>
</tr>
<tr>
<td>1368437</td>
<td>F/S</td>
<td>BUNTAIN D.M.</td>
<td>A/G.</td>
<td>26 O.T.U.</td>
<td>26.03.44</td>
</tr>
<tr>
<td>1378012</td>
<td>Sgt.</td>
<td>HEWSTONE H.J.</td>
<td>W/Op.</td>
<td>26 O.T.U</td>
<td>26.03.44</td>
</tr>
</tbody>
</table>

The following officers were promoted as shown:-

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank</th>
<th>Name</th>
<th>Category</th>
<th>To.</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1266419</td>
<td>F/S</td>
<td>FENERON H.B.</td>
<td>F/Eng.</td>
<td></td>
<td>13.01.44</td>
</tr>
<tr>
<td>A418424</td>
<td>F/S</td>
<td>JEWELL K.</td>
<td>A/G.</td>
<td></td>
<td>09.12.43</td>
</tr>
<tr>
<td>1555078</td>
<td>F/S</td>
<td>TATE J.R.</td>
<td>A/B.</td>
<td></td>
<td>22.02.44</td>
</tr>
<tr>
<td>R137713</td>
<td>W/O</td>
<td>GELLER L.H.</td>
<td>Nav.</td>
<td></td>
<td>02.12.43</td>
</tr>
<tr>
<td>A425690</td>
<td>F/S</td>
<td>LEARMONTH R.</td>
<td>A/G.</td>
<td></td>
<td>29.11.43</td>
</tr>
</tbody>
</table>

The following officers were promoted as shown:-

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank</th>
<th>Name</th>
<th>Category</th>
<th>To.</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>158347</td>
<td>P/O</td>
<td>T.A.PLATT.</td>
<td>A/G.</td>
<td>F/O.</td>
<td>04.12.43</td>
</tr>
<tr>
<td>113429</td>
<td>F/O.(A/F/L)</td>
<td>D.J.B.WILSON.</td>
<td>Pilot.</td>
<td>F/L.</td>
<td>25.11.43</td>
</tr>
<tr>
<td>A416624</td>
<td>P/O</td>
<td>R.M.STANFORD.</td>
<td>Pilot.</td>
<td>F/O.</td>
<td>09.02.44</td>
</tr>
<tr>
<td>155224</td>
<td>P/O</td>
<td>R.E.KNIGHTS</td>
<td>Pilot.</td>
<td>F/O.</td>
<td>10.12.43</td>
</tr>
<tr>
<td>109369</td>
<td>F/O.(A/F/L)</td>
<td>A.F.POORE</td>
<td>Pilot.</td>
<td>F/L.</td>
<td>16.10.43</td>
</tr>
<tr>
<td>159883</td>
<td>P/O.(A/F/L)</td>
<td>A.W.FEARN</td>
<td>Pilot.</td>
<td>F/O.</td>
<td>24.02.44</td>
</tr>
<tr>
<td>J18295</td>
<td>P/O</td>
<td>D.H.CHENEY</td>
<td>Pilot.</td>
<td>F/O.</td>
<td>26.01.44</td>
</tr>
</tbody>
</table>

(Certified that the above form 540 contains extracts from personnel occurrence reports.)

OPERATIONS RECORD BOOK

No. 617 Squadron

DATE: 02.03.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV. 380. (N)

CREW:
W/C. G.L. CHESHIRE - Captain
F/O. P. KELLY - Nav.
F/O. L.W.J. KING - F/Eng.
AUS W/L C.K. ASTBURY - B/A.
W/O. BICKLEY W.G. - MU/Gunner
F/O. R. PETCH - R/Gunner

TIME: 1852 2339

DETAILS OF SORTIE OF FLIGHT:
Bombing Special Target. 6 Red spotfires 176 x 30lb. Inc.
Could not mark owing to bombsight being u/s. Saw all bombs fall well in target area except one.

---

**DATE:** 02.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I DV. 391. *(W)*

**CREW:**  
S/L. J.L. MUNRO (NZ.)  
F/S. APPLEBY F.E.  
F/O. F.G. RUMBLES  
P/O. J.H. CLAY  
CAN P/O. P.E. PIGEON  
F/S. HOWARTH W.  
CAN P/O. H.A. WEEKS  

**DUTY:**  
Pilot  
F/Eng.  
Nav.  
A/B.  
MU/Gunner  
R/Gunner.

**TIME:**  
UP: 1854  
DOWN: 2328

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Albert. 2 red spotfires. 224 x 30lb. Inc.2110 hrs. 6,000ft. *(Markers)* 2121 (Bombs).  
Target identified in light of flares. Factory outlined, and markers fell well inside target area.  
Bombing well concentrated.

---

**DATE:** 02.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. III DV. 246. *(U)*

**CREW:**  
F/O. D.J.B. WILSON  
P/O. G.A. PHILLIPS  
CAN. F/O. R.L. PINDER  
CAN. E.W. FINLAY  
F/O. R.J. ALLEN  
W/O. G.B. HOLLAND  
F/O. E.B. CHANDLER  

**DUTY:**  
AS SHOWN ABOVE

**TIME:**  
UP: 1913  
DOWN: 2314

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Albert. 248 x 30lb. Inc. 2125 hrs. 9,200ft.  
Target obscured by smoke and fire tracks, but aiming point photograph obtained.

---

**DATE:** 02.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I. ME. 557. *(S)*

**CREW:**  
NZ. F/L. R.S.D. KEARNS  
F/O. T.W. CLARKSON  

**DUTY:**  
AS SHOWN ABOVE
NZ. F/O. W. J. BARCLAY
F/O. E. W. DANIEL
F/O. D. LUKER
Sgt. HOLT A.
NZ. F/S. DOWMAN M. G.

TIME: UP. DOWN.
1844  2313

DETAILS OF SORTIE OF FLIGHT:
Bombing, Albert. 1 x 12000lb. H.C. 2120 hrs. 8,400ft.
Three flares dropped to identify target. Not possible to see whether markers were in position.

DATE: 02.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. 1 ME. 559. (Q)
CREW:    DUTY:
USA. F/L. J. C. McCARTHY  AS SHOWN ABOVE
P/O. W. G. RADCLIFFE
CAN. F/O. D. A. MacLEAN
P/O. G. L. JOHNSON
F/S. EATON L.
F/S. BATSON R.
CAN. F/L. RODGER D.

TIME: UP. DOWN.
1845  2326

DETAILS OF SORTIE OF FLIGHT:
Bombing, Albert. 1 x 12000lb. H.C. 2116 hrs. 8,800ft. Bomb seemed to fall 50 yds. short of red spotfire. Blue sparks seen from railroad N.E. of target. Last bombs dropped caused large explosion.

DATE: 02.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 394. (M)
CREW:    DUTY:
F/L. J. L. COOPER.  AS SHOWN ABOVE
F/O. S. R. CLARKE
F/L. F. E. DREW
F/O. G. J. HARDEN
NZ. F/O. B. J. HOSIE
F/O. F. J. TUCKER
F/O. A. E. PELLY

TIME: UP. DOWN.
1849  2335

DETAILS OF SORTIE OF FLIGHT:
Bombing, Albert. 1 x 12000lb. HC. 2120 hrs. 9,800ft. Results of own bombing not seen owing to four bombs bursting at same time. Aiming point photograph obtained.

<table>
<thead>
<tr>
<th>DATE: 02.03.44</th>
<th>AIRCRAFT TYPE &amp; NUMBER: Lancaster. I DV. 403. (I)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/L. A.F. POORE</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>Sgt. JOHNSON A.J.</td>
<td></td>
</tr>
<tr>
<td>F/O. R.A. ROBERTS</td>
<td></td>
</tr>
<tr>
<td>F/O. R.J. ELSEY</td>
<td></td>
</tr>
<tr>
<td>F/S. THOMPSON R.C.</td>
<td></td>
</tr>
<tr>
<td>Sgt. TOOKEY W.F.</td>
<td></td>
</tr>
<tr>
<td>F/S. CASTLEMAN R.</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td></td>
<td>1851</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OF FLIGHT:
Bombing, Albert. 2117 hrs. 8,750ft. 14 x 1000lb. HC. Stick seen to straddle the marker. Aiming point photograph obtained.

<table>
<thead>
<tr>
<th>DATE: 02.03.44</th>
<th>AIRCRAFT TYPE &amp; NUMBER: Lancaster. I ME. 560. (H)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/L. B.W. CLAYTON</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/O. A HILL</td>
<td></td>
</tr>
<tr>
<td>F/O. P.W. BUTTLE</td>
<td></td>
</tr>
<tr>
<td>F/O. J.S. WATSON</td>
<td></td>
</tr>
<tr>
<td>W/O. ELLWOOD M.</td>
<td></td>
</tr>
<tr>
<td>W/O. RUSHTON A.</td>
<td></td>
</tr>
<tr>
<td>Sgt. SHARP A.W.</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td></td>
<td>1850</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OF FLIGHT:
Bombing, Albert. 1 x 12,000lb. HC. 2120 hrs. 8,600ft. Bomb seen to burst slightly overshoot left. Some fires seen and bombing well concentrated round the marker.

<table>
<thead>
<tr>
<th>DATE: 02.03.44</th>
<th>AIRCRAFT TYPE &amp; NUMBER: Lancaster III ME. 131. (B)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/L. J.E.R. WILLIAMS</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>Sgt. SOILLEUX J.</td>
<td></td>
</tr>
<tr>
<td>F/O. TALBOT R.</td>
<td></td>
</tr>
<tr>
<td>F/O. A.B. WALKER</td>
<td></td>
</tr>
</tbody>
</table>
Sgt. POTTER A.E.
Sgt. BLAGDON R.
AUS. F/S. JEWELL K.

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1853</td>
<td></td>
<td>2330</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, Albert. 1 x 12,000lb. HC. 2129 hrs. 8,200ft. Saw fires caused by previous bombs. Defences seemed to open up after each of first three bombs.

---

**DATE:** 02.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. III. ED. 763. (D)

**CREW:**  
F/O. G.S. STOUT  
P/O. J.R. GURNEY  
AUS. P/O. T.W. BUTLER  
CAN. F/O. W.A. RUPERT  
F/S. NUTTALL R.  
P/O. H. CORNISH-UNDERWOOD  
W/O. SMITH R.

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1850</td>
<td></td>
<td>2320</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, Albert. 1 x 12,000lb. HC. 2123 hrs. 10,400ft. Saw fire caused by bomb, which put out marker fire. Aiming point photograph obtained.

---

**DATE:** 02.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I. ME. 555. (C)

**CREW:**  
AUS. F/O. A. KELL  
Sgt. CLARK G.  
AUS. P/O. J.L. HAGER  
AUS. F/O. R. MORTESON  
AUS. P/O. A.L. EVANS  
AUS. P/O. A.W. SNELL  
AUS. F/O. F. CHAPMAN

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1855</td>
<td></td>
<td>2332</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, Albert. 1 x 12,000lb. HC. 2130 hrs. 7,800ft. Bombed red spotfire between two factory buildings. Target well alight. Aiming point obtained.
<table>
<thead>
<tr>
<th>DATE</th>
<th>AIRCRAFT TYPE &amp; NUMBER</th>
<th>CREW</th>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>02.03.44</td>
<td>Lancaster. I. DV. 385.</td>
<td>(A)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O. R.E. KNIGHTS</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>P/O. E. TWELLS</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CAN. P/O. H.B. RHUDE</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S. BELL J.R.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sgt. ROWAN N.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sgt. HOBBS A.W.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S. DERHAM P.W.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1846 2338</td>
<td></td>
<td></td>
</tr>
<tr>
<td>02.03.44</td>
<td>Lancaster. III EE. 146.</td>
<td>(K)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O. E. WILLSHER</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sgt. HURDISS J.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S. GRIPTON J.R.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S. EVERETT R.C.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sgt. BELL F.W.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S. SALTER A.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O. WITHERICK G.A.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1852 2310</td>
<td></td>
<td></td>
</tr>
<tr>
<td>04.03.44</td>
<td>Lancaster. I. ME. 561.</td>
<td>(R)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>USA LT. H.C. KNILANS</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>P/O. K.J. RYALL</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CAN. W/O. H.A. GELLER</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S. TATE J.R.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>P/O. C.L. KNELL</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>AUS. F/S. LEARMONTH R.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sgt. CROSBY A.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1852 2310</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**DETAILS OF SORTIE OF FLIGHT:**

Bombing, Albert. 1 x 12,000lb. HC. 2118 hrs. 10,200ft. Smoke seen rising to 6000ft. Factory seen burning well.

---

**DATE:** 04.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I ME. 562. (Z)  
**CREW:**  
F/O. N.R. ROSS  
P/O. A.J.S. GIRLING  
F/O. T.R. DAVIES  
F/S. McCLELLAN L.  
F/S. HICKSON G.  
AUS. P/O. M.R. TUXFORD  
F/O. T.A. PLATT  
**TIME:**  
UP. 1847  
DOWN. 2311

**DETAILS OF SORTIE OF FLIGHT:**

Bombing, Albert. 1 x 12,000lb. HC. 2121 hrs. 9,400ft. Bombs seen to burst on Southern part of works - large explosion and fire seen to East side of target. Aiming point obtained.

---

**DATE:** 04.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV. 380. (N)  
**CREW:**  
W/C. G.L. CHESHIRE  
F/O. L.W.J. KING  
F/O. P. KELLY  
AUS. F/L. C.K. ASTBURY  
F/O. R. ADAMS  
W/O. BICKLEY W.G.  
F/O. R. PETCH  
S/L. E.P.G. MOYNA  
**TIME:**  
UP. 2220  
DOWN. 0446  
**DUTY:**  

**DETAILS OF SORTIE OF FLIGHT:**


---

**DATE:** 04.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV. 391. (W)  
**CREW:**  
NZ. S/L. J.L. MUNRO  
**DUTY:**  
AS SHOWN ABOVE
F/S. APPLEBY F.E.
F/O. F.G. RUMBLES
P/O. J.H. CLAY
CAN. P/O. P.E. PIGEON
F/S. HOWARTH W.
CAN. P/O. H.A. WEEKS

TIME: UP. DOWN.
2220 0515

DETAILS OF SORTIE OF FLIGHT:
St. Etienne. Mission abandoned. All bombs brought back.

DATE: 04.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 403. (L)

CREW: DUTY:
AUS. F/L. D.J. SHANNON AS SHOWN ABOVE
F/S. HENDERSON R.J.
CAN. F/L. D.R. WALKER
F/O. L.J. SUMPTER
F/L. G. GOODALE
F.S. TEMPLE E.C.
F/O. J. BUCKLEY

TIME: UP. DOWN.
2235 0440

DETAILS OF SORTIE OF FLIGHT:
St. Etienne. Mission abandoned. All bombs brought back.

DATE: 04.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I. ME. 559. (Q)

CREW: DUTY:
USA. F/L. J.C. McCARTHY AS SHOWN ABOVE
P/O. W.G. RADCLIFFE
CAN. F/O. D.A. MacLEAN
P/O. G.L. JOHNSON
F/S. EATON L.
F/S. BATSON R.
CAN. F/L. D. RODGER
G/C. ELSWORTHY Passenger.

TIME: UP. DOWN.
2227 0451

DETAILS OF SORTIE OF FLIGHT:
St. Etienne. Mission abandoned. All bombs brought back.
DATE: 04.03.44  
AIRCRAFT TYPE & NUMBER: 
Lancaster I ME. 557. (S)  

CREW:  
NZ. F/L. R.S.D. KEARNS  
F/O. T.W. CLARKSON  
NZ. F/O. W.J. BARCLAY  
CAN. F/O. DANIEL  
W/O. DACEY J.  
Sgt. HOLT A.  
NZ. F/S. DOWMAN M.G.  
W/O. PORTER  

DUTY:  
AS SHOWN ABOVE  

TIME:  
UP.  
2220  
DOWN.  
0450  

DETAILS OF SORTIE OF FLIGHT:  
St. Etienne. Mission abandoned. All bombs brought back.  

DATE: 04.03.44  
AIRCRAFT TYPE & NUMBER: 
Lancaster I ME. 560. (H)  

CREW:  
F/L. B.W. CLAYTON  
F/O. A. HILL  
F/O. P.W. BUTTLE  
F/O. J.S. WATSON  
W/O. ELLWOOD M.  
Sgt. SHARP A.W.  
F/S. HUME W.  
S/L. BRILL  

DUTY:  
AS SHOWN ABOVE  

TIME:  
UP.  
2225  
DOWN.  
0440  

DETAILS OF SORTIE OF FLIGHT:  
St. Etienne. Mission abandoned. All bombs brought back.  

DATE: 04.03.44  
AIRCRAFT TYPE & NUMBER: 
Lancaster III JB. 139. (L)  

CREW:  
F/L. D.J.B. WILSON  
P/O. G.A. PHILLIPS  
CAN. F/O. R.L. PINDER  
CAN. F/O. E.W. FINLAY  
F/O. R.J. ALLEN  
W/O. HOLLAND G.B.  
F/O. E.B. CHANDLER  

DUTY:  
AS SHOWN ABOVE  

DETAILS OF SORTIE OF FLIGHT:  
St. Etienne. Mission abandoned. All bombs brought back.
S/L. DOUBLEDAY

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2234</td>
<td></td>
<td>0430</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
St. Etienne. Mission abandoned. All bombs brought back.

**DATE:** 04.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. III ED. 763. *(D)*

**CREW:**
- F/L. L.G.A. HADLAND  
- Sgt. CHERRINGTON J.  
- P/O. S.G. GREENWOOD  
- F/O. C.R. BROWN  
- Sgt. CASKELL J.  
- F/S. TIREL A.D.  
- W/O. KEMP J.M.

**DUTY:** AS SHOWN ABOVE

**TIME:**  
<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2230</td>
<td>0445</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
St. Etienne. Mission abandoned. All bombs brought back.

**DATE:** 04.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV. 394. *(D)*

**CREW:**
- F/L. J.L. COOPER  
- F/O. S.R. CLARKE  
- F/L. F.E. DREW  
- F/O. G.J. HARDEN  
- NZ. F/O. B.J. HOSIE  
- F/O. A.E. PELLY  
- F/O. F.J. TUCKER

**DUTY:** AS SHOWN ABOVE

**TIME:**  
<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2222</td>
<td>0445</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
St. Etienne. Mission abandoned. All bombs brought back.

**DATE:** 04.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV. 385. *(A)*

**CREW:**
- F/O. R.E. KNIGHTS  

**DUTY:** AS SHOWN ABOVE
<table>
<thead>
<tr>
<th>Date</th>
<th>Aircraft Type &amp; Number</th>
<th>Crew</th>
<th>Duty</th>
</tr>
</thead>
<tbody>
<tr>
<td>04.03.44</td>
<td>Lancaster III. EE. 131</td>
<td>P/O. E. TWELLS CAN. P/O. H.B. RHUDE</td>
<td>F/S. BELL J.R.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sgt. ROWAN N.</td>
<td>F/S. DERHAM P.W.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>P/O. E. TWELLS</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CAN. P/O. H.B. RHUDE</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S. BELL J.R.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sgt. ROWAN N.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sgt. HOBBS A.W.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S. DERHAM P.W.</td>
<td></td>
</tr>
<tr>
<td>2220</td>
<td></td>
<td>0520</td>
<td></td>
</tr>
</tbody>
</table>

**Details of Sortie of Flight:**
St. Etienne. Mission abandoned. All bombs brought back.

<table>
<thead>
<tr>
<th>Date</th>
<th>Aircraft Type &amp; Number</th>
<th>Crew</th>
<th>Duty</th>
</tr>
</thead>
<tbody>
<tr>
<td>04.03.44</td>
<td>Lancaster III. EE. 131</td>
<td>CAN. F/O. W.A. DUFFY</td>
<td>Sgt. BENTING A.W.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CAN. F/O. D.A. BELL</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CAN. F/O. R.E. WOODS</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>W/O. RUSHTON A.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CAN. W/O. EVANS W.G.</td>
<td></td>
</tr>
<tr>
<td>2237</td>
<td></td>
<td>0510</td>
<td></td>
</tr>
</tbody>
</table>

**Details of Sortie of Flight:**
St. Etienne. Mission abandoned. All bombs brought back.

<table>
<thead>
<tr>
<th>Date</th>
<th>Aircraft Type &amp; Number</th>
<th>Crew</th>
<th>Duty</th>
</tr>
</thead>
<tbody>
<tr>
<td>04.03.44</td>
<td>Lancaster I. DV. 393</td>
<td>F/O. E. WILLSHER</td>
<td>Sgt. HURDISS J.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S. GRIPTON J.R.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S. EVERETT R.C.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sgt. BELL F.W.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sgt. SALTER A.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O. G.A. WITHERICK</td>
<td></td>
</tr>
<tr>
<td>2228</td>
<td></td>
<td>0437</td>
<td></td>
</tr>
</tbody>
</table>

**Details of Sortie of Flight:**
St. Etienne. Mission abandoned. All bombs brought back.
DATE: 04.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 561. (R)

CREW:
USA. LT. KNILANS H.C.
P/O. K.J. RYALL
CAN. W/O. H.A. GELLER
F/S. TATE J.R.
P/O. C.L. KNELL
AUS. F/S. LEARMONTH R.
Sgt. CROSBY A.
F/L. McGILVRAY

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
2231  0450

DETAILS OF SORTIE OF FLIGHT:
St. Etienne. Mission abandoned. All bombs brought back.

DATE: 04.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. III EE. 146. (K)

CREW:
F/O. G.S. STOUT
P/O. J.R. GURNEY
AUS. P/O. T.W. BUTLER.
CAN. F/O. W.A. RUPERT.
F/S. NUTTALL R.
P/O. H. CORNISH-UNDERWOOD
W/O. SMITH R.
P/O. AYTON

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
2225  2355

DETAILS OF SORTIE OF FLIGHT:
St. Etienne. Mission abandoned. All bombs brought back.

DATE: 10.03.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV. 380. (N)

CREW:
W/C. G.L. CHESHIRE
F/O. L.W.J. KING
F/O. P. KELLY
AUS. F/L. C.K. ASTBURY
F/O. R. ADAMS
W/O. BICKLEY W.G.
F/O. R. PETCH
S/L. E.P.G. MOYNA

AUS. F/O. T.D. SIMPSON
F/Gunner.

TIME: UP. DOWN.
1927  0347

DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Etienne. 2 spotfires. 224 x 30lb. Inc.  2321 hrs. 1700ft. W. and E. edge end of target marked and set alight by low level incendiary attack. Main force instructed to bomb fires through cloud. Target damaged but not destroyed.

DATE: 10.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. 1. DV.391.  (W)

CREW: DUTY:
NZ. S/L. J.L.MUNRO AS SHOWN ABOVE
F/S. APPLEBY F.E.
F/O. F.G RUMBLES
P/O. J.H. CLAY
CAN. P/O. P.E. PIGEON
F/S. HOWARTH W.
CAN. P/O. H.A.WEEKS

TIME: UP. DOWN.
1934  0348

DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Etienne. 2 spotfires. 224 x 320lb. Inc. 2327 hrs. 100ft. Fires seen to be burning around the target. One small factory building seen to be wrecked and burned. What appeared to be four small bomb holes seen in roof of main building.

DATE: 10.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. 1 DV. 403.  (L)

CREW: DUTY:
AUS. F/L. D.J. SHANNON AS SHOWN ABOVE
F/S. HENDERSON R.J.
CAN. F/L. D.R. WALKER
F/O. L.J. SUMPTER
W/O. ELLWOOD M.
F/S. TEMPLE E.G.
F/O. J.BUCKLEY

TIME: UP. DOWN.
2005  0336

DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Etienne. 2 Green T.I. 224 x 30lb. Inc. Target identified visually. Run made W. to E. and overshot from edge of factory buildings. Not possible to say whether main buildings hit.
DATE: 10.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. 1 ME. 557. (S)

CREW: NZ. F/L. R.S.D. KEARNS
F/O. T.W. CLARKSON
NZ. F/O. W.J. BARCLAY
CAN. F/O. E.W. DANIEL
W/O. DACEY J.
F/S. VAUGHAN M.
NZ. F/S. DOWMAN M.G.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1930  0332

DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Etienne. 11 x 1000lb. HC. 2339 hrs. 7,000ft. Red spotfire reported as off target. Bombed second batch of incendiaries as instructed by Leader.

DATE: 10.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. 1. ME. 559. (O)

CREW: USA F/L. J.C. McCARTHY
P/O. W.G. RADCLIFFE
CAN. F/O. D.A. MacCLEAN
P/O. G.L. JOHNSON
F/S. EATON L.
F/S. BATSON R.
CAN. F/L. RODGER D.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1933  0349

DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Etienne. 248 x 30lb. Inc. 2326 hrs. 1,700ft. Bombed about 200 yds. East of incendiaries dropped by Leader. W. end of target burning one large explosion seen almost in centre of target.

DATE: 10.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. III. JB. 139. (X)

CREW: F/L. D.J.B. WILSON
P/O. G.A. PHILLIPS
AUS. P/O. J.L. HAGER
CAN. F/O. E.W. FINLAY
F/O. R.J. ALLEN
W/O. HOLLAND G.B.

DUTY: AS SHOWN ABOVE
F/O. E.B. CHANDLER

TIME:          UP.        DOWN.
             1942               0338

DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Etienne. 11 x 1000lb. HC. 2353 hrs. 8,000ft. Second batch of incendiaries bombed. Bombed building on second run, identified visually. Good fires seen, but not possible to say if on target.

DATE:  10.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 560. (H)
CREW:        DUTY:
F/L. B.W. CLAYTON AS SHOWN ABOVE
F/O. A. HILL
F/O. P.W. BUTTLE
F/O. J.S. WATSON
F/O. G.A. CHALMERS
Sgt. SHARP A.W.
F/S. HUME W.

TIME:          UP.        DOWN.
             1943               0323

DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Etienne. 11 x 1000lb. Inc. 2337 hrs. 12,300ft. Own bombs seen to burst West of fire.

DATE:  10.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 394. (M)
CREW:        DUTY:
F/L. J.L.L. COOPER AS SHOWN ABOVE
Sgt. STEWART D.G.W.
F/L. F.E. DREW
F/O. G.J. HARDEN
NZ. F/O. B.J. HOSIE
F/O. A.E. PELLY
F/O. JEWELL K.

TIME:          UP.        DOWN.
             1934               0359

DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Etienne. 11 x 1000lb. Inc. 0010 hrs. 8,500ft. Bombed fires indicated by Leader.

DATE:  10.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. III EE. 146. (K)
CREW:     DUTY:  
F/L. L.G.A. HADLAND     AS SHOWN ABOVE  
Sgt. CHERRINGTON J.  
P/O. S.G. GREENWOOD  
F/O. C.R. BROWN  
Sgt. GASKELL J.  
F/S. TIREL A.D.  
W/O. KEMP J.M.  

TIME:  UP.  DOWN.  
1939  0327  

DETAILS OF SORTIE OF FLIGHT:  
Bombing, St. Etienne.  10 x 1000lb. HC. 2338 hrs. 7,500ft.  Bombed centre of three fires as directed by Leader.  Some bombs seen to fall to East of target.  

DATE:  10.03.44  
AIRCRAFT TYPE & NUMBER:  Lancaster. I ME. 557. (S).  

CREW:     DUTY:  
NZ. F/L. R.S.D. KEARNS     AS SHOWN ABOVE  
F/O. T.W. CLARKSON  
NZ. F/O. W.J. BARCLAY  
CAN. F/O. E.W. DANIEL  
W/O. DACEY J.  
F/S. VAUGHAN M.  
NZ. F/S. DOWMAN M.G.  

TIME:  UP.  DOWN.  
1930  0332  

DETAILS OF SORTIE OF FLIGHT:  
Bombing, St. Etienne.  11 x 100lb. HC. 2339 hrs. 7,000ft.  Red spotfire reported as off target.  Bombed second batch of incendiaries as instructed by Leader.  

DATE:  10.03.44  
AIRCRAFT TYPE & NUMBER:  Lancaster. I. ME. 559. (O)  

CREW:     DUTY:  
USA. F/L. J.C. McCARTHY     AS SHOWN ABOVE  
P/O. W.G. RADCLIFFE  
CAN. F/O. D.A. MacLEAN  
P/O. G.L. JOHNSON  
F/S. EATON L.  
F/S. BATSON R.  
CAN. F/L. RODGER D.  

TIME:  UP.  DOWN.  
1933  0349
DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Etienne. 248 x 30lb. Inc. 2326 hrs. 1,700ft. Bombed about 200 yds. East of incendiaries dropped by Leader. W. end of target burning One large explosion seen almost in centre of target.

DATE: 10.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. III JB. 139. (X)
DUTY: AS SHOWN ABOVE
TIME: UP. DOWN.
1942 0338

DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Etienne. 11 x 1000lb. HC. 2353 hrs. 8,000ft. Second batch of incendiaries bombed. Bombed building on second run, identified visually. Good fires seen, but not possible to say if on target.

DATE: 10.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 560. (H)
DUTY: AS SHOWN ABOVE
TIME: UP. DOWN.
1943 0323

DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Etienne. 11 x 1000lb. Inc. 2337hrs. 12,300ft. Own bombs seen to burst West of fire.

DATE: 10.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 394. (M)
CREW: F/L. J.L.L. COOPER Sgt. STEWART D.G.W.
DUTY: AS SHOWN ABOVE
F/L. F.E. DREW  
F/O. G.J. HARDEN  
NZ. F/O. B.J. HOSIE  
F/O. A.E. PELLY  
F/S. JEWELL K.

**TIME:**  UP.   DOWN.  
1934  0359

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, St. Etienne.  11 x 1000lb.  Inc. 0010 hrs.  8,500ft. Bombed fires indicated by Leader.

---

**DATE:**  10.03.44  
**AIRCRAFT TYPE & NUMBER:**  Lancaster. III EE. 146.  (K)

**CREW:**  
F/L. L.G.A. HADLAND  
Sgt. CHERRINGTON J.  
P/O. S.G. GREENWOOD  
F/O. G.R. BROWN  
Sgt. GASKELL J.  
F/S. TIREL A.D.  
W/O. KEMP J.M.

**DUTY:**  
AS SHOWN ABOVE

**TIME:**  UP.   DOWN.  
1939  0327

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, St, Etienne. 10 x 1000lb. HC. 2338 hrs. 7,500ft. Bombed centre of three fires as directed by Leader. Some bombs seen to fall to East of target.

---

**DATE:**  10.03.44  
**AIRCRAFT TYPE & NUMBER:**  Lancaster. I. ME. 555.  (C)

**CREW:**  
CAN. F/O. W.A. DUFFY  
Sgt. BENTING A.W.  
CAN. F/O. D.A. BELL  
CAN. F/O. R.E. WOODS  
CAN. P/O. D.R. PEARCE  
F/S. MCLEAN A.  
CAN. W/O. EVANS. W.G.

**DUTY:**  
AS SHOWN ABOVE

**TIME:**  UP.   DOWN.  
1941  0340

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, St. Etienne. 10 x 1000lb. HC. 2342 hrs. 8,000ft. Bombed Eastern part of large fire as instructed by leader. Stick thought to have fallen across target.
DATE: 10.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 385. (A)

CREW:     DUTY:
F/O. R.E. KNIGHTS   AS SHOWN ABOVE
P/O. E. TWELLS
CAN. P/O. H.B. RHUDE
F/S. BELL J.R.
Sgt. ROWAN N.
Sgt. HOBBS A.W.
F/S. DERHAM P.W.

TIME:     UP.    DOWN.
1939      0335

DETAILS OF SORTIE OF FLIGHT:
Bombing, St, Etienne. 11 x 1000lb. H.C. 2344 hrs. 8,000ft. First stick fell on fire. Second stick fell slightly North. Target seen to be near fire but undamaged.

DATE: 10.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 246. (U)

CREW:     DUTY:
F/O. G.S. STOUT   AS SHOWN ABOVE
P/O. J.R. GURNEY
F/O. P. INGLEBY
F/O. W.A. RUPERT
F/S. NUTTALL A.
P/O. H. CORNISH-UNDERWOOD
W/O. SMITH R.
P/O. AYTON         F/Gunner.

TIME:     UP.    DOWN.
1940      0343

DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Etienne. 11 x 1000lb. HC. 2344 hrs. 5,800ft. First part of stick fell on fire. Bombed incendiary fire.

DATE: 10.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I. ME. 561. (R)

CREW:     DUTY:
USA. LT. H.C. KNILANS   AS SHOWN ABOVE
P/O. K.J. RYALL
AUS. F/O. J.K. STOTT
F/S. TATE J.R.
P/O. C.L. KNELL
AUS. F/S. LEARMONTH R.
<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1932</td>
<td></td>
<td>0330</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, St. Etienne. 11 x 1000lb. HC. 2349 hrs. 8,000ft. First two bombs of first stick fell in target - second stick caused large explosion.

---

**DATE:** 10.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I. DV. 393. (T)  
**CREW:**  
F/O. E. WILLSHER  
Sgt. HURDISS. J.  
F/S. GRIPTON J.R.  
F/S. EVERETT R.C.  
F/S. BELL E.W.  
Sgt. SALTER A.  
F/O. G.A. WITHERICK  
**DUTY:** AS SHOWN ABOVE  
**TIME:** UP.  
1936  
**DOWN:**  
0328

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, St. Etienne. 10 x 1000lb. MC. 2345hrs. 8,300ft. Bombed fire as indicated by Leader. Bombs fell across fire.

---

**DATE:** 10.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I. ME. 562. (Z)  
**CREW:**  
F/O. N.R. ROSS  
P/O. A.J.S. GIRLING  
F/O. T.R. DAVIES  
F/S. McCLELLAN  
F/S. HICKSON G.  
F/O. T.A. PLATT  
AUS. P/O. M.R. TUXFORD  
**DUTY:** AS SHOWN ABOVE  
**TIME:** UP.  
1938  
**DOWN:**  
0308

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, St. Etienne. 11 x 1000lb. MC. 2336 hrs. 12,600ft. First batch of incendiaries reported to be accurate. Second batch bombed. Large explosion seen.

---

**DATE:** 10.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. III EE. 131. (B)  

152
CREW:     DUTY:  
AUS. F/O. K.J. STANFORD   AS SHOWN ABOVE  
Sgt. JUDSON E.  
AUS. P/O. T.W. BUTLER  
AUS. W/O. CLARKE G.K.  
AUS. F/S. JORDON A.J.  
F/S. GRIFFITHS L.D.  
W/O. RUSHTON A.  

TIME:  
UP.  
1944  

DOWN.  
0321  

DETAILS OF SORTIE OF FLIGHT:  
Bombing, St. Etienne. 10 x 1000lb. 0005 hrs. 3,500ft. Majority of bombs seen to fall as directed. One bomb thought to have hit a gasometer or petrol dump.  

DATE:  15.03.44  
AIRCRAFT TYPE & NUMBER:  
Lancaster. I DV. 380. (N)  

CREW:     DUTY:  
Q/C. G.L. CHESHIRE   AS SHOWN ABOVE  
F/O. L.W.J. KING  
F/O. P. KELLY  
AUS. F/L. C.K. ASTBURY  
F/O. R. ADAMS  
W/O. BICKLEY W.G.  
F/O. R. PETCH  

TIME:  
UP.  
2032  

DOWN.  
0214  

DETAILS OF SORTIE OF FLIGHT:  
Woippy, Aero Engine Works. Mission abandoned 10/10 cloud. All bombs brought back.  

DATE:  15.03.44  
AIRCRAFT TYPE & NUMBER:  
Lancaster. I DV. 391. (W)  

CREW:     DUTY:  
S/L. J.L. MUNRO   AS SHOWN ABOVE  
F/S. APPLEBY F.E.  
F/O. F.G. RUMBLES  
P/O. J.H. CLAY  
CAN. P/O. P.E. PIGEON  
F/S. HOWARTH W.  
CAN. P/O. WEEKS. H.A.  

TIME:  
UP.  
2052  

DOWN.  
0216  

153
DETAILS OF SORTIE OF FLIGHT:
Woippy. Mission abandoned. All bombs brought back.

DATE: 15.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I. DV. 403. (L)
CREW: AUS. F/L. D.J. S HANNON
       F/S. HENDERSON R.J.
       CAN. F/L. D.R. WALKER
       F/O. L.J. SUMPTER
       F/O. L.W. CURTISS
       F/S. TEMPLE E.C.
       F/O. J. BUCKLEY
DUTY: AS SHOWN ABOVE

TIME:   UP.   DOWN.
        2043   0208

DATE: 15.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I. DV. 394. (M)
CREW: F/L. J.L. COOPER
       F/O. S.R. CLARKE
       F/L. F.E. DREW
       F/O. G.J. HARDEN
       NZ. F/O. B.J. HOSIE
       F/O. A.E. PELLY
       F/O. F.J. TUCKER
DUTY: AS SHOWN ABOVE

TIME:   UP.   DOWN.
        2039   0226

DATE: 15.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. III EE. 131. (B)
CREW: F/L. J.E.R. WILLIAMS
       Sgt. SOILLEUX J.
       F/O. R. TALBOT
       F/O. A.B. WALKER
       Sgt. POTTER A.E.
DUTY: AS SHOWN ABOVE
DATE:  15.03.44
AIRCRAFT TYPE & NUMBER:  Lancaster. I ME. 559  (Q)
CREW:
USA. F/L. McCARTHY J.C.
P/O. W.G. RADLIFFE
CAN. F/O. D.A. MacLEAN
P/O. G.L. JOHNSON
F/S. EATON L.
F/S. BATSON R.
CAN. F/L. D. RODGER

DETAILS OF SORTIE OF FLIGHT:
Woippy. Mission abandoned. All bombs brought back.

DATE:  15.03.44
AIRCRAFT TYPE & NUMBER:  Lancaster. III JB. 139.  (X)
CREW:
F/L. D.J.B. WILSON
P/O. G.A. PHILLIPS
P/O. J.W. PELTIER
CAN. F/O. E.W. FINLAY
F/O. R.J. ALLEN
W/O. HOLLAND G.B.
F/O. E.B. CHANDLER

DETAILS OF SORTIE OF FLIGHT:
Woippy. Mission abandoned. All bombs brought back.

DATE:  15.03.44
AIRCRAFT TYPE & NUMBER:  Lancaster. I ME. 557.  (S)
CREW:
DUTY:
NZ. F/L. R.S.D. KEARNS
F/O. T.W. CLARKSON
NZ. F/O. W.J. BARCLAY
CAN. F/O. W.A.D. DANIEL
W/O. DACEY J.
F/S. VAUGHAN M.
NZ. F/S. DOWMAN M.G.

TIME: UP. DOWN.
2055 0202

DETAILS OF SORTIE OF FLIGHT:
Woippy. Mission abandoned. All bombs brought back.

DATE: 15.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. III EE. 146. (K)
CREW: DUTY:
F/L. J.A. EDWARD AS SHOWN ABOVE
Sgt. STEWART D.G.W.
CAN. F/O. L.T. PRITCHARD
F/S. BROOKS R.
F/S. HOBBS G.H.
F/S. ISHERWOOD S.
F/S. POOLEY R.V.

TIME: UP. DOWN.
2047 0022

DETAILS OF SORTIE OF FLIGHT:
Woippy. Mission abandoned. All bombs brought back.

DATE: 15.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. III ED. 763. (D)
CREW: DUTY:
F/L. L.G.A. HADLAND AS SHOWN ABOVE
Sgt. CHERRINGTON J.
P/O. S.G. GREENWOOD
F/O. C.R. BROWN
Sgt. GASKELL J.
F/S. TIREL A.D.
W/O. KEMP J.M.

TIME: UP. DOWN.
2049 0223

DETAILS OF SORTIE OF FLIGHT:
Woippy. Mission abandoned. All bombs brought back.
DATE: 15.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 562. (Z)
CREW:     DUTY:
F/L. A.F. POORE     AS SHOWN ABOVE
Sgt. JOHNSON A.J.
FO. R.A. ROBERTS
FO. R.J. ELSEY
F/S. THOMPSON R.C.
Sgt. TOOKEY W.F.
F/S. CASTLEMAN R.P.
TIME: UP. DOWN.
2046  0156

DETAILS OF SORTIE OF FLIGHT:
Woippy. Mission abandoned. All bombs brought back.

DATE: 15.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 393. (T)
CREW:     DUTY:
FO. E. WILLSHER     AS SHOWN ABOVE
Sgt. HURDISS J.
F/S. GRIPTON J.R.
F/S. EVERETT R.C.
F/S. BELL F.W.
Sgt. SALTER A.
FO. G.A. WITHERICK
TIME: UP. DOWN.
2048  0204

DETAILS OF SORTIE OF FLIGHT:
Woippy. Mission abandoned. All bombs brought back.

DATE: 15.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME 560. (H)
CREW:     DUTY:
CAN. FO. W.A. DUFFY     AS SHOWN ABOVE
Sgt. BENTING A.W.
CAN. FO. D.A. BELL
CAN. FO. R.E. WOODS
CAN. PO. D.R. PEARCE
F/S. McLEAN J.
CAN. W/O. EVANS W.G.
TIME: UP. DOWN.
DETAILS OF SORTIE OF FLIGHT:
Woippy. Mission abandoned. All bombs brought back.

DATE: 15.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I. ME. 561. (R)
CREW:
| USA. LT. KNILANS H.C. |
| P/O. K.J. RYALL |
| F/O. C.A. MacDONALD |
| F/S. TATE J.R. |
| P/O. C.L. KNELL |
| F/S. LEARMONTH R. |
| Sgt. CROSBY A. |
DUTY: AS SHOWN ABOVE
TIME: UP. DOWN.
2040  0218

DETAILS OF SORTIE OF FLIGHT:
Woippy. Mission abandoned. All bombs brought back.

DATE: 15.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I. DV. 402. (P)
CREW:
| AUS. F/O. A. KELL |
| Sgt. CLARK J. |
| AUS. P/O. J.L. HAGER |
| AUS. F/O. R. MORIESON |
| AUS. P/O. A.L. EVANS |
| AUS. P/O. A.W. SNELL |
| F/O. F. CHAPMAN |
DUTY: AS SHOWN ABOVE
TIME: UP. DOWN.
2044  0205

DETAILS OF SORTIE OF FLIGHT:
Woippy. Mission abandoned. All bombs brought back.

DATE: 15.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I. DV. 385. (A)
CREW:
| F/O. R.E. KNIGHTS |
| P/O. E. TWELLS |
| CAN. P/O. H.B. RHUDE |
| F/S. BELL J.R. |
DUTY: AS SHOWN ABOVE
DATE: 16.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 380. (N)
CREW: W/C. G.L. CHESHIRE
F/O. L.W.J. KING
F/O. P. KELLY
AUS. F/L. C.K. ASTBURY
F/O. R. ADAMS
W/O. BICKLEY W.G.
F/O. R. PETCH
S/L. E.P.G. MOYNA

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1916 0232

DETAILS OF SORTIE OF FLIGHT:
Clermont Ferrand. Bombing. 3 spotfires. 172 x 30lb. Inc. 2246 hrs. 140ft. Bombing well concentrated, smoke up to 6500ft. Huge explosion in target area about 2340 hrs. Stick of incendiaries right on target, rest of incendiaries scattered up to a mile off target.
Bombing, Clermont Ferrand. 3 spotfires. 172 x 30lb. Inc. 2248 hrs. 100ft. Aiming slightly to overshoot incendiaries. Instructed by Leader to mark, this was done with incendiaries. Aiming point obtained.

**DATE:** 16.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV. 403. *(L)*  
**CREW:**  
AUS. F/L. D.J. SHANNON  
F/S. HENDERSON R.J.  
CAN. F/L. D.R. WALKER  
F/O. L.J. SUMPTER  
F/O. L.W. CURTIS  
F/S. TEMPLE R.C.  
F/O. J. BUCKLEY  
**DUTY:** AS SHOWN ABOVE  
**TIME:** UP. 0240  
DOWN. 1919  
**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Clermont Ferrand. 2 Green T.I. 212 x 30lb. Inc. 2250 hrs. Incendiaries seen to hit and penetrate roof of Control Shed. One SBC. hung up. Spotfires not needed.

**DATE:** 16.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I ME. 559. *(Q)*  
**CREW:**  
USA. F/L. J. C. McCARTHY  
P/O. W.G. RADCLIFFE  
CAN. F/O. D.A. MacLEAN  
P/O. G.L. JOHNSON  
F/S. EATON L.  
F/S. BATSON R.  
CAN. F/L. D. RODGER  
**DUTY:** AS SHOWN ABOVE  
**TIME:** UP. 0207  
DOWN. 1915  
**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Clermont Ferrand. 2 Green T.I. 224 x 30lb. Inc. 2250 hrs. Incendiaries seen to hit roof of east end of Central Shed. Aiming point obtained.

**DATE:** 16.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I ME. 557. *(S)*  
**CREW:**  
NZ. F/L. R.S.D. KEARNS  
F/O. T.W. CLARKSON  
NZ. F/O. W.J. BARCLAY  
**DUTY:** AS SHOWN ABOVE
CAN. F/O. W.A. DANIEL
W/O. DACEY J.
F/S. VAUGHAN M.
F/S. DOWMAN M.G.

**TIME:** UP. DOWN.
    1912    0201

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, Clermont Ferrand. 1 x 12,000lb. HC. 2302 hrs. 9,000ft. Fires seen going well.
Bombing very accurate except for one stick of 1000lbs. and incendiaries which fell across town.
Aiming point obtained.

---

**DATE:** 16.03.44
**AIRCRAFT TYPE & NUMBER:** Lancaster. III JB. 139. (X)

**CREW:**
F/L. D.J.B. WILSON
P/O. G.A. PHILLIPS
P/O. J.A. PELTIER
CAN. F/O. E.W. FINLAY
F/O. R.J. ALLEN
F/S. HUME W.
F/O. E.B. CHANDLER

**TIME:** UP. DOWN.
    1922    0157

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, Clermont Ferrand. 1 x 12,000lb. HC. 2311 hrs. 9,300ft. Good concentration of bombing obtained. Flares illuminated target. Aiming point obtained.

---

**DATE:** 16.03.44
**AIRCRAFT TYPE & NUMBER:** Lancaster. I ME. 562. (Z)

**CREW:**
F/L. J.L. COOPER
F/O. S.R. CLARKE
F/L. F.E. DREW
F/O. G.J. HARDEN
NZ. F/O. B.J. HOSIE
F/O. A.E. PELLY
W/O. HUTTON J.W.

**TIME:** UP. DOWN.
    1917    0222

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, Clermont Ferrand. 1 x 12,000lb. HC. 2305 hrs. 12,000ft. Heavy black smoke up to 8000ft. Main sheds seemed to be burning very well. All flares brought back. Aiming point obtained.

**DATE:** 16.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. III ED. 763. *(D)*  
**CREW:**  
F/L. L.G.A. HADLAND  
Sgt. CHERRINGTON J.  
P/O. S.G. GREENWOOD  
P/O. C.R. BROWN  
Sgt. GASKELL J.  
F/S. TIREL A.D.  
Sgt. SHARP A.W.  
**TIME:** UP. DOWN.  
1934 0214  
**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Clermont Ferrand. 1 x 12,000lb. HC. 2305 hrs. 10,200ft. Target illuminated by flares. Easterly red spot ignored on instructions from Leader, and edge of fires was bombed. Aiming point obtained.

**DATE:** 16.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV. 246. *(U)*  
**CREW:**  
F/L. J.A. EDWARD  
Sgt. STEWART D.G.W.  
CAN. F/O. L.T. PRITCHARD  
S/L. D.S. RICHARDSON  
F/S. HOBBS G.H.  
F/S. ISHERWOOD S.  
F/S. POOLEY R.V.  
**TIME:** UP. DOWN.  
1930 0321  
**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Clermont Ferrand. 3 spotfires. 172 x 30lb. Inc. 2317 hrs. 9,900ft. Target well hit. Blue flashes seen all around target. Dense smoke seen coming up. Aiming point obtained.

**DATE:** 16.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I *(DV393)* *(T)*  
**CREW:**  
F/O. E. WILLSHER  
Sgt. HURDISS J.  
**DUTY:** AS SHOWN ABOVE
F/S. GRIPTON J.R.
F/S. EVERETT R.C.
F/S. BELL F.W.
Sgt. SALTER A.
F/O G.A. WITHERICK

TIME:       UP.       DOWN.
1921        0211

DETAILS OF SORTIE OF FLIGHT:
Bombing, Clermont Ferrand. 1 x 12,000lb. HC. 2303 hrs. 9,600ft. Bomb seen to fall into fire.
Blue flashes observed. Aiming point obtained.

DATE: 16.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 555. (C)
CREW: F/L. J.E.R. WILLIAMS
Sgt. SOILLEUX J.
F/O. R. TALBOT
F/O. A.B. WALKER
Sgt. POTTER A.E.
Sgt. BLAGDON J.
AUS. F/S. JEWELL K.

TIME:       UP.       DOWN.
1914        0219

DETAILS OF SORTIE OF FLIGHT:
Bombing, Clermont Ferrand. 1 x 12,000lb. HC. 2300 hrs. 10,800ft. Air Bomber did some good
pinpointing over enemy territory. Bombed spot fire and incendiaries. Aiming point obtained.

DATE: 16.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 561. (R)
CREW: USA. LT. H.C. KNILANS
P/O. K.J. RYALL
F/O. D.A. MACDONALD
F/S. TATE J.R.
P/O. C.L. KNELL
AUS. F/S. LEARMONT R.
Sgt. CROSBY A.

TIME:       UP.       DOWN.
1920        0226

DETAILS OF SORTIE OF FLIGHT:
Bombing, Clermont Ferrand. 1 x 12,000lb. HC. 2305 hrs. 11,700ft. Heavy pall of thick black
smoke rising up to about 10,500ft., fires seen burning in factory area. Aiming point obtained.

163
DATE: 16.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 402. (P)

CREW:
AUS. F/O. A. KELL
Sgt. CLARK J.
AUS. P/O. J.L. HAGER
AUS. F/O. R. MORIESON
AUS. P/O. A.L. EVANS
AUS. P/O. A.W. SNELL
AUS. F/O. F. CHAPMAN

DUTY:
AS SHOWN ABOVE

TIME: UP.  DOWN.
1929  0223

DETAILS OF SORTIE OF FLIGHT:
Bombing, Clermont Ferrand. 1 x 12,000lb. HC. 2308 hrs. 9,850ft. Target identified visually in light of flares. Bombed to left of fires and red spot as instructed. Large buildings seen to be on fire, and bombing appeared well concentrated. Aiming point obtained.

DATE: 16.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 385. (A)

CREW:
F/O. R.E. KNIGHTS
P/O. E. TWELLS
CAN. P/O. H.B. RHUDE
F/S. BELL J.R.
Sgt. ROWAN N.
Sgt. HOBBS A.W.
F/S. DERHAM P.W.

DUTY:
AS SHOWN ABOVE

TIME: UP.  DOWN.
1914  0230

DETAILS OF SORTIE OF FLIGHT:
Bombing, Clermont Ferrand. 1 x 12,000lb. HC. 2317 hrs. 11,400ft. One building seen to be destroyed and Eastern end of target well on fire. Aiming point obtained.

DATE: 16.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 560. (H)

CREW:
CAN. F/O. W.A. DUFFY
Sgt. BENTING A.W.
CAN. F/O. D.A. BELL
CAN. F/O. R.E. WOODS
CAN. P/O. D.R. PEARCE

DUTY:
AS SHOWN ABOVE
F/S. HOLT A.
CAN. W/O. EVANS W.G.

**TIME:**

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1918</td>
<td>0309</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, Clermont Ferrand. 1 x 12,000lb. HC. 2303 hrs. 10,500ft. Target well hit, huge columns of black smoke seen. Heavy explosions. Defences negligible. Aiming point obtained.

---

**DATE:** 18.03.44

**AIRCRAFT TYPE & NUMBER:**
Lancaster. I DV. 380. (N)

**CREW:**
W/C. G.L. CHESHIRE
F/O. L.W.J. KING
F/O. P. KELLY
AUS. F/L. C.K. ASTBURY
F/O. R. ADAMS
W/O. BICKLEY W.G.
F/O. R. PETCH
P/O. MORRIS

**DUTY:**
AS SHOWN ABOVE

**TIME:**

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1940</td>
<td>0230</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**

---

**DATE:** 18.03.44

**AIRCRAFT TYPE & NUMBER:**
Lancaster. I DV. 391. (W)

**CREW:**
S/L. J.L. MUNRO NZ.
F/S. APPLEBY F.E.
F/O. F.G. RUMBLES
P/O. J.H. CLAY
CAN. P/O. P.E. PIGEON
F/S. HOWARTH W.
CAN. P/O. H.A. WEEKS

**DUTY:**
AS SHOWN ABOVE

**TIME:**

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1935</td>
<td>0230</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, Bergerac. 7 spotfires. 136 x 30lb. Inc. 2240 hrs. 6,400ft. Bombs seen to hit Eastern edge of Eastern sheds. Dump blew up. Eastern part of central block blazing. Aiming point obtained.
DATE: 18.03.44
AIRCRAFT TYPE & NUMBER:  Lancaster. I DV. 403.  (L)

CREW:
AUS. F/L. D.J. SHANNON
F/S. HENDERSON R.J.
CAN. F/L. D.R. WALKER
F/O. L.J. SUMPTER
F/O. L.W. CURTIS
F/S. TEMPLE E.C.
F/O. J. BUCKLEY

DUTY:
AS SHOWN ABOVE

TIME: UP. DOWN.
1938 0212

DETAILS OF SORTIE OF FLIGHT:
Bombing, Bergerac. 2 spotfires. 200 x 30lb. inc. 2 TI's. 2301 hrs. 6,800ft. Target well alight, extensive damage. Aiming point obtained.

DATE: 18.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 559.  (Q)

CREW:
F/L. J.C. McCARTHY USA.
P/O. W.G. RADCLIFFE
CAN. F/O. D.A. MacLEAN
P/O. G.L. JOHNSON
F/S. EATON L.
F/S. BATSON R.
CAN. F/L. D. RODGER

DUTY:
AS SHOWN ABOVE

TIME: UP. DOWN.
1942 0214

DETAILS OF SORTIE OF FLIGHT:
Bombing, Bergerac. 2 Green T.I. 1 Exp. T.I. 212 x 30lb. Inc. 2249 hrs. 7,000ft. Instructed to overshoot spotfires by 150 yds. Sheds seen to be well on fire. Large explosion on edge of factory area.

DATE: 18.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 560.  (H)

CREW:
F/L. B.W. CLAYTON
F/O. A. HILL
F/O. P.W. BUTTLE
F/O. J.S. WATSON
F/O. G.A. CHALMERS
Sgt. SHARP A.W.
F/S. HUME W.

DUTY:
AS SHOWN ABOVE
**TIME:**

**UP.** 1941  
**DOWN.** 0205

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Bergerac. 1 x 12,000lb. HC. 1 x 1000lb. 2305 hrs. 9,800ft. Bombed centre of dump. Saw continuous wave of explosions giving pinkish glare for 10-15 seconds and white smoke up to 6000ft. Aiming point obtained.

---

**DATE:** 18.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. III JB. 139. (X)  
**CREW:**  
F/L. D.J.B. WILSON  
P/O. G.A PHILLIPS  
AUS. F/O. J.K. STOTT  
CAN. F/O. E.W. FINLAY  
F/O. R.J. ALLEN  
W/O. HOLLAND G.B.  
F/O. E.B. CHANDLER  
**DUTY:** AS SHOWN ABOVE

**TIME:** 1939  
**UP.**  
**DOWN.** 0209

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Bergerac. 1 x 12,000lb. HC. 2306 hrs. 10,100ft. Overshot red spotfires as instructed. Aiming point obtained.

---

**DATE:** 18.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I ME. 562.  
**CREW:**  
F/L. R.S.D. KEARNS. NZ.  
F/O. T.W. CLARKSON  
NZ. F/O. W.J. BARCLAY  
CAN. F/O. W.A. DANIEL  
W/O. DACEY J.  
F/S. VAUGHAN M.  
NZ. F/S. DOWMAN M.C.  
**DUTY:** AS SHOWN ABOVE

**TIME:** 1928  
**UP.**  
**DOWN.** 0225

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Bergerac. 1 x 12,000lb. HC. Four runs made. Unable to release bomb, either mechanically or manually. Closed bomb doors, plugged in circuit. On re-opening bomb doors, bombs and flares fell off ten miles E.S.E. of target.

---

**DATE:** 18.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. III ED. 763.  (D)

CREW:  
F/L. H.J. PRYOR  
Sgt. TELFER R.J.A.  
CAN. F/O. R.S. PINDER  
CAN. F/O. C.P. PESME  
Sgt. HEPWORTH A.  
F/S. PATTERSON J.  
Sgt. COLYER M.A.

DUTY: AS SHOWN ABOVE

TIME:  UP.  DOWN.  
1934  0203

DETAILS OF SORTIE OF FLIGHT:  
Bombing, Bergerac. 208 x 30lb. Inc. 2310 hrs. 8000ft. Bombed 150 yds. West of spotfire. All incendiaries fell in Eastern and central part of target. Six big explosions seen.

DATE:  18.03.44

AIRCRAFT TYPE & NUMBER: Lancaster. III EE 146.  (K)

CREW:  
F/L. J.L. COOPER  
F/O. S.R. CLARKE  
F/L. F.E. DREW  
F/O. G.I. HARDEN  
NZ. F/O. B.J. HOSIE  
F/O. A.E. PELLY

DUTY: AS SHOWN ABOVE

TIME:  UP.  DOWN.  
1937  0216

DETAILS OF SORTIE OF FLIGHT:  
Bombing, Bergerac. 208 x 30lb. Inc. 2313 hrs. 8,300ft. Leader instructed crew to overshoot spotfire or bomb visually. Bombing appeared accurate.

DATE:  18.03.44

AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 555.  (C)

CREW:  
F/O. R.E.KNIGHTS  
P/O. E. TWELLS  
CAN. P/O. H.B. RHUDE  
F/S. BELL J.R.  
Sgt. ROWAN N.  
Sgt. HOBBS A.W.  
F/S. DERHAM P.W.

DUTY: AS SHOWN ABOVE

TIME:  UP.  DOWN.  
1936  0220
### DETAILS OF SORTIE OF FLIGHT:
Bombing, Bergerac. 1 x 12,000lb. HC. 2317 hrs. 9,200ft.  Bombed buildings visually and by fires. Incendiaries seemed to be scattered.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>18.03.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster. I. DV. 393. (T)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/O. E. WILLSHER</td>
</tr>
<tr>
<td></td>
<td>F/S. HURDISS J.</td>
</tr>
<tr>
<td></td>
<td>F/S. GRIPTON J.R.</td>
</tr>
<tr>
<td></td>
<td>F/S. EVERETT R.C.</td>
</tr>
<tr>
<td></td>
<td>F/S. BELL F.W.</td>
</tr>
<tr>
<td></td>
<td>Sgt. SLATER A.</td>
</tr>
<tr>
<td></td>
<td>F/O. G.A. WITHERICK</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP. 0202</td>
</tr>
<tr>
<td></td>
<td>DOWN. 1938</td>
</tr>
</tbody>
</table>

### DETAILS OF SORTIE OF FLIGHT:
Bombing, Bergerac. 1 x 12,000lb. HC. 2300 hrs. 9,500ft.  Bomb overshot marker as instructed and hit main buildings, which later were on fire.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>18.03.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster. I  DV. 402. (P)</td>
</tr>
<tr>
<td>CREW:</td>
<td>AUS. F/O. A. KELL</td>
</tr>
<tr>
<td></td>
<td>Sgt. CLARK J.</td>
</tr>
<tr>
<td></td>
<td>AUS. PO. J.L. HAGER</td>
</tr>
<tr>
<td></td>
<td>AUS. F/O. R. MORIESON</td>
</tr>
<tr>
<td></td>
<td>AUS. P/O. A.L. EVANS</td>
</tr>
<tr>
<td></td>
<td>AUS. P/O. A.W. SNELL</td>
</tr>
<tr>
<td></td>
<td>AUS. F/O. F. CHAPMAN</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP. 0207</td>
</tr>
<tr>
<td></td>
<td>DOWN. 1933</td>
</tr>
</tbody>
</table>

### DETAILS OF SORTIE OF FLIGHT:
Bombing, Bergerac. 1 x 12,000lb. HC. 2308 hrs. 9,100ft.  Bombed visually, overshoot on instructions from leader.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>18.03.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster. I DV. 246 (U)</td>
</tr>
<tr>
<td>CREW:</td>
<td>USA. LT. H.C. KNILANS</td>
</tr>
<tr>
<td></td>
<td>P/O. K.J. RYALL</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP. 1938</td>
</tr>
<tr>
<td></td>
<td>DOWN. 0207</td>
</tr>
</tbody>
</table>
F/O. D.A. MacDONALD
F/S. TATE J.R.
P/O. C.L. KNELL
AUS. F/L. LEARMONTH R.
Sgt. CROSBY A.

TIME: UP. DOWN.

1947 0218

DETAILS OF SORTIE OF FLIGHT:
Bombing, Bergerac. 4 red spot. 144 x 30lb. Inc. Bombed visually by buildings. Bombing well concentrated.

DATE: 20.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 380. (N)

CREW:
W/C. G.L. CHESHIRE
F/O. L.W.J. KING
F/O. P. KELLY
AUS. F/L. C.K. ASTBURY
F/O. R. ADAMS
W/O. BICKLEY W.G.
F/O. R. PETCH

TIME: UP. DOWN.

1918 0157

DETAILS OF SORTIE OF FLIGHT:
Bombing, Explosive Works, Angouleme. 8 red spotfires. 1 x 8,000lb. Minol. 2232 hrs. 6,000ft. Target wrecked. Bombing accurate and heavy fires. Several spasmodic explosions, one particularly large.

DATE: 20.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 391. (W)

CREW:
NZ. S/L. J.L. MUNRO
F/S. APPLEBY F.E.
F/O. D.A. PELTIER
P/O. J.H. CLAY
CAN. P/O. P.E. PIGEON
F/S. HOWARTH W.
CAN. P/O. H.A. WEEKS

TIME: UP. DOWN.

1928 0147

DETAILS OF SORTIE OF FLIGHT:
Bombing, Angouleme. 8 spotfires. 1 x 8,000lb. HC. 2214 hrs. 6,400ft. Bombed slightly to left of red spotfire. Position confirmed visually. Bombed as instructed by Leader.

**DATE:** 20.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV. 403. *(L)*  
**CREW:**  
AUS. F/L. D.J. SHANNON  
F/S. HENDERSON R.J.  
CAN. F/L. D.R. WALKER  
F/O. L.J. SUMPTER  
F/O. L.W. CURTIS  
F/S. TEMPLE E.C.  
F/O. J. BUCKLEY  
**DUTY:** AS SHOWN ABOVE  
**TIME:** UP. 0133  
**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Angouleme. 3 red T.I. 3 Green T.I. 1 x 8000lb. Minol 2220 hrs. 6,700ft. Bomb fell 100 yds. left of aiming point. One big explosion. Aiming point obtained.

**DATE:** 20.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I ME. 559. *(Q)*  
**CREW:**  
USA. F/L. J.C. McCARTHY  
P/O. W.G. RADCLIFFE  
CAN. F/O. D.A. MacLEAN  
P/O. G.L. JOHNSON  
F/S. EATON L.  
F/S. BATSON R.  
CAN. F/L. D. RODGER  
**DUTY:** AS SHOWN ABOVE  
**TIME:** UP. 0142  
**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Angouleme. 3 green T.I. 1 x 8,000lb. Minol. Bombs fell just over river on extreme N. side of target area. Last bomb seen to drop caused large explosion.

**DATE:** 20.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I ME. 562. *(Z)*  
**CREW:**  
F/L. R.S.D. KEARNS  
F/O. T.W. CLARKSON  
NZ. F/O. W.J. BARCLAY  
CAN. W.A. DANIAL  
W/O. DACEY J.  
**DUTY:** AS SHOWN ABOVE
F/S. VAUGHAN M.
NZ. F/S. DOWMAN M.G.

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1922</td>
<td></td>
<td>0140</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OF FLIGHT:
Bombing, Angouleme. 1 x 8,000lb. Minol. 1 x 1000lb. GP. 2216 hrs. 8,000ft. Bombed target visually. Bombing appeared concentrated except for two bombs, one on edge of river and other about eight miles away.

DATE: 20.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. III JB. 139. (X)
CREW: F/L. D.J.B. WILSON
P/O. G.A. PHILLIPS
AUS. F/O. J.K. STOTT
CAN. F/O. E.W. FINLAY
F/O. R.J. ALLEN
W/O. HOLLAND G.B.
F/O. E.B. CHANDLER

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1933</td>
<td></td>
<td>0137</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OF FLIGHT:
Bombing, Angouleme. 1 x 8,000lb. HC. 1 x 1000lb. GP. 2222 hrs. 8,300ft. Red spotfires bombed. Incendiaries appeared scattered. Several small explosions and fairly good fires.

DATE: 20.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 560. (H)
CREW: F/L. B.W. CLAYTON
F/O. A. HILL
F/O. P.W. BUTTLE
F/O. J.S. WATSON
F/O. G.A. CHALMERS
Sgt. SHARP A.W.
F/S. HUME W.

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1934</td>
<td></td>
<td>0128</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OF FLIGHT:
Bombing, Angouleme. 1 x 8,000lb. 2223 hrs. 8,600ft. Minol. 1 x 1000lb. GP. Bombed small square building in Northern part of dump. Bombs fell 50 yds. E. of building. Five or six smaller explosions followed. Several small fires seen. Aiming point obtained.
DATE: 20.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 246. (U)
CREW:
F/L. J.E.R. WILLIAMS
Sgt. SOILLEUX J.
F/O. R. TALBOT
F/O. A.B. WALKER
Sgt. POTTER A.E.
Sgt. BLAGDON J.
AUS. P/O. JEWELL K.
DUTY: AS SHOWN ABOVE

TIME:  UP.  DOWN.
2003  0203

DETAILS OF SORTIE OF FLIGHT:
Bombing, Angouleme. 8 x 1000lb. MC. 8 red spotfires. 2224 hrs. 10,400ft. Fire already burning in target area. Stick seen to fall across target. Several good fires. Incendiaries appeared very scattered. Aiming point obtained.

DATE: 20.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 385. (A)
CREW:
F/L. J.L. COOPER
F/O. S.R. CLARKE
F/L. F.E. DREW
F/O. G.J. HARDEN
NZ. F/O. B.J. HOSIE
F/O. A.E. PELLY
W/O. HUTTON J.W.
DUTY: AS SHOWN ABOVE

TIME:  UP.  DOWN.
1937  0146

DETAILS OF SORTIE OF FLIGHT:
Bombing, Angouleme. 1 x 8,000lb. 2237 hrs. 9,200ft. HC. 1 x 1000lb. GP. Overshot red spotfires as instructed by Leader. One large shed in Northern part of target appeared to be untouched. Deep red smoke seen coming from largest fire. Aiming point obtained.

DATE: 20.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. III ED. 763. (K)
CREW:
F/L. L.G.A. HADLAND
Sgt. CHERRINGTON J.
F/O S.G. GREENWOOD
F/O C.R. BROWN
Sgt. GASKELL J.
DUTY: AS SHOWN ABOVE
**F.S TIREL A.D.**  
W/O KEMP J.M.

<table>
<thead>
<tr>
<th>TIME</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1939</td>
<td></td>
<td>0145</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Angouleme. 1 x 8,000lb. HC. 1 x 1000lb. GP. 2222 hrs. 9,800ft. Smoke obscured target quite early in attack. Bombed to overshoot spotfires. Aiming point obtained.

**DATE:** 20.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. III ED. 146. *(K)*

**CREW:**  
F/L. J.A. EDWARD  
Sgt. McCULLOUGH D.  
CAN. F/O. L.T. PRITCHARD  
F/S. BROOK J.  
F/S. HOBBS G.H.  
F/S. POOLEY R.V.  
F/S. ISHERWOOD S.

<table>
<thead>
<tr>
<th>TIME</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1930</td>
<td></td>
<td>0151</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Angouleme. 1 x 8,000lb. HC. 1 x 1000lb. GP. 2222 hrs. 10,100ft. Bombed fires beyond marker as instructed. Bomb slightly undershot fires. One large explosion seen. Aiming point obtained.

**DATE:** 20.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I ME. 555. *(C)*

**CREW:**  
F/O. M. HAMILTON  
Sgt. ROOKE L.S.  
F/S. JACKSON J.T.  
S/L. D.S. RICHARDSON  
Sgt. THOMPSON J.T.  
Sgt. DADGE J.A.  
F/S. HAMILTON D.

<table>
<thead>
<tr>
<th>TIME</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1932</td>
<td></td>
<td>0138</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Angouleme. 1 x 8,000lb. HC. 1 x 1000lb. GP. 2230 hrs. 10,700ft. Visually identified target by river. Bombs fell about 100 yds. beyond marker.
DATE: 20.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 393. (T)

CREW: DUTY:
F/O. E. WILLISHER AS SHOWN ABOVE
Sgt. HURDISS J.
F/S. GRIPTON J.R.
F/S. EVERETT R.C.
F/S. BELL F.W.
Sgt. SALTER A.
F/O. G.A. WITHERICK

TIME: UP. DOWN.
1934 0135

DETAILS OF SORTIE OF FLIGHT:
Bombing, Angouleme. 1 x 8,000lb. Minol. 1 x 1000lb. GP. 2217 hrs. 8,900ft. 1000lb. bomb hung up. Incendiaries were scattered but HE. bombing well concentrated.

DATE: 20.03.44.
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 402. (P)

CREW: DUTY:
F/O. A. KELL. AUS. AS SHOWN ABOVE
Sgt. CLARK J.
AUS. P/O. J.L. HAGER
AUS. R. MORIESON
AUS. P/O. A.L. EVANS
AUS. P/O. A.W. SNELL
AUS. F/O. F. CHAPMAN

TIME: UP. DOWN.
1935 0139

DETAILS OF SORTIE OF FLIGHT:
Bombing Angouleme. 1 x 8,000lb. Minol. 1 x 1000lb. GP. 2225 hrs. 10,000ft. Overshot spotfires as instructed. Buildings seen to be on fire. Several small explosions.

DATE: 23.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 380. (N)

CREW: DUTY:
W/C. G.L. CHESHIRE AS SHOWN ABOVE
F/O. L.W.J. KING
F/O. P. KELLY
AUS. F/L. C.K. ASTBURY
F/O. R. ADAMS
W/O. BICKLEY W.G.
F/O. R. PETCH

175
TIME: UP. DOWN.
1928 0234

DETAILS OF SORTIE OF FLIGHT:
Bombing, Aero Engine Factory, Lyons. 8 spotfires, 1 T.I. 1 x 7" flare. 6 x 1000lb. MC. 2329 hrs.
5,500ft. Identification of target difficult owing to hazy conditions and poor flare dropping. No
results seen.

DATE: 23.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 559. (Q)
CREW: DUTY:
F/L. J.C. McCARTHY USA. AS SHOWN ABOVE
P/O. W.G. RADCLIFFE
CAN. D.A. MacLEAN
P/O. G.L. JOHNSON
F/S. EATON L.
F/S. BATSON R.
CAN. F/L. D. RODGER

TIME: UP. DOWN.
1940 0255

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 4 spotfires. 1 x 7" flare. 1 yellow T.I. 9 x 1000lb. MC. 2324 hrs. 7,000ft.
Bombed spotfires as instructed. No results observed.

DATE: 23.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 403. (L)
CREW: DUTY:
F/L. D.J. SHANNON. AUS. AS SHOWN ABOVE
F/S. HENDERSON R.J.
CAN. F/L. D.R. WALKER
F/O. L.J. SUMPTER
F/O. L.W. CURTIS
F/S. TEMPLE E.C.
F/S. PEng. ALLY W.H.

TIME: UP. DOWN.
1929 0225

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 8 spotfires. 1 yellow T.I. 1 x 7" flare. 6 x 1000lb. GP. 2326 hrs. 6,500ft.
Bombed to overshoot red spotfire as instructed. No results observed.

DATE: 23.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 557. (S)
CREW: 
NZ. F/L. R.S.D. KEARNS
F/O. T.W. CLARKSON
NZ. F/O. W.J. BARCLAY
CAN. F/O. W.A. DANIEL
W/O. DACEY J.
F/S. VAUGHAN M.
NZ. F/S. DOWMAN M.G.

DUTY: 
AS SHOWN ABOVE

TIME: 
1944
0147

DETAILS OF SORTIE OF FLIGHT: 
Bombing, Lyons. 3 flares. 11 x 1000lb. MC. 2327 hrs. 8,900ft. Bombed red spotfires as instructed. No results seen.

DATE: 20.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 560. (H)

CREW: 
F/L. B.W. CLAYTON
F/O. A. HILL
F/O. P.W. BUTTLE
F/O. J.S. WATSON
F/O. G.A. CHALMERS
Sgt. SHARP A.W.
F/S. HUME W.

DUTY: 
AS SHOWN ABOVE

TIME: 
1938
0145

DETAILS OF SORTIE OF FLIGHT: 
Bombing, Lyons. 11 x 1000lb. MC. 2322 hrs. 9,800ft. No results observed, bombed spotfires as instructed.

DATE: 20.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 394. (M)

CREW: 
F/L. J.L. COOPER
F/O. S.R. CLARKE
F/L. F.E. DREW
F/O. G.J. HARDEN
NZ. F/O. B.J. HOSIE
F/O. A.E. PELLY
W/O. HUTTON J.W.

DUTY: 
AS SHOWN ABOVE

TIME: 
1933
0210
**DETAILS OF SORTIE OF FLIGHT:**
Bombing, Lyons. 1 Lobster Pot. 11 x 1000lb. GP. 2340 hrs. 10,400ft. Bombed to overshoot red spotfire as instructed. Explosion seen when aircraft on return journey. More flares were needed over target.

**DATE:** 20.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. III JB. 139. *(X)*

**CREW:**  
F/L. D.J.B. WILSON  
P/O. G.A. PHILLIPS  
F/O. P. INGLEBAY  
CAN. F/O. E.W. FINLAY  
F/O. R.J. ALLEN  
W/O. HOLLAND G.B.  
F/O. E.B. CHANDLER

**TIME:**  
UP. 1943  
DOWN. 0229

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, Lyons. 11 x 1000lb. MC. 2327 hrs. 8,300ft. Bombed to overshoot spotfires as instructed. No results observed.

**DATE:** 20.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I DV. 385. *(A)*

**CREW:**  
F/L. A.W. FEARN  
P/O. T. DAVIES  
Sgt. JOHNSON H.  
F/O. W. CHADWICK  
F/S. BAKER J.E.  
Sgt. WILSON-WILLIAMS D.  
F/S. PEARSON D.

**TIME:**  
UP. 1931  
DOWN. 0240

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, Lyons. 8 Recco. flares. 11 x 1000lb. MC. 2328 hrs. 8,000ft. Poor visibility. No results observed.

**DATE:** 20.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. III EE. 131. *(B)*

**CREW:**  
F/L. J.E.R. WILLIAMS  
Sgt. SOILLEUX J.

**DUTY:**  
AS SHOWN ABOVE
F/O. R. TALBOT
F/O. A.B. WALKER
Sgt. POTTER A.E.
Sgt. BLAGDON R.
AUS. P/O. K. JEWELL

TIME:          UP.          DOWN.
1948           0252

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 8 Recco. flares. 11 x 1000lb. MC. 2356. Mistook instructions given to 106 sqdn. aircraft and overshot markers by 2000 yds. No results observed.

DATE: 20.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. III EE. 146. (K)

CREW:
F/L. J.A. EDWARD
Sgt. McCULLOUGH R.
CAN. F/O. L.T. PRITCHARD
F/S. BROOK J.H.
F/S. HOBBES G.H.
F/S. POOLEY R.V.
F/S. ISHERWOOD S.

TIME:          UP.          DOWN.
1934           0245

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 8 Recco. flares. 11 x 1000lb. MC. 2327 hrs. 9,200ft. No results observed. Overshot spotfires as instructed.

DATE: 20.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. III ED. 763. (D)

CREW:
F/L. L.G.A. HADLAND
Sgt. CHERRINGTON J.
P/O. S.G. GREENWOOD
F/O. C.R. BROWN
Sgt. GASKELL J.
F/S. TIREL A.D.
W/O. KEMP J.M.

TIME:          UP.          DOWN.
1945           0215

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 8 Recco. flares. 11 x 1000lb. MC. 2329 hrs. 9,500ft. No results observed. Bombed to overshoot spotfires as instructed by Leader.
DATE: 20.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 393. (T)
CREW:
F/O. E. WILLSHER
Sgt. HURDISS J.
F/S. GRIPTON J.R.
F/S. EVERETT R.C.
F/S. BELL F.W.
Sgt. SALTER A.
F/O. G.A. WITHERICK
DUTY:
AS SHOWN ABOVE
TIME: UP. DOWN.
1926 0202
DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 1 lobster pot. 11 x 1000lb. GP. 2329 hrs. 10,100’ T. Bombed to overshoot spotfire. No results observed.

DATE: 20.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 555. (C)
CREW:
AUS. P/O. R.M. STANFORD
Sgt. JUDSON E.
AUS. P/O. T.W. BUTLER
AUS. W/O. CLARKE G.K.
AUS. F/S. JORDON A.J.
F/S. GRIFFITHS L.D.
W/O. RUSHTON A.
DUTY:
AS SHOWN ABOVE
TIME: UP. DOWN.
1936 0212
DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 8 Recco. flares. 11 x 1000lb. MC. 2327 hrs. 8900’. Bombed target on spotfire as instructed by Leader. No results observed.

DATE: 20.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 562. (Z)
CREW:
F/O. N.R. ROSS
P/O. A.J.S. GIRLING
F/O. T.R. DAVIES
F/S. McCLELLAN L.
F/S. HICKSON G.
P/O. T.A. PLATT
DUTY:
AS SHOWN ABOVE
AUS. P/O. M.R. TUXFORD

TIME: UP. DOWN.
1942  0230

DETAILS OF SORTIE OF FLIGHT:
Bombing. Lyons. 11 x 1000lb. MC. 2325 hrs. 10,700ft. No results observed. Explosion seen approx. one hour after leaving target. Unable to assess the success of the raid as it was not possible to make out any ground detail.

DATE: 25.03.44

AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 380. (N)

CREW: W/C. G.L. CHESHIRE
F/O. L.W.J. KING
F/O. P. KELLY
AUS. F/L. C.K. ASTBURY
F/O. R. ADAMS
W/O. BICKLEY W.G.
F/O. PETCH R.
F/S. PENGALLY W.
F/S. KIMBERLEY
DUTY: AS SHOWN ABOVE

F/Gunner.
Passenger.

TIME: UP. DOWN.
1932  0321

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 4 red spotfires. 1 Green T.I. 120 x 30lb. Inc. Bombing scattered - fires covered approximately one square mile. No attempt at photography.

DATE: 25.03.44

AIRCRAFT TYPE & NUMBER: Lancaster. I. (DV403) (L)

CREW: AUS. S/L. D.J. SHANNON
F/S. HENDERSON R.J.
CAN. F/L. D.R. WALKER
F/O. L.J. SUMPTER
F/O. L.W. CURTIS
F/S. TEMPLE E.C.
F/O. J. BUCKLEY
DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1934  0320

DETAILS OF SORTIE OF FLIGHT:
**DATE:** 25.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I ME. 559. *(Q)*  
**CREW:**  
USA. S/L. J.C. McCARTHY  
P/O. W.G. RADCLIFFE  
CAN. F/O. D.A. MacLEAN  
P/O. G.L. JOHNSON  
F/S. EATON L.  
F/S. BATSON R.  
CAN. F/L. D. RODGER  
W/O. ELLWOOD M.  
**DUTY:**  
AS SHOWN ABOVE  
**TIME:**  
UP.  
1918  
DOWN.  
0258  

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Lyons. 2 red spotfires. 1 Green T.I. 144 x 30lb. Inc. 2314 hrs. 50ft. Three loads believed to have hit target, but no resulting fires were seen. Aiming point obtained.

---

**DATE:** 25.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I ME. 557. *(S)*  
**CREW:**  
NZ. F/L. R.S.D. KEARNS  
F/O. T.W. CLARKSON  
NZ. F/O. W.J. BARCLAY  
CAN. F/O. W.A. DANIEL  
W/O. DACEY J.  
F/S. VAUGHAN M.  
NZ. F/S. DOWMAN M.G.  
**DUTY:**  
AS SHOWN ABOVE  
**TIME:**  
UP.  
1917  
DOWN.  
0310  

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Lyons. 12 x 500lb. Inc. 2345 hrs 12,000ft. Bombs seemed to be ringing the target, about two sticks actually appeared to be on target itself. Own bombs fell slightly beyond and to the left of spotfire bombed.

---

**DATE:** 25.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. III JB. 139. *(X)*  
**CREW:**  
F/L. D.J.B. WILSON  
P/O. G.A. PHILLIPS  
AUS. F/O. J.K. STOTT  
CAN. F/O. E.W. FINLAY  
F/O. R.J. ALLEN  
**DUTY:**  
AS SHOWN ABOVE
W/O. HOLLAND G.B.
F/O. E.B. CHANDLER

TIME:          UP.     DOWN.
              1930     0249

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 12 x 5000lb. Inc. 2336 hrs. 11,400ft. Bombs seen to fall close to marker. Instructions misunderstood, wrong spotfire bombed. Red spotfire difficult to observe from 11,000ft.

DATE:  25.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 394. (M)

CREW:     DUTY:
F/L. B.W. CLAYTON   AS SHOWN ABOVE
F/O. A. HILL
F/O. P.W. BUTTLE
F/O. J.S. WATSON
F/O. G.A. CHALMERS
F/S. HUME W.
Sgt. SHARP A.W.

TIME:          UP.     DOWN.
              1929     0308

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 12 x 500lb. Inc. 2351 hrs. 11,000ft. Bombs fell just S.E. of marker. Eastern edge of P.L.M. yards and depot seemed to be on fire. Every stick of bombs seemed to undershoot.

DATE:  25.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 402. (P)

CREW:     DUTY:
F/L. A.W. FEARN    AS SHOWN ABOVE
P/O. T. DAVIES
Sgt. JOHNSON H.
F/O. W. CHADWICK
F/S. BAKER J.E.
Sgt. WILSON-WILLIAMS D.
F/S. PEARSON D.

TIME:          UP.     DOWN.
              1924     0329

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 12 x 5000lb. Inc. 2348 hrs. 8,000ft. Bombs fell on West side of target. Fires seemed to be very scattered.
### DATE: 25.03.44
### AIRCRAFT TYPE & NUMBER: Lancaster. III EE. 146. (K)

### CREW:
- F/L. J.A. EDWARD
- Sgt. McCULLOUGH R.
- CAN. F/O. L.T. PRITCHARD
- F/S. BROOK J.
- F/S. HOBBS G.H.
- F/S. ISHERWOOD S.
- F/S. POOLEY R.V.

### DUTY:
- AS SHOWN ABOVE

### TIME: UP. DOWN.
- 1934 0311

### DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 12 x 500lb. Inc. 2335 hrs. 9,800ft. Target believed to have been hit during later stages of attack, but impossible to give accurate account owing to mass of incendiaries in area.

---

### DATE: 25.03.44
### AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 391. (O)

### CREW:
- F/L. A.F. POORE
- Sgt. JOHNSON A.J.
- F/O. R.A. ROBERT
- F/O. R.J. ELSEY
- F/W. THOMPSON R.C.
- F/S. CASTLEMAN R.P.
- F/S. TOOKEY W.F.

### DUTY:
- AS SHOWN ABOVE

### TIME: UP. DOWN.
- 1926 0322

### DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 12 x 500lb. Inc. 2334 hrs. 8,300ft. Red spotfire bombed was to W.S.W. of target. Bombing was scattered.

---

### DATE: 25.03.44
### AIRCRAFT TYPE & NUMBER: Lancaster. III EE. 131. (B)

### CREW:
- F/L. J.E.R. WILLIAMS
- Sgt. SOILLEUX J.
- F/O. R. TALBOT
- F/O. A.B. WALKER
- Sgt. POTTER A.E.
- AUS. P/O. K. JEWELL
- Sgt. BLAGDON J.

### DUTY:
- AS SHOWN ABOVE

---

184
DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 12 x 500lb. Inc. 2330 hrs. 9,600ft. Bombs believed to have been 100 yds. undershot. Several flares seen in area, mostly around target, but it was not possible to see whether target itself had been hit.

DATE: 25.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. III ED. 763. (D).
CREW: F/L. L.G.A. HADLAND
Sgt. CHERRINGTON J.
P/O. S.G. GREENWOOD
Sgt. GASKELL J.
F/O. C.R. BROWN
F/S. TIREL
W/O. KEMP J.M.
DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1931 0315

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 12 x 500lb. Inc. 0006 hrs. 8,900ft. Bombed estimated position of T.I., which was obscured by smoke. One load of incendiaries observed very close to target.

DATE: 25.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 385. (A)
CREW: F/L. H.J. PRYOR
Sgt. TELFER R.J.A.
CAN. F/O. R.L. PINDER
CAN. F/O. C.P. PESME
F/S. HEPWORTH A.
Sgt. COLYER M.A.
F/S. PATTERSON J.
DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1938 0319

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 12 x 500lb. Inc. 2332 hrs. 10,100ft. Instructed by Leader to bomb red spotfire to the east. This was done, but most aircraft seemed to be bombing the wrong marker. Raid appeared very scattered. Aiming point obtained.

DATE: 25.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 555. (C)
<table>
<thead>
<tr>
<th>CREW:</th>
<th>DUTY:</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/O. M. HAMILTON</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>Sgt. ROOKE L.S.</td>
<td></td>
</tr>
<tr>
<td>F/S. JACKSON J.T.</td>
<td></td>
</tr>
<tr>
<td>F/O. R. DUCK</td>
<td></td>
</tr>
<tr>
<td>Sgt. THOMPSON J.</td>
<td></td>
</tr>
<tr>
<td>P/O. H.W. CORNISH-UNDERWOOD</td>
<td></td>
</tr>
<tr>
<td>F/S. HAMILTON D.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1936</td>
<td>0312</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, Lyons. 12 x 500lb. Inc. 2353 hrs. 9,200ft. Red spotfire bombed was to south of aiming point. Incendiaries fell among main concentration.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>25.03.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster. I ME. 561. (R)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CREW:</th>
<th>DUTY:</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/O. N.R. ROSS</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>P/O. A.J.S. GIRLING</td>
<td></td>
</tr>
<tr>
<td>F/O. T.R. DAVIES</td>
<td></td>
</tr>
<tr>
<td>F/S. McCLELLAN L.</td>
<td></td>
</tr>
<tr>
<td>F/S. HICKSON G.</td>
<td></td>
</tr>
<tr>
<td>F/O. T.A. PLATT</td>
<td></td>
</tr>
<tr>
<td>AUS. P/O. M.R. TUXFORD</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1933</td>
<td>0246</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, Lyons. 12 x 500lb. Inc. 2323 hrs. 10,700ft. Own bombs estimated to have dropped either on or within 100 yds of target.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>25.03.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster. I DV. 393. (T)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CREW:</th>
<th>DUTY:</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/O. E. WILLSHER</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>Sgt. HURDISS J.</td>
<td></td>
</tr>
<tr>
<td>F/S. GRIPTON J.R.</td>
<td></td>
</tr>
<tr>
<td>F/S. EVERETT R.C.</td>
<td></td>
</tr>
<tr>
<td>F/S. BELL F.W.</td>
<td></td>
</tr>
<tr>
<td>F/O. G.A. WITHERICK</td>
<td></td>
</tr>
<tr>
<td>Sgt. SALTER A.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1930</td>
<td>0256</td>
</tr>
</tbody>
</table>
DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 12 x 500lb. Inc. 2335 hrs. 10,400ft. Own bombs overshot red spotfire by 40 yds. Aiming point obtained.

DATE:  25.03.44
AIRCRAFT TYPE & NUMBER:  Lancaster. I  ME. 554.  (F)
CREW:  AUS. F/O. R.M. STANDFORD
Sgt. JUDSON E.
AUS. P/O. T.W. BUTLER
AUS. W/O. CLARKE G.K.
AUS. F/S. JORDON A.J.
F/S. GRIFFITHS R.D.
W/O. RUSHTON A.

TIME:  UP.  DOWN.
1935  0230

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 12 x 500lb. Inc. 2357 hrs. 8,600ft. Bombed red spotfires. Bombing very scattered. Landed at Ford with W/T. u/s. and starboard inner leak.

DATE:  29.03.44
AIRCRAFT TYPE & NUMBER:  Lancaster. I DV. 380.  (N)
CREW:  W/C. G.L. CHESHIRE
F/O. L.W.J. KING
F/O. P. KELLY
AUS. F/L. C.K. ASTBURY
F/O. R. ADAMS
W/O. BICKLEY W.G.
F/O. R. PETCH

TIME:  UP.  DOWN.
1926  0308

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 10 red spotfires. 2 Green T.I. 2 x 500lb. Inc. Concentrated bombing in the target area. One marker fell on S.E. corner of factory, incendiaries overshot target by about 30 yds. Target seen to be well alight.

DATE:  29.03.44
AIRCRAFT TYPE & NUMBER:  Lancaster. I ME. 557.  (S)
CREW:  AUS. F/L. R.S.D. KEARNS
DUTY:  AS SHOWN ABOVE

187
P/O. T.W. CLARKSON  
NZ. F/O. W.J. BARCLAY  
CAN. F/O. WA. DANIEL  
W/O. DACEY J.  
F/S. VAUGHAN M.  
NZ. F/S. DOWMAN M.G.  
W/CDR. WEIR  

**TIME:**  
**UP.**  
1927  
**DOWN.**  
0300

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Lyons. 2 Green T.I. 8 x 500lb. Inc. 2338 hrs. 12,000ft. Own bombs fell right across target area. Concentrated bombing in target area.

---

**DATE:** 29.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. I ME. 560. *(H)*

**CREW:**  
F/L. CLAYTON B.W.  
F/O. A. HILL  
F/O. P.W. BUTTLE  
F/O. J.S. WATSON  
F/O. G.A. CHALMERS  
F/S. HUME W.  
Sgt. SHARP A.W.  
F/O. A.B. ROGERS  

**DUTY:**  
AS SHOWN ABOVE  
F/Gunner.

**TIME:**  
**UP.**  
1925  
**DOWN.**  
0323

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Lyons. 6 red spotfires. 3 Green T.I. 5 x 500lb. Inc. Bombs seen to burst across red spotfires. First large bomb appeared to be on target. Saw large building with roof gone and target well alight.

---

**DATE:** 29.03.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster. III JB. 139. *(X)*

**CREW:**  
F/L. D.J.B. WILSON  
P/O. G.A. PHILLIPS  
AUS. F/O. J.K. STOTT  
CAN. F/O. E.W. FINLAY  
F/O. R.J. ALLEN  
W/O. HOLLAND G.B.  
F/O. E.B. CHANDLER

**DUTY:**  
AS SHOWN ABOVE

**TIME:**  
**UP.**  
1942  
**DOWN.**  
0241
DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 1 x 8,000lb. Minol. 2 x 1000lb. MC. Bombing appeared well concentrated but fire only just starting as aircraft left. Aiming point obtained.

| DATE: 29.03.44 |
| AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 391. (O) |
| CREW: F/L. A.F. POORE |
| Sgt. JOHNSON J. |
| F/O. R.A. ROBERTS |
| F/O. R.J. ELSEY |
| F/S. THOMPSON R.C. |
| F/S. CASTLEMAN R.P. |
| Sgt. TOOKEY W.F. |
| TIME: UP. DOWN. |
| 1947 0240 |

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 1 x 8,000lb. Minol. 2 x 1000lb. MC. 2354 hrs. 9,200ft. Results of previous bombing not observed. Own bombs fell approximately on S.E. corner of target. Aiming point obtained.

| DATE: 29.03.44 |
| AIRCRAFT TYPE & NUMBER: Lancaster. I DV. 402. (P) |
| CREW: F/L. H.J. PRYOR |
| Sgt. TELFER R.J.A. |
| CAN. F/O. R.L. PINDER |
| CAN. F/O. C.P. PESME |
| W/O. ELLWOOD M. |
| Sgt. COLYER M.A. |
| F/S. PATTERSON J. |
| TIME: UP. DOWN. |
| 1943 0239 |

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 1 x 8,000lb. Minol. 2 x 1000lb. MC. 2332 hrs. 9,500ft. Slight overshoot on red spotfire as instructed. Bombs fell 100 yds. beyond red spotfire - part of building seen to go up. Aiming point obtained.

| DATE: 29.03.44 |
| AIRCRAFT TYPE & NUMBER: Lancaster. III EE. 131. (B) |
| CREW: |
| DUTY: |
F/L. J.A. EDWARD
Sgt. MCCULLOUGH R.
CAN. F/O. L.T. PRITCHARD
F/S. BROOK R.
F/S. HOBBS G.H.
F/S. ISHERWOOD S.
F/S. POOLEY R.V.

TIME:  UP.  DOWN.
1949 0247

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 14 x 500lb. Inc. 2342 hrs. 10,100ft. Own bombs overshot marker slightly as ordered. Aiming point obtained.

DATE:  29.03.44
AIRCRAFT TYPE & NUMBER:  Lancaster. I DV. 246. (U)
CREW:  DUTY:
F/L. A.W. FEARN  AS SHOWN ABOVE
P/O. T. DAVIES
Sgt. JOHNSON J.T.
F/O. W. CHADWICK
F/S. BAKER J.E.
Sgt. WILSON-WILLIAMS D.
F/S. PEARSON D.

TIME:  UP.  DOWN.
1944 0310

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 14 x 500lb. Inc. 2348 hrs. 10,400ft. One load fell on S.W. corner of target. Bombing seemed concentrated in target area. Aircraft hit by heavy predicted flak, but no serious damage caused.

DATE:  29.03.44
AIRCRAFT TYPE & NUMBER:  Lancaster. I DV. 385. (A)
CREW:  DUTY:
F/O. R.E. KNIGHTS  AS SHOWN ABOVE
P/O. E. TWELLS
CAN. P/O. H.B. RHUDE
F/S. BELL J.R.
Sgt. ROWAN N.
F/S. HOBBS A.W.
F/S. DERHAM P.W.

TIME:  UP.  DOWN.
1941 0302
DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 1 x 8,000lb. Minol, 2 x 1000lb. MC. 2343 hrs. 8,000ft. Bombed burning building near red spotfire as instructed by Leader. Bombs overshot building by about 100 yds. Aiming point obtained.

DATE: 29.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 562. (Z)
CREW:
F/O. N.R ROSS
P/O. A.J.S. GIRLING
F/O. T.R. DAVIES.
F/S. McCLELLAN L.
F/S. HICKSON G.
F/O. T.A. PLATT.
AUS. P/O. M.R. TUXFORD.

TIME:  UP.  DOWN.  
1937  0244

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 1 x 8,000lb. Minol. 2 x 1000lb. MC. Lot of blue flames seen. Large load of incendiaries seen to hit main building. No photographs obtained.

DATE: 29.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 561. (R)
CREW:
LT. H.C. KNILANS USA
P/O. K.J. RYALL
F/O. D.A. MacDONALD
F/O. D.S. RICHARDSON
P/O. C.L. KNELL
AUS. F/S. LEARMONTH R.
Sgt. CROSBY A.

TIME:  UP.  DOWN.  
1938  0259

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 1 x 8,000lb. Minol. 2 x 1000lb. MC. 2337 hrs. 8,600ft. Bombs fell into target, which was burning well. Aiming point obtained.

DATE: 29.03.44
AIRCRAFT TYPE & NUMBER: Lancaster. I ME. 559. (Y)
CREW:
F/O. G.S. STOUT
P/O. J.R. GURNEY

DUTY: AS SHOWN ABOVE
F/O. P. INGLEBY
CAN. F/O. W.A. RUPERT
F/S. NUTTAL A.
P/O. H.W. CORNISH-UNDERWOOD
W/O. SMITH R.
F/L. C.J.G. HOWARD  2nd Pilot.

TIME:      UP.  DOWN.
           1946  0317

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 1 x 8,000lb. MC. 2338 hrs. 9,800ft.  Overshoot of 50 yds. on red spotfire as ordered. Bombs seen to fall on target. Aiming point obtained

DATE:  29.03.44
AIRCRAFT TYPE & NUMBER:  Lancaster. I ME. 554.  (F)

CREW:
AUS. F/O. R.M. STANFORD
Sgt. JUDSON E.
AUS. P/O. T.W. BUTLER.
AUS. W/O. CLARKE G.K.
AUS. F/S. JORDON A.J.
F/S. GRIFFITHS R.D.
W/O. RUSHTON A.

TIME:      UP.  DOWN.
           1945  0303

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 14 x 500lb. Inc. 2353 hrs. 11,000ft.  Bombed burning sheds as red spotfire was burnt out. Aiming point obtained.

DATE:  29.03.44
AIRCRAFT TYPE & NUMBER:  Lancaster. I DV. 403.  (G)

CREW:
F/O. M. HAMILTON
Sgt. ROOKE L.
Sgt. JACKSON J.T.
F/O. R. DUCK
Sgt. THOMPSON J.
Sgt. DADGE J.A.
F/S. HAMILTON D.

TIME:      UP.  DOWN.
           1948  0257

DETAILS OF SORTIE OF FLIGHT:
Bombing, Lyons. 1 x 8,000lb. Minol. 1 x 2,000lb. MC. Bombs seen to hit target just N.W. of spotfire.

OPERATIONS RECORD BOOK
No. 617 Squadron

WOODHALL SPA

01.04.44
No operations detailed. Intensive bombing training carried out.

02.04.44
Rain all day, no flying possible.
Lecture given to 10 latest arrival crews by Squadron Commander. Squadron stand-down in afternoon. W/Cmdr. Cheshire awarded second bar to D.S.O.

03.04.44
No flying all day, owing to weather. Squadron on stand-down in afternoon.

04.04.44
Eighteen aircraft detailed for operations - cancelled. All leave (with exception of aircrew) cancelled.

05.04.44
Seventeen Lancaster and one Mosquito (W/Cmdr. Cheshire) detailed operations. The target was aircraft factories on the outskirts of Toulouse, the Squadron acting as markers for other aircraft of 54 Base. The attack was completely successful, and all aircraft of this Squadron returned safely. The weather at base was cloudy with slight rain during early evening. Light N. Easterly wind. The aircraft were diverted on return to Westcott. (On this raid the marking was carried out by Cheshire at low level in his Mosquito and he marked accurately on his third pass. The target was well defended but Cheshire was not hit. The remainder of the 5 Group bomber force bombed very accurately and destroyed the target. Within hours of this raid Harris had informed Cochrane that 5 Group could act as an independent air force using its own marking techniques. It also led to Mosquito’s being assigned to 617 Sqn on a regular basis)

06.04.44
Six aircraft and crews, together with skeleton maintenance crews, arrived at Squadron with H2S aircraft. Aircrews arrived on posting, ground crews on indefinite attachment. “N” (F/L. Pryor) ran off perimeter while landing on return from Westcott, damaging rear turret and fuselage and tailplanes.

07.04.44
No operations detailed. Normal bombing training carried out.

08.04.44
Meeting of Station Anti-Waste Committee held. New crews commenced special training. Thirteen aircraft on night bombing exercise. W/Cmdr. Cheshire flew to Swinderby.
09.04.44
Special Easter Church Parade held. No flying possible, owing to rain. Notification received that 122814 F/O E.B. Chandler D.F.C. A/G awarded Soviet Medal for Valour.

10.04.44
Seventeen aircraft detailed for operations, plus W/Cmdr. Cheshire in Mosquito aircraft. Some of the crews of the H2S aircraft were taken as passengers to observe the Squadron bombing technique. The target was a German Signals Equipment Depot at St. Cyr. The attack was very successful, all aircraft returning safely. The weather at base was fine becoming fair, with wind W. S.W.

11.04.44
No operations detailed. Bombing training exercises carried out.

12.04.44
No operations detailed. H2S crews continued training.

13.04.44
First issue of War Service Chevrons made to Squadron personnel. S/L. Shannon, F/O Sumpter, F/L. Kearns, F/O. Barclay recalled from leave and proceeded to 1655 M.T.U. for conversion to Mosquito aircraft. (This was as a result of the 5 Group policy change that allowed 617 Sqn to carry out its own Mosquito marking)

14.04.44
No operations detailed. S/L. Shannon and F/L. Kearns returned to Mosquito aircraft after completion of conversion. F/O. Fawke Pilot. and F/O. Bennett Nav. arrived from M.T.U. on posting from 1654 C.U.

15.04.44
No operations detailed. All "G" type aircraft flown to Metheringham for storage. (These were the original bouncing bomb modified Lancaster BIIIs.) Squadron establishment increased by one Cpl. and four AC. Radar Mechanics. No. 627 (PFF) Mosquito Squadron arrived on Station. Intensive bombing training carried out.

16.04.44
Squadron stand-down in afternoon. Members of F/L. Kearns' crew and S/L. Shannon's crews put up for disposal, as captains now converted to Mosquito aircraft.

17.04.44
Twenty Lancaster and Mosquito aircraft detailed for operations - cancelled.

18.04.44
Nineteen Lancaster and four Mosquito aircraft detailed for operations. The Base Commander, Air Commodore Sharp flew with F/O. Duffy. The target was Marshalling Yards at Juvisy, in France. The Squadron acted as markers and
backers up for the Group. The operation was outstandingly successful, the accuracy of the bombing being emphasised by photographs in the Press. The weather at base was cloudy at first becoming fine, with a light Southerly wind.

19.04.44
No operations detailed. Only three training sorties were flown. F/O. Kell and crew flew to a U.S.A.A.F. Bomber Station at Wendling, for a visit in connection with the liaison scheme between the T.A.F. and the 8th. American Bomber Group.

20.04.44
There was an inspection of all airmen’s billets by W/Cmdr. Beard, Base Admin. Officer. Fourteen Lancaster and four Mosquito aircraft detailed for operations, the target being the Marshalling Yards at La Chapelle. The Squadron aircraft again acted as markers and backers up. The raid was very successful and all aircraft returned safely to base. The weather at base was cloudy with slight drizzle at first, later mainly cloudy. Westerly wind. (This was a further extension of the new marking policy and despite being much more complicated than earlier raids with the main force split into two smaller groups with an hour between bombing times the raid proved extremely accurate.)

21.04.44
Inspector General of the R.A.F. paid a visit to the Station. No operations detailed. F/O. Kell and crew returned from Wendling.

22.04.44
Three aircraft with crews (F/L. Wilson, F/L. Pryor and Lt. Knilans & crew) with skeleton servicing crew, proceeded on special detachment to Boscombe Down. Nineteen Lancaster and four Mosquito aircraft detailed for operations. The target was Brunswick. This was the first time the Squadron had employed its new marking technique on a target in Germany. The target was accurately marked, and the subsequent bombing concentrated. The weather at base was fine, becoming cloudy during afternoon. Light S.Westerly wind. (This raid was not a great success due to thin cloud which caused a substantial part of the main force to bomb reserve markers to the South of the target and communications problems between the various bomber controllers)

23.04.44
Very little flying carried out, only 1 sortie being flown.

24.04.44
Eighteen Lancaster aircraft and four Mosquito aircraft detailed for operations. Five special H2S aircraft plus one ordinary Lancaster were detailed to carry out a "spool" attack on Milan, the load consisting of T.I.’s and spotfires. The remainder of the Squadron aircraft carried out an attack on Munich, which was successful. P/O. Sanders returned early from the Milan raid, with an unserviceable rear turret. Weather at base fair becoming cloudy. Fine during evening. (The Mosquito markers were not able to get drop tanks arranged and fitted and Munich was at the very extreme range of the Mosquito. The aircraft flew the raid and returned to Manston with less than ten minutes fuel apiece)

25.04.44
"M" (F/L. Cooper and crew) reported missing from operations, nothing being heard from this aircraft after take-off. The members of the crew were F/L. J.L. Cooper D.F.C. 111552 Captain., F/O. T.W. Clarkson F/Eng. 52689, F/L. F.E. Drew Nav. 104411, F/O. G.J. Harden D.F.C. A/B. 61077, F/O. J.H.C.A. Lepine W/Op. J.17633, F/O. A.E. Pelly A/G. 147226, and F/O. F.J. Tucker A/G. 146036. All aircrew personnel were granted seven days special leave by the A.O.C. in C. 

("M" (DV.394) was shot down from 25,000ft by a nightfighter of 4/NJG3 and crashed between Tigerfeld and Aichstetten at 0243hrs. The fighter was flown by Hptm Gerhard Raht. All crew baled out and lived with the exception of F/O Harden DFC who died and was buried in Zweifalten before being moved to Durnbach war cemetery after the war.)

26.04.44
Advantage was taken of the absence of aircrews to overhaul the aircraft completely.

27.04.44
There was a salvage drive and general clean-up of the camp by all personnel in the evening.

28.04.44
The salvage drive continued, and the camp was completely cleaned up.

29.04.44
The Squadron was placed on a limited stand-down, and sections were instructed to release a percentage of their personnel at a time, each man being given 24 hours off duty.

30.04.44
S/Ldr. McCarthy, who had not proceeded on leave with the rest of the Squadron, flew to Boscombe Down, returning in the afternoon.

SUMMARY

During the month of April, 1944, the Squadron despatched 122 operational sorties, of which two returned early. One aircraft was reported missing, involving casualties to seven officers. A total of 682 hrs. 25 mins. operational flying and 325 hrs. 40 mins. operational training was carried out. A total of 355 tons of bombs were dropped during the month in operations.

The following decorations were awarded to personnel of the Squadron during April:

<table>
<thead>
<tr>
<th>Serial No.</th>
<th>Name</th>
<th>Rank</th>
<th>Decorations</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUS.404595</td>
<td>F/O. B.T. FOXLEE</td>
<td>A/G.</td>
<td>D.F.M. D.F.C.</td>
</tr>
<tr>
<td>AUS.408076</td>
<td>F/O. T.D. SIMPSON</td>
<td>A/G.</td>
<td>D.F.M. D.F.C.</td>
</tr>
<tr>
<td>J.9346</td>
<td>A/S/L. J.C. McCarthy</td>
<td>A/G.</td>
<td>D.M. D.S.O. Bar to D.F.C.</td>
</tr>
<tr>
<td>NC.413942</td>
<td>A/S/L. J.L. MUNRO</td>
<td>A/B.</td>
<td>D.S.O.</td>
</tr>
</tbody>
</table>
The following officer postings to the Squadron were carried out during the month:

<table>
<thead>
<tr>
<th>No</th>
<th>Rank</th>
<th>Name</th>
<th>Category</th>
<th>From</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>169585</td>
<td>P/O.</td>
<td>J.CASTAGNOLA</td>
<td>Pilot</td>
<td>57 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>151154</td>
<td>F/O.</td>
<td>F.J.GORRINGE</td>
<td>Nav</td>
<td>57 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>160142</td>
<td>P/O.</td>
<td>F.LEVY</td>
<td>Pilot</td>
<td>44 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>138131</td>
<td>F/O.</td>
<td>C.L.FOX</td>
<td>Nav</td>
<td>44 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>168674</td>
<td>P/O.</td>
<td>J.A.SANDERS</td>
<td>Pilot</td>
<td>49 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>170762</td>
<td>P/O.</td>
<td>F.H.A.WATTS</td>
<td>Pilot</td>
<td>630 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>54410</td>
<td>P/O.</td>
<td>R.M.HEGGIE</td>
<td>A/G</td>
<td>630 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>151366</td>
<td>F/O.</td>
<td>T.O’BRIEN</td>
<td>Nav.</td>
<td>57 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>111547</td>
<td>F/L.</td>
<td>G.E.FAWKE</td>
<td>Pilot</td>
<td>1660C.U.</td>
<td>10.04.44</td>
</tr>
<tr>
<td>135020</td>
<td>F/O.</td>
<td>T.BENNETT</td>
<td>Nav.</td>
<td>1654C.U.</td>
<td>10.04.44</td>
</tr>
<tr>
<td>160719</td>
<td>F/O.</td>
<td>A.J.WARD</td>
<td>W/Op.</td>
<td>54 Base NE</td>
<td>26.04.44</td>
</tr>
<tr>
<td>A417750</td>
<td>P/O.</td>
<td>T.W.CAREY</td>
<td>Pilot</td>
<td>106 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>A18839</td>
<td>P/O.</td>
<td>I.S.ROSS</td>
<td>Pilot</td>
<td>57 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>A405693</td>
<td>F/O.</td>
<td>W.R.LEE</td>
<td>Pilot</td>
<td>106 Sqdn</td>
<td>11.04.44</td>
</tr>
<tr>
<td>J.19910</td>
<td>P/O.</td>
<td>L.H.GELLER</td>
<td>Nav.</td>
<td>54 Base NE</td>
<td>16.04.44</td>
</tr>
<tr>
<td>J.17557</td>
<td>F/O.</td>
<td>F.C.ATKINSON</td>
<td>Nav B</td>
<td>82 O.T.U</td>
<td>20.04.44</td>
</tr>
</tbody>
</table>

The following officer postings from the Squadron were carried out during April:-

<table>
<thead>
<tr>
<th>No</th>
<th>Rank</th>
<th>Name</th>
<th>Category</th>
<th>From</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>52689</td>
<td>F/O.</td>
<td>T.W. CLARKESON</td>
<td>F/Eng.</td>
<td>1 RAF Depot (m)</td>
<td>25.04.44</td>
</tr>
<tr>
<td>111552</td>
<td>F/L.</td>
<td>J.L. COOPER D.F.C.</td>
<td>F/Eng.</td>
<td>1 RAF Depot (m)</td>
<td>25.04.44</td>
</tr>
<tr>
<td>104411</td>
<td>F/L.</td>
<td>F.E. DREW D.F.C.</td>
<td>Nav.</td>
<td>1 RAF Depot (m)</td>
<td>25.04.44</td>
</tr>
<tr>
<td>61077</td>
<td>F/O.</td>
<td>G.J. HARDEN</td>
<td>A/B</td>
<td>1 RAF Depot (m)</td>
<td>25.04.44</td>
</tr>
<tr>
<td>147226</td>
<td>F/O.</td>
<td>A.E. PELLY</td>
<td>A/G</td>
<td>1 RAF Depot (m)</td>
<td>25.04.44</td>
</tr>
<tr>
<td>146036</td>
<td>F/O.</td>
<td>F.J. TUCKER</td>
<td>A/G</td>
<td>1 RAF Depot (m)</td>
<td>25.04.44</td>
</tr>
<tr>
<td>53140</td>
<td>F/O.</td>
<td>S.R. CLARKE</td>
<td>F/Eng.</td>
<td>54 Base N.E.</td>
<td>23.04.44</td>
</tr>
</tbody>
</table>

The following aircrew personnel were posted to the Squadron during the month:

<table>
<thead>
<tr>
<th>No</th>
<th>Rank.</th>
<th>Name</th>
<th>Category</th>
<th>From</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>R.163726</td>
<td>F/S.</td>
<td>ALLEN H.G.</td>
<td>A/B</td>
<td>49 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>R.205173</td>
<td>Sgt.</td>
<td>McNALLY A.F.</td>
<td>A/G</td>
<td>44 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>R.137825</td>
<td>F/S.</td>
<td>McKay J.</td>
<td>A/B</td>
<td>630 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>R.112245</td>
<td>W/O.</td>
<td>McLENNAN D.H.</td>
<td>A/B</td>
<td>106 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>R.190247</td>
<td>F/S.</td>
<td>PRICE T.W.P.</td>
<td>A/G</td>
<td>106 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>659028</td>
<td>F/S.</td>
<td>BARRON J.B.</td>
<td>Nav.</td>
<td>106 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>1299165</td>
<td>Sgt.</td>
<td>BRIARS J.</td>
<td>A/G</td>
<td>49 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>1578343</td>
<td>Sgt.</td>
<td>WARD A.</td>
<td>W/Op.</td>
<td>49 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>1615128</td>
<td>Sgt.</td>
<td>NUTLEY A.</td>
<td>F/E.</td>
<td>49 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>1626273</td>
<td>Sgt.</td>
<td>MACHIN R.</td>
<td>A/G</td>
<td>49 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>591601</td>
<td>Sgt.</td>
<td>FOWLE A.</td>
<td>A/G</td>
<td>106 Sqdn</td>
<td>05.04.44</td>
</tr>
<tr>
<td>1385771</td>
<td>Sgt.</td>
<td>YOUNG A.E.</td>
<td>W/Op.</td>
<td>106 Sqdn</td>
<td>05.04.44</td>
</tr>
</tbody>
</table>
Please note that the contents of this disk are protected electronically against unauthorised copying and use. If you are not the owner of the 617 Sqn Operational Record Book CD-ROM or are not using the contents of this disk in accordance with the license you are in breach of the law and should desist immediately. Digitally logged.

The following aircrew were posted from the Squadron during April:

627507 W/O. RUSHTON A. (A/G) 30 O.T.U w.e.f. 27.04.44

The following personnel were appointed to commissions during the month:

A425680 F/S. LEARMONTH A/G. w.e.f. 29.11.43

The following officers were promoted as shown:

(Certified that the above form 540 contains extracts from personnel occurrence reports.)

OPERATIONS RECORD BOOK
No. 617 Squadron

DATE: 05.04.44
AIRCRAFT TYPE & NUMBER: Mosquito 16 ML. 976. (W)
CREW:  W/C. G.L. CHESHIRE  F/O. P. KELLY.
DUTY:  Pilot  Nav. B.
TIME:  UP.  1850  DOWN.

DETAILS OF SORTIE OF FLIGHT:
Bombing, Aircraft Repair Plant, 4 red spotfires. Toulouse. 0017hrs. 800/1000ft. Marked factory buildings. 2 red spotfires, not required. Bombing appeared extremely well concentrated.

DATE:  05.04.44
AIRCRAFT TYPE & NUMBER:  Lancaster III LM. 482. (W)

CREW:  S/L. J.L. MUNRO NZ.  F/S. APPLEBY F.E.
F/O. F.G. RUMIBLES  AUS. F/L. C.K. ASTBURY
CAN. P/O. P.E. PIGEON  F/S. HOWARTH W.
CAN. P/O. H.A. WEEKS  S/L. E.P.G. MOYNA
DUTY:  Captain.  F/Eng.
Nav.  A/B.
W/Op.  MU/Gunner

TIME:  UP.  2025  DOWN.  0409

DETAILS OF SORTIE OF FLIGHT:
Bombing, Toulouse. 5 red spotfires. 1 x 8,000lb. Amtx. 0020 hrs. 10,000ft. Bombed spotfires. Own bomb seen to fall in large shed (repair hangar). Several large fires, especially around Component Repair Shed. Aiming point obtained.

DATE:  05.04.44
AIRCRAFT TYPE & NUMBER:  Lancaster III LM. 492. (Q)

CREW:  CAN. S/L. J.C. McCARTHY  P/O. W.G. RADCLIFFE
P/O. G.L. JOHNSON  F/S. EATON L.
F/S. BATSON R.  CAN. F/L. D. RODGER
DUTY:  AS SHOWN ABOVE

TIME:  UP.  2031  DOWN.  0348

DETAILS OF SORTIE OF FLIGHT:
Bombing, Toulouse. 5 red spotfires. 1 x 8,000lb. Amtx. 0021 hrs. 11,000ft.
Bombed red T.I. as ordered by Leader. Fair amount of smoke and fire. Own
spotfires not required. Aiming point obtained.

DATE: 05.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I  ME. 560. (H)
CREW:
F/L. B.W. CLAYTON
F/O. A. HILL
F/O. P.W. BUTTLE
F/O. J.S. WATSON
F/O. G.A. CHALMERS
Sgt. SHARP A.W.
F/S. HUME W.

TIME: UP. DOWN.
2041  0345

DETAILS OF SORTIE OF FLIGHT:
Bombing, Toulouse. 1 x 8,000lb. Amtx. 6 x 500lb. Inc. 0022 hrs. 17,800ft.
Own bomb seen to explode on N.E. corner of aircraft repair shop. Scattered fires
seen later. Aiming point obtained.

DATE: 05.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I  DV. 394. (M)
CREW:
F/L. J.L. COOPER
F/O. S.R. CLARKE
F/L. F.E. DREW
F/O. G.J. HARDEN
NZ. F/O. B.J. HOSIE
F/O. A.E. PELLY
F/O. F.J. TUCKER

TIME: UP. DOWN.
2035  0347

DETAILS OF SORTIE OF FLIGHT:
Bombing, Toulouse. 1 x 8,000lb. Amtx. 6 x 500lb. Inc. 0029 hrs. 17,600ft.
Bombs seen to fall in area round red spotfire, which was burning. Aiming point
obtained.

DATE: 05.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III  EE. 146. (K)
CREW:
F/L. J.A. EDWARD

DUTY:
AS SHOWN ABOVE
DETAILS OF SORTIE OF FLIGHT:
Bombing, Toulouse. 1 x 8,000lb. Amtx. 6 x 500lb. Inc. 0024 hrs. 16,400ft.
Bombing very concentrated. One large explosion seen at approx. 0023 hrs.

DATE: 05.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV. 391. (O)
CREW:
F/L. A.F. POORE
Sgt. JOHNSON J.T.
F/O. R.A. ROBERTS
F/O. R.J. ELSEY
F/S. THOMPSON R.C.
F/S. CASTLEMAN R.
F/S. TOOKEY W.

TIME: UP. DOWN.
2030  0335

DETAILS OF SORTIE OF FLIGHT:
Bombing, Toulouse. 1 x 8,000lb. Amtx. 6 x 500lb. Inc. 0020 hrs. 16,200ft.
Bombed red spotfire. Own bombs fell just to East of spotfire. No other results seen. Aiming point obtained.

DATE: 05.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III JB. 139. (X)
CREW:
F/L. H.J. PRYOR
Sgt. STEWART D.G.W.
CAN. F/O. R.L. PINDER
CAN. F/O. C.P. PESME
F/S. HEPWORTH A.
Sgt. COLYER A.J.
W/O. HUTTON J.W.

TIME: UP. DOWN.
2028  0315

DETAILS OF SORTIE OF FLIGHT:
Bombing, Toulouse. 1 x 8,000lb. Amtx. 6 x 500lb. Inc. Bombed to West of red spotfire as instructed by Leader. Own bombs believed to have fallen by aircraft repair shed.

**DATE:** 05.04.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster III LM. 485. (N)  
**CREW:**  
F/L. A.W. FEARN  
P/O. T. DAVIES  
F/S. JOHNSON H.  
F/O. W.H. CHADWICK  
F/S. BAKER J.E.  
Sgt. WILSON-WILLIAMS D.  
F/S. PEARSON J.  
**TIME:**  
UP. 0208  
DOWN. 0405  

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Toulouse. 1 x 8,000lb. Amtx. 6 x 500lb. Inc. 0029 hrs. 15,800ft. Some incendiaries running North to South across target. Bombing appeared concentrated. Aiming point obtained.

**DATE:** 05.04.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I ME. 562. (Z)  
**CREW:**  
F/O. N.R. ROSS  
P/O. A.J.S. GIRLING  
F/O. T.R. DAVIES  
F/S. McCLELLAN L.  
F/S. HICKSON G.  
F/O. T.A.PLATT  
AUS. P/O. M.R. TUXFORD  
**TIME:**  
UP. 0207  
DOWN. 0320  

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing, Toulouse. 1 x 8,000lb. Amtx. 6 x 500lb. Inc. 0029 hrs. 17,400ft. Bombed 100 yds. to right of marker as ordered by Leader.

**DATE:** 05.04.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I ME. 561. (R)  
**CREW:**  
LT. H.C. KNILANS USA  
P/O. K.J. RYALL  
**DUTY:**  
AS SHOWN ABOVE
CAN. D.A. PELTIER  
P/O. J.R. TATE  
P/O. C.L. KNELL  
F/O. G.S. SCOTT-KIDDIE  
Sgt. CROSBY A.

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2033</td>
<td>0355</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, Toulouse. 1 x 8,000lb. Amtx. 6 x 500lb. Inc. 0025hrs. 17,000ft.  
Own bombs fell slightly to east of red spotfires. Aiming point obtained.

---

**DATE:** 05.04.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I  ED. 763. *(D)*  
**CREW:**  
F/O. G.S. STOUT  
P.O J.R GURNEY  
F/O. R. INGLEBY  
CAN F/O. W.A. RUPERT.  
F/S. NUTTALL A.  
P.O H. CORNISH-UNDERWOOD.  
W.O. SMITH R.

<table>
<thead>
<tr>
<th>TIME</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2038</td>
<td>0330</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, Toulouse. 1 x 8,000lb. Amtx. 6 x 500lb. Inc. 0026. 16,600ft.  
Own bombs fell on red spotfire. Bombs seen to be concentrating in target area. Aiming point obtained.

---

**DATE:** 05.04.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I  DV. 393. *(T)*  
**CREW:**  
CAN. F/O. D.H. CHENEY  
Sgt. ROSHER J.  
F/S. WELCH R.  
F/S. CURTIS C.  
CAN. F/O. J.H.C.A.LEPINE  
AUS. F/S. McROSTIE A.  
F/S. WAIT G.H.

<table>
<thead>
<tr>
<th>TIME</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2038</td>
<td>0330</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, Toulouse. 1 x 8,000lb. Amtx. 6 x 500lb. Inc. 0026. 16,600ft.  
Own bombs fell on red spotfire. Bombs seen to be concentrating in target area. Aiming point obtained.
Bombing, Toulouse. 1 x 8,000lb. Amtx. 6 x 500lb. Inc. Bombs dropped live from 15,000ft. As bomb doors opened on bombing run, bombs fell off. Appeared to fall in open country. Large sheet of flame seen from target.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>05.04.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I DV. 402. (P)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/O. A.E. KELL, AUS.</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>TIME: UP. DOWN.</td>
<td></td>
</tr>
<tr>
<td>2037 0351</td>
<td></td>
</tr>
<tr>
<td>DETAILS OF SORTIE OF FLIGHT:</td>
<td></td>
</tr>
<tr>
<td>Bombing, Toulouse. 1 x 8,000lb. Amtx. 6 x 500lb. Inc. 0034 hrs. 16,600ft. Bombed spotfires as ordered. Believed bombs overshot and may have hit S.W. sheds. Aiming point obtained.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE:</th>
<th>05.04.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I ME. 555. (C)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>TIME: UP. DOWN.</td>
<td></td>
</tr>
<tr>
<td>2032 0338</td>
<td></td>
</tr>
<tr>
<td>DETAILS OF SORTIE OF FLIGHT:</td>
<td></td>
</tr>
<tr>
<td>Bombing, Toulouse. 1 x 8,000lb. Amtx. 6 x 500lb. Inc. 0029 hrs. 15,000ft. Own bombs fell 100-125 yds. N.N.W. by N. of spotfires. Air Bomber used fixed sight as pressure was down.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE:</th>
<th>05.04.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I ME. 554. (F)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>AUS. F/O. K.M. STANFORD</td>
<td>AS SHOWN ABOVE</td>
</tr>
</tbody>
</table>
Sgt. JUDSON E.
AUS. P/O. T.W. BUTLER
AUS. W/O. CLARKE G.K.
AUS. F/S. JORDON A.J.
F/S. GRIFFITHS R.D.
W/O. RUSHTON A.

TIME: UP. DOWN.
2042  0306

DETAILS OF SORTIE OF FLIGHT:
Bombing, Toulouse. 1 x 8,000lb. Amtx. 6 x 500lb. Inc. 0024 hrs. 15,400ft.
No results of own bombing seen as target was momentarily obscured by smoke.
Aiming point obtained. Aircraft diverted and landed at Thorney Island.

DATE: 05.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV. 403. (O)
CREW: F/O. M. HAMILTON
Sgt. ROOKE J.T.
F/S. JACKSON J.T.
F/O. R.T. DUCK
F/S. THOMPSON R.C.
Sgt. DADGE J.A.
F/S. HAMILTON D.

TIME: UP. DOWN.
2040  0402

DETAILS OF SORTIE OF FLIGHT:
Bombing, Toulouse. 1 x 8,000lb. Amtx. 6 x 500lb. Inc. 0026 hrs. 15,200ft.
Own bombs straddled red spotfire. Bombing very concentrated. Aiming point obtained.

DATE: 10.04.44
AIRCRAFT TYPE & NUMBER: Mosquito 16 ML. 976. (N)
CREW: W/C. G.L. CHESHIRE
F/O. P. KELLY.

DUTY: PILOT
NAV. B.

TIME: UP. DOWN.
2359  0400

DETAILS OF SORTIE OF FLIGHT:
Bombing, Signals Depot, ST. CYR. 4 red spotfires. 0155 hrs. Dive from 5,000 to 1,000ft. Factory buildings bombed in a dive attack. Red spotfires dropped on N.W. edge of factory buildings. First stick of bombs from Main Force seen to be
direct hit on NW. part of factory. Main Force instructed to bomb fires started by this stick. 2 red spotfires not needed.

DATE: 10.04.44  
AIRCRAFT TYPE & NUMBER: Lancaster III LM. 482. (W)

CREW:  
NZ. S/L. J.L. MUNRO  
F/S. APPLEBY F.E.  
F/O. F.G. RUMBLES  
AUS. F/L. C.K. ASTBURY  
CAN. P/O. PE. PIGEON  
F/S. HOWARTH W.  
CAN. P/O. H.A. WEEKS  
S/L. E.P.G. MOYNA  
DUTY:  
AS SHOWN ABOVE  

TIME:  
UP.  DOWN.  
2339  0425

DETAILS OF SORTIE OF FLIGHT:  
Bombing, St. Cyr. 3 flares 6 red spotfires. 1 x 8,000lb. Amtx. 0202 hrs. 8,000ft.  
Bombed on estimation from original red spotfire. Own bombs fell in centre of fires in target area. Bombing fair, with a few scattered bombs.

DATE: 10.04.44  
AIRCRAFT TYPE & NUMBER: Lancaster III LM. 492. (O)

CREW:  
USA. S/L. J.C. McCARTHY  
P/O. W.G. RADCLIFFE  
CAN. F/O. D.A. MacLEAN  
P/O. G.L. JOHNSON  
F/S. EATON L.  
F/S. BATSON R.  
CAN. F/L. D. RODGER  
DUTY:  
AS SHOWN ABOVE

TIME:  
UP.  DOWN.  
2340  0415

DETAILS OF SORTIE OF FLIGHT:  
Bombing, St. Cyr. 3 flares, 6 red spotfires. 1 x 8,000lb. Amtx. 0217 hrs. 10,000ft.  
Bombed as instructed by Leader. Smoke seen up to 8000ft. Spotfires not needed. Aiming point obtained.

DATE: 10.04.44  
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 560. (H)

CREW:  
F/L. B.W. CLAYTON  
DUTY:  
AS SHOWN ABOVE
F/O. A. HILL
F/O. P.W. BUTTLE
F/O. J.S. WATSON
F/O. G.A. CHALMERS
Sgt. SHARP A.W.
F/S. HUME W.
AUS. P/O. D.W. CAREY

TIME: UP. DOWN.
2345  0408

DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Cyr. 3 flares. 1 x 8,000lb. Amtx. 6 x 500lb. Inc. 0209 hrs. 13,300ft. Bombing appeared concentrated and accurate. Own bombs fell on target - difficult to assess results owing to smoke and fires. Camera did not operate.

DATE: 10.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III  LM. 485.  (N)
CREW:
F/L. D.J.B. WILSON
P/O. G.A. PHILLIPS
AUS. F/O. J.K. STOTT
CAN. F/O. E.W. FINLAY
F/O. R.J. ALLEN
W/O. HOLLAND G.B.
F/O. E.B. CHANDLER
CAN. F/S. J.B. ALLEN

TIME: UP. DOWN.
2347  0404

DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Cyr. 3 flares. 1 x 8,000lb. Amtx. 6 x 500lb. Inc. 0212 hrs. 13,600ft. Bombed fires as instructed. Aiming point obtained.

DATE: 10.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I  DV. 391.  (O)
CREW:
F/L. A.F. POORE
Sgt. JOHNSON J.
F/O. R.A. ROBERTS
F/O. R.J. ELSEY
F/S. THOMPSON J.T.
Sgt. TOOKEY W.
F/S. CASTLEMAN R.

TIME: UP. DOWN.
2336  0414
DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Cyr. 3 flares, 1 x 8,000lb. Amtx. 6 x 500lb. Inc. 0211 hrs. 8,300ft.
Bombed fires started by previous bombs as ordered by Leader. Saw bombs explode in centre of fires. Debris blown into the air. Aiming point obtained.

DATE: 10.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV. 393. *(T)*
CREW: DUTY:
F/L. A.W. FEARN AS SHOWN ABOVE
P/O. T. DAVIES
Sgt. JOHNSON H.
F/O. W.H. CHADWICK
F/S. BAKER, J.E.
Sgt. WILSON-WILLIAMS D.
F/S. PEARSON D.
P/O. J. CASTAGNOLA Passenger.
TIME: UP. DOWN.
2331 0412

DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Cyr. 3 flares. 1 x 8,000lb. Amtx. 6 x 500lb. Inc. 0211 hrs. 9,000ft.
First few sticks fell on target. Fires were to the N.W. of the target. Aiming point obtained.

DATE: 10.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III EE. 146. *(K)*
CREW: DUTY:
F/L. H.J. PRYOR AS SHOWN ABOVE
P/O. R.J.A. TELFER
CAN. F/O. R.L. PINDER
CAN. F/O. C.P. PESME
F/S. HEPWORTH A.
P/O. A.J. PATTERSON
Sgt. COLYER A.J.
TIME: UP. DOWN.
2335 0400

DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Cyr. 3 flares. 1 x 8,000lb. Amtx. 6 x 500lb. Inc. 0210 hrs. 13,000ft.
Own bombs fell slightly S.E. of red spotfire. Aiming point obtained.

DATE: 10.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV. 394. *(M)*
**CREW:**
- F/L. J.L. COOPER
- F/O. S.R. CLARKE
- F/L. F.E. DREW
- F/O. G.J. HARDEN
- NZ. F/O. B.J. HOSIE
- F/O. A.E. PELLY
- F/O. F.J. TUCKER
- CAN. W/O. R. McLENNAN

**DUTY:**
- AS SHOWN ABOVE

**CREW:**
- F/L. J.E.R. WILLIAMS
- Sgt. SOILLEUX J.
- F/O. A.J. TALBOT
- F/O. A.B. WALKER
- F/S. POTTER A.E.
- AUS. P/O. K. JEWELL
- Sgt. BLAGDON A.

**DUTY:**
- AS SHOWN ABOVE

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, St. Cyr. 3 flares, 1 x 8,000lb. Amtx. 0213 hrs. 12,600ft. Bombed fires as instructed. Results difficult to assess owing to smoke. Camera did not operate.

**DATE:** 10.04.44
**AIRCRAFT TYPE & NUMBER:** Lancaster I ME. 561. (R)

**CREW:**
- USA. LT. H.C. KNILANS
- P/O. K.J. RYALL
- F/O. C.G. BEALE
- P/O. J.R. TATE
- P/O. CL. KNELL
- AUS. P/O. R. LEARMONTH
- Sgt. CROSBY A.
- P/O. SANDERS

**DUTY:**
- Captain.
- F/Eng.
- Nav.
- A/B.
- MU/Gunner.
- R/Gunner.
- Passenger.
DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Cyr. 3 flares, 1 x 8,000lb. Amtx. 6 x 500lb. Inc. 0206 hrs. 9,300ft. Incendiaries and bomb fell across sheds. Roof went up and fires started immediately. Aiming point obtained.

DATE:  10.04.44
AIRCRAFT TYPE & NUMBER:  Lancaster I ME. 555.  (C)
CREW:  CAN. F/O. W.A. DUFFY
       Sgt. BENTING A.W.
       CAN. F/O. D.A. BELL
       CAN. F/O. R.E. WOODS
       CAN. F/O. D.R. PEARCE
       F/S. C.J. McLEAN
       CAN. W/O. EVANS W.G.
DUTY:  AS SHOWN ABOVE

TIME:  UP.  DOWN.
       2337  0402

DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Cyr. 3 flares, 1 x 8,000lb. Amtx. 6 x 500 Inc. 0210 hrs. 12,000ft. Bombed centre of large fire as ordered. Bombs seen to burst in centre. Aiming point obtained.

DATE:  10.04.44
AIRCRAFT TYPE & NUMBER:  Lancaster I ME. 554.  (F)
CREW:  F/O. K.J. STANFORD AUS.
       Sgt. JUDSON E.
       AUS. P/O. T.W. BUTLER
       AUS. W/O. CLARKE G.K.
       AUS. F/S. JORDON A.J.
       F/S. GRIFFITHS R.D.
       W/O. RUSHTON A.
DUTY:  AS SHOWN ABOVE

TIME:  UP.  DOWN.
       2343  0411

DETAILS OF SORTIE OF FLIGHT:
Bombing, St. Cyr. 3 flares. 1 x 8,000lb. Amtx. 6 x 500 Inc. 0210 hrs. 10,600ft. Bombed fires as ordered by Leader. Much smoke over target from first bombs. Several bomb bursts in target area. Aiming point obtained.

DATE:  10.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 559. (Y)

CREW:
F/O. G.S. STOUT
P/O. J.R. GURNÉY
F/O. P. INGLEBY
CAN. F/O. W.A. RUPERT
F/S. NUTTAL A.
P/O. H. CORNISH-UNDERWOOD
W/O. SMITH R.
P/O. F. LEVY

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
2332  0410

DETAILS OF SORTIE OR FLIGHT:
Bombing, St. Cyr. 3 flares, 1 x 8,000lb. Amtx. 6 x 500 Inc. 0212 hrs. 9,600ft.
Bombed fires as ordered by Leader. Bombs fell just along North edge of target.
Aiming point obtained.

DATE: 10.04.44

AIRCRAFT TYPE & NUMBER: Lancaster III JB. 139. (Y)

CREW:
F/O. D.H. CHENEY.  CAN.
Sgt. ROSHER J.
F/S. WELCH R.
F/S. CURTIS C.
CAN. F/O. J.H.C.A. LEPINE
AUS. F/S. McROSTIE A.
F/S. WAIT G.H.
F/O. C.L. FOX

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
2341  0418

DETAILS OF SORTIE OR FLIGHT:
Bombing, St. Cyr. 3 flares, 1 x 8,000lb. Amtx. 6 x 500 Inc. 0214 hrs. 10,000ft.
Fires appeared to be in S.E. of target but smoke made definite identification
difficulty. Aiming point obtained.

DATE: 10.04.44

AIRCRAFT TYPE & NUMBER: Lancaster I ME. 557. (S)

CREW:
F/O. A.E. KELL. AUS.
Sgt. CLARK G.W.
AUS. P/O. J.L. HAGER
AUS. F/O. R. MORIESON
AUS. P/O. A.L. EVANS

DUTY: AS SHOWN ABOVE
AUS. P/O. A.W. SNELL
AUS. F/O. J.F. CHAPMAN

TIME: UP. DOWN.
2342 0426

DETAILS OF SORTIE OR FLIGHT:
Bombing, St. Cyr. 3 flares. 1 x 8,000lb. A mtx. 6 x 500 Inc. 0212 hrs. 11,000ft. Bombed fires as instructed by Leader. Bombing appeared accurate and fires seemed to be spreading over the whole target area. Aiming point obtained.

DATE: 10.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 562. (Z)
CREW: DUTY:
F/O. N.R. ROSS AS SHOWN ABOVE
P/O. A.J.S. GIRLING
F/O. T.R. DAVIES
F/S. McCLELLAN L.
F/S. HICKSON G.
F/O. T.A. PLATT
AUS. P/O. M.R. TUXFORD
F/S. EVANS J. Passenger.

TIME: UP. DOWN.
2346 0343

DETAILS OF SORTIE OR FLIGHT:
Bombing, St. Cyr. 3 flares, 2 green TI., 4 x 500 Inc. 1 x 8,000lb. A mtx. 0216 hrs. 14,000ft. Red spotfires obscured by smoke. Bombed centre of fires, several bomb bursts seen around the markers. Whole target seen to be on fire. Aiming point obtained.

DATE: 10.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV. 385. (A)
CREW: DUTY:
F/O. L. R.E. KNIGHTS AS SHOWN ABOVE
P/O. E. TWELLS
CAN. P/O. H.B. RHUDE
F/S. BELL J.R.
Sgt. ROWAN N.
F/S. PENGELLY W.H.
F/S. DERHAM P.W.

TIME: UP. DOWN.
2329 0408

DETAILS OF SORTIE OR FLIGHT:
Bombing, St. Cyr. 3 flares, 1 x 8,000lb. A mtx., 6 x 500 Inc. 0212 hrs. 11,500ft.
Good fire started in N.W. part of target. Aiming point obtained.

**DATE:** 18.04.44  
**AIRCRAFT TYPE & NUMBER:** Mosquito 6 MS. 993. (N)  
**CREW:**  
W/C. G.L. CHESHIRE
F/O. P. KELLY
**DUTY:**  
Pilot.
Nav. B.

**TIME:**  
UP. DOWN.  
2127  0128

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing, Marshalling Yards, Juvisy. 4 red spotfires. 2321 hrs. 5,000 to 2,000ft. Bombing appeared well concentrated except for one or two very wild sticks. Four red spotfires hung up and were brought back to base.

**DATE:** 18.04.44  
**AIRCRAFT TYPE & NUMBER:** Mosquito 16 MI. 976. (L)  
**CREW:**  
S/L. D.J. SHANNON AUS.
F/O. L.J. SUMPTER
**DUTY:**  
Pilot.
Nav. B.

**TIME:**  
UP. DOWN.  
2128  0132

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing, Juvisy. 4 red spotfires. Instructed not to drop markers as target already marked accurately.

**DATE:** 18.04.44  
**AIRCRAFT TYPE & NUMBER:** Mosquito 6 MS. 992. (S)  
**CREW:**  
F/L. R.S.D. KEARNS NZ.
F/O. W.J. BARCLAY NZ.
**DUTY:**  
Pilot
Nav. B.

**TIME:**  
UP. DOWN.  
2129  0104

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing, Juvisy. 4 red spotfires. Made one run at Green TI. When second batch of flares ignited, found they were running across yard, so pilot decided not to drop markers in case overshot. By the time aircraft had climbed for another run markers were already down and attack was in progress.

**DATE:** 18.04.44
AIRCRAFT TYPE & NUMBER: Mosquito 16 ML. 975. (M)

CREW:
F/L. G.A. FAWKE.
F/O. T.A. BENNETT.

DUTY:
Pilot.
Nav. B.

TIME: UP. DOWN.
2130 0155

DETAILS OF SORTIE OR FLIGHT:
Bombing, Juvisy. 4 red spotfires. 2321 hrs. 800ft. (Dive attack) No results of bombing seen.

DATE: 18.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III LM. 482. (W)

CREW:
S/L. J.L. MUNRO NZ.
F/S. APPLEBY F.E.
F/O. F.G. RUMBLES
AUS. F/L. C.K. ASTBURY
CAN. P/O. P.E. PIGEON
F/S. HOWARTH W.
CAN. P/O. H.A. WEEKS

DUTY:
Captain
F/Eng.
Nav.
A/B.
MU/Gunner
R/Gunner

TIME: UP. DOWN.
2034 0202

DETAILS OF SORTIE OR FLIGHT:
Bombing, Juvisy. 6 red spotfires, 6 x 1000 MC. 4 x 500 MC. 2325 hrs. 6,000ft. Bombs fell to N. & S. of markers, which were very concentrated.

DATE: 18.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III LM. 492. (Q)

CREW:
CAN. S/L. K.C. McCARTHY
P/O. W.G. RADCLIFFE
CAN. F/O. D.A. MACLEAN
CAN. F/O. W.A. DANIEL
F/S. EATON L.
W/O. BATSON R.
CAN. F/L. D. RODGER
F/O. THOMPSON

DUTY:
AS SHOWN ABOVE
Passenger

TIME: UP. DOWN.
2031 0113

DETAILS OF SORTIE OR FLIGHT:
Bombing, Juvisy. 6 red spotfires, 6 x 1000 MC. 4 x 500MC. 2326 hrs. 6,300ft.
Markers fell near red spots and 50 yds. over markers in target. Markers and bombs were dropped together as ordered, owing to shortness of time.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>18.04.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster III LM. 485. (N)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/L. D.J.B. WILSON</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/O. G.A. PHILLIPS</td>
<td></td>
</tr>
<tr>
<td>AUS. F/O. J.K. STOTT</td>
<td></td>
</tr>
<tr>
<td>CAN. F/O. W.W. FINLAY</td>
<td></td>
</tr>
<tr>
<td>F/O. R.J. ALLEN</td>
<td></td>
</tr>
<tr>
<td>W/O. HOLLAND G.B.</td>
<td></td>
</tr>
<tr>
<td>F/O. CHANDLER E.B.</td>
<td></td>
</tr>
<tr>
<td>F/S. MARSHALL SAY</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2030</td>
<td></td>
<td>0125</td>
</tr>
</tbody>
</table>

| DETAILS OF SORTIE OR FLIGHT: |
| Bombing, Juvisy. 6 red spotfires. 6 x 1000 MC. 4 x 500 MC. 2324 hrs. 6,500ft. |
| Own bombs were slight overshoot on original red spotfires. Photograph shows only fire tracks. |

<table>
<thead>
<tr>
<th>DATE:</th>
<th>18.04.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I ME. 562. (Z)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/O. N.R. ROSS</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>P/O. A.J.S. GIRLING</td>
<td></td>
</tr>
<tr>
<td>F/O. T.R. DAVIES</td>
<td></td>
</tr>
<tr>
<td>F/S. McCLELLAN L.</td>
<td></td>
</tr>
<tr>
<td>F/S. HICKSON G.</td>
<td></td>
</tr>
<tr>
<td>F/O. T.A. PLATT</td>
<td></td>
</tr>
<tr>
<td>AUS. P/O. M.R. TUXFORD</td>
<td></td>
</tr>
<tr>
<td>W/O. BOYDEN</td>
<td>Passenger</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2038</td>
<td></td>
<td>0102</td>
</tr>
</tbody>
</table>

| DETAILS OF SORTIE OR FLIGHT: |
| Bombing, Juvisy. 6 red spotfires. 6 x 1000 MC. 4 x 500 MC. 2332 hrs. 6,900ft. |
| Bombed red spotfires. Many bomb bursts and much smoke all around spotfires. Aiming point obtained. |

<table>
<thead>
<tr>
<th>DATE:</th>
<th>18.04.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I DV. 394. (M)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
</tbody>
</table>
F/L. J.L. COOPER    AS SHOWN ABOVE
F/O. S.R. CLARKE
F/L. F.E. DREW
F/O. G.J. HARDEN
CAN. F/O. J.H. LEPINE
F/O. A.E. PELLY
F/O. F.J. TUCKER
F/L. COMANS    Passenger.

TIME:  UP.    DOWN.
2044    0121

DETAILS OF SORTIE OR FLIGHT:
Bombing, Juvisy. 4 x 1000 MC. 4 x 500 MC. 6 x 7" flares. 2317 hrs. 7,200ft.
Bombs fell 70-80 yards short and just starboard of red T.I. Aiming point obtained.
_________________________________________________________________

DATE:  18.04.44
AIRCRAFT TYPE & NUMBER:  Lancaster I DV. 385. (A)
CREW:     DUTY:
F/O. R.E. KNIGHTS   AS SHOWN ABOVE
P/O. E. TWELLS
CAN. P/O. H.B. RHUDE
F/S. BELL J.R.
F/S. POTTER A.E.
F/S. PENGELLY W.H.
W/O. KEMP J.F.

TIME:  UP.    DOWN.
2036    0205

DETAILS OF SORTIE OR FLIGHT:
Bombing, Juvisy. 6 red spotfires, 6 x 1000 MC. 4 x 500 MC. 2346 hrs. 12,500ft.
Bombs believed to have fallen close to red spots. Unable to identify bursts owing to other bombs bursting. Aiming point obtained.
_________________________________________________________________

DATE:  18.04.44
AIRCRAFT TYPE & NUMBER:  Lancaster I DV. 393. (T)
CREW:     DUTY:
F/O. E. WILLSHER   AS SHOWN ABOVE
Sgt. HURDISS J.
F/O. R. TALBOT
P/O. R. BARRON
W/O. ELLWOOD M.
Sgt. SALTER A.
F/O. G.A. WITHERICK
P/O. DRINKALL    Passenger

TIME:  UP.    DOWN.
DETAILS OF SORTIE OR FLIGHT:
Bombing, Juvisy. 4 x 1000MC. 4 x 500MC. 6 x 7" flares. 2315 hrs. 7,600ft.
Own bombs fell on concentration of spotfires. One fire seen with flames up to 200 feet. Aiming point obtained.

DATE: 18.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 555. (C)
CREW: DUTY:
CAN. F/O. W.A. DUFFY AS SHOWN ABOVE
Sgt. BENTING A.W.
CAN. F/O. D.A. BELL
CAN. F/O. R.E. WOODS
CAN. F/O. D.R. PEARCE
F/S. McLEAN W.G.
CAN. W/O. EVANS W.G.
A/COMM. A.C.H. SHARP Passenger
TIME: UP. DOWN.
2042 0157

DETAILS OF SORTIE OR FLIGHT:
Bombing, Juvisy. 6 x 1000 MC. 4 x 500MC. 6 x 7" flares. 2314 hrs. 7,800ft.
Good concentration of bomb hits in target area. One fairly large fire.

DATE: 18.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III JB. 139. (V)
CREW: DUTY:
F/O. G.S. STOUT AS SHOWN ABOVE
P/O. J.R. GURNEY
F/O. P. INGLEBY
CAN. F/O. W.A. RUPERT
F/S. NUTTALL A.
P/O. H. CORNISH-UNDERWOOD
W/O. SMITH R.
F/L. OWENS Passenger
TIME: UP. DOWN.
2028 0200

DETAILS OF SORTIE OR FLIGHT:
Bombing, Juvisy. 4 x 1000 MC. 4 x 500MC. 6 x 7" flares. 2314 hrs. 8,000ft.
Aircraft climbed at end of camera run, photograph showed slight overshoot. Aiming point obtained.

DATE: 18.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV. 391. (O)

CREW:  
F/L. A.F. POORE  
Sgt. JOHNSON H.  
F/O. R.A. ROBERTS  
F/O. R.J. ELSEY  
F/S. THOMPSON J.T.  
F/S. VAUGHAN M.D.  
F/S. CASTLEMAN R.  
F/O. BANFIELD  

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.  
2040  0159

DETAILS OF SORTIE OR FLIGHT:  
Bombing, Juvisy. 4 x 1000 MC. 4 x 500 MC. 6 x 7" flares. 2313 hrs. 8,200ft.  
No results of bombing seen.

DATE: 18.04.44  
AIRCRAFT TYPE & NUMBER: Lancaster III ME. 146. (K)

CREW:  
F/L. H.J. PRYOR  
P/O. R.J.A. TELFER  
CAN. F/O. R.L. PINDER  
CAN. F/O. C.P. PESME  
F/S. HEPWORTH A.  
P/O. A.J. PATTERSON  
F/S. COLYER A.J.  

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.  
2045  0111

DETAILS OF SORTIE OR FLIGHT:  
Bombing, Juvisy. 4 x 1000 MC. 4 x 500 MC. 6 x 7" flares. 2313 hrs. 8,400ft.  
Bombs seen to burst just short of marker. One 500lb. MC. hung up, brought back to base.

DATE: 18.04.44  
AIRCRAFT TYPE & NUMBER: Lancaster III ME. 554. (F)

CREW:  
F/O. K.J. STANFORD AUS.  
Sgt. JUDSON E.  
AUS. P/O. T.W. BUTLER  
AUS. W/O. CLARKE G.K.  
AUS. F/S. JORDON A.J.  
F/S. GRIFFITHS R.D.  
AUS. P/O. K. JEWELL  

DUTY: AS SHOWN ABOVE

218
**DETAILS OF SORTIE OR FLIGHT:**
Bombing, Juvisy. 6 x 1000 MC. 4 x 500 MC. 6 x 7" flares. 2312 hrs. 8,600ft.
Target area covered by smoke. Few small fires. Own bombs seen to burst in centre of fires. Aiming point obtained.

**DATE:** 18.04.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster III LM. 489. *(L)*

**CREW:**  
W/O. J. GINGLES  
Sgt. GALLGHER J.  
P/O. C.G. BEALE  
F/S. HAZELL L.  
W/O. RILEY J.  
F/S. G.S. SCOTT-KIDDIE  
AUS. F/O. E.T. HALL

**TIME:**  
**UP.** 2035  
**DOWN.** 0126

**DETAILS OF SORTIE OR FLIGHT:**
Bombing, Juvisy. 6 x 1000 MC. 4 x 500 MC. 6 x 7" flares. 2315 hrs. 8,800ft.
Bombs seen to burst close to red spots. 1 x 1000 MC. hung up, brought back to base. Aiming point obtained.

**DATE:** 18.04.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster III ED. 763. *(D)*

**CREW:**  
F/L. C.J.G. HOWARD  
Sgt. HAWKINS A.W.  
F/O. C.A. MacDONALD  
F/S. HARTLEY L.  
F/S. LUCAN C.  
F/S. CLARKE J.  
W/O. WOODS J.

**TIME:**  
**UP.** 2041  
**DOWN.** 0248

**DETAILS OF SORTIE OR FLIGHT:**
Bombing, Juvisy. 4 x 1000 MC. 4 x 500 MC. 6 x 7" flares. 2313 hrs. 9,000ft.
Bombed cluster of red spotfires. Large explosion seen in target area. Aiming point obtained.
<table>
<thead>
<tr>
<th>DATE:</th>
<th>18.04.44</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster I ME. 557. (S)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td></td>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/L. W. REID</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sgt. STEWART D.G.W.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAN. F/O. D.A. PELTIER</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P/O. ROLTON C.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O. D. LUKER</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/S. HOLT A.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W/O. HUTTON J.W.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
<td>UP.</td>
<td>2037</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DOWN.</td>
<td>0122</td>
</tr>
<tr>
<td>DETAILS OF SORTIE OR FLIGHT:</td>
<td>Bombing, Juvisy. 4 x 1000 MC. 4 x 500 MC. 6 x 7&quot; flares. 2312 hrs. 9,200ft. Bombed northern most spotfire. Aiming point obtained.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE:</th>
<th>18.04.44</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster III ND. 683. (P)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td></td>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>P/O. J.A. SANDERS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sgt. NUTLEY T.H.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/S. BARRON J.B.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAN. F/S. ALLEN H.G.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sgt. WARD A.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sgt. MACHIN R.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sgt. BRIARS R.A.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
<td>UP.</td>
<td>2033</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DOWN.</td>
<td>0206</td>
</tr>
<tr>
<td>DETAILS OF SORTIE OR FLIGHT:</td>
<td>Bombing, Juvisy. 6 x 1000 MC. 4 x 500 MC. 6 x 7&quot; flares. 2312 hrs. 9,400ft. First aircraft to bomb appeared extremely accurate. Aiming point obtained.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE:</th>
<th>18.04.44</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster III ND. 339. (Z)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td></td>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>P/O. T.A. CAREY AUS.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sgt. FRANKS L.W.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/S. KERR R.E.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAN. W/O. McLENNAN D.H.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sgt. YOUNG A.E.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sgt. FOWLE L.A.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAN. F/S. PRICE T.W.P.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

220
TIME: UP. DOWN.
2046 0203

DETAILS OF SORTIE OR FLIGHT:
Bombing, Juvisy. 6 x 1000 MC. 4 x 500 MC. 6 x 7" flares. 2313 hrs. 9,600ft. At least one direct on spotfire was observed. Aiming point obtained.

DATE: 18.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III JB. 370. (U)
CREW: DUTY:
P/O. I.A. ROSS AS SHOWN ABOVE
Sgt. WALTER W.
F/O. T. O’BRIEN
F/S. TIBLY E.G.
Sgt. JENKINSON K.
Sgt. KING C.T.
Sgt. McKELLAR A.F.

TIME: UP. DOWN.
2043 0124

DETAILS OF SORTIE OR FLIGHT:
Bombing, Juvisy. 6 x 1000 MC. 4 x 500 MC. 6 x 7" flares. 2313 hrs. 9,800ft. Saw own bombs burst alongside red spotfires. Aiming point obtained.

DATE: 18.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III ND. 631. (B)
CREW: DUTY:
P/O. F. LEVY AS SHOWN ABOVE
Sgt. GROOM P.W.
F/O. C.L. FOX
F/S. PECK E.S.
Sgt. McGUIRE G.A.
CAN. Sgt. McNALLY A.F.
Sgt. THOMAS D.G.

TIME: UP. DOWN.
2025 0138

DETAILS OF SORTIE OR FLIGHT:
Bombing, Juvisy. 6 x 1000 MC. 4 x 500 MC. 6 x 7" flares. 2312 hrs. 10,000ft. Own bombs fell on red spotfire. Bombing seemed to be very accurate. Aiming point obtained.

DATE: 20.04.44
AIRCRAFT TYPE & NUMBER: Mosquito 6 MS. 993. (N)
CREW: W/C. G.L. CHESHIRE
F/O. P. KELLY
DUTY: Pilot
Nav. B.

TIME: UP. DOWN.
2234 0155

DETAILS OF SORTIE OR FLIGHT:
Bombing, Marshalling Yards, La Chappelle. 4 red spotfires. 0016 hrs. 5,000 to 1,200ft. Markers released in dive attack. Bombing appeared round the markers. Fires seen burning, but not possible to assess their position.

DATE: 20.04.44
AIRCRAFT TYPE & NUMBER: Mosquito 16 ML. 976. (L)
CREW: S/L. D.J. SHANNON AUS.
F/O. L.J. SUMPTER.
DUTY: Pilot.
Nav. B.

TIME: UP. DOWN.
2345 0251

DETAILS OF SORTIE OR FLIGHT:
Target Marking, La Chappelle. 4 red spotfires. 0111 hrs. 700ft Yard clearly visible in light of flares, red spots fell on northern aiming point. Fires from first attack appeared fairly concentrated.

DATE: 20.04.44
AIRCRAFT TYPE & NUMBER: Mosquito 16 ML. 975. (M)
CREW: F/L. G.E. FAWKE.
F/O. T.A. BENNETT.
DUTY: Pilot.
Nav. B.

TIME: UP. DOWN.
2240 0200

DETAILS OF SORTIE OR FLIGHT:
Target Marking, La Chappelle. 4 red spotfires. Dive attack from 3,500 to 1,200ft. 0020 hrs. Some fires seen. Bombing appeared well concentrated.

DATE: 20.04.44
AIRCRAFT TYPE & NUMBER: Mosquito 6 (S)
CREW: F/L. R.D.S. KEARNS NZ.
F/O. W.J. BARCLAY NZ.
DUTY: Pilot.
Nav. B.

TIME: UP. DOWN.
DETAILS OF SORTIE OR FLIGHT:
Target Marking, La Chappelle. 4 red spotfires. 0113 hrs. 1,000ft. Spots overshot marker by about 100 yds. and fell on northern aiming point in centre of yard.

DATE: 20.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III LM. 482. (W)

CREW:
S/L. J.L. MUNRO NZ.   Captain.
F/S. APPLEBY F.E.    F/E.
F/O. F.G. RUMBLES    Nav.
AUS. F/L. C.K. ASTBURY A/B.
F/S. HOWARTH W.     MU/Gunner.
CAN. P/O. H.A. WEEKS  R/Gunner.
A/CDRE. H.A. SATTERLEY Passenger.

TIME:
UP.       DOWN.
2154      0231

DETAILS OF SORTIE OR FLIGHT:
Bombing, La Chappelle. 12 x 1000lb. 0030 hrs. 15,500ft. Bombs fell across the spotfires. Bombing seemed concentrated at time of own bombing, but later was scattered. Aiming point obtained.

DATE: 20.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III LM. 492. (Q)

CREW:
S/L. J.C. McCARTHY USA. AS SHOWN ABOVE
P/O. W.G. RADCLIFFE
CAN. F/O. D.A. MacLEAN
CAN. F/O. W.A. DANIEL
F/S. EATON L.
W/O. BATSON R.
CAN. F/L. D. RODGER
F/L. L.W. CURTIS F/Gunner.

TIME:
UP.       DOWN.
2142      0208

DETAILS OF SORTIE OR FLIGHT:
Bombing, La Chappelle. 12 x 1000lb. 0023 hrs. 13,000ft. Bombed red spotfires and bend in river. Own bombs dropped right across red spotfires. Other bursts concentrated around markers. Aiming point obtained.

DATE: 20.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III LM. 485. (N)
CREW: F/L. D.J.B. WILSON
       F/O. G.A. PHILLIPS
       AUS. F/O. J.K. STOTT
       CAN. F/O. E.W. FINLAY
       F/O. R.J. ALLEN
       W/O. HOLLAND G.B.
       F/O. E.B. CHANDLER
DUTY: AS SHOWN ABOVE

TIME: UP.  DOWN.
      2205  0215

DETAILS OF SORTIE OR FLIGHT:
Bombing, La Chappelle. 12 x 1000lb. 0022 hrs. 11,800ft. Bombs fell on markers. Other bombing seemed accurate. Aiming point obtained.

DATE: 20.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III ED. 763. (D)
CREW: F/L. C.J.G. HOWARD
       Sgt. HAWKINS A.
       F/O. C.A. MacDONALD
       F/S. HARTLEY E.A.
       F/S. LUCAN R.D.
       F/S. CLARKE H.G.
       W/O. WOODS P.
DUTY: AS SHOWN ABOVE

TIME: UP.  DOWN.
      2312  0315

DETAILS OF SORTIE OR FLIGHT:
Bombing, La Chappelle. 12 x 1000lb. 0122 hrs. 12,700ft. Bombed red spotfires. Large explosion at 0128 hrs. to north of target. Own bombs fell slightly beyond red spotfires. Large fires seen burning in target area.

DATE: 20.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 557. (S)
CREW: F/L. W. REID
       Sgt. STEWART D.G.W.
       F/O. C.G. PELTIER
       P/O. L.G. ROLTON
       F/O. D. LUKER
       W/O. HUTTON J.W.
       F/S. HOLT A.
DUTY: AS SHOWN ABOVE
DETAILS OF SORTIE OR FLIGHT:
Bombing, La Chappelle. 12 x 1000lb. 0119 hrs. 13,000ft. Spotfire markers were concentrated.

DATE: 20.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 554. (F)
CREW: AUS. F/O. R.M. STANFORD
        Sgt. JUDSON E.
        AUS. P/O. T.W. BUTLER
        AUS. W/O. CLARKE G.K.
        AUS. F/S. JORDON A.J.
        F/S. GRIFFITHS L.D.
        AUS. P/O. K.S. JEWELL
DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
2306  0326

DETAILS OF SORTIE OR FLIGHT:
Bombing, La Chappelle. 12 x 1000lb. 0130 hrs. 13,300ft. Many bomb bursts rather scattered around red spotfires. Some fires burning from previous wave. No photograph obtained.

DATE: 20.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 555 (C)
CREW: CAN. F/O. W.A. DUFFY
        Sgt. BENTING A.W.
        CAN. F/O. D.A. BELL
        CAN. F/O. R.E. WOODS
        CAN. F/O. D.R. PEARCE
        F/S. McLEAN T.J.
        CAN. W/O. EVANS W.G.
DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
2302  0321

DETAILS OF SORTIE OR FLIGHT:
Bombing, La Chappelle. 12 x 1000lb. 0027 hrs. 12,700ft. Own bombs seen to strike about 50 yds. off red spotfires. Other bursts seen to follow. No photograph obtained.

DATE: 20.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 559. (Y)
CREW:
F/O. G.S. STOUT
P/O. J.R. GURNEY
F/O. P. INGLEBY
Can. F/O. W.A RUPERT
F/S. NUTTALL A.
P/O. H. CORNISH-UNDERWOOD
W/O. SMITH R.

DUTY:
AS SHOWN ABOVE

TIME:
UP.  DOWN.
2141  0227

DETAILS OF SORTIE OR FLIGHT:
Bombing, La Chappelle. 12 x 1000lb. 0021 hrs. 12,400ft. Own bombs straddled red spotfire. Explosion seen at 0026 hrs. in target area. Aiming point obtained.

DATE: 20.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 560. (H)

CREW:
Lt. H.C. KNILANS USA.
P/O. K.J. RYALL
Can. P/O. L.H. GELLER
P/O. J.R. TATE
P/O. C.L.F. KNELL
Sgt. CROSBY A.
AUS. P/O. R.A. LEARMONTH

DUTY:
AS SHOWN ABOVE

TIME:
UP.  DOWN.
2145  0225

DETAILS OF SORTIE OR FLIGHT:
Bombing, La Chappelle. 12 x 1000lb. 0021 hrs. 12,100ft. Markers appeared to be right on target. Own bombs fell just by red spotfires. Aiming point obtained.

DATE: 20.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III JB. 370. (U)

CREW:
P/O. I.A. ROSS. AUS.
Sgt. WALTER W.
F/O. T. O’BRIEN
F/O. G.G. ROGERS
Sgt. JENKINSON K.
Sgt. KING C.
Sgt. McKELLAR A.

DUTY:
AS SHOWN ABOVE

TIME:
UP.  DOWN.
2212  0229

226
DETAILS OF SORTIE OR FLIGHT:
Bombing, La Chappelle. 12 x 1000lb. 0023 hrs. 11,500ft. Many bursts seen right across markers. Explosion in target area. No photograph obtained.

DATE: 20.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III  (X)

CREW:  
P/O. T.A. CAREY AUS.  
Sgt. FRANKS L.  
F/S. KERR A.  
W/O. McLENNAN J.  
Sgt. YOUNG A.E.  
Sgt. FOWLE L.A.  
CAN. F/S. PRICE T.W.P.

DUTY:  
AS SHOWN ABOVE

TIME:  
UP. 0230  
DOWN. 0041

DETAILS OF SORTIE OR FLIGHT:
Bombing, La Chappelle. 12 x 1000lb. 0122 hrs. 12,400ft. Own bombs straddled red spotfires. Aiming point obtained.

DATE: 20.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III ND. 631.  (Z)

CREW:  
P/O. F. LEVY  
Sgt. GROOM P.W.  
F/O. CL. FOX  
F/S. PECK E.S.  
Sgt. McGUIRE G.A.  
CAN. Sgt. McNALLY A.F.  
Sgt. THOMAS D.G.

DUTY:  
AS SHOWN ABOVE

TIME:  
UP. 0225  
DOWN. 0329

DETAILS OF SORTIE OR FLIGHT:
Bombing, La Chappelle. 12 x 1000lb. 0121 hrs. 11,800ft. Bombs seen to fall on red spots. Other bombing at the time seemed accurate. Aiming point obtained.

DATE: 20.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III ND. 554.  (N)

CREW:  
P/O. WATTS F.H.A.  
Sgt. LUCK H.

DUTY:  
AS SHOWN ABOVE
F/S. HOUSDEN C.H.
Sgt. McKAY M.L.
Sgt. COOPER D.
P/O. R. HEGGIE
Sgt. MATTHEWS G.

TIME: UP. DOWN.
2300 0401

DETAILS OF SORTIE OR FLIGHT:
Bombing, La Chappelle. 12 x 1000lb. 0122 hrs. 12,100ft. Bombed centre of three red spotfires. Some bursts seen to each side of spotfires and some right across glow of fires.

DATE: 20.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III ND. 683. (P)
CREW: DUTY:
P/O. J.A. SANDERS AS SHOWN ABOVE
Sgt. NUTLEY T.H.
F/S. BARRON J.B.
F/S. ALLEN H.G.
Sgt. WARD A.
Sgt. MACHIN R.
Sgt. BRIARS R.A.

TIME: UP. DOWN.
2311 0315

DETAILS OF SORTIE OR FLIGHT:
Bombing, La Chappelle. 12 x 1000lb. 0122 hrs. 11,400ft. Own bombs straddled red spotfires. Some of other bombing appeared slightly wild but attack seemed accurate in the main. Aiming point obtained.

DATE: 22.04.44
AIRCRAFT TYPE & NUMBER: Mosquito 6 MS. 993. (N)
CREW: DUTY:
W/C. G.L. CHESHIRE Pilot.
F/O. P. KELLY Nav. B.

TIME: UP. DOWN.
2355 0421

DETAILS OF SORTIE OR FLIGHT:
Target Marking, Brunswick. 2 red spotfires. 0134 hrs. 7,000ft. First flares dropped to S.S.W. of target and more went down to the north. Target marked with spotfires from other Squadron Mosquito aircraft. Main Force instructed to bomb these markers but V.H.F. communication difficult. Four minutes after original marking.
a Wanganui flare and green T.I. were dropped five miles to S.W. of target. This attracted 50% of Main Force, who could not be directed away to spotfires.

---

**DATE:** 22.04.44  
**AIRCRAFT TYPE & NUMBER:** Mosquito 6 ML. 976. (L)  
**CREW:**  
AUS. S/L. D.J. SHANNON  
F/O. L.J. SUMPTER  
**DUTY:**  
Pilot.  
Nav. B.  
**TIME:**  
UP.  
2357  
DOWN.  
0438  
**DETAILS OF SORTIE OR FLIGHT:**  
Target Marking, Brunswick. 2 red spotfires. (not needed). Initial flares too far south, causing considerable waste of time out of target area before marking could be attempted.

---

**DATE:** 22.04.44  
**AIRCRAFT TYPE & NUMBER:** Mosquito 6 MS. 992. (S)  
**CREW:**  
NZ. F/L. R.S.D. KEARNS  
NZ. F/O. W.J. BARCLAY  
**DUTY:**  
Pilot.  
Nav. B.  
**TIME:**  
UP.  
2351  
DOWN.  
0412  
**DETAILS OF SORTIE OR FLIGHT:**  
Target Marking, Brunswick. 4 red spotfires. 1052 hrs. 7,000 to 1,000ft Dive attack. Difficult to assess attack, as only four or five sticks of bombs down at that stage.

---

**DATE:** 22.04.44  
**AIRCRAFT TYPE & NUMBER:** Mosquito 16 ML. 975. (M)  
**CREW:**  
F/L. G.E. FAWKE  
F/O. T.A. BENNETT  
**DUTY:**  
Pilot.  
Nav. B.  
**TIME:**  
UP.  
2359  
DOWN.  
0431  
**DETAILS OF SORTIE OR FLIGHT:**  
Target Marking, Brunswick. 4 red spotfires. 0152 hrs. 6,000 to 2,500ft. Glow of fires was visible 50 miles N. of Hanover.

---

**DATE:** 22.04.44
<table>
<thead>
<tr>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster III  LM. 482. (W)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>S/L. J.L. MUNRO NZ.</td>
<td>Captain.</td>
</tr>
<tr>
<td>F/S. APPLEBY F.E.</td>
<td>F/Eng.</td>
</tr>
<tr>
<td>F/O. F.G. RUMBLES</td>
<td>Nav.</td>
</tr>
<tr>
<td>AUS. F/L. C.K. ASTBURY</td>
<td>A/B.</td>
</tr>
<tr>
<td>F/S. HOWARTH W.</td>
<td>MU/Gunner.</td>
</tr>
<tr>
<td>CAN. P/O. H.A. WEEKS</td>
<td>R/Gunner.</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td>2315</td>
<td>0528</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing, Brunswick. 6 red spotfires, 1 Green T.I. 5 x 1000lb MC. 0205 hrs. 17,500ft. Bombed concentration of fires. Some scattered bombing, but a concentrated centre.

| DATE: 22.04.44 |
| AIRCRAFT TYPE & NUMBER: | Lancaster III  LM. 492. (Q) |
| CREW:                   | AS SHOWN ABOVE |
| S/L. J.C. McCARTHY USA. |                 |
| P/O. W.G. RADCLIFFE     |                 |
| CAN. F/O. D.A. MacLEAN  |                 |
| CAN. F/O. W.A. DANIEL   |                 |
| F/S. EATON L.           |                 |
| F/S. BATSON R.          |                 |
| CAN. F/L. D. RODGER     |                 |
| TIME:                   | UP.                           | DOWN.                        |
| 2320                    | 0504                          |

DETAILS OF SORTIE OR FLIGHT:
Bombing, Brunswick. 6 red spotfires. 1 Green T.I. 5 x 1000 MC. Bombed red spotfires. Bombed centre of red spotfires. Results not observed.

| DATE: 22.04.44 |
| AIRCRAFT TYPE & NUMBER: | Lancaster I  ME. 562. (Z) |
| CREW:                   | AS SHOWN ABOVE |
| F/O. N.R. ROSS          |                 |
| P/O. A.J.S. GIRLING     |                 |
| F/O. T.R. DAVIES        |                 |
| F/S. McCLELLAN L.       |                 |
| F/S. HICKSON G.         |                 |
| F/O. T.A. PLATT         |                 |
| AUS. P/O. M.R. TUXFORD  |                 |
DETAILS OF SORTIE OR FLIGHT:
Bombing, Brunswick. 6 red spotfires 6 x 1000lb. MC. Bombed Green T.I. Large concentration of fires North of town. Bombing was concentrated round Green T.I.

DATE: 22.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III LM. 489. (L)
CREW: F/O. W.A. DUFFY CAN.
Sgt. BENTING A.W.
CAN. F/O. D.A. BELL
CAN. F/O. R.E. WOODS
CAN. F/O. D.R. PEARCE
F/S. McLEAN T.J.
CAN. W/O. EVANS W.G.

DETAILS OF SORTIE OR FLIGHT:
Bombing, Brunswick. 6 red spotfires. 6 x 1000lb. MC. Red spotfires disappeared into cloud. Green T.I. used for bombing. Lot of scattered bombing seen. Results were not impressive.

DATE: 22.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV. 394. (M)
CREW: F/L. J.L. COOPER
F/O. S.R. CLARKE
F/L. F.E. DREW
F/O. G.J. HARDEN
W/O. ELLWOOD M.
F/O. A.E. PELLY
F/O. F.J. TUCKER
F/O. R.M. STANFORD

DETAILS OF SORTIE OR FLIGHT:
Bombing, Brunswick. 6 red spotfires. 6 x 1000lb. MC. 16,500ft. Bombed centre of large fire where red spot had been seen on approach. Too many bombs bursting to assess results.

DATE: 22.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 554. (F)

CREW:  
Sgt. JUDSON E.  
AUS. P/O. T.W. BUTLER  
AUS. W/O. CLARKE G.K.  
AUS. F/S. JORDON A.J.  
F/S. GRIFFITHS L.D.  
AUS. P/O. K.S. JEWELL

DUTY:  
AS SHOWN ABOVE

TIME:  UP. DOWN.  
2326  0450

DETAILS OF SORTIE OR FLIGHT:  
Bombing, Brunswick. 6 red spotfires. 6 x 1000lb. MC. 0158 hrs. 16,000ft.  
Red spotfires appeared to be in the town. 2 concentrations of bombs seen.

DATE: 22.04.44

AIRCRAFT TYPE & NUMBER: Lancaster I DV. 393. (T)

CREW:  
F/O. E. WILLSHER  
Sgt. HURDISS J.  
F/O. R. TALBOT  
P/O. R. BARRON  
P/O. F.W. BELL  
F/S. SALTER A  
F/O. G.A. WITHERICK

DUTY:  
AS SHOWN ABOVE

TIME:  UP. DOWN.  
2332  0532

DETAILS OF SORTIE OR FLIGHT:  
Bombing, Brunswick. 1 x 2,000lb. HC. 9 x 1000lb. MC. 0205hrd. 16,300ft.  
Aimed for centre of area in which green T.I. were bursting. Several other sticks of bombs seen to burst around these markers.

DATE: 22.04.44

AIRCRAFT TYPE & NUMBER: Lancaster I DV. 391. (O)

CREW:  
F/L. A.E. POORE  
Sgt. JOHNSON H.  
F/O. R.A. ROBERTS  
F/O. R.J. ELSEY  
F/S. THOMPSON R.C.  
Sgt. TOOKEY R.V.  
F/S. CASTLEMAN R.P.

DUTY:  
AS SHOWN ABOVE

TIME:  UP. DOWN.  
2332  0532
**DETAILS OF SORTIE OR FLIGHT:**
Bombing, Brunswick. 1 x 2,000lb. HC. 9 x 1000lb. MC. 0201hrs. 16,600ft.
Bombed red spotfires. Bombing was very scattered. Too many concentrations seen.

**DATE:** 22.04.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I  ME. 559. *(Y)* 
**CREW:**  
F/O. G.S. STOUT  
P/O. J.R. GURNEY  
F/O. P. INGLEBY  
CAN. P/O. W.A. RUPERT  
F/S. NUTTALL A.  
P/O. H. CORNISH-UNDERWOOD  
W/O. SMITH R.  

**TIME:**  
UP. 0507  
DOWN. 2317  

**DETAILS OF SORTIE OR FLIGHT:**
Bombing, Brunswick. 1 x 2,000lb. HC. 10 x "J" Clusters. 0156 hrs. 16,000ft.
Bombed main point of impact of incendiaries in estimated position of extinguished red spotfires. 1 x 2,000lb. HC. jettisoned. Hung up over target area.

**DATE:** 22.04.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I  DV. 246. *(U)* 
**CREW:**  
F/L. A.W. FEARN  
P/O. T. DAVIES  
F/S. JOHNSON A.J.  
F/O. W.H. CHADWICK  
F/S. BAKER J.E.  
Sgt. WILSON-WILLIAMS D.  
F/S. PEARSON D.  

**TIME:**  
UP. 0514  
DOWN. 2328  

**DETAILS OF SORTIE OR FLIGHT:**
Bombing, Brunswick. 1 x 2,000lb. HC. 10 "J" Clusters. 0203 hrs. 16,900ft.
Target not definitely identified but red spotfires appeared to be in a built up area. Bombing was scattered.

**DATE:** 22.04.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I  DV. 403. *(G)*
CREW:     DUTY:  
F/O. M. HAMILTON   AS SHOWN ABOVE  
Sgt. ROOKE L.T.  
F/S. JACKSON J.T.  
F/O. R.T. DUCK  
Sgt. THOMPSON J.T.  
Sgt. DADGE J.A.  
F/S. HAMILTON D.  

TIME:    UP.   DOWN.  
2333  0517  

DETAILS OF SORTIE OR FLIGHT:  
Bombing, Brunswick. 1 x 2,000lb. HC. 10 “J” Clusters. 0156hrs. 16,800ft.  
Fair concentration of fires and bomb bursts around spotfires.

DATE:   22.04.44  
AIRCRAFT TYPE & NUMBER:  Lancaster I ME. 557. (S)  
CREW:     DUTY:  
F/L. W. REID   AS SHOWN ABOVE  
Sgt. STEWART D.G.W.  
CAN. P/O. C.G. PELTIER  
P/O. L.G. ROLTON  
F/O. D. LUKER  
F/S. HOLT A.  
W/O. HUTTON J.W.  

TIME:    UP.   DOWN.  
2331  0525  

DETAILS OF SORTIE OR FLIGHT:  
Bombing, Brunswick. 1 x 2,000lb. HC. 10 “J” Clusters. Too many bursts and fires to observe own burst. Circled target until given instructions to bomb.

DATE:   22.04.44  
AIRCRAFT TYPE & NUMBER:  Lancaster I DV. 385. (A)  
CREW:     DUTY:  
F/O. R.E. KNIGHTS   AS SHOWN ABOVE  
P/O. E. TWELLS  
CAN. P/O. H.B. RHUDE  
F/O. A.B. WALKER  
CAN. F/O. J.H.C.A. LEPINE  
F/S. PENGELLY W.H.  
F/S. DERHAM P.W.  

TIME:    UP.   DOWN.  
2322  0519  

234
**DETAILS OF SORTIE OR FLIGHT:**
Bombing, Brunswick. 1 x 2,000lb. HC. 10 “J” Clusters. 0206hrs. 16,800ft.
 Bombed centre of concentration of fires where red spotfire had been seen.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>22.04.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster III ND. 683. (P)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>P/O. J.A. SANDERS.</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>Sgt. NUTLEY T.H.</td>
<td></td>
</tr>
<tr>
<td>F/S. BARRON J.B.</td>
<td></td>
</tr>
<tr>
<td>CAN. F/S. ALLEN H.G.</td>
<td></td>
</tr>
<tr>
<td>Sgt. WARD A.</td>
<td></td>
</tr>
<tr>
<td>Sgt. MACHIN R.</td>
<td></td>
</tr>
<tr>
<td>Sgt. BRIARS R.A.</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td></td>
<td>2318</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing, Brunswick. 1 x 2,000lb. HC. 10 “J” Clusters. 0158 hrs. 17,000ft.
Red spotfires bombed believed to have been on S.E. edge of town. Results of own bombs not observed.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>22.04.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster III ED. 817. (X)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>P/O. T.A. CAREY. AUS.</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>Sgt. FRANKS L.</td>
<td></td>
</tr>
<tr>
<td>F/S. KERR A.</td>
<td></td>
</tr>
<tr>
<td>CAN. W/O. McLENNAN D.H.</td>
<td></td>
</tr>
<tr>
<td>Sgt. YOUNG A.E.</td>
<td></td>
</tr>
<tr>
<td>Sgt. FOWLE L.A.</td>
<td></td>
</tr>
<tr>
<td>CAN. F/S. PRICE T.W.P.</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td></td>
<td>2325</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing, Brunswick. 1 x 2,000lb. HC. 10 “J” Clusters. 0153 hrs. 18,400ft.
Bombs seen to fall about 200 yds. East of markers. A further cluster seen East, which finally merged with first concentration.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>22.04.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster III JB. 370. (U)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
</tbody>
</table>
P/O. I.A. ROSS. AUS.   AS SHOWN ABOVE
Sgt. WALTER W.
F/O. T. O'BRIEN,
F/O. C.G. ROGERS.
Sgt. JENKINSON K.
Sgt. KING C.
Sgt. McKELLAR A.

TIME:    UP.    DOWN.
2323      0116

DETAILS OF SORTIE OR FLIGHT:
Bombing, Brunswick. 1 x 2,000lb. HC. 10 “J” Clusters. 1 x 2,000lb. jettisoned. 10 “J” Clusters returned to Base. Aircraft returned early owing to failure of D.R. and P.4 compasses which were checked by astro as being unreliable.

DATE:  22.04.44
AIRCRAFT TYPE & NUMBER:  Lancaster III ND. 472. (O)
CREW:     DUTY:
P/O. F. LEVY.   AS SHOWN ABOVE
Sgt. GROOM P.W.
F/O. C.L. FOX.
F/S. PECK E.S.
Sgt. McGUIRE G.A.
CAN. Sgt. McNALLY A.F.
Sgt. THOMAS D.G.

TIME:    UP.    DOWN.
2334      0522

DETAILS OF SORTIE OR FLIGHT:
Bombing, Brunswick. 1 x 2,000lb. HC. 10 “J” Clusters. 0154 hrs. 19,000ft. Bombs seen to fall right across markers. Concentrated fires started around markers. Wanganui flares were confusing.

DATE:  22.04.44
AIRCRAFT TYPE & NUMBER:  Lancaster III (N)
CREW:     DUTY:
P/O. F.H.A. WATTS.   AS SHOWN ABOVE
Sgt. LUCK H.
F/S. HOUSDEN C.H.
Sgt. McKAY M.L.
Sgt. COOPER D.
P/O. R. HEGGIE.
Sgt. MATTHEWS G.

TIME:    UP.    DOWN.
2335      0508
**DETAILS OF SORTIE OR FLIGHT:**
Bombing, Brunswick. 1 x 2,000lb. HC. 10 “J” Clusters. 0159 hrs. 19,000ft. Bombing was a little short of the spotfires. Incendiaries were well concentrated and on leaving seemed to be taking a good hold.

<table>
<thead>
<tr>
<th>DATE: 24.04.44</th>
<th>AIRCRAFT TYPE &amp; NUMBER: Mosquito 6 MS. 993. (N)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>W/C. G.L. CHESHIRE.</td>
<td>Pilot.</td>
</tr>
<tr>
<td>P/O. P. KELLY.</td>
<td>Nav. B.</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td></td>
<td>2345</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Target Marking, Munich. 2 red spotfires. 0141 hrs. 12,000 to 3,000ft. Markers released in dive attack. Initial bombing appeared to be very good. Aircraft coned soon after marking.

<table>
<thead>
<tr>
<th>DATE: 24.04.44</th>
<th>AIRCRAFT TYPE &amp; NUMBER: Mosquito 6 ML. 976. (L)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>AUS. S/L. D.I. SHANNON.</td>
<td>Pilot.</td>
</tr>
<tr>
<td>F/O. L. J. SUMPTER.</td>
<td>Nav. B.</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td></td>
<td>2354</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Target Marking, Munich. 2 red spotfires. 0155 hrs. 11,500ft. to 4000 ft. Markers dropped in dive attack. Attack appeared to be starting well. Aircraft coned immediately after marking.

<table>
<thead>
<tr>
<th>DATE: 24.04.44</th>
<th>AIRCRAFT TYPE &amp; NUMBER: Mosquito 16 ML. 975. (M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/L. G.E. FAWKE.</td>
<td>Pilot.</td>
</tr>
<tr>
<td>F/O. T.A. BENNETT.</td>
<td>Nav. B.</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td></td>
<td>0001</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Target Marking, Munich. 4 red spotfires. 0145 hrs. 3,400ft. Marked in dive attack. 4 red spotfires hung up.
DATE: 24.04.44
AIRCRAFT TYPE & NUMBER: Mosquito 16 MS. 992. (S)
CREW: F/L. R.S.D. KEARNS NZ
DUTY: Pilot.
F/O. W.J. BARCLAY NZ.
Nav. B.

TIME: UP. DOWN.
2350  0409

DETAILS OF SORTIE OR FLIGHT:
Target Marking, Munich. 4 red spotfires. 0152 hrs. 2,000ft. Town centre in window at time of bombing. Red spots dropped right in town centre. No results of main force bombing seen.

DATE: 24.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III LM. 485. (N)
CREW: S/L. J.L. MUNRO NZ
DUTY: Captain.
F/S. APPLEBY F.E.
F/O. F.G. RUMBLES
Nav.
AUS. F/L. C.K. ASTBURY
F/S. HOWARTH W.
CAN. P/O. P.E. PIGEON
CAN. P/O. H.A. WEEKS
M/U/Gunner.

TIME: UP. DOWN.
2056  0615

DETAILS OF SORTIE OR FLIGHT:
Bombing, Munich. 6 red spotfires 8 “J” Clusters. 0146 hrs 18,500ft. Red spotfires were definitely on target. Bombing was concentrated round markers, with occasional scattered bombs. Some very large fires seen. Aiming point obtained.

DATE: 24.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III LM. 492. (Q)
CREW: S/L. J.C. McCARTHY USA.
DUTY: AS SHOWN ABOVE
P/O. W.G. RADCLIFFE
CAN. F/O. D.A. MacLEAN
CAN. F/O. W.A. DANIEL
F/S. EATON L.
W/O. BATSON R.
CAN. F/L. D. RODGER
DETAILS OF SORTIE OR FLIGHT:
Bombing, Munich. 6 red spotfires. 8 “J” Clusters. 0144 hrs. 18,000 ft.
Bombing quite concentrated around the markers mainly to the centre and South of the town but the whole area was covered.

DATE: 24.04.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV. 394. (M)

CREW:
F/L. J.L. COOPER
F/O. T.W. CLARKSON
F/L. F.E. DREW
F/O. G.J. HARDEN
CAN. F/O. J.H.C.A. LEPINE
F/O. A.E. PELLY
F/O. F.J. TUCKER

TIME: UP. DOWN.
2046 0616

DETAILS OF SORTIE OR FLIGHT:
Missing. Nothing heard from aircraft after take-off.
(F/O Harden is buried in Durnbach Cemetery, Bayern.)

DATE: 24.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III ME. 131. (B)

CREW:
F/L. J.E.R. WILLIAMS
Sgt. SOILLEUX J.
F/O. R. TALBOT
F/O. A.J. WALKER
F/S. POTTER A.E.
F/S. BLAGDON A.
AUS. P/O. K.S. JEWELL

TIME: UP. DOWN.
2048 0651

DETAILS OF SORTIE OR FLIGHT:
Bombing, Munich. 6 “J” Clusters. 136 x 30 lb. Inc. 0146 hrs. 19,000 ft. Aircraft bombed rather early in attack, so few bombing results were seen, first ones being accurate. Own bombs fell 2-300 yds. from the original red spots.
CREW: F/L. A.W. FEARN  
P/O. T. DAVIES  
F/S. W.H. JOHNSON H.  
F/O. W.H. CHADWICK  
F/S. BAKER J.E.  
Sgt. WILSON-WILLIAMS D.  
F/S. PEARSON D.  

DUTY: AS SHOWN ABOVE  
F/Eng.  
Nav.  
A/B.  
MU/Gunner.  
R/Gunner.  

TIME: UP. DOWN. 
2057 0653  

DETAILS OF SORTIE OR FLIGHT:  
Bombing, Munich. 6 “J” Clusters, 136 x 30lb. Inc. 0149 hrs. 19,000ft.  
Bombs seen to fall near marker. Concentrated fires burning well, but a few sticks outside target area. More searchlights seen than briefed.  

DATE: 24.04.44  
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 557. (S)  
CREW: F/L. W. REID  
Sgt. STEWART D.G.W.  
CAN. F/O. C.G. PELTIER  
P/O. L.G. ROLTON  
F/O. D. LUKER  
F/S. HOLT A.  
W/O. HUTTON J.W.  

DUTY: AS SHOWN ABOVE  

TIME: UP. DOWN. 
2055 0705  

DETAILS OF SORTIE OR FLIGHT:  
Bombing, Munich. 6 “J” Clusters, 136 x 30lb. Inc. 0148 hrs. 19,000ft.  
Many incendiaries beginning to take hold on arrival over target area, and on leaving town was well alight. Starboard inner nacelle holed by predicted flak.  

DATE: 24.04.44  
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 555. (C)  
CREW: F/O. M. HAMILTON  
Sgt. ROOKE L.T.  
F/S. JACKSON J.T  
F/O. R.T. DUCK  
Sgt. THOMPSON R.C.  
Sgt. DADGE J.  
F/S. HAMILTON D.  

DUTY: AS SHOWN ABOVE  

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2054</td>
<td></td>
<td>0627</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing, Munich. 6 “J” Clusters, 136 x 30lb. Inc. 0149 hrs, 17,900ft. Bombs seen to fall near red spots. Very concentrated bombing. Searchlights seemed to be affected by window.

**DATE:** 24.04.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I ME. 559. (Y)

**CREW:**
F/O. G.S. STOUT  
P/O. J.R. GURNEY  
F/O. P. INGLEBY  
CAN. F/O. W.A. RUPERT  
F/S. NUTTALL A.  
P/O. H. CORNISH-UNDERWOOD  
W/O. SMITH R.

**DUTY:**
AS SHOWN ABOVE

**TIME:**
2054 0627

**DETAILS OF SORTIE OR FLIGHT:**
Bombing, Munich. 6 “J” Clusters, 136 x 30lb. Inc. 0153 hrs, 18,200ft. Bombed red spotfire. Target area burning well. Aircraft attacked by fighter during camera run. No damage.

**DATE:** 24.04.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I ME. 554. (F)

**CREW:**
F/O. R.M. STANFORD. AUS.  
Sgt. JUDSON E.  
AUS. P/O. T.W. BUTLER  
AUS. W/O. CLARKE G.K.  
AUS. F/S. JORDON A.J.  
F/S. GRIFFITHS L.D.  
F/O. R.H. PETCH

**DUTY:**
AS SHOWN ABOVE

**TIME:**
2045 0627

**DETAILS OF SORTIE OR FLIGHT:**
Bombing, Munich. 6 “J” Clusters, 136 x 30lb. Inc. 0145 hrs, 18,000ft. Bombed red spotfires. Some incendiaries were burning around red spotfires. Target well alight.

**DATE:** 24.04.44
**AIRCRAFT TYPE & NUMBER:** Lancaster I DV. 385. *(A)*

**CREW:**
D/O. R.E. KNIGHTS  
P/O. E. TWELLS  
CAN. P/O. H.B. RHUDE  
P/O. J.R. BELL  
W/O. ELLWOOD M.  
F/S. PENGELLY W.H.  
F/S. DERHAM P.W.

**DUTY:**
AS SHOWN ABOVE

**TIME:**  
UP.    DOWN.  
2049    0640

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing, Munich. 6 red spotfires. 6 “J” Clusters. 0147 hrs. 18,500ft.  
Own markers and bombs seen to fall near red spots. Streets clearly visible in light of incendiaries. Photo flash hung up.

---

**DATE:** 24.04.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster III LM. 489. *(L)*

**CREW:**
F/O. W.A. DUFFY. CAN.  
Sgt. BENTING A.W.  
CAN. F/O. D.A. BELL  
CAN. F/O. R.E. WOODS  
CAN. F/O. D.R. PEARCE  
F/S. McLEAN T.J.  
CAN. W/O. EVANS W.G.

**DUTY:**
AS SHOWN ABOVE

**TIME:**  
UP.    DOWN.  
2047    0706

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing, Munich. 6 red spotfires, 8 “J” Clusters. 0150hrs. 19,000ft  
Markers fell close to red spotfires. Concentrated bombing seen after own bombing.

---

**DATE:** 24.04.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I ME. 562. *(Z)*

**CREW:**
F/O. N.R. ROSS  
P/O. A.J.S. GIRLING  
F/O. T.R. DAVIES  
F/S. McCLELLAN L.  
F/S. HICKSON G.  
F/O. T.A. PLATT  
AUS. P/O. M.R. TUXFORD

**DUTY:**
AS SHOWN ABOVE
TIME:  UP.  DOWN.
2039   0548

DETAILS OF SORTIE OR FLIGHT:
Bombing, Munich. 6 red spotfires. 6 “J” Clusters. 0150 hrs. 19,000ft. Large explosion seen at approx. 0206 hrs. Raid appeared to be very successful.

DATE:  24.04.44
AIRCRAFT TYPE & NUMBER:  Lancaster I  ME. 560.  (H)
CREW:
F/L. J.A. EDWARD
F/O. L.W.J. KING
CAN. F/O. L.T. PRITCHARD
F/S. BROOK J.
F/S. HOBBS G.H.
F/S. ISHERWOOD S.
P/O. F.W. BELL

TIME:  UP.  DOWN.
2050   0536

DETAILS OF SORTIE OR FLIGHT:
Spoof, Milan. 6 Green T.I. 2 clusters "7" flares. 0059 hrs. 20,100ft. Dropped flares visually by light of other flares.

DATE:  24.04.44
AIRCRAFT TYPE & NUMBER:  Lancaster III  ND. 554.  (N)
CREW:
P/O. F.H.A. WATTS
Sgt. LUCK H.
F/S. HOUSDEN C.H.
F/S. McKAY J.
Sgt. COOPER D.
Sgt. MATTHEWS G.
P/O. R. HEGGIE

TIME:  UP.  DOWN.
2058   0530

DETAILS OF SORTIE OR FLIGHT:
Spoof, Milan. 6 Green T.I., 2 clusters "7" flares. 0102 hrs. 20,000ft. Flares and T.I.’s well placed over target area.

DATE:  24.04.44
AIRCRAFT TYPE & NUMBER:  Lancaster III ND. 631.  (Z)
CREW:  DUTY:
P/O. F. LEVY                   AS SHOWN ABOVE
Sgt. GROOM P.W.
F/O. C.L. FOX
F/S. PECK E.S.
Sgt. McGUIRE G.A.
CAN. Sgt. McNALLY A.F.
Sgt. THOMAS D.G.

TIME:    UP.   DOWN.
2044     0534

DETAILS OF SORTIE OR FLIGHT:
Spoof, Milan. 6 Green TI., 2 clusters "7" flares. 0058 hrs. 19,000ft.
Own flares dropped on H2S.

DATE:  24.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III  ED. 817.  (X)
CREW:  DUTY:
P/O. T.A. CAREY. AUS.         AS SHOWN ABOVE
Sgt. FRANKS L.
F/S. KERR A.
CAN. W/O. McLENNAN D.H.
Sgt. YOUNG A.E.
Sgt. FOWLE L.A.
CAN. F/S. PRICE T.W.P.

TIME:    UP.   DOWN.
2053     0542

DETAILS OF SORTIE OR FLIGHT:
Spoof, Milan. 6 Green TI. 2 clusters 7" flares. 0056 hrs. 17,400ft.  Square in town
centre in bombsight when T.I.’s were dropped.

DATE:  24.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III  JB. 370.  (U)
CREW:  DUTY:
P/O. I.A. ROSS. AUS.         AS SHOWN ABOVE
Sgt. WALTER W.
F/O. T. O’BRIEN
F/O. C.G. ROGERS.
Sgt. JENKINSON K.
Sgt. KING C.
Sgt. McKELLAR A.

TIME:    UP.   DOWN.
2042     0538
DETAILS OF SORTIE OR FLIGHT:
Spoof, Milan. 6 Green TI., 2 clusters 7” flares. 0058 hrs. 18,000ft. Town centre estimated, after illumination had ceased.

DATE: 24.04.44
AIRCRAFT TYPE & NUMBER: Lancaster III ND. 472. (O)

CREW:
P/O. J.A. SANDERS
Sgt. NUTLEY T.H.
F/S. BARRON J.B.
CAN. F/S. ALLEN H.G.
Sgt. WARD A.
Sgt. MACHIN R.
Sgt. BRIARS R.A.

DUTY: AS SHOWN ABOVE

TIME: UP. 2043  DOWN. 2145

DETAILS OF SORTIE OR FLIGHT:
Spoof, Milan. 6 Green T.I.’s, 2 clusters 7” flares. Early return, rear turret unserviceable, all bombs brought back.

OPERATIONS RECORD BOOK
No. 617 Squadron

WOODHALL SPA

01.05.44
Two armourers proceeded to No. 10 S. of T.T. for special rocket projectile course. Squadron Crest finally approved. Subscription opened for payment of 10 guinea registration fee.

02.05.44

03.05.44
Intensive flying training carried out. Four Mosquito crews operated (two in 627 Squadron aircraft). The target was a Military Camp at Mailly. The aircraft marked the target successfully, and returned safely. (A series of errors and problems conspired on this night to make the operation a very costly success. Cheshire was the Marker Leader but the main force controller did not pass on the order to bomb due to radio problems, and as confusion ensued the German night-fighters arrived and got amongst the bombers. 11.6% of the force (42 aircraft) were brought down. 617 Squadron Mosquitos marked very accurately and the raid was a great success with 114 barracks buildings, 47 transport sheds and ammunition stores being destroyed along with 102 vehicles of which 37 were tanks. There were no French casualties other than some French
folk killed when a Lancaster crashed onto their house. The raid was achieved however only with heavy casualties.)

04.05.44
No operations were detailed. The Squadron was stood down in the afternoon.

05.05.44
Establishment of Squadron (LWE/BC/3414) increased by one ACW. Driver M.T. Sgt. Peters returned on completion of duties at R.A.F. Boscombe Down.

06.05.44
Squadron standing by for operations until 1700 hrs., but not detailed.

07.05.44
No operations detailed. Squadron stand down in afternoon.

08.05.44
All available aircraft and crews on bombing exercise in afternoon. A Squadron Sports Committee was formed under F/L. B.W. Clayton D.F.C., C.G.M. The Secretary of State for Air visited Coningsby, and in the evening W/Cmdr. Cheshire, S/Ldr.’s Munro, McCarthy and Shannon were invited to a dinner in his honour.

09.05.44

10.05.44
Extensive flying programme carried out. Invitations were sent to all ex members of the Squadron who took part in the Dam Raid, to an anniversary celebration.

11.05.44
Mr. C. Bellringer, of T.R.E. visited Squadron Commander.

12.05.44
Mosquito "L" (S/Ldr. Shannon) damaged when landing, oleo leg collapsed. Aircraft categorised "AC". Cricket match versus 627 Squadron cancelled.

13.05.44
S/Ldr. McCarthy carried out night photographic exercise. No operations detailed.

14.05.44
Limited flying carried out. Stand down in afternoon.

15.05.44
Only limited flying training.

16.05.44
This was the anniversary of the Dam Raid. To celebrate this, a party was held in the Officers’ Mess, to which all the ex members of the crews who took part in the raid were invited. Wing Commander Gibson VC. was unfortunately unable to
attend, but most of the remaining officers attended, as did several of the civilians from A.V. Roe Ltd and Vickers Ltd, who did so much to ensure the success of that raid.

17.05.44
All aircrew were granted a stand down until 1030 hrs. In afternoon a limited flying programme was carried out.

18.05.44
No operations detailed. Limited training.

19.05.44
An all ranks Squadron Dance was held as a further celebration of the Dam Raid. W/Cmdr. Gibson was able to attend, and was given a rousing reception by all ranks. A cake was cut by both him and W/Cmdr. Cheshire, and they both made speeches.

20.05.44
The Station cricket team, consisting of all 617 Squadron personnel, won its first match of the season, against R.A.F. Station, Metheringham.

21.05.44
All aircrew personnel were detailed for a route march in the afternoon, led by the Squadron Commander. No training was carried out, as the weather prevented flying all day.

22.05.44
More intensive training by all crews.

23.05.44
Lancaster "Y" (F/O. Stout) collided with starter trolley on take-off, damaged rudder, aircraft categorised "A".

24.05.44
Squadron Commander applied to Group H.Q. for temporary suspension of all aircrew postings from the Squadron. Entries were submitted for the athletics meeting to be held in connection with the competition for the Base Commander's Cup. (for aircrew personnel only.)

25.05.44
The cricket match arranged to take place between the Officers and Sergeants' Messes was cancelled through bad weather. No flying all day.

26.05.44
The cricket match referred to took place, and resulted in a victory for the Sergeants' Mess.

27.05.44
Flying training carried out in morning, recreational sport in afternoon.

28.05.44
Aircrews began training for the sports meeting. Some flying in morning.
29.05.44
Whit Monday. All Squadron personnel were stood down at 1400 hours, to take
advantage of the fine weather.

30.05.44
Another cricket match was arranged between 617 and 627 Squadrons, but this was
cancelled. Very little flying was carried out.

31.05.44
No operations detailed. Limited flying training.
SUMMARY

During the month of May, 1944, the Squadron despatched only 4 operational sorties (target marking), all returned safely. A total of 16 hrs. 25mins. operational and 642 hrs. 40mins. operational training was carried out.

The following decorations were awarded to personnel of this Squadron during the month:

- P/O. J.A. SANDERS (168674) Pilot. D.F.C.
- W/O. W.G. BICKLEY (530493) A/G. C.G.M.

The following Officer postings to the Squadron were carried out:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>133731</td>
<td>F/O.</td>
<td>T.H.J. PLAYFORD</td>
<td>Nav.</td>
<td>619 Sqdn.</td>
<td>08.05.44</td>
</tr>
<tr>
<td>53140</td>
<td>F/O.</td>
<td>S.R. CLARKE.</td>
<td>F/E.</td>
<td>54 Base NE</td>
<td>21.05.44</td>
</tr>
<tr>
<td>111526</td>
<td>F/L.</td>
<td>T.J. TATE.</td>
<td>Nav.</td>
<td>10 O.T.U.</td>
<td>21.05.44</td>
</tr>
<tr>
<td>133348</td>
<td>F/O.</td>
<td>A.B.H. PARKIN.</td>
<td>Nav.</td>
<td>54 Base NE2</td>
<td>01.05.44</td>
</tr>
<tr>
<td>51070</td>
<td>F/O.</td>
<td>G.A. WITHERICK</td>
<td>A/G.</td>
<td>54 Base NE2</td>
<td>03.05.44</td>
</tr>
<tr>
<td>J19259</td>
<td>P/O.</td>
<td>J.I. JOHNSTON</td>
<td>A/G.</td>
<td>619 Sqdn.</td>
<td>01.05.44</td>
</tr>
</tbody>
</table>

The following officer postings from the Squadron were carried out:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>J17550</td>
<td>F/O.</td>
<td>K.W. BROWN</td>
<td>Pilot</td>
<td>5 L.F.S.</td>
<td>03.05.44</td>
</tr>
<tr>
<td>A404595</td>
<td>F/O.</td>
<td>B.T. FOXLEE</td>
<td>W/AG.</td>
<td>27 OTU.</td>
<td>01.05.44</td>
</tr>
<tr>
<td>A408076</td>
<td>F/O.</td>
<td>T.D. SIMPSON</td>
<td>A/G.</td>
<td>27 OTU.</td>
<td>01.05.44</td>
</tr>
<tr>
<td>J15336</td>
<td>A/F/L.</td>
<td>D.R. WALKER</td>
<td>Nav.</td>
<td>54 Base.</td>
<td>10.04.44</td>
</tr>
<tr>
<td>132315</td>
<td>F/O.</td>
<td>C.R. BROWN</td>
<td>A/B.</td>
<td>1660 CU.</td>
<td>30.04.44</td>
</tr>
<tr>
<td>171191</td>
<td>P/O.</td>
<td>S.G. GREENWOOD</td>
<td>Nav.</td>
<td>1654 CU.</td>
<td>30.04.44</td>
</tr>
<tr>
<td>115932</td>
<td>F/L.</td>
<td>L.G. HADLAND</td>
<td>Pilot</td>
<td>5 L.F.S.</td>
<td>30.04.44</td>
</tr>
<tr>
<td>162993</td>
<td>P/O.</td>
<td>G.L. JOHNSON</td>
<td>A/B.</td>
<td>52 Base.</td>
<td>06.05.44</td>
</tr>
<tr>
<td>149488</td>
<td>F/O.</td>
<td>R.ADAMS</td>
<td>W/Op.</td>
<td>29 OTU.</td>
<td>04.05.44</td>
</tr>
<tr>
<td>159893</td>
<td>F/O.</td>
<td>J.H. CLAY</td>
<td>A/B.</td>
<td>14 OTU.</td>
<td>09.05.44</td>
</tr>
<tr>
<td>101042</td>
<td>F/L.</td>
<td>B. GOODALE</td>
<td>W/Op.</td>
<td>HQ TTC.</td>
<td>11.05.44</td>
</tr>
<tr>
<td>133348</td>
<td>F/O.</td>
<td>A.B.H. PARKIN</td>
<td>Nav.</td>
<td>54 Base NE</td>
<td>14.04.44</td>
</tr>
<tr>
<td>51070</td>
<td>F/O.</td>
<td>G.A. WITHERICK</td>
<td>A/G.</td>
<td>54 Base NE</td>
<td>24.04.44</td>
</tr>
<tr>
<td>51704</td>
<td>P/O.</td>
<td>I. WHITTAKER</td>
<td>F/E.</td>
<td>4 S.of T.T.</td>
<td>26.05.44</td>
</tr>
</tbody>
</table>

The following aircrew postings to the Squadron were carried out:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1382229</td>
<td>F/S.</td>
<td>POOL R.</td>
<td>W/Op.</td>
<td>54 Base NE.</td>
<td>21.05.44</td>
</tr>
<tr>
<td>1494993</td>
<td>Sgt.</td>
<td>GRAHAM S.</td>
<td>Nav. W.</td>
<td>8 O.T.U.</td>
<td>28.05.44</td>
</tr>
<tr>
<td>1586439</td>
<td>Sgt.</td>
<td>CLARK</td>
<td>Nav. W.</td>
<td>8 O.T.U.</td>
<td>28.05.44</td>
</tr>
<tr>
<td>1398200</td>
<td>Sgt.</td>
<td>PLEASANCE</td>
<td>Nav. W.</td>
<td>8 O.U.T.</td>
<td>28.05.44</td>
</tr>
<tr>
<td>R149473</td>
<td>W/O.</td>
<td>PORTER</td>
<td>A/G.</td>
<td>619 Sqdn.</td>
<td>01.05.44</td>
</tr>
</tbody>
</table>
The following aircrew postings from the Squadron were carried out:

- NZ411747 W/O. DOWMAN M.G. A/G. 1660 CU. 13.05.44
- 1077990 F/S. GASKELL A. W/Op. 84 OTU. 04.05.44
- 647384 F/S. TIREL A/G. 1660 CU. 30.04.44
- 1811001 F/S. HOBBIS A.W. A/G. 26 OTU. 13.05.44
- 1267844 F/S. POOLEY R. A/G. 17 OTU. 13.05.44
- 546883 F/S. TEMPLE E.C. A/G. 1660 CU. 13.05.44
- 969937 W/O. DACEY J. W/Op. 30 OTU. 04.05.44
- 998934 Sgt. ROWAN N. W/Op. 17 OTU. 13.05.44
- 1125031 Sgt. McCULLOUGH R. F/E. 1660 CU. 13.05.44
- 1375094 Sgt. FRANKS L. F/E. 54 Base NE. 11.05.44

The following personnel were appointed to commissions:

- 1479639 F/S. HOWARTH W. A/G. w.e.f. 04.04.44.
- 1564313 Sgt. WELCH R. Nav. w.e.f. 07.02.44.
- 544401 W/O. HENDERSON R.J. F/E. w.e.f. 05.04.44.
- R124443 W/O. EVANS W.G. A/G. w.e.f. 14.04.44.

(Certified that the above form 540 contains extracts from personnel occurrence reports.)

**DATE: 03.05.44**

**AIRCRAFT TYPE & NUMBER:** Mosquito 6 MS. 993. *(N)*

**CREW:**
- W/C. G.L. CHESHIRE. Pilot.
- F/O. P. KELLY. Nav. B.

**TIME:**
- UP. 2204
- DOWN. 0220

**DETAILS OF SORTIE OR FLIGHT:**
Bombing, Military Camp, Mailly. 2 Red Spotfires 00001/2 hrs. 3,000 to 1,500ft. Dive attack. Red Spotfires fell on the aiming point and were backed up successfully by another Mosquito and then by a Lancaster. The main force bombing was fairly concentrated and accurate.

**DATE: 03.05.44**

**AIRCRAFT TYPE & NUMBER:** Mosquito 16 ML. 976. *(L)*

**CREW:**
- S/L. D.J. SHANNON AUS Pilot.
- F/O. L.J. SUMPTER Nav. B.

**TIME:**
- UP. 2203
- DOWN. 0201

**DETAILS OF SORTIE OR FLIGHT:**
Bombing, Military Camp, Mailly. 2 Red Spotfires 0006 hrs. 3,500 to 400ft. Dive attack. Red Spotfires fell slightly to west of centre of target. Bombing was rather scattered at opening of attack but quickly settled down to a good concentration on the target.

DATE: 03.05.44
AIRCRAFT TYPE & NUMBER: Mosquito 6 DZ. 525. (S)
CREW: F/L. R.S.D. KEARNS NZ
      F/O. W.J. BARCLAY NZ
DUTY: Pilot.
      Nav. B.
TIME: UP. DOWN.
      2221  0222

DETAILS OF SORTIE OR FLIGHT:
Bombing, Military Camp, Mailly. 4 Red Spotfires 0025 hrs. 5,000 to 3,000ft. Dive attack. Red Spotfires which were dropped to re-mark the aiming point fell to the North-East corner of the target. Apart from a few scattered sticks main force bombing was concentrated and accurate in the target area.

OPERATIONS RECORD BOOK
No. 617 Squadron
WOODHALL SPA.

01.06.44.
Stand down in afternoon due to weather. Radar Section working on special installations. (While special equipment was being installed in the aircraft for their work on D day night it was discovered that ME561 (Knilans aircraft) had its ailerons fitted at the factory upside down. New ailerons sorted a problem that had led to Knilans being ribbed badly for his flying and especially landing ability.)
New auto pilots were fitted as well as new H2S equipment in preparation for the windowing work to come

02.06.44.
Information received from Red Cross Committee that F/O. J.H.C.A. Lepine D.F.M. (W/Op. in F/L. Cooper's aircraft), previously reported missing, now a prisoner of war.

03.06.44
All aircrew personnel spent the afternoon practicing for the Base Commander's Athletic Meeting. There was a visit by Mr. O. Bellringer, of the T.R.E.

04.05.44
A cricket match was arranged between two teams officers, but this was cancelled owing to rain.

05.06.44
Sixteen aircraft were detailed for a special operation, details of which have not been released. The operation was in connection with the invasion of the Continent, and was reported as being completely successful. All aircraft of this Squadron returned safely. 
(This was Operation Taxable and involved 16 617 Sqdn aircraft flying a very precise series of timed runs at 200 kts and timed smooth turns over the Channel while dropping window on a strict timetable. All together this was designed to look like a large convoy slowly approaching the French coast on the German coastal radar screens. The operation was carried out off the Cap d'Antifer and German 15th army radar units reported a large naval force between Boulogne and Etretat, the whole area being placed on alert.)

06.06.44
The Allied invasion commenced this morning. No further operations were detailed for 617 Squadron.

07.06.44
Again no operations were detailed. Information was received from the Red Cross Committee that F/O. A.E. Pelly A/G., F/O. J.H. Tucker A/G. and F/O. T.W. Clarkson F/Eng., of F/L. Cooper's crew, were prisoners of war.

08.06.44
Twenty eight Lancaster and three Mosquito aircraft detailed for operations, the target being a railway tunnel and bridge in Saumur. Several direct hits were obtained, and the bridge and railway line were rendered unusable. Three aircraft did not take off, owing to lack of time for bombing-up. A message of congratulation was received from the A.O.C. in C.
(This was the first operational use of the "Tallboy" bomb. A thick cased aerodynamically clean bomb that had a gross weight of 12,000lbs. The bomb was made of specially hardened steel filled with 5000lbs of Torpex explosive and fitted with three fuses in its tail. The bomb itself was fitted with a steel tail and four fins that were offset causing the bomb to spin as it fell. The theory behind the bomb was that it should fall from 20,000 feet and in this time it would accelerate through the sound barrier to its terminal velocity. It was ideally not to hit the target but land close to it, whereupon it would penetrate deep into the ground before
exploding causing massive damage by the shock wave being carried through the soil and also by the "Camoflet" effect of the cavity left by the explosion undermining structures close by. The bomb was generally given a 25 second fuse that allowed it time to stop, deep in the ground before exploding. The technological effort required to produce these weapons was massive, the steel had to be specially developed as had the filling procedures, fuses and release gear.

The operation required the location of the railway tunnel mouth in darkness (Using only four 83 Sqdn. Lancasters to act as flare droppers and the Mosquitos to mark) and then bombing the tunnel mouth accurately in darkness from the best altitude the Lancaster could reach, to give the best penetration by the bomb. The tunnel was to be used for the rapid transportation of troops and tanks to the new Normandy battle area and its closure would greatly assist the invasion plan. The raid was planned at very short notice. Cheshire’s spot markers were exactly on target and the tunnel mouth and tunnel were destroyed by the "earthquake" bombs. Other Lancasters were assigned the other end of the tunnel where it emerged from the hillside to cross the Loire river by bridge. The bridge was also destroyed. The target was not back in full use until four years after the war.

09.06.44
Instructions received from H.Q. 5 Group that the six aircraft attached on 5th. April, were to be returned to their parent units, together with the ground crews. The movement could not be completed owing to adverse weather.

10.06.44
No operations detailed. Flying training was carried out in the morning, but there was a partial stand down in the afternoon. The movement of the H2S aircraft and ground crews was carried out.

11.06.44
The Squadron was standing by for operations from 0900 hrs. until 1700 hrs., but no operations were detailed.

12.06.44
Twenty Lancaster and three Mosquito aircraft detailed for operations, which were cancelled owing to unfavourable weather conditions.

13.06.44
Squadron not detailed for operations. Fifteen aircraft took part in an extensive night bombing training programme.

14.06.44
Twenty two Lancaster and three Mosquito aircraft were detailed to attack the E-boat pens at Le Havre. The weather at base was cloudy, with showers at about 0900 hrs., becoming fair then fine during evening. A fighter escort of Spitfire aircraft was provided for the operation, which was very successful. No fighter opposition was encountered, but there was intense light and heavy flak. The raid was very successful, but several aircraft were damaged. "A" (F/O. Knights) being categorised “AC”. “R” (Lt. Knilans) was also hit by flak, the rear gunner (Sgt. Crosby A.), being hit in the thigh, and was admitted to SSQ. on landing. (This operation was aimed to ease the problems caused by German E-boats which were slipping out of Brest under cover of darkness and operating in and amongst
the invasion fleet and causing shipping casualties. It was thought the Tallboys dropped from maximum height into the basin in the East part of the dock where the E-boats congregated before each nights operation would have a deadly effect. This was the case and the E-boats in the port were effectively destroyed during this operation. Cheshire again defied all the odds against survival and marked the target from 700ft in the face of intense light flak opposition and it was his part in this operation that was included in his citation for the V.C. Hits were secured right across the port and particularly the E-boat pens which were of massive "Bomb-proof" concrete construction. They collapsed a few days after the raid, the foundations having been undermined by the Tallboys.)

15.06.44
Twenty two Lancaster and one Mosquito aircraft were detailed to attack the E-boat pens at Boulogne. All took off safely, but cloud was thick over target area. Some aircraft came down below the cloud to heights varying from 8,000ft. to 10,000ft.. Heavy flak was encountered. Ten aircraft brought their bombs back to base, on instructions from the Squadron Commander. "G" (F/O. Hamilton) was damaged, the Air Bomber (F/O. R.T. Duck), being hit by shrapnel. The aircraft landed at West Malling, where F/O. Duck was admitted to hospital. It was not possible to assess the damage to the target. Weather at base was fine at first, becoming fair, then cloudy with slight rain during evening.

(This operation was intended to be a repeat of that of the previous night but due to the poor weather over the target most of the 617 Sqdn. aircraft did not bomb. Having said this it was as a result of this raid that the E- boats left for the base at Ijmuiden on the Dutch coast where they were safer but much less able to attack the invasion fleet due to the longer run to the target, exposing them to daylight air and sea attack. In this sense alone the raid was a great success. The toll was 133 ships sunk in this and the previous E-boat raid. The squadron was placed on standby to bomb the German V weapon manufacturing sites in France. Due to poor weather the aircraft were on standby for the next three days with the Tallboys being loaded and unloaded from the aircraft in rotation to maintain readiness but relieve the stress on each aircraft's undercarriage due to the bombs' weight.)

16.06.44
No operations were detailed. The Squadron was placed on stand down, and R. & I. Section worked all night repairing damaged aircraft.

17.06.44
The Squadron took part in the athletic meeting held in the competition for the aircrew cup. The Squadron took third place, a very creditable performance in view of the fact that very little opportunities were available for training. Daylight operations were ordered for the following day. The R. & I. Section continued its efforts in repairing damaged aircraft.

18.06.44
All Squadron personnel were on duty at 0700 hrs. Crews were briefed and stood by for operations. Two Mosquito and nineteen Lancaster aircraft were detailed for operations, but these were cancelled at 2000 hrs.

19.06.44
The Squadron was again detailed for operations, this time Lancaster and two Mosquito aircraft being detailed. All aircraft took off successfully, in three waves,
this being the order of bombing. The target was a constructional works at Watton, in France. It was not possible to assess the results of the bombing, owing to cloud over the target, but it was thought by returning crews that the raid was a success. All aircraft returned safely, one aircraft being unable to release its bomb through a "hang-up". The weather at base was cloudy, becoming fair during the afternoon, fine in evening. Visibility was good.

(This raid was against the massive concrete bunker at Watten which was to be used to store and launch V2 Rockets against England. Having been bombed in 1943 the site was re-developed as a liquid Oxygen and V2 parts store for rockets to be launched elsewhere. This raid was not a great success due to the cloud, with the nearest Tallboy falling 50 yards from the concrete target.)

20.06.44
The Squadron was again detailed for operations, this time the target being a constructional works at Wizernes, in France. All aircraft were recalled just before they reached the target area, owing to cloud over the target area. All returned safely. Nineteen Lancaster and three Mosquito aircraft were originally detailed, but "D" (F/L. Howard) and "W" (S/L. McCarthy) did not take off, owing to engine trouble. The weather at base was cloudy at first, with drizzle until 1000 hrs. Visibility was good.

21.06.44
Eighteen Lancaster and three Mosquito aircraft were detailed for operations, which were cancelled an hour before detailed take-off time. Leave for aircrew personnel re-commenced. Two Mustang aircraft arrived, for use by the Squadron.

22.06.44
Seventeen Lancaster and three Mosquito aircraft were detailed for operations, the target again being Wizernes. Only sixteen of the Lancasters took off. "K" (F/L. Edward) was found to be unserviceable just before take-off. Again the aircraft were recalled on the way to the target, as accurate bombing was not possible due to cloud. The weather at base was cloudy at first, becoming mainly fair, with good visibility. All aircraft returned safely.

23.06.44
No operations were detailed. All aircrew personnel were stood down from 1200 hrs. until 1000 hrs. on the following day.

24.06.44
Sixteen Lancaster and two Mosquito aircraft were detailed for operations. All took off successfully, the target being, for the third time, the constructional works at Wizernes. This time the attack was successfully concluded, but "G" (F/L. Edward D.F.C.), was shot down by flak on the way to the target. His crew consisted of 149660 F/O. L.W.J. King D.F.C. (F/Eng.), 14783 F/O. L.T. Pritchard D.F.C. Nav., 1575148 F/S. Brook J.H. A/B., 1215126 F/S. Hobbs G.H. W/Op., 19259 F/O. J.I. Johnstone D.F.C. M.U., 634050 F/S. Isherwood S. R.G. and R.109347 W/O. Price T.W.P. F.G. Two or three members of the crew were seen to "bale out" by other crews, but no information has yet been received from the Red Cross Committee. The aircraft was seen to go down in flames, out of control, and to hit the ground. The weather at base fine, becoming fair, with moderate visibility. Operations were ordered for early the following morning.
(This target was an enormous concrete dome in a quarry which had been tunnelled beneath to form storage for V2 rockets. The fair weather that allowed 617 Sqn. to bomb from the heights required by the Tallboy for best effect also allowed the German flak, which was very heavy around these important targets, to be used to best effect. The SABS (Stabilised Automatic Bomb Sight) that allowed the bombs to be dropped so accurately, required a long straight run to the target which also made the bombing aircraft better targets. "G" was DV403 and it crashed in the village of Leulinghem in the Pas-de-Calais. Pritchard, Brooks, Hobbs and Johnston survived, Johnston to die of his injuries a few days later. This raid was a success and two bombs hit the heavy bunker target causing a collapse of the cliff face into which it was built. While the target was not physically destroyed the area was so badly damaged that further work was called off.)

25.06.44
Seventeen Lancaster, two Mosquito and one Mustang aircraft took off at approx. 0730 hrs. for operations, the target being a construction works at Siracourt. The Squadron Commander was flying in a Mustang for the first time operational as marker. All aircraft returned safely, the operation being very successful. The aircraft were overhauled and bombed up again immediately on landing, for operations which did not materialise. The weather at base was fine at first, becoming cloudy with occasional drizzle. Visibility was moderate.

(Cheshire had persuaded a local American unit to lend him a pair of Mustangs as he had been unable to obtain one through the official channels. They arrived shortly before the raid and an "Ad hoc" bomb release had to be made as the American unit that came with the aircraft would not accept British bombs. Cheshire read the pilots notes and then took off, his first flight in the type being not only an operation but one that required low and very accurate flying! Cheshire marked the target very accurately and the site was then bombed accurately and effectively by the squadron.) The target was a heavy concrete V1 bomb store that had proved immune to ordinary bombing. The site was still being built when it was bombed and although contemporary accounts all relate to three Tallboy hits, when examined after it had been captured the target was found to have only some slight damage to the western edge of the roof possibly from a single Tallboy hit. Having said that the raid was a success as all future work on the site was stopped following the raid.)

26.06.44
All aircrew were stood down until 1100 hrs. There was no flying all day, owing to adverse weather, which was cloudy, with intermittent rain all day, and moderate visibility. No operations were detailed.

27.06.44
Eleven Lancaster and two Mosquito aircraft detailed operations for early on the following morning, take off time delayed until 0400 hrs., this was subsequently cancelled and all crews were placed on immediate stand-by.

28.06.44
Crews were standing by from 0400 hrs., but were not detailed for operations, as rain fell all day. There was no flying.

29.06.44
Aircrews standing by from 0900 hrs., but no operations were detailed.
30.06.44
All crews standing by from 0900 hrs., but no operations detailed.

---

**SUMMARY**

During the month of June, 192 operational sorties were flown, comprising 195 hrs. 15 mins. Day operational flying, and 437 hrs. 35 mins Night operational flying. Of these one aircraft was lost and 39 aircraft failed to complete missions, being recalled. A total of 164 hrs. 55 mins. Day flying was carried out on training and 30 hrs. 25 mins. On Night flying training. A total of 652 tons of bombs were dropped operationally.

The following decorations were awarded to personnel of this Squadron during the month:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A412969</td>
<td>F/O.</td>
<td>A.E. KELL</td>
<td>Pilot.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>A416624</td>
<td>F/O.</td>
<td>R.M. STANFORD</td>
<td>Pilot.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>A405693</td>
<td>F/O.</td>
<td>W.R. LEE</td>
<td>Pilot.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>J.16183</td>
<td>F/O.</td>
<td>R.E. WOODS</td>
<td>A/B.</td>
<td>Mention in Despatches.</td>
</tr>
<tr>
<td>J.19206</td>
<td>F/O.</td>
<td>H.A. WEEKS</td>
<td>A/G.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>134558</td>
<td>A/F/L.</td>
<td>H.J. PRYOR</td>
<td>Pilot.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>136882</td>
<td>F/O.</td>
<td>H.H. CHADWICK</td>
<td>A/B.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>53561</td>
<td>F/O.</td>
<td>W.G. RADCLIFFE</td>
<td>F/E.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>54203</td>
<td>P/O.</td>
<td>T. DAVIES</td>
<td>F/E.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>132870</td>
<td>F/O.</td>
<td>R.J. ELSEY</td>
<td>A/B.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>109369</td>
<td>F/L.</td>
<td>A.F. POORE</td>
<td>Pilot.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>155152</td>
<td>F/L.</td>
<td>R.A. ROBERTS</td>
<td>Nav.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>171066</td>
<td>P/O.</td>
<td>L.G. ROLTON</td>
<td>A/B.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>144447</td>
<td>F/O.</td>
<td>P.W. BUTTLE</td>
<td>Nav.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>1045069</td>
<td>W/O.</td>
<td>R. BATSON</td>
<td>A/G.</td>
<td>D.F.M.</td>
</tr>
<tr>
<td>1457709</td>
<td>F/S.</td>
<td>H. JOHNSON</td>
<td>Nav.</td>
<td>D.F.M.</td>
</tr>
</tbody>
</table>

The following officer postings to the Squadron were carried out:- From the Squadron.

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category.</th>
<th>w.e.f.</th>
<th>From.</th>
</tr>
</thead>
<tbody>
<tr>
<td>129193</td>
<td>F/O.</td>
<td>A.R. POOL.</td>
<td>A/G.</td>
<td>26.06.44</td>
<td>3 A.G.S.</td>
</tr>
</tbody>
</table>

The following N.C.O. aircrew were posted from the Squadron during June.

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category.</th>
<th>w.e.f.</th>
<th>From.</th>
</tr>
</thead>
<tbody>
<tr>
<td>634050</td>
<td>F/S.</td>
<td>S. ISHERWOOD</td>
<td>A/G.</td>
<td>25.06.44</td>
<td>Missing.</td>
</tr>
<tr>
<td>1315126</td>
<td>F/S.</td>
<td>G.H. HOBBS</td>
<td>W/Op.</td>
<td>25.06.44</td>
<td>Missing.</td>
</tr>
<tr>
<td>1575148</td>
<td>F/S.</td>
<td>J. H. BROOK</td>
<td>A/B.</td>
<td>25.06.44</td>
<td>Missing.</td>
</tr>
<tr>
<td>571886</td>
<td>Sgt.</td>
<td>S. HENDERSON</td>
<td>F/E.</td>
<td>26.06.44</td>
<td>57 Sqn.</td>
</tr>
<tr>
<td>1437745</td>
<td>F/S.</td>
<td>H. EVANS</td>
<td>A/B.</td>
<td>26.06.44</td>
<td>57 Sqn.</td>
</tr>
</tbody>
</table>
Please note that the contents of this disk are protected electronically against unauthorised copying and use. If you are not the owner of the 617 Sqn Operational Record Book CD-ROM or are not using the contents of this disk in accordance with the license you are in breach of the law and should desist immediately. Digitally logged.

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank</th>
<th>Name</th>
<th>Category</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1568526</td>
<td>Sgt.</td>
<td>R. RONALD A/G.</td>
<td>26.06.44</td>
<td>57 Sqdn.</td>
</tr>
<tr>
<td>1685626</td>
<td>Sgt.</td>
<td>T. CRAIG A/G.</td>
<td>26.06.44</td>
<td>57 Sqdn.</td>
</tr>
<tr>
<td>J.19259</td>
<td>F/O.</td>
<td>J.I. JOHNSTONE A/G.</td>
<td>25.06.44</td>
<td>Missing.</td>
</tr>
<tr>
<td>J.14783</td>
<td>F/O.</td>
<td>L.T. PRITCHARD Nav.</td>
<td>25.06.44</td>
<td>Missing.</td>
</tr>
<tr>
<td>51120</td>
<td>F/L.</td>
<td>J.A. EDWARD Pilot.</td>
<td>25.06.44</td>
<td>Missing.</td>
</tr>
<tr>
<td>149660</td>
<td>F/O.</td>
<td>L.W.J. KING F/E.</td>
<td>25.06.44</td>
<td>Missing.</td>
</tr>
<tr>
<td>169585</td>
<td>P/O.</td>
<td>J. CASTAGNOLA Pilot.</td>
<td>26.06.44</td>
<td>57 Sqdn.</td>
</tr>
<tr>
<td>151154</td>
<td>F/O.</td>
<td>F.J. GORRINGE Nav.</td>
<td>26.06.44</td>
<td>57 Sqdn.</td>
</tr>
<tr>
<td>53140</td>
<td>F/O.</td>
<td>S.R. CLARKE F/E.</td>
<td>26.06.44</td>
<td>HQ8Grp.</td>
</tr>
<tr>
<td>168986</td>
<td>F/O.</td>
<td>W.T. PALFREY N/Radar</td>
<td>30.06.44</td>
<td>53 Base.</td>
</tr>
</tbody>
</table>

The following personnel were appointed to commissions:-

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category.</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1579561</td>
<td>F/S.</td>
<td>J.T. JACKSON</td>
<td>Nav.</td>
<td>14.02.44</td>
</tr>
<tr>
<td>1113981</td>
<td>W/O.</td>
<td>J. T. GINGLES</td>
<td>Pilot.</td>
<td>05.04.44</td>
</tr>
<tr>
<td>1382903</td>
<td>Sgt.</td>
<td>J.W. CLARK</td>
<td>F/E.</td>
<td>18.04.44</td>
</tr>
<tr>
<td>1822220</td>
<td>Sgt.</td>
<td>A.F. McKELLAR</td>
<td>A/G.</td>
<td>16.03.44</td>
</tr>
<tr>
<td>1551085</td>
<td>F/S.</td>
<td>R.L. KERR</td>
<td>Nav.</td>
<td>18.05.44</td>
</tr>
</tbody>
</table>

The following officer promotions were promulgated.

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.413582</td>
<td>P/O.</td>
<td>J.L. HAGER</td>
<td>Nav. - F/O.</td>
<td>17.05.44</td>
</tr>
<tr>
<td>A.414544</td>
<td>P/O.</td>
<td>A.L. EVANS</td>
<td>W/Op - F/O.</td>
<td>17.05.44</td>
</tr>
<tr>
<td>122814</td>
<td>F/O.</td>
<td>E.B. CHANDLER</td>
<td>A/G. - F/L.</td>
<td>01.05.44</td>
</tr>
<tr>
<td>127057</td>
<td>F/O.</td>
<td>R.S. SCOTT-KIDDIE</td>
<td>A/G - F/L.</td>
<td>01.05.44</td>
</tr>
<tr>
<td>168986</td>
<td>P/O.</td>
<td>W.A.T. PALFREY</td>
<td>N/AR. - F/O.</td>
<td>11.04.44</td>
</tr>
<tr>
<td>168635</td>
<td>P/O.</td>
<td>C.G. BEALE</td>
<td>Nav. - F/O.</td>
<td>02.05.44</td>
</tr>
<tr>
<td>53675</td>
<td>P/O.</td>
<td>K.J. RYALL</td>
<td>F/E. - F/O.</td>
<td>04.05.44</td>
</tr>
<tr>
<td>171072</td>
<td>P/O.</td>
<td>H.W. CORNISH-UNDERWOOD</td>
<td>A/G. - F/O.</td>
<td>15.05.44</td>
</tr>
</tbody>
</table>

(Certified that the above Form 540 contains extracts from Personnel Occurrence Reports.)

**DATE:** 05.06.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster III LM. 482. (W)  
**CREW:**  
NZ. S/L. J.L. MUNRO  
W/O. CHESHIRE. G.L.  
F/S. APPLEBY F.E.  
F/L. F.G. RUMBLES  
F/O. P. KELLY  
AUS. F/O. C.K. ASTBURY  
CAN. F/O. P.E. PIGEON  
P/O. W. HOWARTH  
CAN. F/O. H.A. WEEKS  
F/S. JOHNSON H.  
CAN. F/O. F.C. ATKINSON  
F/S. BAKER J.E.  
**DUTY:**  
Pilot.  
Co-Pilot.  
F/Eng.  
Nav.  
Co-Nav.  
A/B.  
MU/Gunner.  
R/Gunner.  
Extra Personnel.  
Extra Personnel.  
Extra Personnel.

258

DETAILS OF SORTIE OR FLIGHT:
SPECIAL OPERATION, NO DETAILS ISSUED.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>05.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster III LM. 492. (Q)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>S/L. J.C. McCARTHY CAN.</td>
<td>Pilot.</td>
</tr>
<tr>
<td>S/L. D.J. SHANNON. AUS.</td>
<td>Co-Pilot.</td>
</tr>
<tr>
<td>F/O. W.D. RADCLIFFE</td>
<td>F/Eng.</td>
</tr>
<tr>
<td>CAN. F/O. D.A. MacLEAN</td>
<td>Nav.</td>
</tr>
<tr>
<td>CAN. S/L. D.R. WALKER</td>
<td>Co-Nav.</td>
</tr>
<tr>
<td>CAN. F/O. W.A. DANIEL</td>
<td>A/B.</td>
</tr>
<tr>
<td>W/O. EATON L.</td>
<td>W/O.</td>
</tr>
<tr>
<td>W/O. BATSON R.</td>
<td>MU/Gunner.</td>
</tr>
<tr>
<td>CAN. F/L. D. RODGER</td>
<td>R/Gunner.</td>
</tr>
<tr>
<td>P/O. R.J. HENDERSON</td>
<td>Extra Personnel.</td>
</tr>
<tr>
<td>F/O. L.J. SUMPTER</td>
<td>Extra Personnel.</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
SPECIAL OPERATION

<table>
<thead>
<tr>
<th>DATE:</th>
<th>05.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I ME. 557. (S)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/L. W. REID</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/L. R.S.D. KEARNS. NZ.</td>
<td></td>
</tr>
<tr>
<td>F/S. STEWART D.G.W.</td>
<td></td>
</tr>
<tr>
<td>CAN. F/O. J.O. PELTIER</td>
<td></td>
</tr>
<tr>
<td>NZ. F/O. W.J. BARCLAY</td>
<td></td>
</tr>
<tr>
<td>P/O. L.G. ROLTON</td>
<td></td>
</tr>
<tr>
<td>F/O. D. LUKER</td>
<td></td>
</tr>
<tr>
<td>F/S. HOLT A.</td>
<td></td>
</tr>
<tr>
<td>W/O. HUTTON J.W.</td>
<td></td>
</tr>
<tr>
<td>F/S. LUCAN R.D.</td>
<td></td>
</tr>
<tr>
<td>W/O. BICKLEY W.G.</td>
<td></td>
</tr>
<tr>
<td>F/O. R.H. PETCH.</td>
<td></td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
SPECIAL OPERATION.

COPY SECRET
September, 1944 16th
2. Also returned herewith original Records in respect of No. 617 Squadron for June 1944. With regard to the operations by that Squadron on the night of the 5/6th., exhaustive enquiries have been instigated at Squadron, Base and Group level and it is understood that no details are available, and moreover, crews of that Squadron were not interrogated on their return from the operation. All available information regarding operations by Squadron in this Command on the night of the 5/6th June are included in the "OVERLORD" supplement to the Headquarters' Record for June 1944.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>05.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster III  LM. 482.  (W)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>NZ. S/L. J.L. MUNRO</td>
<td>Pilot</td>
</tr>
<tr>
<td>W/O. CHESHIRE G.L.</td>
<td>Co-Pilot</td>
</tr>
<tr>
<td>F/S. APPLEBY F.E.</td>
<td>F/Eng.</td>
</tr>
<tr>
<td>F/L. F.G. RUMBLES</td>
<td>Nav.</td>
</tr>
<tr>
<td>F/O. P. KELLY</td>
<td>Co-Nav.</td>
</tr>
<tr>
<td>AUS. F/L. C.K. ASTBURY</td>
<td>A/B.</td>
</tr>
<tr>
<td>P/O. W. HOWARTH</td>
<td>MU/Gunner</td>
</tr>
<tr>
<td>CAN. F/O. H.A. WEEKS</td>
<td>R/Gunner</td>
</tr>
<tr>
<td>F/S. JOHNSON H.</td>
<td>Extra Personnel</td>
</tr>
<tr>
<td>CAN. F/O. F.C.ATKINSON</td>
<td>&quot;</td>
</tr>
<tr>
<td>F/S. BAKER J.E.</td>
<td>&quot;</td>
</tr>
<tr>
<td>F/S. WILSON-WILLIAMS. D.</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
SPECIAL OPERATION, NO DETAILS ISSUED.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>05.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster III  LM. 492.  (Q)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>S/L. J.C. McCARTHY CAN.</td>
<td>Pilot</td>
</tr>
<tr>
<td>S/L. D.J. SHANNON. AUS.</td>
<td>Co-Pilot</td>
</tr>
<tr>
<td>F/O. W.G. RADCLIFFE</td>
<td>F/Eng.</td>
</tr>
<tr>
<td>CAN. F/O. D.A. MacLEAN</td>
<td>Nav.</td>
</tr>
<tr>
<td>CAN. S/L. D.R. WALKER</td>
<td>Co-Nav.</td>
</tr>
<tr>
<td>CAN. F/O. W.A. DANIEL</td>
<td>A/B.</td>
</tr>
<tr>
<td>W/O. EATON L.</td>
<td>W/O.</td>
</tr>
<tr>
<td>W/O. BATSON R.</td>
<td>MU/Gunner</td>
</tr>
<tr>
<td>CAN. F/L. D. RODGER</td>
<td>R/Gunner</td>
</tr>
<tr>
<td>P/O. R.J. HENDERSON</td>
<td>Extra Personnel</td>
</tr>
<tr>
<td>F/O. L.J. SUMPTER</td>
<td>&quot;</td>
</tr>
<tr>
<td>AUS. F/O. E.T. HALL</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
SPECIAL OPERATION.

DATE: 05.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 557. (S)
CREW:
F/L. W. REID
F/L. R.S.D. KEARNS, NZ.
F/S. STEWART D.G.W.
CAN. F/O. J.O. PELTIER
NZ. F/O. W.J. BARCLAY
P/O. L.G. ROLTON
F/O. D. LUKER
F/S. HOLT A.
W/O. HUTTON J.W.
F/S. LUCAN R.D.
W/O. BICKLEY W.G.
F/O. R.H. PETCH
DUTY: AS SHOWN ABOVE
DETAILS OF SORTIE OR FLIGHT:
SPECIAL OPERATION.

DATE: 05.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 560. (H)
CREW:
F/L. B.W. CLAYTON   Pilot
AUS. F/O. D.W. CAREY   Co-Pilot
F/O. A. HILL    F/Eng.
F/O. P.W. BUTTLE
F/S. KERR R.L.
F/O. J.S. WATSON   A/B.
Sgt. SHARP A.W.
F/S. HUME W.
CAN. W/O. MACLENNAN D.H.
CAN. F/S. PRICE T.W.P.
DUTY: Pilot
AUS. F/O. J.K. STOTT
F/O. J.A. SANDERS
F/O. G.A. PHILLIPS
CREW:
CAN. W/O. MACLENNAN D.H.
CAN. F/S. PRICE T.W.P.
DUTY: AS SHOWN ABOVE
DETAILS OF SORTIE OR FLIGHT:
SPECIAL OPERATION, NO DETAILS ISSUED

DATE: 05.06.44
AIRCRAFT TYPE & NUMBER: Lancaster III LM. 485.
CREW:
F/L. D.J.B. WILSON
P/O. J.A. SANDERS
F/O. G.A. PHILLIPS
CREW:
AUS. F/O. J.K. STOTT
DUTY: AS SHOWN ABOVE
F/S. BARRON J.B.
CAN. F/O. E.W. FINLAY
F/O. R.J. ALLEN
F/S. VAUGHAN M.D.
F/L. CHANDLER E.B.
Sgt. NUTLEY T.H.
Sgt. WARD A.
Sgt. BRIARS R.A.
CAN. W/O. ALLEN H.G.
Sgt. MACHIN R.

DETAILS OF SORTIE OR FLIGHT:
SPECIAL OPERATION.

---

DATE: 05.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 562.

CREW:
F/O. N.R. ROSS
F/L. A.W. FEARN
F/O. A.J.S. GIRLING
F/O. T.R. DAVIES
CAN. F/O. R.L. PINDER
W/O. McCLELLAN L.
F/L. L.W. CURTIS
F/O. T.A. PLATT
AUS. F/O. M.R. TUXFORD
P/O. R.J. TELFER
CAN. F/O. H.H. CHADWICK
F/S. HEPWORTH R.
P/O. A.J. PATTERSON

DUTY:
AS SHOWN ABOVE

DETAILS OF SORTIE OR FLIGHT:
SPECIAL OPERATION.

---

DATE: 05.06.44
AIRCRAFT TYPE & NUMBER: Lancaster III EE. 131. (L)

CREW:
F/L. J.A. EDWARD
AUS. P/O. I.A. ROSS
F/O. L.W.J. KING
CAN. F/O. L.T. PRITCHARD
F/O. T. O'BRIEN
F/S. BROOK J.H.
F/S. HOBBS G.H.
CAN. P/O. J.I. JOHNSTON
F/S. ISHERWOOD S.
Sgt. WALTER W.
F/S. TILBY E.

DUTY:
Pilot
Co-Pilot
F/Eng.
Nav.
Co-Nav.
A/B.
MU/Gunner
R/Gunner
Extra Personnel
Extra Personnel
Sgt. McKELLAR A.F. Extra Personnel

DETAILS OF SORTIE OR FLIGHT:
SPECIAL OPERATION, NO DETAILS ISSUED.

DATE: 05.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV. 402. (P)

CREW:
F/O. A.E. KELL, AUS.
F/O. D.H. CHENEY CAN.
Sgt. CLARK J.W.
AUS. F/O. J.L. HAGER
P/O. R.A. WELCH
AUS. F/O. R. MORIESON
AUS. F/O. A.L. EVANS
AUS. P/O. F.W. SNELL
AUS. F/O. J.F. CHAMPMAN
Sgt. ROsher J.
F/S. CURTIS A.
F/S. POOL R.
F/S. McROSTIE A.G.

DETAILS OF SORTIE OR FLIGHT:
SPECIAL OPERATION.

DATE: 05.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 559. (Y)

CREW:
F/O. G.S. STOUT
P/O. F.H.A. WATTS
P/O. J.R. GURNEY
F/O. P. INGLEBY
F/S. HOUSDEN C.H.
CAN. F/O. WA. RUPERT
F/S. NUTTALL A.
P/O. H.W. CORNISH-UNDERWOOD
W/O. SMITH R.
Sgt. LUCK H.
F/S. McKAY M.L.
Sgt. MATTHEWS G.
Sgt. COOPER D.

DETAILS OF SORTIE OR FLIGHT:
SPECIAL OPERATION.

DATE: 05.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV. 393. (T)

263
CREW:  F/O. E. WILLISHER  DUTY:  Pilot
       F/L. C.J.G. HOWARD  Co-Pilot
       Sgt. HURDISS J.  F/Eng.
       F/O. L.H. PLAYFORD  Nav.
       F/O. C.A. MacDONALD  Co-Nav.
       P/O. R.C.L. EVERETT  A/B.
       F/S. SALTER S.  MU/Gunner
       F/O. G.A. WITHERICK  R/Gunner
       Sgt. HAWKINS A.  Extra Personnel
       F/S. HARTLEY E.A.  Extra Personnel
       W/O. WOODS P.E.  Extra Personnel

DETAILS OF SORTIE OR FLIGHT:
SPECIAL OPERATION

DATE:  05.06.44
AIRCRAFT TYPE & NUMBER:  Lancaster I DV. 246.  (U)

CREW:  F/O. W.R. LEE. AUS.  AS SHOWN ABOVE
       F/L. G.E. FAWKE
       Sgt. MASON W.
       F/S. McKIE T.
       F/O. T.A. BENNETT
       F/S. HOYLAND H.
       F/S. RICHARDS H.
       F/S. WAIT W.N.
       F/S. HUNNISETTE R.
       F/S. CLARKE H.G.
       W/O. G.H. RILEY

DETAILS OF SORTIE OR FLIGHT:
SPECIAL OPERATION.

DATE:  05.06.44
AIRCRAFT TYPE & NUMBER:  Lancaster I DV. 385.  (A)

CREW:  F/O. KNIGHTS R.E.  AS SHOWN ABOVE
       F/L. A.G. POOLE
       P/O. E. TWELLS
       CAN. F/O. H.B. RHUDE
       F/O. R.A. ROBERTS
       P/O. J.R. BELL
       F/S. THOMPSON R.C.
       F/S. PENGELLY W.A.
       F/S. DERHAM P.
Sgt. JOHNSON A.J.
F/O. R.J. ELSEY
F/S. CATLEMAN R.P.

DETAILS OF SORTIE OR FLIGHT:
SPECIAL OPERATION.

DATE: 05.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 554. (F)

CREW:
F/L. J.E.R. WILLIAMS
AUS. F/O. R.M. STANFORD
Sgt. SOILLEUX J.
F/O. R. TALBOT
AUS. P/O. W.T. BUTLER
F/S. A.J. WALKER
F/S. POTTER A.E.
F/S. BLAGDON D.
AUS. P/O. K.S. JEWELL
Sgt. JUDSON E.
AUS. W/O. G.K. CLARKE
AUS. W/O. JORDON A.J.
F/S. GRIFFITHS R.D.

DUTY:
Pilot
Co-Pilot
F/Eng.
Nav.
Co-Nav.
A/B.
MU/Gunner
R/Gunner

DETAILS OF SORTIE OR FLIGHT:
SPECIAL OPERATION.

DATE: 05.06.44
AIRCRAFT TYPE & NUMBER: Lancaster III DV. 403. (G)

CREW:
F/O. M.L. HAMILTON
P/O. F. LEVY
Sgt. ROOKE L.S.
F/S. JACKSON J.T.
F/O. C.L. FOX
F/O. R.T. DUCK
Sgt. THOMPSON J.T.
F/S. DADGE J.A.
F/S. HAMILTON D.
Sgt. GROOM P.W.
P/O. T. DAVIES
Sgt. THOMAS D.G.
Sgt. McGuire G.M.
Sgt. McNALLY A.F.

DUTY:
AS SHOWN ABOVE

DETAILS OF SORTIE OR FLIGHT:
SPECIAL OPERATION.
DATE: 05.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 555. (C)

CREW:  
F/O. W.A. DUFFY. CAN.  
W/O. GINGLES J.  
Sgt. BENTING A.W.  
CAN. F/O. D.A. BELL  
F/O. C.G. BEALE  
CAN. F/O. R.E. WOODS  
CAN. F/O. D.R. PEARCE  
F/S. McLEAN T.J.  
CAN. P/O. W.G. EVANS  
Sgt. GALLAGHER W.  
F/S. HAZELL L.  
F/S. R.S. SCOTT-KIDDIE

DUTY: AS SHOWN ABOVE

DETAILS OF SORTIE OR FLIGHT: SPECIAL OPERATION.

DATE: 05.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 561. (R)

CREW:  
LT. H.C. KNILANS USA.  
P/O. J.CASTAGNOLA  
P/O. K.J. RYALL  
CAN. P/O. L.H. GELLER  
F/O. F.J. GORRINGE  
F/O. C.G. ROGERS  
F/O. C.L. KNELL  
Sgt. CROSBY A.  
AUS. P/O. R. LEARMONTH  
Sgt. HENDERSON D.  
F/S. EVANS A.  
Sgt. RONALD R.

DUTY: Pilot  
Co-Pilot  
Nav.  
F/Eng.  
Co-Nav.  
A/B.  
MU/Gunner  
R/Gunner

DETAILS OF SORTIE OR FLIGHT: SPECIAL OPERATION.

DATE: 08.06.44
AIRCRAFT TYPE & NUMBER: Mosquito VI MS 993. (N)

CREW:  
W/C G.L.CHESHIRE  
F/O P.KELLY

DUTY: Pilot  
Nav.B.

TIME: UP.  DOWN.  
2323  0429

266
### DETAILS OF SORTIE OR FLIGHT:
Bombing, Railway Tunnel, SAUMAR. 4 Red Spotfires. 0206.5 hrs. Dive from 3,000ft. to 500ft. Bombing was 50% within 100 yds with one or two very wild bombs. Markers fell on railway cutting just at the mouth of the tunnel. Bombs caused considerable smoke but it was considered that further backing up would not have improved the situation. Order to bomb was given at 0208 hrs. The flares were dropped too far south and too far east and only the last two or three were of any use.

**DATE:** 08.06.44  
**AIRCRAFT TYPE & NUMBER:** Mosquito IV DZ. 418. *(L)*

**CREW:**  
S/L. D.J. SHANNON AUS. - Pilot  
F/O. L.J. SUMPTER - Nav.B.

**TIME:**  
UP. 0012  
DOWN. 0037

### DETAILS OF SORTIE OR FLIGHT:
Bombing, Railway Tunnel, SAUMAR. 3 Red Spotfires. 1 Wanganui flare. Abortive - Returned early. Landed 18 minutes after take-off because of port engine overspeeding. Sortie not completed.

**DATE:** 08.06.44  
**AIRCRAFT TYPE & NUMBER:** Mosquito IV DZ. 421. *(C)*

**CREW:**  
F/L G.A. FAWKE - Pilot  
F/O T.A. BENNETT - Nav.B.

**TIME:**  
UP. 0013  
DOWN. 0430

### DETAILS OF SORTIE OR FLIGHT:
Bombing, Railway Tunnel, SAUMAR. 3 Red Spotfires. 1 Wanganui flare. First flares fell to S.E. of target and next lot over (0240 hrs.) the target area. Dropped three Red Spots on N. end of tunnel and these fell about 50 yds from N. end of tunnel. Bombing of N. end not observed as petrol was getting short. Bombing on cutting at Southern end of tunnel observed - some half dozen being excellent and others about 150 yds from markers. One Wanganui flare dropped with reds and reason for this unknown.

**DATE:** 08.06.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster III LM. 482. *(W)*

**CREW:**  
S/L. J.L. MUNRO NZ. - Pilot
F/S. APPLEBY F.E.   F/Eng.
F/L. F.G. RUMBLES   Nav.
F/L. C.K. ASTBURY AUS.   A/B.
P/O. W. HOWARTH   MU/Gunner
F/O. H.A. WEEKS CAN   R/Gunner

TIME:  UP.  DOWN.
2255  0515

DETAILS OF SORTIE OR FLIGHT:
Bombing, Railway Tunnel, Saumar. 1 x 14,000lb (Tallboy). 0214 hrs. 10,000ft.
Spot fires were in the cutting and most of the bombs were dropping around them.
One direct hit was seen on the tunnel itself. Bombing was well concentrated
around the spotfires.

DATE:  08.06.44
AIRCRAFT TYPE & NUMBER:  Lancaster III  LM.492.  (Q)
CREW:     DUTY:
S/L. J.C. McCARTHY. CAN.  AS SHOWN ABOVE
F/O. W.G. RADCLIFFE.
CAN. F/O. D.A. McLEAN.
CAN. F/O. W.A. DANIEL.
W/O. EATON L.
W/O. BATSON R.
CAN. D. RODGER.
F/L. L.W. CURTIS.  Passenger.
TIME:  UP.  DOWN.
2252  0515

DETAILS OF SORTIE OR FLIGHT:
Bombing Railway Tunnel, Saumar. 1 x 14,000 (Tallboy) 10,500ft. 0217 hrs.
Many bombs bursts, well concentrated around the spot fire. All bombs seen to fall
in a 50 yards radius. 1 direct hit on the marker itself.

DATE:  08.06.44
AIRCRAFT TYPE & NUMBER:  Lancaster III  LM.485.  (N)
CREW:     DUTY:
F/L. D.J.B. WILSON   AS SHOWN ABOVE
F/O. G.A. PHILLIPS
AUS. F/O. J.K. STOTT
CAN. F/O. E.W. FINLAY
F/O. R.J. ALLEN
F/Sgt. VAUGHAN. M.D.
F/L. E.B. CHANDLER
TIME:  UP.  DOWN.
DETAILS OF SORTIE OR FLIGHT:
Bombing Railway Bridge, Saumar. 1 x 14,000 (Tallboy,) 9,500ft. 0245 hrs.
Original red spot on aiming point (southern end of tunnel) extinguished before we were able to bomb. Made several runs and finally red spot put down at Northern end of tunnel and we bombed this and own bomb fell about 100 yds from Red Spot. Many blue sparks seen near own bomb burst.

DATE:  08.06.44
AIRCRAFT TYPE & NUMBER:  Lancaster I DV. 246.  (U)
CREW:
F/L. R.S.D. KEARNS. NZ.
P/O. R.J. HENDERSON
NZ. F/O. W.J.M.L. BARCLAY
S/L. D.S. RICHARDSON
P/O. M. ELLWOOD
W/O. BICKLEY W.G.
F/O. R.H. PETCH
F/L. T.J. TATE  Passenger.

TIME:  UP.  DOWN.
2245  0535

DETAILS OF SORTIE OR FLIGHT:
Bombing Railway Tunnel, Saumar. 1 x 14,000 (Tallboy) 10,200ft. 0226 hrs.
About 50% of bombing seen appeared to be within 100 yds. from the marker. Our bomb fell about 50 yds. due North of A/P.

DATE:  08.06.44
AIRCRAFT TYPE & NUMBER:  Lancaster III EE.131.  (L)
CREW:
F/L. J.A. EDWARD  AS SHOWN ABOVE
F/O. L.W.J. KING
CAN. F/O. L.T. PRITCHARD
F/S. BROOK J.
F/S. HOBBS. G.H.
CAN. P/O. JOHNSTON.J.I.
F/S. ISHERWOOD.S.

TIME:  UP.  DOWN.
2315  0510

DETAILS OF SORTIE OR FLIGHT:
Bombing Railway Tunnel, Saumar. 1 x 14,000 (Tallboy) 9,500ft. 0214 hrs.
The first bomb blew out the red spot fire. Bombing seemed concentrated and the attack generally successful.
DATE: 08.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 560. (H)
CREW:
F/L. B.W. CLAYTON
F/O. A. HILL
F/O. P.W. BUTTLE
F/O. J.S. WATSON
F/O. G.A. CHALMERS
F/S. SHARP. W.W.
F/S. HUME. W.
DUTY:
AS SHOWN ABOVE
TIME: UP. DOWN.
2311  0511
DETAILS OF SORTIE OR FLIGHT:
Bombing Railway Tunnel, Saumar. 1 x 14,000 (Tallboy) 8,400ft. 0217 hrs.
First flares seen at about 0158 hrs. Bombed red spot, which was on railway line
near entrance to tunnel. Own bomb fell on red spot and obscured it with smoke.
Bombing seemed very accurate - about twelve just near red spot.

DATE: 08.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV. 391. (O)
CREW:
F/L. A.F. POORE
Sgt. JOHNSON J
F/O. R.A. ROBERTS
F/O. R.J. ELSEY
F/S. THOMPSON J.T.
F/S. TOOKEY W.
F/S CASTLEMAN R.
DUTY:
AS SHOWN ABOVE
TIME: UP. DOWN.
2300  0516
DETAILS OF SORTIE OR FLIGHT:
Bombing Railway Tunnel Saumar. 1 x 14,000 (Tallboy) 9,400ft. 0216 hrs.
Bomb fell in line with, but rather short of, red spotfire. Difficult to assess attack
but if red spotfire was accurate it seems to have been a success.

DATE: 08.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME.557. (S)
CREW:
F/L. W.REID
F/S STEWART D.G.W.
CAN. F/O. D.A.PELTIER
P/O C.G.ROLTON
DUTY:
AS SHOWN ABOVE
F/O D LUKER  
F/S HOLT A.  
W/O HUTTON J.W.  

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2255</td>
<td></td>
<td>0515</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing Railway Tunnel Saumar. 1 x 14,000 (Tallboy) 9,800ft. 0213 hrs.  
Bursts all around the spotfires and well concentrated. Results good.

---

**DATE:** 08. 6.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I ME.555. (C)  
**CREW:**  
F/O. W.A. DUFFY CAN  
Sgt. BENTING A.W.  
CAN. F/O D.A. BELL  
CAN. F/O R.E.WOODS  
CAN. F/O D.R.PEARCE  
CAN. W/O PORTER K.R.  
CAN. P/O W.G.EVANS  

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2315</td>
<td></td>
<td>0525</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing Railway Tunnel Saumar. 1 x 14,000lb. (Tallboy) 0217 hrs. 9,100ft.  
Not visible, due to cloud.

---

**DATE:** 08.06.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I ME.554. (F)  
**CREW:**  
F/O R.M.STANFORD AUS  
Sgt. JUDSON E.  
AUS. P/O T.W.BUTLER  
AUS. W/O CLARKE G.K  
AUS. W/O JORDON A.J.  
F/S GRIFFITHS R.D.  
AUS P/O K.S.JEWELL  

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2340</td>
<td></td>
<td>0500</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing Railway Tunnel Saumar. 1 x 14,000lb. (Tallboy) 0221 hrs. 9,200ft.  
Bomb bursts all around the red spotfires. One bomb burst on spotfire and put it out.
**DATE:** 08.06.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I ME.559. *(Y)*  
**CREW:**  
F/O G.S.S. TOUT  
P/O J.R.GURNEY  
F/O R.INGLEBY  
CAN. F/O W.A.RUPERT  
F/S NUTTALL A.  
P/O H.W.CORNISH-UNDERWOOD  
W/O SMITH R.  
**DUTY:** AS SHOWN ABOVE  
**TIME:** UP. DOWN.  
2250 0513  
**DETAILS OF SORTIE OR FLIGHT:**  
Bombing Railway Tunnel Saumar. 1 x 14,000lb. (Tallboy) 0225 hrs. 9,000ft.  
Bombing appeared well concentrated. Our bomb fell about 50 yds to port on a heading of 120° M.  

---  

**DATE:** 08.06.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster III JB.139. *(V)*  
**CREW:**  
F/O D.H.CHENEY CAN  
Sgt. ROSHER J.  
F/S WELCH R.  
F/S CURTIS C.  
F/S POOL R.H.  
AUS F/S MCROSTIE A.  
F/S WAIT G.H.  
**DUTY:** AS SHOWN ABOVE  
**TIME:** UP. DOWN.  
2258 0508  
**DETAILS OF SORTIE OR FLIGHT:**  
Bombing Railway Tunnel Saumar. 1 x 14,000lb. (Tallboy) 0211 hrs. 9,300ft.  
Bombing seemed accurate and concentrated. About ten explosions seen, two of which were within 50 yds. of the markers.  

---  

**DATE:** 08.06.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I DV.385. *(A)*  
**CREW:**  
F/O. R.E. KNIGHTS  
P/O. E.TWELLS  
CAN. F/O. H.B. RHUDE  
P/O. J.R.BELL  
F/O. B.J. HOSIE  
**DUTY:** AS SHOWN ABOVE  
**TIME:**
F/S. PENGELLY. W.H.
F/S. DERHAM P.W.

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2305</td>
<td>0515</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing Railway Tunnel. Saumar. 1 x 14,000lb. (Tallboy) 8,600ft. 0223 hrs.
Bomb fell right on Red Spot Fire. Very good concentration and markers were several times obscured.

---

DATE: 08.06.44
AIRCRAFT TYPE & NUMBER: Lancaster III. DV. 403. (G)

CREW:
F/O. M. HAMILTON
Sgt. ROOKE. J.T.
F/S JACKSON J.T.
F/O R.T. DUCK
F/S. THOMPSON. R.C.
F/S. DADGE.J.A.
F/S. HAMILTON.D.

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0014</td>
<td>0514</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing Railway Tunnel. Saumar. 1 x 14000lb. (Tallboy) 8,200ft. 0231 hrs.
Bombing good and very concentrated around markers, which seemed to be on the target.

---

DATE: 08.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.393. (T)

CREW:
F/O. E.WILLSHER
Sgt. HURDISS. J.
F/O. T.H.J. PLAYFORD
P/O. R.C. EVERETT
P/O. F.W. BELL
F/S. SALTER.A.
F/O. G.A. WITHERICK

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2254</td>
<td>0520</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing Railway Tunnel. Saumar. 1 x 14000lb. (Tallboy) 8,900ft. 0230 hrs.
Majority of the bombs were well concentrated with one or two direct hits and a few very scattered bombs. Our bombs fell on what was believed to have been a red spot fire which was extinguished.

**DATE:** 08.06.44

**AIRCRAFT TYPE & NUMBER:** Lancaster I. ME.562. (Z)

**CREW:**
- F/O N.R. ROSS
- P/O A.J.S. GIRLING
- F/O T.R. DAVIES
- F/S McLENNAN, E.
- F/S HICKSON, G.
- F/O T.A. PLATT
- F/L R.F. SCOTT-KIDDIE

**TIME:**
- **UP.** 2250
- **DOWN.** 0450

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Railway Tunnel. Saumar. 1 x 14,000lb. (Tallboy) 8,500ft. 0214 hrs. Flares fell and when over Aiming Point only Red Spot visible so bombed this. Own bomb fell just near Red Spot, which was obscured for two or three seconds by own bomb burst. First six bombs were very good indeed.

**DATE:** 08.06.44

**AIRCRAFT TYPE & NUMBER:** Lancaster I. DV.380. (X)

**CREW:**
- F/O A.W. FEARN
- P/O T. DAVIES
- F/S JOHNSON, H.
- F/O W.H. CHADWICK
- F/S BAKER, J.E.
- Sgt. WILSON-WILLIAMS
- F/S PEARSON, D.

**TIME:**
- **UP.** 2305
- **DOWN.** 0505

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Railway Tunnel. Saumar. 1 x 14,000lb. (Tallboy) 9,750ft. 0214 hrs. Bombing appeared fairly well concentrated with only one or two wild bombs. Our bombs fell 30 to 40 yards to the starboard of markers on the heading of 250 degrees M.

**DATE:** 08.06.44

**AIRCRAFT TYPE & NUMBER:** Lancaster I. DV.402. (P)
CREW:  
F/O. A.E. KELL, AUS.  
Sgt. CLARK, G.W.  
AUS. P/O J.L. HAGER  
AUS. F/O R. MORIESON  
AUS. P/O. A.L. EVANS  
AUS. P/O. A.W. SNELL  
AUS. F/O J.F. CHAPMAN  
AUS. F/O. W.R. LEE  
P/O. A.L. EVANS  
AUS. P/O. A.W. SNELL  
AUS. F/O J.F. CHAPMAN  
AUS. F/O. W.R. LEE  
CREW:  
P/O J.A. SANDERS  
Sgt. NUTLEY. T.H.  
F/S BARRON. J.B.  
CAN. W/O ALLEN. H.G.  
Sgt. WARD. A.  
Sgt. MACHIN. R.  
Sgt. BRIARS. R.A.  
CREW:  
P/O F. LEVY  
Sgt. GROOM. P.W.  
F/O C.L. FOX  
CAN. F/O F.C. ATKINSON  
Sgt. McGUIRE. G.A.  
CAN. Sgt. McNALLY. A.F.  
P/O A.J. PATTERSON

DUTY:  
AS SHOWN ABOVE  
DUTY:  
AS SHOWN ABOVE  
DUTY:  
AS SHOWN ABOVE

TIME:  
2303  0512  
TIME:  
2300  0525

DETAILS OF SORTIE OR FLIGHT:  
Bombing Railway Tunnel. Saumar. 1 x 14,000lb. (Tallboy) 8,850ft. 0212 hrs.  
First flares fell inaccurately, but second fell accurate. Bomb Red Spot and own  
believed to fall on western edge of Spot Fire. Bombing seemed very accurate.

DATE: 08.06.44  
AIRCRAFT TYPE & NUMBER:  
Lancaster III. ED. 909. (P)

DATE: 08.06.44  
AIRCRAFT TYPE & NUMBER:  
Lancaster III. ED. 631. (E)

DATE: 08.06.44  
AIRCRAFT TYPE & NUMBER:  
Lancaster III. ED. 909. (P)

DATE: 08.06.44  
AIRCRAFT TYPE & NUMBER:  
Lancaster III. ED. 631. (E)
TIME: UP. DOWN.
2306 0530

DETAILS OF SORTIE OR FLIGHT:
Bombing Railway Bridge. Saumar. 8 x 1000 GP. 6 x 7" Cluster. 0210 hrs. 6,000ft. Identified A/P (Bridge) and of our bombs-first six fell short and last two appeared to straddle bridge. Other bombing on North end of tunnel not observed. Bombing on Southern end of tunnel seemed very good. Dropped our flares S.E. of A/P (Southern end of tunnel).

DATE: 08.06.44
AIRCRAFT TYPE & NUMBER: Lancaster III. ED. 933. (N)
CREW: P/O F.H.A. WATTS
Sgt. LUCK. H.
F/S HOUSDON.C.H.
CAN. F/S McKAY M.L.
Sgt. COOPER. D.
Sgt. MATTHEWS. G.
P/O R.HEGGIE

TIME: UP. DOWN.
2305 0525

DETAILS OF SORTIE OR FLIGHT:
Bombing Railway Bridge. Saumar. 8 x 1000 GP. 6 x 7" Clusters. 0245 hrs. 3,000ft. Last three bombs of stick seemed to fall on bridge. Bombing on South end of tunnel seemed very good.

DATE: 08.06.44
AIRCRAFT TYPE & NUMBER: Lancaster III. ND. 472. (O)
CREW: P/O J. CASTAGNOLA
Sgt. HENDERSON. D.
F/O F.J. GORRINGE
F/S EVANS.A.
Sgt. EAVES.W.T.
Sgt. CRAIG. T.
Sgt. RONALD. R.

TIME: UP. DOWN.
2300 0530

DETAILS OF SORTIE OR FLIGHT:
Bombing railway bridge. Saumar. 8 x 1000 GP. 6 x 7" Clusters (a) 0233 hrs. 4,000ft. (b) 0240 hrs. 6,500ft. Bombing appeared accurate. Our bombs fell across Red Spot Fires on heading of 220 degrees M.
DATE: 08.06.44  
AIRCRAFT TYPE & NUMBER: Lancaster III. JB. 370. (U)  

CREW:  
P/O I.A. ROSS  
Sgt. WALTER. W.  
F/O T. O'BRIEN  
F/S TILBY. E.G.  
Sgt., JENKINSON. K.  
Sgt. KING. C.  
Sgt. McKELLAR. A.  

DUTY:  
AS SHOWN ABOVE  

TIME:  
UP.  
DOWN.  
2310  
0520  

DETAILS OF SORTIE OR FLIGHT:  
Bombing Railway Bridge. Saumar. 8 x 1000 GO. 6 x 7" Clusters. 0231 hrs. 3,800ft. Identified A/P visually and own bombs straddled bridge near Northern end of tunnel.

DATE: 08.06.44  
AIRCRAFT TYPE & NUMBER: Lancaster III. EE. 146. (K)  

CREW:  
P/O T.A. CAREY. AUS.  
Sgt. A.W. CHERRINGTON  
F/S KERR. A.  
W/O McLENNAN. J.  
Sgt. YOUNG. A.E.  
Sgt. FOWLE. L.A.  
CAN. F/S PRICE. T.W.P.  

DUTY:  
AS SHOWN ABOVE  

TIME:  
UP.  
DOWN.  
2315  
0515  

DETAILS OF SORTIE OR FLIGHT:  
Bombing Railway Bridge. Saumar. 8 x 1000 GP. 6 x 7" Clusters. 0233 hrs. 4,000ft. Bombing was seen to be well concentrated around the Spot Fires by the tunnel. Results of our bombing could not be seen.

DATE: 08.06.44  
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.561. (R)  

CREW:  
LT H.C. KNILANS. USA.  
P/O K.J. RYALL  
CAN. P/O L.H. GELLER  
F/O C.G. ROGERS  

DUTY:  
AS SHOWN ABOVE
F/O KNELL.C.L.
Sgt. CROSBY. A.
P/O R.A. LEARMONTH

TIME: UP. DOWN.
2255 0455

DETAILS OF SORTIE OR FLIGHT:
Bombing Railway Tunnel. Saumar. 1 x 14,000lb. (Tallboy) 0211 hrs. 8,700ft.
Bomb fell 35 yds. South. Several bombs seen quite close to A/P.

DATE: 14.06.44
AIRCRAFT TYPE & NUMBER: Mosquito 6. MS.993. (N)
CREW: DUTY:
W/Cmdr G.L. CHESHIRE Pilot
F/O P. KELLY Nav.
TIME: UP. DOWN.
2115 2347

DETAILS OF SORTIE OR FLIGHT:
Bombing submarine pens, LE HAVRE. 4 Red Spot Fires. 2330.5 hrs. Dive
11,000ft to 7,000ft. The first stick of bombs fell right against the Northern Aiming
Point. The Squadron bombing was extremely good. The Squadron arrived over
the target a bit early so we went straight in and marked. We dropped the marker
mid-way between the two aiming points -270 degrees, 1000 yds. Shortly after the
bombing started the target became obscured by smoke believed to have been a
smoke screen defending the port.

DATE: 14.06.44
AIRCRAFT TYPE & NUMBER: Mosquito 4. DZ.484. (G)
CREW: DUTY:
S/L. D.J. SHANNON Pilot
F/O. L.J. SUMPTER Nav.
TIME: UP. DOWN.
2120 2350

DETAILS OF SORTIE OR FLIGHT:
Bombing submarine pens, LE HAVRE. 4 Red Spot Fires. Saw red spots dropped
on offset aiming point and these were clearly visible until smoke generators
started. Bombing was very good. Reserve marker but not called in.

DATE: 14.06.44
AIRCRAFT TYPE & NUMBER: Mosquito 4. DZ.418.(L)
CREW: DUTY:
DETAILS OF SORTIE OR FLIGHT:
Bombing submarine pens, LE HAVRE. 4 Red Spot Fires. Squadron bombing was well concentrated round both aiming points. Reserve spot fires not needed.

DATE: 14.06.44
AIRCRAFT TYPE & NUMBER: Lancaster III LN.482. (W)
CREW: DUTY:
S/L J.L.MUNRO  N.Z.   Pilot
F/S APPLEBY F.E. F/Eng.
F/L RUMBLES F.G. Nav.
AUS F/L C.K. ASTBURY A/B
P/O W.HOWARTH MU/Gunner
CAN F/O H.A.WEEKS R/Gunner
CAN S/L D.R.WALKER Passenger

TIME: UP. DOWN.
2120 2345

DETAILS OF SORTIE OR FLIGHT:
Bombing Submarine Pens, Le Havre. 1 Tallboy. 2233 hrs. 18,000ft. Our own bomb fell right on the aiming point. The Squadron bombing on our own aiming point was very good, and at least two direct hits were scored. Only one bomb was seen to go down on the northern aiming point and it was also extremely accurate.

DATE: 14.06.44
AIRCRAFT TYPE & NUMBER: Lancaster III LM.492. (Q)
CREW: DUTY:
S/L J.C.MCCARTHY CAN AS SHOWN ABOVE
F/O W.G.RADCLIFFE
F/O D.A.MCLEAN
CAN F/O W.A.DANIEL
W/O EATON L.
W/O BATSON R.
CAN F/L D. RODGER

TIME: UP. DOWN.
2010 2350

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats moored in Le Havre. 1 Tallboy. 2232 hrs. 17,000ft. Bomb seen to fall in water near A/P. One other bomb seen to fall near ours. Several sticks from 1 Group bombing seen to fall on the jetties.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>14.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster III LM.485. (N)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/L D.J.B.WILSON</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>Sgt. CHERRINGTON A.W</td>
<td></td>
</tr>
<tr>
<td>AUS F/O J.K.STOTT</td>
<td></td>
</tr>
<tr>
<td>CAN F/O E.W.FINLAY</td>
<td></td>
</tr>
<tr>
<td>F/O R.J.ANN</td>
<td></td>
</tr>
<tr>
<td>F/S VAUGHAN M.D.</td>
<td></td>
</tr>
<tr>
<td>F/L E.B.CHANDLER</td>
<td></td>
</tr>
<tr>
<td>Sgt. KING C.</td>
<td>Passenger</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td>2015</td>
<td>2355</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats moored in Le Havre. 1 Tallboy. 2232 hrs. 17,000ft. Bomb seen to burst but no immediate effect seen. Bomb seen to burst on A/P. Appeared very successful attack. Several large explosions observed after leaving target.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>14.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I DV. 391. (O)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/L A.F.POORE</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>Sgt. JOHNSON J.</td>
<td></td>
</tr>
<tr>
<td>F/O R.A.ROBERTS</td>
<td></td>
</tr>
<tr>
<td>F/O R.J.ELSEY</td>
<td></td>
</tr>
<tr>
<td>F/S THOMPSON J.T.</td>
<td></td>
</tr>
<tr>
<td>F/S TOOKEY W.</td>
<td></td>
</tr>
<tr>
<td>F/S CASTLEMAN R.</td>
<td></td>
</tr>
<tr>
<td>Sgt. FOWLE L.A.</td>
<td>Passenger</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td>2015</td>
<td>0015</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing Submarine Pens Le Havre. 1 Tallboy. 2233 hrs. 17,500ft. Own bomb believed to have fallen on the N.E. corner of the submarine pens. Squadron bombing extremely good with the exception with two rather wide bombs.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>14.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I DV. 380. (X)</td>
</tr>
</tbody>
</table>
CREW:                  DUTY:
F/L A.W.FEARN           AS SHOWN ABOVE
P/O T. DAVIES
F/S JOHNSON H.
F/O H.H.CHADWICK
F/S BAKER J.E
F/S WILSON-WILLIAMS D.
W/O KEMP J.V.
Sgt. MACHIN R.          Passenger

TIME:       UP.        DOWN.
            2015        0010

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats moored in Le Havre. 1 Tallboy. 2233 hrs. 18,000ft. Saw red spots on offset marking point. Own bomb would fall about 150 yards of Eastern corner of dock and near dockside which was A/P given. About four bombs burst on dock edge, near E-Boats, and one or two bombs burst just near pens. Bombing very accurate. At 2236 hrs. two terrific explosions with lightish red glow on dock side near A/P given (E-Boats).

DATE:  14. 6.44
AIRCRAFT TYPE & NUMBER:  Lancaster I  ME. 560. (H)

CREW:                      DUTY:
F/L B.W. CLAYTON           AS SHOWN ABOVE
F/O A. HILL
F/O P.W. BUTTLE
F/O J.S.WATSON
F/O G.A.CHALMERS
F/S SHARP A.W.
F/S HUME W.
F/O A.J.WARD               Passenger
AUS. F/O D.W. CAREY        Passenger

TIME:       UP.        DOWN.
            2010        0025

DETAILS OF SORTIE OR FLIGHT:
Bombing Submarine Pens Le Havre. 1 x Tallboy. 2232 hrs. 17,400ft. Saw red spots on marking point. At 2233.30, one bomb seen to burst on corner of pen and just afterwards one near miss in water. On other A/P, at least four bombs were seen to burst near dockside in water. Large explosion seen on dockside approx. 600 yds N.W. of pens.

DATE:  14.06.44
AIRCRAFT TYPE & NUMBER:  Lancaster III  EE. 131. (B)

CREW:                      DUTY:
F/L J.E.R.WILLIAMS         AS SHOWN ABOVE
Sgt. SOILLEUX J.
F/O A.J.TALBOT
F/O A.B.WALKER
F/S POTTER A.E.
F/S BLAGDON A.
Sgt. MCKELLAR A.F.
Sgt. CRAIG T.

TIME: 
UP.  DOWN.
2025  0001

DETAILS OF SORTIE OR FLIGHT:
Bombing Submarine Pens Le Havre. 1 x Tallboy. 2233 hrs. 15,500ft. Three direct hits seen. At 2335 hrs. large crimson explosion.

DATE: 14.06.44
AIRCRAFT TYPE & NUMBER: Lancaster III EE. 146. (K)

CREW:
F/L J.A.EDWARD
F/O L.W.J.KING
CAN F/O L.T.PRITCHARD
F/S BROOK J.
F/S HOBBS G.H.
CAN P/O J.J JOHNSTON
F/S ISHERWOOD S.
Sgt. HENDERSON S.J.

TIME: 
UP.  DOWN.
2025  2350

DETAILS OF SORTIE OR FLIGHT:
Bombing Submarine Pens. Le Havre. 1 x Tallboy. 2233 hrs. 15,600ft. Red Spot seen to fall and saw actual pens. Our bomb would fall in centre of line joining pens and dockside. Bombing very good on both A/Ps. two intense red glows, seemingly oil stores, blown up.

DATE: 14.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV. 246. (U)

CREW:
F/L R.S D KEARNS. NZ.
P/O R.J.HENDERSON
NZ. F/O W.J.M.BARCLAY
W/O J. BENNETT
P/O M.ELLWOOD
W/O BICKLEY W.G.
F/O R.H.PETCH
F/L T.J. TATE

DUTY:
AS SHOWN ABOVE

TIME: 
UP.  DOWN.
2025  2350

DETAILS OF SORTIE OR FLIGHT:
Bombing Submarine Pens. Le Havre. 1 x Tallboy. 2233 hrs. 15,600ft. Red Spot seen to fall and saw actual pens. Our bomb would fall in centre of line joining pens and dockside. Bombing very good on both A/Ps. two intense red glows, seemingly oil stores, blown up.
DETAILS OF SORTIE OR FLIGHT:
Bombing Submarine Pens Le Havre. 1 x Tallboy. 2234 hrs. 16,000ft. Target was clearly identified, and we saw the bomb direct-hit on pens. At least two direct hits were seen before ours.

DATE: 14.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME.557. (S)
CREW: DUTY:
F/L W. REID AS SHOWN ABOVE
F/S STEWART D.G.W.
CAN F/O D.A. PELTIER
P/O C.G. ROLTON
F/O D. LUKER
F/S HOLT A.
W/O HUTTON J.W.
CAN F/S MCNALLY A.F. Passenger

TIME: UP. DOWN.
2025  2355

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats moored in Le Havre. 1 x Tallboy. 2232 hrs. 16,600ft. Results of own bombing not observed. Squadron bombing on A/P was extremely good.

DATE: 14.06.44
AIRCRAFT TYPE & NUMBER: Lancaster III ED.763. (D)
CREW: DUTY:
F/L C.J.G. HOWARD AS SHOWN ABOVE
Sgt. HAWKINS A.W.
F/O C.A. MACDONALD
F/S HARTLEY L
F/S LUCAN C.
W/O WOODS J.
F/S CLARKE J.
P/O R. HEGGIE. Passenger
F/O C.L. FOX Passenger

TIME: UP. DOWN.
2020  2355

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats moored in Le Havre. 1 x Tallboy. 2234 hrs. 16,400ft. Our bomb fell about 50 yds. South of A/P. Bombing appeared well concentrated. At least two direct hits observed on the submarine pens.
DATE:  14.06.44
AIRCRAFT TYPE & NUMBER:  Lancaster I  ME. 561.  (R)

CREW:     DUTY:
Lt. H.C.KNILANS USA   AS SHOWN ABOVE
P/O. K.J.RYALL
CAN. P/O. L.H.GELLER
F/O. C.G.ROGERS
F/O C.L.F. KNELL
F/S HUNNISETTE R.W.
AUS P/O R.A.LEARMONTH
P/O J.CASTAGNOLA J   Passenger

TIME:  UP.    DOWN.
       2015  0010

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats moored in Le Havre. 1 x Tallboy. 2232 hrs. 17,900ft.
Several bombs fell in harbour, causing enormous explosions. Many hits were
observed on submarine pens. Bombing was very well concentrated over the target
area.

_________________________________________________________________

DATE:  14.06.44
AIRCRAFT TYPE & NUMBER:  Lancaster I  ME.562.  (Z)

CREW:     DUTY:
F/O N.R.ROSS    AS SHOWN ABOVE
F/O A.J.S.GIRLING
F/O T.R.DAVIES
W/O MCCLELLAN L.
F/S HICKSON G.
F/O T.A.PLATT
AUS. F/O M.R.TUXFORD
CAN F/O F.C.ATKINSON   Passenger

TIME:  UP.    DOWN.
       2020  0010

DETAILS OF SORTIE OR FLIGHT:
Bombing Submarine Pens Le Havre. 1 x Tallboy. 2234 hrs. 16,700ft.
Results of own bombing not observed. Squadron bombing appeared extremely
accurate, at least one direct hit observed.

_________________________________________________________________

DATE:  14.06.44
AIRCRAFT TYPE & NUMBER:  Lancaster I  DV.385.  (A)

CREW:     DUTY:
F/O R.E.KNIGHTS   AS SHOWN ABOVE
P/O E.TWELLS
CAN. F/O H.B.RHUCHE
P/O J.R.BELL
NZ. F/O B.J.HOSIE
F/S PENGALLY W.H.
F/S DERHAM P.W.
F/S BRIARS R.A.

TIME: UP. DOWN.
2010 0020

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats moored in Le Havre. 1 x Tallboy. 2233 hrs. 19,150ft. Saw red spots on offset marking point. Our bomb would fall in water near dockside. One or two bombs seen to burst on dockside. Four or five direct hits on pens observed. Large explosion seen on dockside near our aiming point.

DATE: 14.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME.555. (C)
CREW: DUTY:
F/O W.A.DUFFY CAN AS SHOWN ABOVE
Sgt. BENTING A.W.
CAN. F/O D.A.BELL
CAN. F/O R.E.WOODS
CAN. F/O D.R.PEARCE
CAN. W/O PORTER K.R.
CAN. P/O W.G.EVANS
CAN. W/O ALLEN H.G.

TIME: UP. DOWN.
2025 0015

DETAILS OF SORTIE OR FLIGHT:
Bombing Submarine Pens Le Havre. 1 x Tallboy. 2233 hrs. 15,700ft. Two or three direct hits seen. Considerable smoke obscured target later in attack.

DATE: 14.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV.403. (G)
CREW: DUTY:
F/O M.HAMILTON AS SHOWN ABOVE
Sgt. ROOKE J.T.
F/S JACKSON J.T.
F/O R.T.DUCK
F/S THOMPSON R.C.
Sgt. DADGE J.A.
F/S HAMILTON D.
F/S MCLEAN T.J.
TIME: UP. DOWN.
2021  0004

DETAILS OF SORTIE OR FLIGHT:
Bombing Submarine Pens Le Havre. 1 x Tallboy. 2234 hrs. 16,500ft.
Bomb believed to have hit the N.E. corner of the Pens. Large explosion seen at 22.36 hrs. (to East of target).

DATE: 14.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV. 402. (P)
CREW: DUTY:
F/O W.E.KELL. AUS AS SHOWN ABOVE
P/O G.W.CLARKE
AUS. F/O J.L.HAGER
AUS. F/O R.MORIESON
AUS. P/O A.L.EVANS
AUS. P/O A.W.SNELL
CAN. F/S PRICE T.
Sgt. THOMAS D.G. Passenger

TIME: UP. DOWN.
2019  0015

DETAILS OF SORTIE OR FLIGHT:
Bombing Submarine Pens Le Havre. 1 x Tallboy. 2232 hrs 17,210ft.
Bomb seen to hit aiming point. Two other bombs seen to fall in water near pens. Smoke obscured target soon after first bombs.

DATE: 14.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME.543. (F)
CREW: DUTY:
AUS. F/O R.M.STANFORD AS SHOWN ABOVE
Sgt. JUDSON E.
AUS. P/O T.W.BUTLER
AUS. W/O CLARKE G.K.
AUS. W/O JORDON A.J.
F/S GRIFFITHS R.D
AUS. P/O K.S.JEWELL
Sgt. EVANS N. Passenger

TIME: UP. DOWN.
2015  0015

DETAILS OF SORTIE OR FLIGHT:
Bombing E-boats moored in Le Havre. 1 x Tallboy. 2233 hrs. 17,200ft.
Several bombs fell at the same time along the waterfront where the E-boats should be. Also at least three direct hits were seen on the submarine pens. A good deal of
smoke came up which might have been a smoke screen. The concentration of bombs on the targets was very good indeed.

<table>
<thead>
<tr>
<th>DATE</th>
<th>14.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I ME.559. (Y)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/O G.S.STOUT</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>P/O J.R.GURNEY</td>
<td></td>
</tr>
<tr>
<td>F/O P.INGLEBY</td>
<td></td>
</tr>
<tr>
<td>CAN. F/O W.A.RUPERT</td>
<td></td>
</tr>
<tr>
<td>F/S NUTTALL A.</td>
<td></td>
</tr>
<tr>
<td>P/O H.W.CORNISH-UNDERWOOD</td>
<td></td>
</tr>
<tr>
<td>W/O SMITH R.</td>
<td></td>
</tr>
<tr>
<td>F/S HOYLAND G.</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td>2023</td>
<td>0021</td>
</tr>
<tr>
<td>DETAILS OF SORTIE OR FLIGHT:</td>
<td>Bombing Submarine Pens Le Havre. 1 x Tallboy. 2232 hrs. 15,800ft. Three or four hits seen on submarine pens. Target obscured by smoke.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE</th>
<th>14.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I DV. 393. (T)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/O E.WILLSHER</td>
<td></td>
</tr>
<tr>
<td>Sgt. HURDISS J</td>
<td></td>
</tr>
<tr>
<td>F/O T.H.J.PLAYFORD</td>
<td></td>
</tr>
<tr>
<td>P/O R.C.EVERETT</td>
<td></td>
</tr>
<tr>
<td>P/O F.W.BELL</td>
<td></td>
</tr>
<tr>
<td>F/S SALTER A.</td>
<td></td>
</tr>
<tr>
<td>F/O G.A.WITHERICK</td>
<td></td>
</tr>
<tr>
<td>Sgt. MATTHEWS G</td>
<td>Passenger</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td>2019</td>
<td>0003</td>
</tr>
<tr>
<td>DETAILS OF SORTIE OR FLIGHT:</td>
<td>Bombing E-Boats moored in Le Havre. 1 x Tallboy. 2232 hrs. 16,900ft. Bomb fell to burst on jetty, within a few yards of Pens.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE</th>
<th>14.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster III JB.139. (V)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/O D.H.CHENEY CAN</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>Sgt. ROSHER J.</td>
<td></td>
</tr>
</tbody>
</table>

287
P/O R. WELCH
F/S CURTIS C.
F/S POOL R.
AUS. F/S MCROSTIE A.
F/S WAIT G.H.
F/S MCKIE A.M.    Passenger

DETAILS OF SORTIE OR FLIGHT:
Bombing Submarine Pens Le Havre. 1 x Tallboy. 2233 hrs. 15,900ft. Saw our bomb explode on pens immediately after another bomb burst on same spot. There were other direct hits. Also many hits on quayside. Bombing well concentrated.

DATE: 14.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster III  LM.489. (L)
CREW:     DUTY:
P/O J. GINGLES       AS SHOWN ABOVE
Sgt. GALLAGHER J.
P/O C.G. BEALE
F/S HAZELL L.
W/O RILEY J.
F/L G.S. SCOTT-KIDDIE
AUS. F/O E.T. HALL
CAN. W/O MCLENNAN D.H.    Passenger
F/S MASON W.    Passenger

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats moored in Le Havre. 1 x Tallboy. 2232 hrs. 17,300ft. One huge explosion seen. Later smoke obscured target.

DATE: 15.06.44
AIRCRAFT TYPE: & NUMBER: Mosquito VI  MS.993. (N)
CREW:     DUTY:
W/C G.L. CHESHIRE  Pilot.
F/O P. KELLY    Nav. B.

DETAILS OF SORTIE OR FLIGHT:
Bombing, E-Boats Boulogne. 2 Red Spotfires. 2 x 500lb. M.C. 2245 hrs. 6,000ft. We arrived over the primary (E-Boat Pens) Boulogne one min. before H Hour and saw the red T.I. Oboe markers dropped by P.F.F. for the No. 1 Group Attack -
these appeared accurate. Weather did not permit of 617 Squadron carrying out a visual bombing attack and it was impracticable to drop Red Spotfires in view of the colour of No.1 Group T.I.’s so returned to Base at 2245 hrs. dropping bombs on a Light Flak position on the way out of the target area.

**DATE:** 15.06.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III  LM.482 *(W)*  
**CREW:**  
S/L J.L.MUNRO  N.Z.  
F/S APPLEBY  F.E.  
F/L F.G.RUMBLE  
AUS.  F/L C.K.ASTBURY  
CAN.  F/O P.E.PIGEON  
P/O W. HOWARTH  
CAN.  F/O H.A.WEEKS  
F/O J.BUCKLEY  
AUS.  S/L D.J.SHANNON  
**DUTY:**  
AS SHOWN ABOVE  
**TIME:**  
UP.  2115  
DOWN.  2355  
**DETAILS OF SORTIE OR FLIGHT:**  
Bombing E-Boats Boulogne. 1 x Tallboy. 2253hrs. 8,000ft. Our bomb fell to S.E. of target about 150 yds. away. No other results of Squadron bombing observed.

**DATE:** 15.06.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III  LM.492 *(Q)*  
**CREW:**  
S/L J.C.MCCARTHY CAN  Pilot.  
P/O W.G.RADCLIFFE  
CAN.  F/O D.A.MCLEAN  
CAN.  F/O W.A.DANIEL  
W/O EATON L  
W/O BATSON R.  
CAN  F/L D.RODGER  
F/L L.W.CURTIS  
**DUTY:**  
AS SHOWN ABOVE  
**TIME:**  
UP.  2125  
DOWN.  0010  
**DETAILS OF SORTIE OR FLIGHT:**  
Bombing E-Boats Boulogne. 1 x Tallboy, 2255hrs. 9,000ft. Main Force bombing seen to be concentrated around red T.I.’s. Large explosion seen approx. 2248 hrs. While on bombing run, thrown off course by heavy flak. Whilst again on bombing run, bomb was found to have been lost, but it is not known when.
AIRCRAFT TYPE: & NUMBER: Lancaster I DV.246 (U)

CREW:
F/L R.S.D. KEARNS NZ. AS SHOWN ABOVE
P/O R.J. HENDERSON
NZ. F/O W.J.M. BARCLAY
W/O BENNETT W.J.
P/O M. ELLWOOD
W/O BICKLEY W.G.
F/O R.H. PETCH
F/L T.J. TATE Passenger

TIME: UP. DOWN.
2110 0010

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats Boulogne. 1 x Tallboy. 2254hrs 7,600ft. Some of 1 Group bombs seen to burst in target area. The order to return to Base was received before the bombing run was started.

DATE: 15.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I ME.560 (H)

CREW:
F/L B.W. CLAYTON AS SHOWN ABOVE
F/O A. HILL
F/O P.W. BUTTLE
F/O J.S. WATSON
F/O G.A. CHALMERS
Sgt. SHARP A.W.
F/S HUME W.
AUS. P/O D.W. CAREY Passenger
F/O A.J. WARD Passenger

TIME: UP. DOWN.
2115 0005

DETAILS OF SORTIE OR FLIGHT:
Bombing E Boats Boulogne. 1 x Tallboy. We ran up to target at 16,500ft. Turned out to sea and did two or three orbits losing height to 8,000ft. Started run up. Target area visible but a lot of smoke. Conditions were not suitable for visual bombing. At same time order to return to base was received. A heavy explosion and bomb burst seen 1000 yds. due E. of E-Boat Pens.

DATE: 15.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster III LM.485 (N)

CREW:
F/L D.J.B. WILSON AS SHOWN ABOVE
Sgt. CHERRINGTON A.
DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats Boulogne. 1 x Tallboy. 2250 hrs. 8,000ft. The success of the attack was spoilt by cloud which covered the target down to 8,000ft. In consequence the timing was spoilt and aircraft had to bomb individually. One very large explosion was observed. An R-Boat was seen blown out of the water by a medium bomb.

DATE: 15.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster III ED.763 (D)
CREW: F/L C.J.G.HOWARD
      Sgt. HAWKINS A.W.
      F/O C.A.MACDONALD
      F/S HARTLEY L
      F/S LUCAN C
      F/S CLARKE J.
      W/O WOODS J.
      P/O R.HEGGIE
      F/O C.L.FOX
      DUTY: AS SHOWN ABOVE
      TIME: UP.  DOWN. 2105  0015

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats Boulogne. 1 x Tallboy. 2259 hrs. 7,900ft. On first run up, several bursts were seen on each side of harbour and fires were burning well. Bomb hung-up and we made another run and released bomb manually. A large explosion was seen on second run at 2259 hrs. followed by terrific amount of black smoke. Bombing was well concentrated, but several sticks of bombs (small) were seen to fall well out to sea.

DATE: 15.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I DV.391 (O)
CREW: F/L A.F.POORE
      Sgt. JOHNSON H.
      F/O R.A.ROBERTS
      F/O R.J.ELSEY
      DUTY: AS SHOWN ABOVE
      TIME: UP.  DOWN. 2105  0015
F/S THOMPSON J.T.
F/S TOOKEY W.F.
F/S CASTLEMAN R.
Sgt. FOWLE L.A.  Passenger

TIME:        UP.               DOWN.
2120         2359

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats Boulogne. 1 x Tallboy. 2251 hrs. 8,000ft. Several explosions seen in target area (one extremely large at 2251 hrs.) probably caused by I Group bombing. Numerous fires were also observed. A bombing run was made at 8,000ft. but flak was so heavy that I turned off to try again after being hit several times. We were then ordered to return to Base. (1 x Tallboy returned to Base)

DATE:      15.06.44
AIRCRAFT TYPE & NUMBER:  Lancaster I  DV.380 (X)

CREW:
F/L A.W.FEARN  DUTY:  AS SHOWN ABOVE
P/O T.DAVIES
F/S JOHNSON H.
F/O H.H.CHADWICK
F/S BAKER J.E.
F/S WILSON-WILLIAMS D.
W/O KEMP J.W.
Sgt. MACHIN R.  Passenger

TIME:        UP.               DOWN.
2115         0015

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats Boulogne. 1 x Tallboy. Main Force attack on Red T.I.’s. seen. Very large explosion seen in target area at approx. 2246 hrs. (Returned 1 x Tallboy to Base as instructed).

DATE:      15.06.44
AIRCRAFT TYPE & NUMBER:  Lancaster I  ME.557 (S)

CREW:
F/L W.REID  DUTY:  AS SHOWN ABOVE
F/S STEWART D.G.W.
CAN. F/O D.A.PELTIER
P/O C.G.ROLTON
F/O D.LUKER
F/S HOLT A.
W/O HUTTON J.W.
CAN. F/S MCNALLY A.F.  Passenger

TIME:        UP.               DOWN.

292
DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats Boulogne. 1 x Tallboy. A few sticks of bombs seen to burst round. T.I.’s. believed to be 1 Group attack. (1 x Tallboy returned to base).

DATE: 15.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster III EE.146 (K)
CREW:
F/L J.A.EDWARD
F/O L.W.J.KING
CAN. F/O L.T.PRITCHARD
F/S BROOK J.
F/S HOBBS G.H.
F/S ISHERWOOD S.
CAN. F/O J.JOHNSTON
Sgt. HENDERSON S.
CREW:       DUTY:    
F/L J.A.EDWARD     AS SHOWN ABOVE
F/O L.W.J.KING
CAN. F/O L.T.PRITCHARD
F/S BROOK J.
F/S HOBBS G.H.
F/S ISHERWOOD S.
CAN. F/O J.JOHNSTON
Sgt. HENDERSON S.
TIME:       UP.     DOWN.
2115        2350

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats Boulogne. 1 x Tallboy. We were approaching target and saw markers going down. We then were instructed to return to Base. (1 x Tallboy returned to base).

DATE: 15.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster III EE.131 (R)
CREW:
F/L J.E.R.WILLIAMS
Sgt. SOILLEUX J.
F/O A.J.TALBOT
F/O A.B.WALKER
F/S POTTIER A.E.
F/S BLAGDON R.
Sgt. MCKELLAR A.F.
Sgt. CRAIG T.
AUS. P/O I.S.ROSS
CREW:       DUTY:    
F/L J.E.R.WILLIAMS     AS SHOWN ABOVE
Sgt. SOILLEUX J.
F/O A.J.TALBOT
F/O A.B.WALKER
F/S POTTIER A.E.
F/S BLAGDON R.
Sgt. MCKELLAR A.F.
Sgt. CRAIG T.
AUS. P/O I.S.ROSS
TIME:       UP.     DOWN.
2105        0020

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats Boulogne. 1 x Tallboy. No bombing results observed. (1 x Tallboy returned to base - not required).

DATE: 15.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME.559 (Y)

CREW:
F/O G.S.STOUT
P/O J.R.GURNEY
F/O P.INGLEBY
CAN. F/O W.A.RUPERT
P/O H.W.CORNISH-UNDERWOOD
W/O SMITH R.
F/S HOYLAND G.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
2120 0010

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats Boulogne. 1 x Tallboy. 2256 hrs. 18,500ft. Difficult to assess results of bombing owing to cloud. Some bombs seen to fall close to Red markers, which were on the edge of the E-Boat pens. Difficulties were accentuated by lack of day-light. In my opinion, an earlier attack would have been more successful.

DATE: 15.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME.561 (R)

CREW:
LT H.C.KNILANS USA.
P/O K.J.RYALL
CAN. P/O L.H.GELLER
F/O C.G.ROGERS
F/O C.L.F.KNELL
F/S HUNNISETTE R.W.
AUS. P/O R.A.LEARMONTH
P/O S.CASTAGNOLA

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
2115 2359

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats Boulogne. 1 x Tallboy. 2253 hrs. 13,000ft. A number of bombs seen to fall in water. Cloud conditions prevented accurate assessment of attack.

DATE: 15.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME.543 (F)

CREW:
F/O R.M.STANFORD AUS
Sgt. JUDSON E.
AUS. P/O A.W.BUTLER
AUS. W/O CLARKE G.K.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
2115 2359
AUS. W/O JORDON A.J.
F/S GRIFFITHS R.D.
AUS. P/O K.S.JEWELL
F/S EVANS N

TIME: UP. DOWN.
2155  0015

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats Boulogne. 1 x Tallboy. 2253 hrs. 8,000ft. Own results not observed but other bomb bursts seen on our aiming point. The other side of the dock was well ablaze and a lot of smoke was coming up obscuring vision. Raid was well concentrated.

DATE: 15.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV.385  (A)
CREW:
F/O R.E.KNIGHTS
P/O E.TWELLS
CAN. F/O H.B.RHUDE
P/O J.R.BELL
NZ. F/O B.J.HOSIE
F/S PENGELLY W.H.
F/S DERHAM P.W.
Sgt. BRIARS R.A.

TIME: UP. DOWN.
2200  0020

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats Boulogne. 1 x Tallboy. 2255 hrs. 7,500ft. Many fires were burning along quayside making a long string of flame. We bombed the centre of the fire and several other bursts were noticed also. Bombing was well concentrated. An enormous explosion followed by thick black smoke suggested an oil storage dump had blown up.

DATE: 15.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME.562  (Z)
CREW:
F/O N.R.ROSS
F/O A.J.S.GIRLING
F/O T.R.DAVIES
W/O MCCLELLAN L
F/S HICKSON G.
F/O T.A.PLATT
AUS. F/O M.R.TUXFORD
CAN. F/O F.C.ATKINSON

DUTY:
AS SHOWN ABOVE
Passenger

Passenger
DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats Boulogne. 1 x Tallboy. There was cloud most of the route and at the target and as identification was impossible the order to return to Base was given at 2244 hrs - Four mins. before E.T.A. at target. The Main Force attack took place with target marked with T.I.’s. One large explosion was seen in target area from English Coast at approx. 2250 hrs. (1 x Tallboy returned to base).

DATE: 15.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME. 555 (C)
CREW:
F/O W.A. DUFFY CAN
Sgt. BENTING A.W.
CAN. F/O D.A. BELL
CAN. F/O R.E. WOODS
CAN. F/O D.R. PEARCE
CAN. W/O PORTER K.R.
CAN. P/O W.G. EVANS
CAN. W/O ALLEN H.G.

DUTY:
AS SHOWN ABOVE

TIME: UP. DOWN.
2130  2335

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats Boulogne. 1 x Tallboy. Recalled over target, after making two runs without being able to identify Aiming Point (1 x Tallboy returned to base).

DATE: 15.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV.403 (G)
CREW:
F/O M.L. HAMILTON
Sgt. ROOKE J.T.
P/O J.T. JACKSON
F/O R.T. DUCK
F/S THOMPSON R.C.
F/S DADGE J.A.
F/S HAMILTON D.
F/S MCLEAN T.J.

DUTY:
AS SHOWN ABOVE

TIME: UP. DOWN.
2115  2330

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats Boulogne. 1 x Tallboy. 2243 hrs. 8,000ft. Not observed. Aircraft damaged by flak. Bomb Aimer wounded.
DATE: 15.06.44
AIRCRAFT TYPE: & NUMBER:  Lancaster III  JB.139  (V)

CREW:
F/O D.H.CHENENY CAN
Sgt. ROSHER J.
P/O R.WELCH
F/S CURTIS C.
F/S POOL R.H.
AUS. F/S MCROSTIE A.
F/S WAIT G.H.
F/S MCKIE A.M.

DUTY:
AS SHOWN ABOVE

TIME:  UP.  DOWN.
2121  2355

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats Boulogne. 1 x Tallboy. Main Force attack on Red T.I.s seemed to be quite concentrated. Cloud conditions prevented any attack by 617 Squadron. 1 x Tallboy returned to Base as instructed.

DATE: 15.06.44
AIRCRAFT TYPE: & NUMBER:  Lancaster I  DV.402  (P)

CREW:
F/O A.E.KELL AUS
P/O G.W.CLARKE
AUS. F/O J.L.HAGER
AUS. F/O R.MORIESON
AUS. F/O A.L.EVANS
AUS. P/O A.W.SNELL
CAN. F/S PRICE T.W.
Sgt. THOMAS D.G.

DUTY:
AS SHOWN ABOVE

TIME:  UP.  DOWN.
2125  2340

DETAILS OF SORTIE OR FLIGHT:
Bombing E-Boats Boulogne. 1 x Tallboy. Returned to Base as instructed by Leader.

DATE: 15.06.44
AIRCRAFT TYPE: & NUMBER:  Lancaster III  LM.489  (L)

CREW:
P/O J.GINGLES
Sgt. GALLAGHER J.
F/O C.G.BEALE
F/S HAZELL L

DUTY:
AS SHOWN ABOVE
W/O RILEY J
F/L SCOTT-KIDDIE G.S.
AUS. F/O E.T.HALL
CAN. W/O MCLENNAN D.H.
F/S MASON W.

**TIME:**

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>2115</td>
<td>0005</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing E-Boats Boulogne. 1 x Tallboy. 2243 hrs. 16,000ft. No ground detail could be seen when over the target owing to cloud, which was directly over the target area. Many bomb bursts were well concentrated round the Red T.I.’s and about 10 mins. after leaving the target (2251.5 hrs.) there was a terrific explosion.

---

**DATE:** 19.06.44
**AIRCRAFT TYPE & NUMBER:** Mosquito 6. MS.993  (*N*)

**CREW:**
W/Cmdr. G.L. CHESHIRE  Pilot.
F/O P. KELLY.  Nav.

**TIME:**

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1816</td>
<td>2047</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Constructional Work near WATTEN. 2 Red Spot Fires. 2 x 500lb. M.C. 1940 hrs. Dive bombed 10,000ft. to 3,000ft. Did not see results of Red Spot Fires which it is believed did not ignite. Squadron bombing was fairly accurate but no direct hits were seen. (2 x 500lb. M.C. returned to base - not required).

---

**DATE:** 19.06.44
**AIRCRAFT TYPE & NUMBER:** Mosquito 4. DZ.421  (*O*)

**CREW:**
S/LDR D.J. SHANNON.  Pilot
F/O L.J. SUMPTER.  Nav.

**TIME:**

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1820</td>
<td>2045</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Constructional Work near WATTEN. 2 Red Spot Fires. 2 x 500lb. M.C. Five bombs actually seen to burst, the nearest being about 50 yds. from Aiming Point and the average about 100 yds. (2 Red Spot Fires & 2 x 500lb. M.C. returned to base - not required).

---

**DATE:** 19.06.44
**AIRCRAFT TYPE & NUMBER:** Lancaster III. LM.482  (*W*)
CREW:        DUTY:
S/LDR J.C.McCARTHY. USA.   Pilot
P/O W.G.RADCLIFFE.           F/Eng.
CAN. F/O D.A.MacLEAN.        Nav.
CAN. F/O W.A. DANIEL.        A/B.
F/S BATSON. R.               MU/Gunner
CAN. F/L D. RODGER.          R/Gunner
F/S EVANS. N.               Passenger

TIME:          UP.          DOWN.
              1747          2049

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Work near WATTEN. 1 x Tallboy. 1941 hrs. 17,500ft.
Saw Red T.I. about 15 mins. before bombing and this was assessed at 75 yards
West of Aiming Point. Own bomb fell about 50 yds. undershoot to South of target,
about six bombs within 75 yards of aiming Point.

DATE: 19.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.380 (X)

CREW:        DUTY:
F/L D.J.B. WILSON.    AS SHOWN ABOVE
Sgt. CHERRINGTON J.W.
AUS. F/O I.K. STOUT
CAN. F/O E.W. FINLAY
F/O R.J. ALLEN
F/S M.D. VAUGHAN
F/L E.B. CHANDLER
Sgt. KING. C.T.    Passenger.

TIME:          UP.          DOWN.
              1756          2055

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Work near WATTEN. 1 x Tallboy. 1956 hrs. 17,500ft.
No effect of bombing observed.

DATE: 19.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.391 (O)

CREW:        DUTY:
F/L A.F. POORE    AS SHOWN ABOVE
Sgt. JOHNSON.J.
F/O R.A. ROBERTS
F/O R.J. ELSEY
F/S THOMPSON. J.T.
Sgt. TOOKEY. W.
F/S CASTLEMAN. R.  
F/S DADGE. J.A.  

TIME:  
UP.  
1750  
DOWN.  
2035  

DETAILS OF SORTIE OR FLIGHT: 
Bombing Constructional Work near WATTEN. 1 x Tallboy. 1938 hrs. 17,400ft.  
Saw Red T.I. and bombed on second run. Own bomb believed to fall in centre of target area.  

DATE: 19.06.44  
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.560 (H)  
CREW:  
F/L B.W. CLAYTON  
F/O A. HILL  
F/O P.W. BUTTLE  
F/O J.S. WATSON  
F/O G.A. CHALMERS  
Sgt. SHARP. A.W.  
F/S HUME. W.  
F/O P.A.J. WARD  

TIME:  
UP.  
1745  
DOWN.  
2040  

DETAILS OF SORTIE OR FLIGHT: 
Bombing Constructional Work near WATTEN. 1 x Tallboy. 1940 hrs. 18,000ft.  
Bombing run was satisfactory. I lost contact with rest of formation, which became a collection of single aircraft in target area. Each aircraft carried on independently after that. One aircraft was transmitting during the last 15 mins. into target and during the attack and after.  

DATE: 19.06.44  
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.555 (C)  
CREW:  
F/O W.A. DUFFY. CAN.  
Sgt. BENTING. A.W.  
CAN. F/O D.A. BELL  
CAN. F/O R.E. WOODS  
CAN. F/O D.R. PEARCE  
CAN. W/O PORTER. K.P.  
CAN. P/O W.G. EVANS  
W/O ALLEN. H.G.  

TIME:  
UP.  
1745  
DOWN.  
2035  

300
DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Work near WATTEN. 1 x Tallboy. 1934 hrs. 17,500ft.
One bomb estimated at 20 yds. undershoot. Bursts seen all close but not on main building.

DATE: 19.06.44
AIRCRAFT TYPE & NUMBER: Lancaster III. JB. 139 (V)
CREW: DUTY:
F/O D.H. CHENEY AS SHOWN ABOVE
Sgt. ROSHER. J.
F/S WELCH. R.
F/S CURTIS. C.
F/S POOL. R.H.
CAN. F/S McROSTIE. A.
F/S WAIT. G.H.
F/S COOPER. D. Passenger.
TIME: UP. DOWN.
1742  2045

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Work near WATTEN. 1 x Tallboy. 1924 hrs. 16,800ft.
Although target was in bomb-sight when we bombed we could not see any results at all as there was some cloud that obscured our vision as we broke away.

DATE: 19.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.403 (G)
CREW: DUTY:
F/O M. HAMILTON AS SHOWN ABOVE
Sgt. ROOKE. J.T.
P/O J.T. JACKSON
W/O BENNETT. W.J.
F/S THOMPSON. R.C.
Sgt. DADGE. J.A.
F/S HAMILTON. D.
F/S McLEAN. T.J. Passenger.
TIME: UP. DOWN.
1745  2035

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works near WATTEN. 1 x Tallboy. 1937 hrs. 17,800ft.
Saw our bomb burst about 150 yds. to port of target. No other results observed.

DATE: 19.06.44
AIRCRAFT TYPE & NUMBER: Lancaster III. LM. 489 (L)
CREW: P/O J. GINGLES
Sgt. GALLAGHER R.
P/O C.G. BEALE
F/S HAZELL. L.
W/O RILEY. J.
F/L G.S. SCOTT-KIDDIE
AUS. F/O E.T. HALL
CAN. W/O McLENNAN. D.H.

DUTY: AS SHOWN ABOVE

CREW: F/L J.A. EDWARD
F/O L.W.J. KING
CAN. F/O L.T. PRITCARD
F/S BROOK. J.
F/S HOBBS. G.H.
CAN. P/O JOHNSTON. J.I
F/S ISHERWOOD. S.
Sgt. HENDERSON. S.J.

DUTY: Pilot
F/Eng.
Nav.
A/B.
MU/Gunner
R/Gunner
Passenger

CREW: F/L W. REID
Sgt. STEWART. D.G.W.
CAN. F/O C.G. PELTIER
P/O L.G. ROLTON
F/O D/ LUKER
F/S HOLT. A.
W/O HUTTON. J.W.
Sgt. McNALLY. A.F.

DUTY: AS SHOWN ABOVE

DATE: 19.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. EE. 146 (K)
DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works near WATTEN. 1 x Tallboy. 1947 hrs. 18,400ft. Own bomb fell 150 yds. N.W. of Aiming Point. Two large craters near Aiming Point.

DATE: 19.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. ME.557 (S)
DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Work near WATTEN. 1 x Tallboy. 1943 hrs. 17,400ft. Bomb estimated to burst 100 yds. short. No direct hit seen on target.
**DETAILS OF SORTIE OR FLIGHT:**
Bombing Constructional Work near WATTEN. 1 x Tallboy. 1924 hrs. 16,700ft.
As aircraft was running into a patch of cloud no observations of bombing were made.

<table>
<thead>
<tr>
<th>DATE</th>
<th>19.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER</td>
<td>Lancaster III. EE.131 (B)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/L J.E.R. WILLIAMS</td>
</tr>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td></td>
<td>Sgt. SOILLEUX J.</td>
</tr>
<tr>
<td></td>
<td>F/O R. TALBOT</td>
</tr>
<tr>
<td></td>
<td>F/O A.J. WALKER</td>
</tr>
<tr>
<td></td>
<td>F/S POTTER. A.E.</td>
</tr>
<tr>
<td></td>
<td>F/S BLAGDON. A.</td>
</tr>
<tr>
<td></td>
<td>Sgt. McKELLAR. A.F.</td>
</tr>
<tr>
<td></td>
<td>Sgt. CRAIG. T.</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP. 1744</td>
</tr>
<tr>
<td></td>
<td>DOWN. 2024</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Constructional Work near WATTEN. 1 x Tallboy. 1939 hrs. 18,000ft.
Bombs estimated to burst about 70 yards short. Another burst seen within 100 yds.

<table>
<thead>
<tr>
<th>DATE</th>
<th>19.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER</td>
<td>Lancaster III. ED.763 (D)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/L C.J.G. HOWARD</td>
</tr>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td></td>
<td>Sgt. HAWKINS. A.</td>
</tr>
<tr>
<td></td>
<td>F/O C.A. MacDONALD</td>
</tr>
<tr>
<td></td>
<td>F/S HARTLEY. C.A.</td>
</tr>
<tr>
<td></td>
<td>F/S LUCAN. R.D.</td>
</tr>
<tr>
<td></td>
<td>W/O WOODS. P.</td>
</tr>
<tr>
<td></td>
<td>F/S CLARKE. H.G.</td>
</tr>
<tr>
<td></td>
<td>P/O R.M. HEGGIE</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP. 1745</td>
</tr>
<tr>
<td></td>
<td>DOWN. 2040</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Constructional Work near WATTEN. 1 x Tallboy. Bomb hung up and returned to Base. Two or three bombs were seen to burst in target area, one of which was about 40 yds. S.W. of Aiming Point.
DATE: 19.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME. 561 (R)

CREW:                          DUTY:
Lt. H.C. KNILANS, USA.          AS SHOWN ABOVE
P/O K.J. RYALL                 
P/O L.H. GELLE                 
P/O G.G. ROGERS                
P/O C.L.F. KNELL               
P/O R.H. PETCH                 
AUS. P/O R.A. LEARMONTH        
P/O J. CASTAGNOLA              

TIME:  UP.  DOWN.  
1750  2035  

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Work near WATTEN. 1 x Tallboy. 1937 hrs. 17,400ft.
We made bombing run and had target in bomb-sight when warning light went out.
Bomb did not drop. All switches were put to "safe" and 20 seconds later bomb
went off on its own accord and dropped about two and a half miles South of target.

DATE: 19.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME. 554 (F)

CREW:                          DUTY:
F/O N.R. ROSS                  
P/O A.J.S. GIRLING            
P/O T.R. DAVIES.              
F/S McCLELLAN. L.             
F/S HICKSON. G.               
F/O T.A. PLATT                
AUS. P/O M.R. TUXFORD         
F/O F.C. ATKINSON             

TIME:  UP.  DOWN.  
1750  2045  

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Work near WATTEN. 1 x Tallboy. 1950 hrs. 17,500ft.
Bomb overshot about 150 yds. owing to manual release.

DATE: 19.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.385 (A)

CREW:                          DUTY:
F/O R.E. KNIGHTS               
P/O E. TWELLS                  
CAN. P/O H.B. RHUDE            

TIME:  UP.  DOWN.  
1750  2035  

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Work near WATTEN. 1 x Tallboy. 1950 hrs. 17,500ft.
Bomb overshot about 150 yds. owing to manual release.
P/O J.R. BELL
NZ. F/O B.J. HOSIE
F/S PENGELLY, W.H.
F/S DERHAM, P.W.
Sgt. BRIARS, R.A.  Passenger

TIME:  UP.          DOWN.
       1750          2045

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Work near WATTEN. 1 x Tallboy. 1943 hrs. 16,500ft.
Saw Red T.I. approximately 10 minutes before bombing. Own bomb fell about
200 yards S.E. of Aiming Point.

DATE:  19.06.44
AIRCRAFT TYPE: & NUMBER:  Lancaster I.  ME.559 (Y)

CREW:
F/O G.S. STOUT
P/O J.R. GURNEY
F/O R. INGLEBY
CAN. F/O W.A. RUPERT
F/S NUTTALL, A.
P/O H. CORNISH-UNDERWOOD
W/O SMITH, R.
F/S HUNNISETTE, W.A.

TIME:  UP.          DOWN.
       1741          2024

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Work near WATTEN. 1 x Tallboy. 1925 hrs. 17,200ft.
Unable to see results of bombing, owing to cloud patch. Under the conditions
bombing should have been good.

DATE:  19.06.44
AIRCRAFT TYPE: & NUMBER:  Lancaster I.  DV.393 (T)

CREW:
F/O E. WILLSHER
Sgt. HURDISS, J.
F/O T.H.J. PLAYFORD
P/O R.C. EVERETT
P/O F.W. BELL
F/S SALTER, A.
F/O G.A. WITHERICK
Sgt. MATTHEWS, G.

TIME:  UP.          DOWN.
       1743          2030
DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Work near WATTEN. 1 x Tallboy. 1933 hrs. 17,000ft.
Own bomb burst 150 yds. North of target. Only one other burst seen also North of target.

DATE: 19.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.402 (P)
CREW: F/O A.E. KELL
       P/O G.W. CLARK
       AUS. P/O J.L. HAGER
       AUS. F/O R. MORIESON
       AUS. P/O A.L. EVANS
       AUS. P/O A.W. SNELL
       AUS. P/O K.S. JEWELL
       F/S GRIFFITHS, L.D.
DUTY: AS SHOWN ABOVE
TIME:  UP.  DOWN.
       1745  2050

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Work near WATTEN. 1 x Tallboy. 1938 hrs. 17,000ft.
Saw Red T.I.'s at approx. 1917 hrs. Made four runs and own bomb would fall slightly S.E. of Aiming Point on edge of target area.

DATE: 20.06.44
AIRCRAFT TYPE & NUMBER: Mosquito 6. MS.993 (N)
CREW: W/CDR. G.L. CHESHIRE
       F/O P. KELLY
DUTY: Pilot
       Nav.
TIME:  UP.  DOWN.
       1955  2135

DETAILS OF SORTIE OR FLIGHT:
Recalled. Operations abandoned.

DATE: 20.06.44
AIRCRAFT TYPE & NUMBER: Mosquito 4. DZ.637 (O)
CREW: S/LDR D.J.SHANNON
       F/O P.HERBERT
DUTY: Pilot
       Nav.
TIME:  UP.  DOWN.
       2000  2150
**DETAILS OF SORTIE OR FLIGHT:**
Recalled by Force Leader. Operation Abandoned.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
</tr>
</thead>
<tbody>
<tr>
<td>20.06.44</td>
<td>Mosquito .4, DZ.547 (E)</td>
</tr>
</tbody>
</table>

**CREW:**
- F/L G.E. FAWKE - Pilot
- F/O T. BENNETT - Nav.

**TIME:**
- UP: 2001
- DOWN: 2136

**DETAILS OF SORTIE OR FLIGHT:**
Recalled by Force Leader. Operation abandoned.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
</tr>
</thead>
<tbody>
<tr>
<td>20.06.44</td>
<td>Lancaster I, ME.560 (H)</td>
</tr>
</tbody>
</table>

**CREW:**
- F/L B.W. CLAYTON - Pilot
- F/O A HILL - F/Eng.
- F/O P. W. BUTTLE - Nav.
- F/O J.S. WATSON - A/B.
- Sgt. SHARP. A.W - MU/Gunner
- F/S HUME. W - R/Gunner

**TIME:**
- UP: 1915
- DOWN: 2145

**DETAILS OF SORTIE OR FLIGHT:**
Recalled by Force Leader. Operation abandoned.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
</tr>
</thead>
<tbody>
<tr>
<td>20.06.44</td>
<td>Lancaster III, JB. 139 (V)</td>
</tr>
</tbody>
</table>

**CREW:**
- F/L R.S.D. KEARNS, NZ. - AS SHOWN ABOVE
- P/O R.J. HENDERSON
- F/O W.J. BARCLAY, NZ.
- F/L T.J. TATE
- P/O M. ELLWOOD
- W/O BICKLEY, W.G.
- F/O R.H. PETCH
- Sgt. MACHIN, R. - Passenger.

**TIME:**
- UP: 1915
- DOWN: 2145
### DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

<table>
<thead>
<tr>
<th>DATE</th>
<th>20.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. DV. 380 (X)</td>
</tr>
</tbody>
</table>
| CREW:      | F/L D.J.B. WILSON  
Sgt. CHERRINGTON, W.  
AUS. F/O STOTT, J.K.  
CAN. F/O D.W. FINLAY  
F/O R.J. ALLEN  
F/S VAUGHAN, M.D.  
F/L E.B. CHANDLER  
Sgt. KING, C.T.  |
| DUTY:      | AS SHOWN ABOVE  
Passenger. |
| TIME:      | UP.  
1910  
1925  |
|            | DOWN.  
2110  
2125  |

### DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

<table>
<thead>
<tr>
<th>DATE</th>
<th>20.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. DV.391 (O)</td>
</tr>
</tbody>
</table>
| CREW:      | F/L A.F. POORE  
F/S JOHNSON, H.  
F/O R.A. ROBERTS  
F/O R.J. ELSEY  
F/S THOMPSON, J.T.  
F/S TOOKEY, W.F.  
F/S CASTLEMAN, R.  
F/S DADGE, J.A.  |
| DUTY:      | AS SHOWN ABOVE  |
| TIME:      | UP.  
1925  |
|            | DOWN.  
2125  |

### DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.
CAN. F/O L.T. PRITCARD
F/S BROOK. J.
F/S HOBBS. G.H.
F/S ISHERWOOD. S.

TIME: 
1920 
2140

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 20.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.131 (O)

CREW: 
F/L J.E.R. WILLIAMS
Sgt. SOILLEUX J.
F/O R. TALBOT
F/O A.J. WALKER
F/S POTTER. A.E.
F/S BLAGDON. A.
Sgt. McKELLAR. A.F.
Sgt. CRAIG. T.

DUTY: 
AS SHOWN ABOVE

TIME:
1920
2200

DATE: 20.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.557 (O)

CREW:
F/L W. REID
Sgt. STEWART. D.G.W.
CAN. F/O C.G. PELTIER
P/O L.G. ROLTON
F/O D/ LUKER
F/S HOLT. A.
W/O HUTTON. J.W.
Sgt. McNALLY. A.F.

DUTY: 
AS SHOWN ABOVE

TIME:
1910
2145

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.
DATE: 20.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.361 (O)

CREW:
Lt. H.C. KNILANS USA.
P/O K.J. RYALL
P/O L.H. GELLE
F/O G.G. ROGERS
F/O C.L.F. KNELL
F/O R.H. PETCH
AUS. P/O R.A. LEARNMOUTH

DUTY:
AS SHOWN ABOVE

TIME:
1920  2120

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 20.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.362 (O)

CREW:
F/O N.R. ROSS
P/O A.J.S. GIRLING
F/O T.R. DAVIES.
F/S McCLELLAN. L.
F/S HICKSON. G.
F/O T.A. PLATT
AUS. P/O M.R. TUXFORD

DUTY:
AS SHOWN ABOVE

TIME:
1925  2125

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 20.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.385 (A)

CREW:
F/O R.E. KNIGHTS.
P/O E. TWELLS
P/O H.B. RHUDE
P/O J.R. BELL
NZ. F/O B.T. HOSIE
F/S PENGELLY. W.H.
F/S DERHAM. P.W.
Sgt. BRIARS. R.A.

DUTY:
AS SHOWN ABOVE

Passenger.
TIME: UP. DOWN.
1920 2120

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 20.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME.555 (C)
CREW:
F/O W.A. DUFFY. CAN
Sgt. BENTING. A.W.
CAN. F/O D.A. BELL
CAN. F/O D.E. WOODS
CAN. F/O D.R. PEARCE
CAN. W/O PORTER. K.P.
CAN. P/O H.G. EVANS

TIME: UP. DOWN.
1915 2145

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 20.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.554 (F)
CREW:
F/O R.M. STANFORD. AUS.
Sgt. JUDSON. E.
AUS. P/O T.W. BUTLER
AUS. W/O CLARKE. G.K.
AUS. F/S JORDON. A.J.
F/S GRIFFITHS. L.D.
P/O K.S. JEWELL

TIME: UP. DOWN.
1925 2130

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 20.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME. 559 (Y)
CREW:
F/O G.S. STOUT
P/O J.R. GURNEY

DUTY:
AS SHOWN ABOVE
F/O P. INGLEBY
CAN. F/O W.A. RUPERT
F/S NUTTALL. A.
P/O H. CORNISH-UNDERWOOD
W/O SMITH. R.
Sgt. ROOKE. L.S. Passenger.

TIME: UP. DOWN.
1912  2147

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 20.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV. 393  (T)
CREW:
F/O E. WILLSHER DUTY: AS SHOWN ABOVE
F/S HURDISS. J.
F/O T.H.J. PLAYFORD
F/O R.C. EVERETT
F/O F.W. BELL
F/S SALTER. A.
F/O G.A. WITHERICK
SGRT MATTHEWS. G. Passenger.

TIME: UP. DOWN.
1910  2150

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 20.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV.402  (P)
CREW:
F/O W.R. LEE DUTY: AS SHOWN ABOVE
F/S GROOM. P.W.
F/S McKIE. A.M.
F/S HOWLAND. G.
F/S RICHARDS. F.
F/S HUNNISETTE. R.W.
F/S RONALD. J.K.
F/S PECK. E.S.S. Passenger.
F/O C.L. FOX. Passenger.

TIME: UP. DOWN.
1910  2150

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>20.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. DV.403 (G)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>F/O T.A. CAREY. AUS.</td>
<td></td>
</tr>
<tr>
<td>Sgt. FRANKS. L.W.</td>
<td></td>
</tr>
<tr>
<td>F/S KERR. R.E.</td>
<td></td>
</tr>
<tr>
<td>CAN. W/O McLENNAN. D.H.</td>
<td></td>
</tr>
<tr>
<td>Sgt. YOUNG. A.E.</td>
<td></td>
</tr>
<tr>
<td>Sgt. FOWLE. L.A.</td>
<td></td>
</tr>
<tr>
<td>CAN. F/S PRICE. T.W.P.</td>
<td></td>
</tr>
<tr>
<td>Sgt. THOMPSON. J.T.</td>
<td>Passenger</td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
</tr>
<tr>
<td>UP.</td>
<td>1915</td>
</tr>
<tr>
<td>DOWN.</td>
<td>2150</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>20.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster III LM.489 (L)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>P/O J. GINGLES</td>
<td></td>
</tr>
<tr>
<td>Sgt. GALLAGHER. J.</td>
<td></td>
</tr>
<tr>
<td>P/O C.G. BEALE</td>
<td></td>
</tr>
<tr>
<td>F/S HAZELL. L.</td>
<td></td>
</tr>
<tr>
<td>W/O RILEY. J.</td>
<td></td>
</tr>
<tr>
<td>F/S G.S.SCOTT-KIDDIE</td>
<td></td>
</tr>
<tr>
<td>AUS. F/O E.T. HALL</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
</tr>
<tr>
<td>UP.</td>
<td>1915</td>
</tr>
<tr>
<td>DOWN.</td>
<td>2145</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>22.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Mosquito 6. ML.976 (N)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>W/CDR G.L. CHESHIRE</td>
<td>Pilot</td>
</tr>
<tr>
<td>F/O P. KELLY.</td>
<td>Nav.</td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
</tr>
<tr>
<td>UP.</td>
<td>1434</td>
</tr>
<tr>
<td>DOWN.</td>
<td>1644</td>
</tr>
</tbody>
</table>
DETAILS OF SORTIE OR FLIGHT:
Recalled. Operation abandoned.

DATE: 22.06.44
AIRCRAFT TYPE & NUMBER: Mosquito.4. DZ.641 (C)

CREW:     DUTY:
S/L D.J. SHANNON.     Pilot
F/O L.J. SUMPTER.     Nav.

TIME:  UP.        DOWN.
1430          1640

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 22.06.44
AIRCRAFT TYPE & NUMBER: Mosquito.4. DZ.525 (S)

CREW:     DUTY:
F/L G.E. FAWKE.    Pilot
F/O T. BENNETT.    Nav.

TIME:  UP.        DOWN.
1435          2136

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 22.06.44
AIRCRAFT TYPE & NUMBER: Lancaster III LM.482 (W)

CREW:     DUTY:
S/L J.L. MUNRO. NZ.   AS SHOWN ABOVE
F/S APPLEBY. F.E.
F/L F.G. RUMBLES
AUS. F/L C.K. ASTBURY
F/O A.J. WARD
P/O W. HOWARTH
F/S COLYER. M.A.

TIME:  UP.        DOWN.
1350          1655

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 22.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV.393 (T)

CREW:
S/L J.C. McCARTHY, USA.
P/O W.G. RADCLIFFE
CAN. F/O D.A. McLEAN
CAN. F/O W.A. DANIEL.
W/O EATON, L.
W/O BATSON, R.
CAN. F/L D RODGER.
F/S LUCAN R.D.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1405 1625

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 22.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME.557 (S)

CREW:
F/L R.S.D. KEARNS, NZ.
P/O R.J. HENDERSON
F/O W.J. BARCLAY, NZ.
F/L T.J. TATE
P/O M. ELLWOOD
W/O BICKLEY, W.G.
F/O R.H. PETCH
Sgt. MACHIN, R.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1405 1630

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 22.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV.380 (X)

CREW:
F/L D.J.B. WILSON
F/S CHERRINGTON, A.E.
AUS. F/O J.K. STOTT
CAN. F/O E.W. FINLAY
F/O R.J. ALLEN
F/S VAUGHAN, M.D.
F/L E.B. CHANDLER
Sgt. KING, C.T.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1405 1625

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.
Please note that the contents of this disk are protected electronically against unauthorised copying and use. If you are not the owner of the 617 Sqn Operational Record Book CD-ROM or are not using the contents of this disk in accordance with the license you are in breach of the law and should desist immediately. Digitally logged.

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 22.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.560 (H)

CREW:
F/L B.W. CLAYTON
F/O A. HILL
F/O P.W. BUTTLE
F/O J.S. WATSON
F/O G.A. CHALMERS
Sgt. SHARP. A.W.
F/S HUME. W.

TIME: UP. DOWN.
1355 1655

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 22.06.44
AIRCRAFT TYPE & NUMBER: Lancaster III. EE.131 (B)

CREW:
F/L J.E.R. WILLIAMS
Sgt. SOILLEUX. J.
F/O A.J. TALBOT
F/O A.B. WALKER
F/S POTTER. A.E.
F/S BLAGDON. A.
F/S MATTHEWS. G.
Sgt. CRAIG. T.

TIME: UP. DOWN.
1404 2200

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 22.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.391 (O)

CREW:
F/L A.F. POORE
Sgt. JOHNSON J.

DUTY:
Pilot
F/Eng.
<table>
<thead>
<tr>
<th>Name</th>
<th>Duty</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/O R.A. ROBERTS</td>
<td>Nav.</td>
</tr>
<tr>
<td>F/O R.J. ELSEY</td>
<td>A/B.</td>
</tr>
<tr>
<td>Sgt. TOOKEY. W.</td>
<td>MU/Gunner</td>
</tr>
<tr>
<td>F/S CASTLEMAN. R.</td>
<td>R/Gunner</td>
</tr>
</tbody>
</table>

**TIME:**

<table>
<thead>
<tr>
<th>Up.</th>
<th>Down.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1350</td>
<td>1655</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Recalled by Force Leader. Operation abandoned.

<table>
<thead>
<tr>
<th>Date: 22.06.44</th>
<th>Aircraft Type: &amp; Number: Lancaster I. ME.559 (Y)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crew: F/O G.S. STOUT</td>
<td>Duty: AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/O J.R. GURNEY</td>
<td></td>
</tr>
<tr>
<td>F/O R. INGLEBY</td>
<td></td>
</tr>
<tr>
<td>CAN. F/O W.A. RUPERT</td>
<td></td>
</tr>
<tr>
<td>F/S NUTTILL. A.</td>
<td></td>
</tr>
<tr>
<td>P/O H. CORNISH-UNDERWOOD</td>
<td></td>
</tr>
<tr>
<td>W/O SMITH. R.</td>
<td></td>
</tr>
</tbody>
</table>

**TIME:**

<table>
<thead>
<tr>
<th>Up.</th>
<th>Down.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1410</td>
<td>1630</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Recalled by Force Leader. Operation abandoned.

<table>
<thead>
<tr>
<th>Date: 22.06.44</th>
<th>Aircraft Type: &amp; Number: Lancaster I. ME.562 (Z)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crew: F/O N.R. ROSS</td>
<td>Duty: AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/O A.J.S. GIRLING</td>
<td></td>
</tr>
<tr>
<td>F/O T.R. DAVIES</td>
<td></td>
</tr>
<tr>
<td>F/S McCLELLAN. L.</td>
<td></td>
</tr>
<tr>
<td>F/S HICKSON. G.</td>
<td></td>
</tr>
<tr>
<td>F/O T.A. PLATT</td>
<td></td>
</tr>
<tr>
<td>AUS. P/O M.R. TUXFORD</td>
<td></td>
</tr>
<tr>
<td>CAN. F/O F.C. ATKINSON</td>
<td>Passenger</td>
</tr>
</tbody>
</table>

**TIME:**

<table>
<thead>
<tr>
<th>Up.</th>
<th>Down.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1355</td>
<td>1655</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Recalled by Force Leader. Operation abandoned.
DATE: 22.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME. 554 (F)

CREW: DUTY:
F/O K.J. STANFORD. AUS.
Sgt. JUDSON. E.
AUS. P/O T.W. BUTLER
AUS. W/O CLARKE. C.K.
AUS. W/O JORDON. A.J.
F/S GRIFFITHS. R.D.
AUS. P/O K.S. JEWELL

TIME: UP. DOWN.
1400  1640

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 22.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV.403 (G)

CREW: DUTY:
F/O T.A. CAREY. AUS.
Sgt. FRANKS. L.W.
F/S KERR. R.E.
CAN. W/O McLENNAN. D.H.
Sgt. YOUNG. A.E.
Sgt. FOWLE. L.A.
CAN. W/O PRICE. J.T.

TIME: UP. DOWN.
1403  1634

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 22.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster III ED.763 (D)

CREW: DUTY:
F/O W.T. LEE
Sgt. LUCK. H.
F/S McKIE. A.M.
F/S HOYLAND. G.
F/S RICHARDS. F.
P/O R.M. HEGGIE
F/S HUNNISETTE. R.W.

TIME: UP. DOWN.
1410  1625
DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 22.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV. 402 (P)
CREW:
F/O A.E. KELL. AUS.
P/O CLARK. G.W.
AUS. P/O J.L. HAGER
AUS. F/O R. MORIESON
AUS. P/O A.L. EVANS
AUS. P/O A.E. SNELL
F/S RONALD. J.K.
DUTY:
AS SHOWN ABOVE
TIME: 1405 UP. 1635 DOWN.

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 22.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster III JB. 139 (V)
CREW:
F/O D.H. CHENEY
Sgt. ROSHER.J.
F/S WELCH. R.
F/S CURTIS. C.
F/S POOL. R.H.
AUS. F/S McROSTIE. A.
F/S WAIT. G.H.
DUTY:
AS SHOWN ABOVE
TIME: 1410 UP. 1630 DOWN.

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 22.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. LM.489 (L)
CREW:
P/O J. GINGLES
Sgt. WALTER.W.
P/O C.G. BEALE
F/S HAZELL. L.
W/O RILEY. J.
DUTY:
AS SHOWN ABOVE
F/S H. SCOTT-KIDDIE
AUS. F/O E.T. HALL

TIME: UP. DOWN.
1400 1635

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 22.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME. 555 (C)
CREW:
F/O W.A. DUFFY. CAN. DUTY: AS SHOWN ABOVE
Sgt. BENTING. A.W.
CAN. F/O D.A. BELL
CAN. F/O R.E. WOODS
CAN. F/O D.R. PEARCE
F/S MacLEAN. C.J.
CAN. P/O W.G. EVANS

TIME: UP. DOWN.
1402 1630

DETAILS OF SORTIE OR FLIGHT:
Recalled by Force Leader. Operation abandoned.

DATE: 24.06.44
AIRCRAFT TYPE: & NUMBER: Mosquito 6. MS. 993 (N)
CREW:
W/CDR. G.L. CHESHIRE DUTY: Pilot
F/O P. KELLY Nav.

TIME: UP. DOWN.
1651 1906

DETAILS OF SORTIE OR FLIGHT:
Bombing Construction Works. WIZERNES. 4 Smoke Bombs. 2 Red Spot Fires.
(Unable to release smoke bombs or Red spot fires).

DATE: 24.06.44
AIRCRAFT TYPE: & NUMBER: Mosquito 4. DZ.415 (Q)
CREW:
F/L G.A. FAWKE. DUTY: Pilot

TIME: UP. DOWN.
1655 1855
DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works. WIZERNES. 4 Smoke Bombs. 2 Red Spot Fires. 1750 hrs. Dive attack 17,000ft. to 6,000ft. Bombs seen to burst all around the aiming point, but no direct hits seen.

DATE: 24.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV. 403 (G)

CREW:
F/L J.A. EDWARD Pilot
F/O L.W.J. KING F/Eng.
CAN. F/O L.T. PRITCHARD Nav.
F/S BROOK. J. A/B.
CAN. P/O J.J. JOHNSTON MU/Gunner
F/S I.R. ISHERWOOD. S. R/Gunner
CAN. W/O PRICE. T.W.P. Passenger

TIME: UP. DOWN.
1625 -

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works. WIZERNES. 1 x Tallboy. This aircraft was seen to be hit over the target area. Flak hit in port wing, which caught fire. Aircraft lost height, slowly at first, but later went down out of control and was seen to explode before hitting the ground. Two (possibly three) members of the crew were seen to bale out. (This aircraft was hit by flak and crashed at Leulinghem in the Pas De Calais. Pritchard, Brook, Hobbs and Johnson survived but Johnson died of his injuries shortly afterwards)

DATE: 24.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV. 402 (P)

CREW:
F/O A.E. KELL. AUS. AS SHOWN ABOVE
P/O G.W. CLARK
AUS. P/O J.L. HAGER
AUS. F/O R. MORIESON
AUS. P/O A.L. EVANS
AUS. P/O A.W. SNELL
Sgt. RONALD. J.K.

TIME: UP. DOWN.
1628 1910

DETAILS OF SORTIE OR FLIGHT:
Bombing Construction Works. WIZERNES. 1 x Tallboy. 1802 hrs. 16,600ft. Made two runs. Second run was satisfactory. Could not see bomb owing to smoke.
DATE: 24.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. ED. 763 (D)

CREW:
F/L C.J.G. HOWARD.  
Sgt.: HAWKINS. A.W.  
F/O C.A. MacDONALD  
F/S HARTLEY. L.  
F/S LUCAN. C.  
W/O WOODS. J.  
F/S CLARKE. J.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.  
1630  1910

DETAILS OF SORTIE OR FLIGHT:
Bombing Construction Works. WIZERNES. 1 x Tallboy. 1759 hrs. 16,500ft.  
Four Bursts within 100 yards of Aiming Point. Own was one of them but could not identify it.

DATE: 24.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME. 561 (R)

CREW:
F/O N.R. ROSS  
F/O A.J.S. GIRLING  
F/O T.R. DAVIES  
F/S McCLELLAN. L.  
F/S HICKSON. G.  
F/O T.A. PLATT  
AUS. P/O M.R. TUXFORD  
CAN. F/O F.C. ATKINSON  
Passenger.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.  
1620  1905

DETAILS OF SORTIE OR FLIGHT:
Bombing Construction Works. WIZERNES. 1 x Tallboy. 1759 hrs. 17,300ft.  
Did not see own bomb burst. Too much smoke to assess result.

DATE: 24.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME. 557 (S)

CREW:
F/L W. REID  
Sgt. STEWART. D.G.W.  
CAN. F/O C.G. PELTIER  
P/O L.G. ROLTON

DUTY: AS SHOWN ABOVE

_________________________________________________________________
F/O D. LUKE R
F/S HOLT. A.
W/O HUTTON. J.W.

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1630</td>
<td>1910</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Construction Works. WIZERNES. 1 x Tallboy. 1759 hrs. 16,800ft.
Saw three bombs about 50 yards from mouth of tunnel. Could not tell own burst.
Saw one bomb penetrate roof of tunnel about 20 seconds before own, and it
seemed to burst inside, as there was no smoke but the ground seemed to lift and
erupt.

---

**DATE:** 24.06.44
**AIRCRAFT TYPE: & NUMBER:** Lancaster III. EE.131 (B)
**CREW:**
F/L J.E.R. WILLIAMS
Sgt. SOILLEUX J.
F/O A.J. TALBOT
F/O A.B. WALKER
F/S POTTER. A.E.
F/S BLAGDON. A.
Sgt. MATTHEWS. G.
Sgt. CRAIG. J. (Passenger)
**DUTY:**
AS SHOWN ABOVE

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1626</td>
<td>1853</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Construction Works. WIZERNES. 1 x Tallboy. 1750 hrs. 17.500ft.
Result not observed but run up was excellent. One bomb seen 50 yards, South, one
on Railway about 150 yards. North East, and another 100 yds. South.

---

**DATE:** 24.06.44
**AIRCRAFT TYPE: & NUMBER:** Lancaster I. DV. 380 (X)
**CREW:**
F/L D.J.B. WILSON
F/S CHERRINGTON. A.W.
F/O J.K. STOTT
F/O E.W. FINLAY
F/O R.J. ALLEN
F/S VAUGHAN. M.D.
F/L E.B. CHANDLER
F/S COLYER. M.A.
**DUTY:**
AS SHOWN ABOVE

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1625</td>
<td>1900</td>
</tr>
</tbody>
</table>
DETAILS OF SORTIE OR FLIGHT:
Bombing Construction Works. WIZERNES. 1 x Tallboy. 1750 hrs. 17,400ft.
Three bombs fell together; my bomb could not be identified. All seemed within
100 yards.

DATE: 24.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. JB. 139 (V)
CREW:
F/O D.H. CHENEY. CAN.
Sgt. ROSHER. J.
F/S WELCH. R.
F/S CURTIS. C.
F/S POOL. R.H.
CAN. F/S McROSTIE. A.
F/S WAIT. G.H.

TIME:

UP.  DOWN.

1630  1907

DETAILS OF SORTIE OR FLIGHT:
Bombing Construction Works. WIZERNES. 1 x Tallboy. 1800 hrs. 17,000ft.
Saw own bomb burst on railway about 80 yds. to right of target. Saw two other
bursts undershoot.

DATE: 24.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV. 393 (T)
CREW:
F/O E. WILLSHER
Sgt. HURDISS. J.
F/O T.H.J. PLAYFORD
P/O R.C. EVERETT
P/O F.W. BELL
F/S SALTER. A.
F/O G.A. WITHERICK

TIME:

UP.  DOWN.

1630  1910

DETAILS OF SORTIE OR FLIGHT:
Bombing Construction Works. WIZERNES. 1 x Tallboy. 1759 hrs. 16,300ft.
The bombing seemed concentrated. Our bomb seemed to burst on the mouth of the
tunnel entrance to the Aiming Point. Three other bombs seen to burst, one slightly
overshot the entrance and one on each side of the Aiming Point. These two seemed
very close.

DATE: 24.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.554 \((F)\)

CREW:  
F/O R.M. STANFORD. AUS.  
Sgt. JUDSON. E.  
AUS. P/O T.W. BUTLER  
AUS. W/O CLARKE. G.K.  
AUS. F/S. JORDON. A.J.  
F/S GRIFFITHS. L.D.  
AUS. P/O K.S. JEWELL  

DUTY:  
AS SHOWN ABOVE

TIME:  
UP.  1630  1905
DOWN.

DETAILS OF SORTIE OR FLIGHT:  
Bombing Construction Works. WIZERNES. 1 x Tallboy. 1759 hrs. 16,700ft.  
Railway line just short of Aiming Point in sights. Bomb seen to burst just short of  
Aiming Point. A number of burst seen either on or very close to Aiming Point.

DATE: 24.06.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.559 \((Y)\)

CREW:  
S/L J.C. McCARTHY. USA.  
P/O W.G. RADCLIFFE  
CAN. F/O D.A. MacCLEAN  
CAN. F/O W.A. DANIEL  
F/S EATON. L.  
W/O BATSON. R.  
CAN. F/L D. RODGER  
P/O R.M. HEGGIE

DUTY:  
AS SHOWN ABOVE

TIME:  
UP.  1630  1905
DOWN.

DETAILS OF SORTIE OR FLIGHT:  
Bombing Construction Works. WIZERNES. 1 x Tallboy. 1759 hrs. 17,500ft.  
Saw four bursts, some 50 to 100 yds. short of dome. Own burst not identified.

DATE: 24.06.44
AIRCRAFT TYPE & NUMBER: Lancaster III. LM.489 \((L)\)

CREW:  
P/O J. GINGLES  
Sgt. HENDERSON. S.J.  
F/O C.G. BEALE  
F/S HAZELL. L.  
W/O RILEY. J.  
F/L SCOTT-KIDDIE. G.S.  
AUS. F/O E.T. HALL

DUTY:  
AS SHOWN ABOVE
DETAILS OF SORTIE OR FLIGHT:
Bombing Construction Works. WIZERNES. 1 x Tallboy. 1750 hrs. 16,900ft.
Bomb seen to overshoot by about 30 yds. Three bursts seen close to target.

DATE: 24.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV.385 (A)
CREW: DUTY:
F/O R.E. KNIGHTS AS SHOWN ABOVE
P/O E. TWELLS
CAN. P/O H.B. RHUDE
P/O J.R. BELL
NZ. F/O B.J. HOSIE
F/S PENGELLY, W.H.
F/S DERHAM, P.W.
Sgt. MACHIN. R. Passenger

TIME: UP. DOWN.
1620 1900

DETAILS OF SORTIE OR FLIGHT:
Bombing Construction Works. WIZERNES. 1 x Tallboy. 1803 hrs. 16,500ft.
Saw own bomb burst in line with two other bursts. Own bomb overshot slightly while other two slightly undershot about 20-30 yds. No other bombing seen.

DATE: 24.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV. 391 (O)
CREW: DUTY:
F/L A.F. POORE AS SHOWN ABOVE
F/S JOHNSON. H.
F/O R.A. ROBERTS
F/O R.J. ELSEY
F/S THOMPSON. J.T.
F/S TOOKEY. W.F.
F/S CASTLEMAN. R.

TIME: UP. DOWN.
1630 1900

DETAILS OF SORTIE OR FLIGHT:
Bombing Construction Works. WIZERNES. 1 x Tallboy. 1757 hrs. 17,200ft.
Several bursts seen, but success of attack could not be assessed. We did three runs over target. On first run Bomb Aimer was doubtful of Aiming Point. The second run was short, so a third run was made and bombing completed.

TIME: UP. DOWN.
1625 1905
DATE: 24.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. LM. 482 (W)

CREW: DUTY:
S/L J.L. MUNRO. NZ. AS SHOWN ABOVE
F/S APPLEBY. F.E.
F/L F.G. RUMBLES
AUS. F/L C.K. ASTBURY
CAN. P/O P.E. PIGEON
P/O W. HOWARTH
CAN. F/O H.A. WEEKS
P/O A.J. PATTERSON Passenger

TIME: UP. DOWN.
1620 1915

DETAILS OF SORTIE OR FLIGHT:
Bombing Construction Works. WIZERNES. 1 x Tallboy. 1750 hrs. 17,500ft.
Saw two bomb bursts, one 75 yds. undershoot, and other 50 yds. over. No other results seen.

DATE: 24.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. Me. 560 (H)

CREW: DUTY:
F/L B.W. CLAYTON AS SHOWN ABOVE
F/O A. HILL
F/O P.W. BUTTLE
F/O J.S. WATSON
F/O G.A. CHALMERS
Sgt. SHARP. A.W.
F/S HUME. W.

TIME: UP. DOWN.
1620 1910

DETAILS OF SORTIE OR FLIGHT:
Bombing Construction Works. WIZERNES. 1 x Tallboy. 1750 hrs. 17,000ft.
Bomb seen to fall about 20 yds. overshoot from dome.

DATE: 25.06.44
AIRCRAFT TYPE: & NUMBER: Mustang. III (N)

CREW: DUTY:
W/Cmdr. G.L. CHESHIRE. Pilot

TIME: UP. DOWN.
0753 1018
DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works, Siracourt. 2 Red Spot Fires. 0900 hrs. Dive attack. 7,000ft. to 500ft. One direct hit which penetrated the roof of the building and caused a large explosion, one hit by western wall of the building, which blew the wall in. One very near miss with rim of the crater up against the western wall. Several hits on the area to the east of the long building.

DATE: 25.06.44
AIRCRAFT TYPE & NUMBER: Mosquito. 4. NT. 205 (L)
CREW:
S/L D.J. SHANNON AUS. Pilot
F/O L.J. SUMPTER Nav. B.
TIME: 0810 1043

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works. Siracourt. 4 Smoke bombs. 2 Red T.I. Attack very successful. Estimate three direct hits on Aiming Point.

DATE: 25.06.44
AIRCRAFT TYPE & NUMBER: Mosquito 4. NT.202 (N)
CREW:
F/L G.A. FAWKE Pilot
F/O T.A. BENNETT Nav. B.
TIME: 0800 1030

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works. Siracourt. 3 Smoke Bombs. 2 Red T.I. Red spot fire seen to fall and we assessed this as 040 degrees - 200 yds. Bombing was well concentrated with at least two direct hits.

DATE: 25.06.44
AIRCRAFT TYPE & NUMBER: Lancaster III. LM. 482 (W)
CREW:
S/L J.L. MUNRO. NZ. Pilot
F/S APPLEBY. F.E. F/Eng.
F/L F.G. RUMBLES Nav.
AUS. F/L C.K. ASTBURY A/B.
P/O W. HOWARTH MU/Gunner
CAN. F/O H.A. WEEKS R/Gunner
TIME: 0800 1030
DETAILS OF SORTIE OR FLIGHT:
Constructional Works, Siracourt. 1 x Tallboy. 0915 hrs. 17,600ft.
Saw the two slit trenches very clearly and two direct hits on them. Three hits were
observed on the southern end. A large explosion occurred at the S.E. end of the
trenches at 0905 hrs. Did not see own burst.

DATE: 25/06/44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME. 560 (H)
CREW: DUTY:
F/L B.W. CLAYTON AS SHOWN ABOVE
F/O A. HILL
F/O P.W. BUTTLE
F/O J.S. WATSON
F/O G.A. CHALMERS
F/S SHARP. A.W.
F/S HUME. W.
TIME: UP. DOWN.
0730 1035

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works, Siracourt. 1 x Tallboy. 0905 hrs. 16,600ft.
About a dozen bombs seen to burst very close to Aiming Point. First 4 bombs seen
to burst very close to Aiming Point. From what we saw, the concentration should
have been even better than on the last two attacks.

DATE: 25/06/44
AIRCRAFT TYPE: & NUMBER: Lancaster III. EE. 131 (B)
CREW: DUTY:
F/L J.E.R. WILLIAMS AS SHOWN ABOVE
Sgt. SOILLEUX. J.
F/O A.J. TALBOT
F/O R. WALKER
F/S POTTER. A.E.
F/S BLAGDON. A.
Sgt. MATTHEWS. G.
TIME: UP. DOWN.
0720 1030

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works. Siracourt. 1 x Tallboy. 0906 hrs. 18,200ft.
Three bombs fell together. Two were direct hits and one a near miss. Believe ours
was a direct hit. Appeared to have been a good attack.
**DATE:** 25.06.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster I. DV.380 \(X\)  

**CREW:**  
F/L A.F. POORE  
Sgt. JOHNSON. J.  
F/O R.A. ROBERTS  
F/O R.J. ELSEY  
F/S THOMPSON. R.C.  
F/S TOOKEY. R.V.  
F/S CASTLEMAN, R.P.  

**DUTY:**  
AS SHOWN ABOVE  

**TIME:**  
UP.  
DOWN.  
0720  
1025  

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing Constructional Works, Siracourt. 1 x Tallboy. 0906 hrs. 17,200ft.  
Own bomb not seen to burst, but several bursts seen very close to Aiming Point. The raid appeared very successful.  

---  

**DATE:** 250.6.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III. LM.485 \(N\)  

**CREW:**  
F/L D.J.B. WILSON  
F/S CHERRINGTON. A.W.  
AUS. F/O J.K. STOTT  
CAN. F/O E.W. FINLAY  
F/O R.J. ALLEN  
F/S VAUGHAN. M.D.  
F/L E.B. CHANDLER  
Sgt. KING. C.T.  

**DUTY:**  
AS SHOWN ABOVE  

**TIME:**  
UP.  
DOWN.  
0725  
1030  

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing Constructional Works. Siracourt. 1 x Tallboy. 0906 hrs. 18,800ft.  
Red spot fell and assessed as 240 degrees - 200 yds. Our bomb seemingly a direct hit. Other bombing very good.  

---  

**DATE:** 25.06.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster I. ED.763 \(D\)  

**CREW:**  
F/L C.J.G. HOWARD  
Sgt. HAWKINS. A.  
F/O C.A. MacDONALD  
F/S HARTLEY. E.A.  
F/S LUCAN. R.D.  

**DUTY:**  
AS SHOWN ABOVE  

---
W/O WOODS, P.
F/S CLARKE, H.G.

TIME: UP. DOWN.
0714  1035

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works. Siracourt. 1 x Tallboy. 0913 hrs. 18,400ft.
Made one run up, but bomb hung up and saw one bomb burst some distance from
target. On second run up several bursts were seen very close to target. Did not
distinguish own bomb burst.

DATE: 25.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME.557 (S)
CREW:
F/L W. REID
F/S STEWART. D.S.W.
CAN. F/O C.G. PELTIER
P/O L.G. ROLTON
F/O D. LUKER
F/S HOLT. A.
W/O HUTTON. J.W.

TIME:  UP.  DOWN.
0715  1040

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works. Siracourt. 1 x Tallboy. 0912 hrs. 17,400ft.
Bombing well concentrated in target area. Bomb hung up on first run - made
another run. This time Engineer was helping Bomb Aimer in case of another hang
up - He pulled the manual release at “bombs gone”, but bombs released
automatically.

DATE: 25.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME.555 (C)
CREW:
F/O R.M. STANFORD. AUS.
Sgt. JUDSON. E.
AUS. P/O T.W. BUTLER
AUS. W/O CLARKE. G.K.
AUS. W/O JORDON. A.J.
F/S GRIFFITHS.R.D.
AUS. P/O K.S. JEWELL
F/S HEPWORTH A.

TIME:  UP.  DOWN.
0720  1035
**DETAILS OF SORTIE OR FLIGHT:**
Bombing Constructional Works. Siracourt. 1 x Tallboy. 0912 hrs. 16,400ft.
Did a dummy run. Second run satisfactory. Bomb fell about 80 yds S.W. of target. Saw one direct hit and three overshoots.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>25.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER:</td>
<td>Lancaster III. EE.146 (K)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/O T.A. CAREY. AUS.</td>
</tr>
<tr>
<td></td>
<td>Sgt. FRANKS. L</td>
</tr>
<tr>
<td></td>
<td>P/O R. KERR</td>
</tr>
<tr>
<td></td>
<td>W/O McLENNAN. J</td>
</tr>
<tr>
<td></td>
<td>Sgt. YOUNG. A.E.</td>
</tr>
<tr>
<td></td>
<td>Sgt. FOWLE. L.A.</td>
</tr>
<tr>
<td></td>
<td>F/S COLYER. M.A.</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td>0735</td>
<td>1037</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Constructional Works. Siracourt. 1 x Tallboy. 0910 hrs. 16,200ft.
As we did a dummy run up to the target we saw three bomb bursts, two of which were direct hits. After the explosion a big column of smoke shot up.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>25.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER:</td>
<td>Lancaster I. DV.402 (P)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/O A.E.KELL. AUS.</td>
</tr>
<tr>
<td></td>
<td>P/O G.W. CLARK</td>
</tr>
<tr>
<td></td>
<td>AUS. F/O J.L. HAGER</td>
</tr>
<tr>
<td></td>
<td>AUS. F/O R. MORIESON</td>
</tr>
<tr>
<td></td>
<td>AUS. F/O A.L. EVANS</td>
</tr>
<tr>
<td></td>
<td>AUS. P/O A.W. SNELL</td>
</tr>
<tr>
<td></td>
<td>Sgt. RONALD. T.</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td>0715</td>
<td>1035</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Constructional Works. Siracourt. 1 x Tallboy. 0906 hrs. 17,800ft.
On run in saw several bursts around target and two or three seemed direct hits. Own bomb burst overshot about thirty yds.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>25.06.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER:</td>
<td>Lancaster III. JB.139 (V)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/S COLYER. M.A.</td>
</tr>
<tr>
<td>TIME:</td>
<td>0735</td>
</tr>
<tr>
<td>DOWN.</td>
<td>1037</td>
</tr>
</tbody>
</table>
**F/O W.R. LEE. AUS.**
Sgt. LUCK. H.
F/S McKIE. A.M.
F/S HOYLAND.G.
F/S RICHARDS. F.
Sgt. CRAIG. T.
F/S HUNNISETTE. R.W.

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Constructional Works. Siracourt. 1 x Tallboy. Bomb hung up on first run, made dummy second run, attempted to drop on third run but bomb hung up again. Bomb jettisoned in sea.

**DATE:** 25.06.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. DV.393 (T)  
**CREW:**  
F/O E. WILLSHER  
Sgt. HURDISS. J.  
F/O T.H.J. PLAYFORD  
P/O R.C. EVERETT  
P/O F.W. BELL  
F/S SALTER. A.  
F/O G.A. WITHERICK  
F/S COOPER. L.  
**DUTY:**  
AS SHOWN ABOVE  
**TIME:**  
0715  
1030  
**DETAILS OF SORTIE OR FLIGHT:**
Bombing Constructional Works. Siracourt. 1 x Tallboy. 0905 hrs. 17,000ft.  
Own bomb fell about 50 yds. south of Aiming Point. Other bombing not observed as first to bomb.

**DATE:** 25.06.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. ME.561 (R)  
**CREW:**  
F/O N.R. ROSS  
F/O A.J.S. GIRLING  
F/O T.R. DAVIES  
W/O McCLELLAN.L.  
F/S HICKSON. G.  
F/O T.A. PLATT  
AUS. F/O M.R. TUXFORD  
CAN. F/O F.C. ATKINSON  
**DUTY:**  
AS SHOWN ABOVE  
**TIME:**  
0715  
1030  
**DATE:** 25.06.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. ME.561 (R)  
**CREW:**  
F/O N.R. ROSS  
F/O A.J.S. GIRLING  
F/O T.R. DAVIES  
W/O McCLELLAN.L.  
F/S HICKSON. G.  
F/O T.A. PLATT  
AUS. F/O M.R. TUXFORD  
CAN. F/O F.C. ATKINSON  
**DUTY:**  
AS SHOWN ABOVE  
**TIME:**  
0715  
1030
DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works. Siracourt. 1 x Tallboy. 0906hrs. 16,800ft.
Did not see own bomb, but saw one bomb burst about 50 yds. to the right. Another
burst about 50 yds. in front while another seemed to get a direct hit. Results
seemed very good.

DATE: 25.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. LM. 489 (L)
CREW: P/O J. GINGLES
Sgt. HENDERSON, S.J.
F/O C.G. BEALE
F/S HAZELL, L.J.
W/O RILEY, J.
F/L SCOTT-KIDDIE, R.F.
AUS. F/O E.T. HALL
DUTY: AS SHOWN ABOVE
TIME: 0715
UP. DOWN. 1035

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works. Siracourt. 1 x Tallboy. 0906hrs. 18,600ft.
Saw three bombs going down at the same time, one of which was ours. Two were
direct hits, while third was slight undershoot.

DATE: 25.06.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME. 554 (F)
CREW: F/L R.S.D. KEARNS, NZ.
P/O R.J. HENDERSON
NZ. F/O W.J.M. BARLCAY
F/L T.J. TATE
P/O M. ELLWOOD
W/O BICKLEY, W.G.
F/O R.H. PETCH
DUTY: AS SHOWN ABOVE
TIME: 0800
UP. DOWN. 1038

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works. Siracourt. 1 x Tallboy. 0907 hrs. 15,800ft.
Bomb fell on western edge of target. Saw about six bombs within 200 feet.

DATE: 25.06.44
AIRCRAFT TYPE: & NUMBER:  Lancaster I. ME.559  (Y)

CREW:
S/L J.C. McCARTHY.USA.
F/O W.G. RADCLIFFE
CAN. F/O D.A. MacLEAN
CAN. F/O W.A. DANIEL
W/O EATON. L.
W/O BATSON. R.
CAN. F/L D. RODGER

DUTY:
AS SHOWN ABOVE

TIME:  UP.  DOWN.
0710  1035

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works. Siracourt. 1 x Tallboy. 0909 hrs. 18,500ft.
Own bomb about 50 yds. undershoot (West). Saw three bombs fall near Aiming Point.

DATE:  25.06.44
AIRCRAFT TYPE: & NUMBER:  Lancaster I. DV.385  (A)

CREW:
F/O R.E. KNIGHTS
P/O E. TWELLS
CAN. F/O H.B. RHUDE
P/O J.R. BELL
NZ. F/O B.J. HOSIE
F/S PENGELLY. W.H.
F/S DERHAM. P.W.

DUTY:
AS SHOWN ABOVE

TIME:  UP.  DOWN.
0725  1040

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works. Sircourt. 1 x Tallboy. 0909 hrs. 18,000ft.
Bomb fell about 70-100 yds N.E. of end of target.

OPERATIONS RECORD BOOK
No. 617 Squadron

WOODHALL SPA

01.07.44
An inspection of all aircrew living quarters was carried out by the Squadron Commander. In the afternoon compulsory swimming was arranged for all aircrew personnel. Seventeen Lancaster and two Mosquito aircraft were detailed for operations, which were subsequently cancelled.

02.07.44
All crews were standing by for operations from 0900 hrs., but no operations were detailed. Approval was received for the award of decorations to sixteen personnel (See summary).

03.07.44
Rain all day, so no flying possible. Seventeen Lancaster, one Mosquito and one Mustang aircraft were detailed for operations in the morning, but these were cancelled.

04.07.44
Extensive flying training programme carried out. Seventeen Lancaster, one Mosquito and one Mustang aircraft were detailed for operations. All took off safely. The target was an Area Dump at Creil, near Paris. The operation was successful, and all aircraft returned safely. The weather at base was cloudy with continuous rain. (This raid was to a V1 parts store situated in a series of chalk caves and which was to be followed up by the main force.)

05.07.44
The Squadron was placed on stand-down all day. In the afternoon Squadron aircrew cricket team played against 627 Squadron in the Base Commander's competition, the result being a win for 617 Squadron.

06.07.44
Seventeen Lancaster aircraft, one Mustang and one Mosquito were detailed for operations, the target being a Constructional Works at Mimoyecques, in France. The raid was successful, although several aircraft did not bomb, on instructions from the Force Leader. The weather at base was cloudy with poor visibility at first, later fair with good visibility. (This was Leonard Cheshire's last operational flight and completed his fourth tour of operations. Also taken off operations following this raid were McCarthy, Munro and Shannon. This raid was against the "V3" site at Mimoyeques which comprised a massive concrete slab covering tunnels dug into the chalk which contained ten clusters of five 400ft smoothbore long range guns. With nothing above ground but the barrel exits this was a difficult target to knock out. The raid scored one direct hit on the concrete slab and four near misses but again the raid was a great success as the site was closed down and all work ceased. The earthquake effect of the bombs caused tunnel collapse and damage to the gun barrels.)

07.07.44
The crews were standing by for operations, but none were detailed. The Station Commander inspected all Squadron living quarters.

08.07.44
Squadron on stand-by, but no operations detailed. A training programme was carried out in the afternoon.

09.07.44
No operations were detailed. Rain all day curtailed flying, though a small practice bombing programme was completed in the morning. A cricket match between 617 and 97 Squadron aircrew teams was arranged, but had to be cancelled owing to weather.

10.07.44
No operations detailed. W/Cmdr. Cheshire proceeded by road to Group Headquarters for conference.

11.07.44
A further inspection of all Squadron living quarters was carried out by the Station Commander. No operations detailed.

12.07.44

13.07.44
Operations detailed, W/Cmdr. Tait scheduled to fly a Mosquito aircraft with S/Ldr. D.R. Walker D.F.C. (Station Nav. Officer) as Navigator, but these were cancelled. The plaque of the Squadron Crest was received from the Air Ministry.

14.07.44
No operations detailed, but a flying training programme was completed, "G" (F/O. Hamilton) crashed on landing, aircraft extensively damaged, category "E", no casualties to crew or passengers.

15.07.44
The Squadron was placed on stand down until 0900 hrs. on the following day. Flying training was carried out.

16.07.44
The Station cricket team, composed of all 617 Squadron personnel, won the Group Cricket Trophy, beating R.A.F. Syerston at Conningsby by thirty six runs. The Squadron was placed on stand down in the afternoon.

17.07.44
One Mustang, One Mosquito and seventeen Lancaster aircraft were detailed for operations. Only sixteen Lancaster aircraft took off, "S" (F/L. Reid) being grounded through trouble. The target was a constructional works at Wizernes. The operation was successful; at least one direct hit being observed. There was a haze over the target which made accurate observation difficult. All aircraft returned safely. The weather at base was fair becoming fine, with good visibility after 1000 hrs. (The target was a V2 rocket construction site at Wizernes and constituted a massive concrete dome that had been quarried out beneath to form the factory area and a series of tunnels built into the chalky hillside. The raid was a great success with no direct hits but the Tallboys did their job and undermined the whole hillside causing a landslip and subsidence of the main buildings. All further work at the site was stopped.)

18.07.44
No operations detailed. A special training programme was carried out by fifteen aircraft. F/O. K.J. Ryall was appointed acting F/Eng. Ldr., F/L. R. F. Scott-Kiddie as Gunnery Leader, F/O. P. Ingleby acting Nav. Off. and F/L. G.E. Fawke as OC "C" Flight. (Occasioned by expiration of operational duties by proceeding Leaders and Flight Commanders). A medical inspection of all ground staff personnel was carried out.

19.07.44
The Station aircrew cricket team played against 83 Squadron aircrew in the Base Commander's competition, the game being abandoned owing to operations being detailed. 627 Squadron Mosquito aircraft and fifteen Lancasters were detailed for operations, the target again being the Constructional Works at Wizernes. All aircraft took off successfully, but the operation was not successful, all aircraft being instructed by the Force Leader to return with their bombs, cloud over target preventing visual observation. The weather at base was fine, becoming cloudy early. Visibility was very good.

21.07.44
The Squadron Gunnery Leader proceeded to Swinderby for a Group Gunnery Leaders' Conference.
No operations were detailed, crews being stood down in the afternoon. A ground and air training daily and weekly analysis was initiated by H.Q. 54 Base.

22.07.44
No operations were detailed. A softball match was arranged between 617 Squadron and 97 Squadron, but this was cancelled owing to weather. The Station "Salute the Soldier" Week opened with an All Ranks Dance, organised by personnel of 617 Squadron.

23.07.44
Operations were detailed, but were subsequently cancelled. A limited flying training programme was carried out.

24.07.44
One Mustang and one Mosquito and sixteen Lancaster aircraft were detailed for operations, but take off time was put off until 0715 hrs. on the following day.

25.07.44
The aircraft detailed on the previous day all took off successfully, the target being a constructional works at Watten. The raid was outstandingly successful, some four or five direct hits being observed. Heavy predicted flak was encountered, and three aircraft were damaged. "V" (F/O. Cheney) was hit, and the Mid-Upper Gunner, A.27306 F/Sgt. A.G. McRostie abandoned the aircraft by parachute. The aircraft returned safely to base, as did all others. The weather at base was cloudy, becoming fair during morning. Later cloudy with continuous rain.

26.07.44
No operations detailed. Six aircraft carried out a special bombing exercise in the afternoon. A message of congratulation was received from the AOC. in C. for the success of the operation on July 25th on Watten.

27.07.44
One Mustang, one Mosquito and fifteen Lancaster aircraft were detailed for operations, but these were postponed until the following day.

28.07.44
Operations were detailed, but were cancelled at 0530 hrs. The Squadron was stood down.

29.07.44
"Salute the Soldier" final gala day was held at Jubilee Park, Woodhall Spa. Operations were detailed for the following morning. A new Lancaster aircraft, fitted with H2S. was received by the Squadron.

30.07.44
Operations scheduled for early morning were cancelled, but all crews were placed on standby. Two new Lancaster Mk.I. aircraft were received by the Squadron.

31.07.44
Sixteen Lancaster and two Mosquito aircraft were detailed for operations. All aircraft took off successfully, the target being a railway tunnel at Rilly La Montagne, in France. The operation was successful, several bombs being seen to burst close to the aiming point. "S" (F/L. Reid) failed to return, believed to have been shot down by flak. Some members of a crew were seen to bale out, but it could not be confirmed that they were members of this crew, which consisted of F/L. Reid V.C. 124438 Pilot, F/Sgt. D.G.W. Stewart 909536 F/Eng., F/O. J.O. Peltier J.17546 Nav., P/O. L.G. Rolton 171066 A/B., F/O. D. Luker 131635 W/Op., F/Sgt. A.A. Holt 1159886 M.U. and W/O. J.W. Hutton 1378696 R.G.. The weather at base was cloudy with poor visibility at first, becoming moderate. Fair early, in evening, becoming cloudy.
(Seconds after releasing its Tallboy “S” (ME 557) was hit by a bomb or bombs from above which ripped out the two port engines and damaged the fuselage badly. The aircraft crashed 1000m E of Germain (Marne) killing all but Reid and Luker who became POWs.)

SUMMARY

During the month 107 operational sorties were despatched, comprising 234 hrs. 45 mins. operational Day flying and 129 hrs. 35 mins. Night operational flying. Of these, one aircraft was lost and twenty-nine failed to complete missions. A total of 256 hrs. 25 mins. flying day was carried out on training. A total of 431 1/2 tons of bombs was dropped operationally.

The following Officers were posted To the Squadron during July:-

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category</th>
<th>From.</th>
<th>w.c.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>J.86512</td>
<td>P.O.</td>
<td>F.R. BRAND</td>
<td>Nav.</td>
<td>50 Sqdn.</td>
<td>18.07.44</td>
</tr>
<tr>
<td>33291</td>
<td>W/C.</td>
<td>J.B. TAIT</td>
<td>G.D.</td>
<td>54 Base.</td>
<td>12.07.44</td>
</tr>
<tr>
<td>149930</td>
<td>F/O.</td>
<td>D.T. WATKINS</td>
<td>A/G.</td>
<td>50 Sqdn.</td>
<td>18.07.44</td>
</tr>
<tr>
<td>174285</td>
<td>P/O.</td>
<td>A. DICKEN</td>
<td>W/Op.</td>
<td>44 Sqdn.</td>
<td>18.07.44</td>
</tr>
<tr>
<td>128539</td>
<td>F/L.</td>
<td>T.C. IVESON</td>
<td>GD.</td>
<td>5 LFS.</td>
<td>22.07.44</td>
</tr>
<tr>
<td>137372</td>
<td>A/F/L.</td>
<td>J.V. COCKSHOTT</td>
<td>GD.</td>
<td>1660 CU.</td>
<td>31.07.44</td>
</tr>
<tr>
<td>J.86733</td>
<td>P/O.</td>
<td>J.H. COLE</td>
<td>A/B.</td>
<td>50 Sqdn.</td>
<td>18.07.44</td>
</tr>
<tr>
<td>175979</td>
<td>P/O.</td>
<td>E. BOOTH</td>
<td>A/B.</td>
<td>83 Sqdn.</td>
<td>10.07.44</td>
</tr>
<tr>
<td>157126</td>
<td>A/F/L.</td>
<td>D.J. ORAM</td>
<td>GD.</td>
<td>50 Sqdn.</td>
<td>18.07.44</td>
</tr>
<tr>
<td>153284</td>
<td>F/O.</td>
<td>J.D. HARRISON</td>
<td>Nav.</td>
<td>5 LFS.</td>
<td>02.07.44</td>
</tr>
<tr>
<td>159173</td>
<td>F/O.</td>
<td>A. TITTLE</td>
<td>W/Op.</td>
<td>5 LFS.</td>
<td>02.07.44</td>
</tr>
</tbody>
</table>

The following Officers were posted From the Squadron during July:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category</th>
<th>From.</th>
<th>w.c.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>J.19053</td>
<td>F/O.</td>
<td>P.E. PIGEON</td>
<td>W/Op.</td>
<td>86 OTU.</td>
<td>12.07.44</td>
</tr>
<tr>
<td>A.407729</td>
<td>S/L.</td>
<td>D.J. SHANNON</td>
<td>Pilot.</td>
<td>27 OTU.</td>
<td>24.07.44</td>
</tr>
<tr>
<td>129460</td>
<td>P/O.</td>
<td>J. BUCKLEY</td>
<td>A/G.</td>
<td>1661 CU.</td>
<td>10.07.44</td>
</tr>
<tr>
<td>175091</td>
<td>P/O.</td>
<td>W. HOWARTH</td>
<td>A/G.</td>
<td>30 OTU.</td>
<td>12.07.44</td>
</tr>
<tr>
<td>143380</td>
<td>A/F/L.</td>
<td>B.W. CLAYTON</td>
<td>GD.</td>
<td>1663 CU.</td>
<td>23.07.44</td>
</tr>
<tr>
<td>158567</td>
<td>F/O.</td>
<td>A.J. GIRLING</td>
<td>F/E.</td>
<td>5 LFS.</td>
<td>31.07.44</td>
</tr>
<tr>
<td>A.403231</td>
<td>F/O.</td>
<td>M.R. TUXFORD</td>
<td>A/G.</td>
<td>27 OUT.</td>
<td>31.07.44</td>
</tr>
</tbody>
</table>

The following Airmen (Aircrew) were posted To the Squadron during July:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category</th>
<th>From.</th>
<th>w.c.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>NZ.413942</td>
<td>S/L.</td>
<td>J.L. MUNRO</td>
<td>Pilot.</td>
<td>1690 BDTF.</td>
<td>13.07.44</td>
</tr>
<tr>
<td>172878</td>
<td>P/O.</td>
<td>J. R. TATE</td>
<td>A/B.</td>
<td>29 OTU.</td>
<td>01.07.44</td>
</tr>
<tr>
<td>72021</td>
<td>W/C.</td>
<td>G.L. CHERSHIRE</td>
<td>GD.</td>
<td>5 Grp. H.Q.</td>
<td>12.07.44</td>
</tr>
<tr>
<td>130515</td>
<td>F/O.</td>
<td>P. KELLY</td>
<td>Nav.</td>
<td>52 Base.</td>
<td>18.07.44</td>
</tr>
<tr>
<td>52619</td>
<td>F/O.</td>
<td>A. HILL</td>
<td>F/E.</td>
<td>1663 CU.</td>
<td>23.07.44</td>
</tr>
<tr>
<td>141411</td>
<td>F/O.</td>
<td>T.R. DAVIES</td>
<td>Nav.</td>
<td>5 LFS.</td>
<td>31.07.44</td>
</tr>
<tr>
<td>NZ.404454</td>
<td>F/O.</td>
<td>W.J. BARCLAY</td>
<td>Nav.</td>
<td>11 OTU.</td>
<td>29.07.44</td>
</tr>
<tr>
<td>J.17476</td>
<td>F/O.</td>
<td>D.A. MacLEAN</td>
<td>Nav</td>
<td>1664 CU.</td>
<td>02.07.44</td>
</tr>
<tr>
<td>133348</td>
<td>F/O.</td>
<td>A.B.H. PARKIN</td>
<td>Nav</td>
<td>85 OTU</td>
<td>02.07.44</td>
</tr>
<tr>
<td>146647</td>
<td>F/O.</td>
<td>J.S. WATSON</td>
<td>A/B.</td>
<td>54 Base.</td>
<td>26.07.44</td>
</tr>
<tr>
<td>158247</td>
<td>F/O.</td>
<td>T.A. PLATT</td>
<td>A/G.</td>
<td>5 LFS.</td>
<td>31.07.44</td>
</tr>
<tr>
<td>J.19026</td>
<td>F/O.</td>
<td>H.A. WEEKS</td>
<td>A/G.</td>
<td>1690 BDTF</td>
<td>28.07.44</td>
</tr>
</tbody>
</table>

The following Airmen (Aircrew) were posted From the Squadron during July:
No.  Rank.  Name.  Category.  From.  w.e.f.
A.425265  W/O  L.J. BIRCH  A/G.  82 Sqdn.  10.07.44
1159184  F/S  L.E. GOSLING  Nav.  82 Sqdn.  10.07.44
1526933  F/S  A.S. BATES  WO/Air.  82 Sqdn.  10.07.44
575547  F/S  R.C. FRYER  F/Eng.  82 Sqdn.  10.07.44
1583170  F/S  R.P. HAYWOOD  F/Eng.  50 Sqdn.  18.07.44
1604679  F/S  D.P. PEIRSON  A/G.  50 Sqdn.  18.07.44
1377477  F/S  J.J. BLANCHE  A/G.  83 Sqdn.  22.07.44
745881  Sgt.  E.A. WASS  A/G.  5 LFS.  22.07.44
1378504  Sgt.  A.L. SMITH  A/G.  5 LFS.  22.07.44
1893581  Sgt.  J.D. PHILLIPS  F/Eng.  5 LFS.  22.07.44
1396234  Sgt.  F.R. CHANCE  A/B.  5 LFS.  22.07.44

The following Airman (Aircraf) were posted From the Squadron in July:

No.  Rank.  Name.  Category.  To.  w.e.f.
1551421  W/O  J.V. KEMP  A/G.  16 OTU.  19.07.44
1564290  W/O  W. HUME  A/G.  5 LFS.  20.07.44
652494  W/O  F.E. APPLEBY  F/Eng.  5 LFS.  26.07.44
1538452  W/O  L. MCCLENNAN  A/B.  5 LFS.  31.07.44
1379852  F/S  G. HICKSON  WO. Air  5 LFS.  31.07.44

The following Decorations were awarded to personnel of this Squadron in July:

J.19053  F/O. P.E. PIGEON  GD.(S)  D.F.C.
J.19206  F/O  H.A. WEEKS  GD.(G)  D.F.C.
J.19259  F/O  J.J. JOHNSTON  GD (G)  D.F.C.
J.7073  F/O  W.A. DUFFY  GD.  D.F.C.
52619  F/O  A. HILL  GD.(FE)  D.F.C.
147747  F/O  J.S. WATSON  GD.(B)  D.F.C.
155244  F/O  E. WILLSHER  GD.  D.F.C.
113429  F/L  D.J.B. WILSON  GD.  Bar to D.F.C.
54689  P/O  R.J. HENDERSON  GD.(FE)  D.F.M.
175091  P/O  W. HOWARTH  GD.(G)  D.F.M.
145510  F/O  G.S. STOUT  GD.  D.F.C.
158240  F/O  N.R. Ross  GD.  D.F.O.
652494  W/O  F.E. APPLEBY  F/Eng.  D.F.M.
110754  W/O  L. EATON  WO/Air  D.F.M.
1538452  W/O  L. MCCLELLAN  A/B.  D.F.M.
1600754  F/S  H.G. CLARKE  A/G.  Mention in Despatches.

The following Officers promotions were promulgated in July:

168674  P/O  J.A. SANDERS  GD.  Promoted F/O. (WS)  29.05.44
124438  F/O  W. REID  GD.  Promoted F/L. (WS)  19.06.44
A400897  F/O  C.K. ASTBURY  GD.B.  Promoted F/L. (Temp)  15.05.44
A18839  P/O  I.S. ROSS  GD.  Promoted F/O. (WS)  01.06.44
A418424  P/O  K.S. JEWELL  GD.G.  Promoted F/O. (WS)  09.06.44
A18839  P/O  I.S. ROSS  GD  Granted Acting Rank F/O.  26.06.44
176447  P/O  J. GINGLES  GD.  Granted Acting Rank F/O.  26.06.44
The following personnel of the Squadron were granted Commissions in July:

R.137825  W/O M.L. MCKAY (CAN)  w.e.f. 18.03.44
R.163726  W/O H.G. ALLEN (CAN)  w.e.f. 11.06.44
R.112245  W/O D.H. MCCLENNAN (CAN)  w.e.f. 10.06.44
1379173  F/S R.D. LUCAN  w.e.f. 28.05.44
1339217  F/S E.A. HARTLEY  w.e.f. 19.05.44
1214696  F/S W.N. WAIT  w.e.f. 07.02.44
659028  F/S J.B. BARRON  w.e.f. 17.06.44

(Certified that the above Form 540 contains extracts from Personnel Occurrence Reports.)

DETAIL OF WORK CARRIED OUT
BY  No. 617 Squadron
FOR THE MONTH OF JULY 1944

DATE:  04.07.44
AIRCRAFT TYPE & NUMBER:  Mustang III
CREW:
W/C G.L. CHESHIRE  DUTY:  Pilot
TIME:  UP.  DOWN.
0015  0252
DETAILS OF SORTIE OR FLIGHT:
Bombing, Area Dumps, Creil. 2 x Red T.I. 0230 hrs. 5,000ft. to 800ft. Dive attack. V.H.F. u/s.

DATE:  04.07.44
AIRCRAFT TYPE & NUMBER:  Lancaster III  LM. 485  (N)
CREW:
F/L D.J.B. WILSON  DUTY:  Pilot
F/S CHERRINGTON A.  F/Eng.
AUS. F/O J.K. STOTT  Nav.
CAN. F/O E.W. FINLAY  A/B
F/S GRIFFITHS L.D.  MU/Gunner
F/S VAUGHAN M.D.  R/Gunner
TIME:  UP.  DOWN.
2324  0327
DETAILS OF SORTIE OR FLIGHT:
Bombing Area Dumps Creil. 1 x Tallboy. 0144 hrs. 18,700ft.

**DATE:** 04.07.44  
**AIRCRAFT TYPE & NUMBER:** Mosquito VI NT.205 (L)  
**CREW:**  
F/L G.A. FAWLE  
F.O T.A. BENNETT  
**TIME:**  
0011 0300  
**DETAILS OF SORTIE OR FLIGHT:**  
Bombing Area Dumps, Creil. Not called upon to mark.

------

**DATE:** 04.07.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I ME. 557 (S)  
**CREW:**  
F/L C.J.G. HOWARD  
Sgt. HAWKINS A.W.  
F/O C.A. MACDONALD  
F/S HARTLEY L  
F/S LUCAN C.  
W/O WOODS J.  
F/S CLARKE J.  
**TIME:**  
2329 0322  
**DETAILS OF SORTIE OR FLIGHT:**  
Bombing Area Dumps, Creil. 1 x Tallboy. 0137 hrs. 17,500ft.

------

**DATE:** 04.07.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. ME.559 (Y)  
**CREW:**  
F/O G.S. STOUT  
P/O J.R. GURNEY  
F/O P. INGLEBY  
CAN. F/O W.A RUPERT  
F/S NUTTALL A.  
F/O H.W. CORNISH-UNDERWOOD  
W/O SMITH R.  
**TIME:**  
2339 0315  
**DETAILS OF SORTIE OR FLIGHT:**
### Bombing Area Dump Creil. 1 x Tallboy. 0132 hrs. 17,050ft

<table>
<thead>
<tr>
<th>DATE</th>
<th>04.07.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I DV.391 (O)</td>
</tr>
</tbody>
</table>
| CREW:      | F/L A.F. POORE  
S/S JOHNSON J  
F/O R.A. ROBERTS  
F/O R.J. ELSEY  
F/S THOMPSON J.T.  
F/S TOOKEY W.  
F/S CASTLEMAN R. |
| DUTY:      | AS SHOWN ABOVE |
| TIME: UP. DOWN. | 2330 0316 |
| DETAILS OF SORTIE OR FLIGHT: | Bombing Area Dumps. Creil. 1 x Tallboy. Did not bomb. |

<table>
<thead>
<tr>
<th>DATE</th>
<th>04.07.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I ME.560 (H)</td>
</tr>
</tbody>
</table>
| CREW:      | P/O I.S. ROSS  
Sgt. WALTER W  
F/O T. O’BRIEN  
F/S TILBY E.G.  
F/S JENKINSON K.  
Sgt. KING C.T.  
P/O MCKELLAR A.F. |
| DUTY:      | AS SHOWN ABOVE |
| TIME: UP. DOWN. | 2331 0311 |
| DETAILS OF SORTIE OR FLIGHT: | Bombing Area Dumps Creil. 1 x Tallboy. Did not bomb. |

<table>
<thead>
<tr>
<th>DATE</th>
<th>04.07.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I ME.561 (R)</td>
</tr>
</tbody>
</table>
| CREW:      | LT. KNILANS H.C. USA.  
P/O K.J.RYALL  
CAN. P/O L.H.GELLER  
F/O C.G. ROGERS  
F/O C.L.KNELL  
CAN. Sgt. MCNALLY A.F.  
AUS. P/O R.A. LEARMONTH |
| DUTY:      | AS SHOWN ABOVE |
DETAILS OF SORTIE OR FLIGHT:
Bombing Area Dumps Creil. 1 x Tallboy. 0132 hrs. 17,950ft. Bomb burst on Red T.I. Explosion at 0118 hrs.

DATE: 04.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME.555 (C)
CREW:
F/O W.A. DUFFY CAN
Sgt. BENTING A.W.
CAN. F/O A.BELL
CAN. F/O R.E.WOODS
CAN. F/O D.R.PEARCE
CAN. W/O PORTER K.R.
CAN. P/O W.G.EVANS

TIME: UP. DOWN.
2326 0318

DETAILS OF SORTIE OR FLIGHT:
Bombing Area Dumps Creil. 1 x Tallboy. 0131 hrs. 17,350ft.

DATE: 04.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV.385 (A)
CREW:
P/O J.A.SANDERS AS SHOWN ABOVE
Sgt. NUTLEY T.H.
F/S BARRON J.B.
CAN. W/O ALLEN H.G.
Sgt. WARD A.
Sgt. MACHIN R.
Sgt. BRIARS R.A.

TIME: UP. DOWN.
2321 0324

DETAILS OF SORTIE OR FLIGHT:
Bombing Area Dumps Creil. 1 x Tallboy. 0131 hrs. 17,350ft. S/Gear u/s. Bomb brought back.

DATE: 04.07.44
AIRCRAFT TYPE & NUMBER: Lancaster III ED.763 (D)
CREW:
P/O F.H.A.WATTS AS SHOWN ABOVE
Sgt. LUCK H.
F/S HOUSDEN C.H.
F/S MCKAY M.L.
Sgt. COOPER D.
P/O R.HEGGIE
Sgt. MATTHEWS G.

TIME: UP. DOWN.
2325 0323

DETAILS OF SORTIE OR FLIGHT:
Bombing Area Dumps Creil. 1 x Tallboy. Could not identify marker. Bomb brought back.

DATE: 04.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV.393 (T)
CREW:
F/O E.WILLSHER
Sgt. HURDISS J.
F/O T.H.J.PLAYFORD
P/O R.C.EVERETT
P/O F.W.BELL
F/S SALTER A.

TIME: UP. DOWN.
2328 0326

DETAILS OF SORTIE OR FLIGHT:
Bombing Area Dumps Creil. 1 x Tallboy. 0140 hrs. 18,250ft. Too much smoke. Box Barrage of H/F over Aiming Point.

DATE: 04.07.44
AIRCRAFT TYPE & NUMBER: Lancaster III EE.131 (B)
CREW:
F/L J.E.R.WILLIAMS
Sgt. SOILLEUX J.
F/O A.J.TALBOT
F/O A.B.WALKER
F/S POTTER.A.E.
F/S BLAGDON A.
F/S MCLEAN T.J.

TIME: UP. DOWN.
2326 0318

DETAILS OF SORTIE OR FLIGHT:
Bombing Area Dumps Creil. 1 x Tallboy. After seeing RSF, orbited and then RSF smoke covered. Bomb brought back.
DATE: 04.07.44
AIRCRAFT TYPE & NUMBER: Lancaster III JB. 139 (V)
CREW:
F/O W.R. LEE. AUS
Sgt. MASON W.
F/S MCKIE A.M.
F/S HOYLAND G.
F/S RICHARDS F.
Sgt. THOMAS D.G.
F/S HUNNISETTE R.W.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
2333  0314

DETAILS OF SORTIE OR FLIGHT:
Bombing Area Dumps Creil. 1 x Tallboy. 0141 hrs. 17,000ft Bombed red spot fires S.W. of concentration.

DATE: 04.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV.402 (P)
CREW:
F/O A.E.KELL. AUS.
P/O G.W.CLARK
AUS. F/O J.L.HAGER
AUS. F/O R.MORIESON
AUS. F/O A.L.EVANS
AUS. P/O A.W.SNELL
AUS. P/O K.S.JEWELL

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
2334  0330

DETAILS OF SORTIE OR FLIGHT:
Bombing Area Dumps Creil. 1 x Tallboy. Could not distinguish own red spot fires in concentration.

DATE: 04.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME.562 (Z)
CREW:
F/L H.J.PRYOR
P/O R.J.A.TELFER
CAN. F/O R.L.PINDER
CAN. F/O C.P.PESME
F/S HEPWORTH A.
F/S COLYER A.J.
P/O A.J.PATTERSON

DUTY: AS SHOWN ABOVE
<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2334</td>
<td>0312</td>
<td></td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Area Dumps Creil. 1 x Tallboy. 0135 hrs. 18,550ft. Main Force bombing and markers well concentrated.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>04.07.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster III LM.482 (W)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>S/L J.L.MUNRO NZ.</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/L F.G.RUMBLES</td>
<td></td>
</tr>
<tr>
<td>AUS. F/L C.K.ASTBURY</td>
<td></td>
</tr>
<tr>
<td>F/O A.J.WARD</td>
<td></td>
</tr>
<tr>
<td>F/L A.R.POOLE</td>
<td></td>
</tr>
<tr>
<td>CAN. F/O H.A.WEEKS</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2322</td>
<td>0320</td>
<td></td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Area Dumps Creil. 1 x Tallboy. 0136 hrs. 18,500ft. Saw two red spot fires through cloud which seemed to be on the aiming point.
CAN. F/O D.A. MCLEAN
CAN. F/O W.A. DANIEL
W/O EATON L
W/O BATSON R.
CAN. F/L D. RODGER

**TIME**:  UP.  DOWN.
          2318   0319

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Area Dumps Creil. 1 x Tallboy. 0143 hrs. 18,500ft. Could not see own markers so bombed to N.W. of concentration.

**DATE**: 06.07.44
**AIRCRAFT TYPE & NUMBER**: Mustang III
**CREW**: W/C G.L. CHESHIRE
**DUTY**: Pilot
**TIME**:  UP.  DOWN.
          1425   1625

**DETAILS OF SORTIE OR FLIGHT**
Bombing Constructional orks – MIMOYECQUES. 2 x Red Spot.

**DATE**: 06.07.44
**AIRCRAFT TYPE & NUMBER**: Mosquito VI NT.205 (L)
**CREW**: F/L G.A. FAWLE
**DUTY**: Pilot
F/O T.A. BENNETT
**Nav. B.**
**TIME**:  UP.  DOWN.
          1425   1625

**DETAILS OF SORTIE OR FLIGHT**
Bombing Constructional orks – MIMOYECQUES. 2 x 500 M.C. 1345 500’. Bombed gun battery in target area, exact position not known.

**DATE**: 06.07.44
**AIRCRAFT TYPE & NUMBER**: Lancaster III LM 432
**CREW**: S/L J.L. MUNRO NZ.
**DUTY**: AS SHOWN ABOVE
F/L F.G. RUMBLES
AUS. F/L C.K. ASTBURY
F/O A.J. WARD
F/L A.R. POOLE
CAN. F/O H.A.WEEKS

TIME:  UP.  DOWN.
1425   1625

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional orks – MIMOYECQUES. 1 x Tallboy. 1931. 17600. One direct hit observed. Several near misses. Marker good indicator.

DATE: 06.07.44
AIRCRAFT TYPE & NUMBER: Lancaster III LM 485
CREW: DUTY:
F/L D.J.B. WILSON AS SHOWN ABOVE
F/S CHERRINGTON A.
AUS. F/O J.K. STOTT
CAN. F/O E.W. FINLAY
F/O J. ALLEN
F/S VAUGHAN M.D.

TIME:  UP.  DOWN.
1342   1625

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional orks – MIMOYECQUES. 1 x Tallboy. 1531.30 13000. 3 or 4 bomb bursts seen near A/P.

DATE: 06.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME 539
CREW: DUTY:
F/O G.S. STOUT AS SHOWN ABOVE
P/O J.R. GURNEY
F/O P. INGLEBY
CAN. F/O W.A RUPERT
F/S NUTTALL A.
F/O H.W. CORNISH-UNDERWOOD
W/O SMITH R.
F/O DANIELS Passenger

TIME:  UP.  DOWN.
1447   1621

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional orks – MIMOYECQUES. 1 x Tallboy. 1530 16000. Saw two bomb bursts, One on A/P and the other slightly north of A/P.

DATE: 06.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME 560

CREW:
P/O I.S. ROSS AUS
Sgt. WALTER W
F/O T. O’BRIEN
F/S TILBY E.G.
F/S JENKINSON K.
Sgt. KING C.T.
P/O MCKELLAR A.F.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1337  1630

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional orks – MIMOYECQUES. 1 x Tallboy. 15.56 17000. Saw T.I. about 50 yards west of A/P. Other bombing not observed.

DATE: 06.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.402. (P)

CREW:
F/O A.E.KELL. AUS.
P/O G.W.CLARK
AUS. P/O J.L. HAGER
AUS. F/O R. MORIESON
AUS. P/O A.L.EVANS
AUS. P/O A.W. SNELL
F/S T.J. McLEAN

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1343  1630

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - MIMOYECQUES - 1 x Tallboy. 1555 hrs. 17,000ft. Saw T.I.R. One engine cut on first run so made dummy run.

DATE: 06.07.44
AIRCRAFT TYPE & NUMBER: Lancaster III. JB.139. (V)

CREW:
F/O W.R.LEE
F/S MASON. W.
F/S McKIE. A.M.
F/S HOWLAND. G.
F/S RICHARDS. F.
Sgt. THOMAS. D.G.
F/S HUNNISETTE. R.W.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
**DETAILS OF SORTIE OR FLIGHT:**

<table>
<thead>
<tr>
<th>DATE:</th>
<th>06.07.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER:</td>
<td>Lancaster I. DV.385. (A)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/L H.J. PRYOR</td>
</tr>
<tr>
<td></td>
<td>P/O R.J.A. TELFER</td>
</tr>
<tr>
<td></td>
<td>CAN. F/O R.L. PINDER</td>
</tr>
<tr>
<td></td>
<td>CAN. F/O C.L. PESME</td>
</tr>
<tr>
<td></td>
<td>F/S HEPWORTH. A.</td>
</tr>
<tr>
<td></td>
<td>P/O PATTERSON. A.J.</td>
</tr>
<tr>
<td></td>
<td>F/S COLYER. A.J.</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP. 1338</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Constructional Works - MIMOYECQUES - 1 x Tallboy. 1531 hrs. 15,800ft. Perfect conditions.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>06.07.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER:</td>
<td>Lancaster I. DV.380. (X)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/L A.W. FEARN</td>
</tr>
<tr>
<td></td>
<td>P/O T. DAVIES</td>
</tr>
<tr>
<td></td>
<td>F/S JOHNSON. H.</td>
</tr>
<tr>
<td></td>
<td>F/O W.H. CHADWICK</td>
</tr>
<tr>
<td></td>
<td>F/S BAKER. J.E.</td>
</tr>
<tr>
<td></td>
<td>Sgt. WILSON-WILLIAMS. D.</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP. 1353</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Constructional Works - MIMOYECQUES - 1 x Tallboy. 1531 hrs. 1,560ft.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>06.07.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER:</td>
<td>Lancaster III. EE.146. (K)</td>
</tr>
<tr>
<td>CREW:</td>
<td>P/O J. GINGLES</td>
</tr>
<tr>
<td></td>
<td>Sgt. GALLAGHER. A.</td>
</tr>
<tr>
<td></td>
<td>F/O C.G. BEALE</td>
</tr>
</tbody>
</table>
F/S HAZELL, L.J.
W/O RILEY, J.
F/L R.F. SCOTT-KIDDIE
AUS. F/O E.T. HALL

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1342</td>
<td>1620</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - MIMOYECQUES - 1 x Tallboy.
Did a dummy run - run too short. 2nd run target obscured by bursts. Bomb brought back as ordered.

DATE: 06.07.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. (O)
CREW:
F/L A.F. POORE
F/S JOHNSON, J.T.
F/O R.A. ROBERTS
F/O R.J. ELSEY
F/S THOMPSON, W.
F/S TOOKEY, W.
F/S CASTLEMAN, R.

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1339</td>
<td>1622</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - MIMOYECQUES - 1 x Tallboy. 1531 hrs. 18,600ft.

DATE: 06.07.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV.393 (T)
CREW:
F/O E. WILLSHER
F/S HURDISS, J.
F/O T.H.J. PLAYFORD
P/O R.C. EVERETT
P/O F.W. BELL
F/S SALTER, A.
F/O MORGAN

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1345</td>
<td>1626</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - MIMOYECQUES - 1 x Tallboy. 1529 hrs. 17,000ft.

DATE: 06.07.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME.557. (S)

CREW:
P/O F.H.A. WATTS
Sgt. LUCK.H.
F/S HOUSDEN. C.H.
W/O McKAY. M.L.
F/S COOPER. D.
P/O R. HEGGIE
F/S MATTHEWS. G.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1348  1627

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - MIMOYECQUES - 1 x Tallboy.
Target not identified in time. Bomb brought back.

DATE: 06.07.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. EE. 131. (B)

CREW:
F/O E.M. STANFORD
Sgt. JUDSON. E.
AUS. P/O T.W. BUTLER
AUS. W/O CLARKE. G.K.
AUS. W/O JORDON. A.J.
F/S GRIFFITHS. L.D.
AUS. P/O K.S. JEWELL

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1346  1604

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - MIMOYECQUES - 1 x Tallboy. 1538 hrs. 18,200ft.

DATE: 06.07.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. ED.763. (D)

CREW:
F/L C.J.G. HOWARD
Sgt. HAWKINS. A.W.
P/O C.A. MACDONALD
F/S HARTLEY L.
F/S LUCAN. C.
W/O WOODS. J.
F/S CLARKE. J.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1340  1628
DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - MIMOYECQUES - 1 x Tallboy. 1532.75 hrs. 18,800ft.
Saw one hit on corner of target.

<table>
<thead>
<tr>
<th>DATE</th>
<th>06.07.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER</td>
<td>Lancaster I. ME.562. (Z)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>F/O N.R. ROSS</td>
<td></td>
</tr>
<tr>
<td>F/O A.J.S. GIRLING</td>
<td></td>
</tr>
<tr>
<td>F/O T.R. DAVIES</td>
<td></td>
</tr>
<tr>
<td>W/O MCCLENNAN.L.</td>
<td></td>
</tr>
<tr>
<td>F/S HICKSON. G.</td>
<td></td>
</tr>
<tr>
<td>F/O T.A. PLATT</td>
<td></td>
</tr>
<tr>
<td>F/O M.R. TUXFORD</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
</tr>
<tr>
<td>UP.</td>
<td>1358</td>
</tr>
<tr>
<td>DOWN.</td>
<td>1617</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - MIMOUECQUES - 1 x Tallboy. 1529 hrs. 16,800ft.
1st Bomb 200 yds. E. 2nd and 3rd 75 yds. East. Own not seen.

<table>
<thead>
<tr>
<th>DATE</th>
<th>06.07.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER</td>
<td>Lancaster I. ME. 555 (C)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>F/O W.A. DUFFY. CAN.</td>
<td></td>
</tr>
<tr>
<td>Sgt. BENTING. A.W.</td>
<td></td>
</tr>
<tr>
<td>CAN. F/O D.A. BELL</td>
<td></td>
</tr>
<tr>
<td>CAN. F/O R.E. WOODS</td>
<td></td>
</tr>
<tr>
<td>CAN. F/O D.R PEARCE</td>
<td></td>
</tr>
<tr>
<td>CAN. W/O PORTER. K.P.</td>
<td></td>
</tr>
<tr>
<td>CAN. P/O W.G. EVANS</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
</tr>
<tr>
<td>UP.</td>
<td>1344</td>
</tr>
<tr>
<td>DOWN.</td>
<td>1620</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - MIMOYCEQUES - 1 x Tallboy. 1530 hrs. 16,400ft.
Own burst direct hit. Three other bursts seen.

<table>
<thead>
<tr>
<th>DATE</th>
<th>06.07.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER</td>
<td>Lancaster I. ME.561. (R)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>LT M.C.KNILANS. USA.</td>
<td></td>
</tr>
<tr>
<td>P/O K.J. RYALL</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
</tr>
<tr>
<td>DUTY:</td>
<td></td>
</tr>
<tr>
<td>UP.</td>
<td></td>
</tr>
<tr>
<td>DOWN.</td>
<td></td>
</tr>
</tbody>
</table>

354
CAN. P/O L.H. GELLER
F/O C.G. ROGERS
F/O C.L.F. KNELL
CAN. F/S W.F. McNALLY
P/O R.A. LEARMONTH

TIME: UP. DOWN.
1337  1635

DETAILS OF SORTIE OR FLIGHT:

DATE: 17.07.44
AIRCRAFT TYPE: & NUMBER: Mustang III
CREW: DUTY:
W/C J.B.TAIT Pilot
S/L D.R.WALKER  CAN Nav.

TIME: UP. DOWN.
1129  1358

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 2 x Red Spot. 1228 hrs. 7,000ft to 500ft. Dive. Haze and cloud made identification difficult.

DATE: 17.07.44
AIRCRAFT TYPE: & NUMBER: Mosquito VI NT.202 (N)
CREW: DUTY:
F/L G.E FAWKE Pilot.
F/O T.BENNETT Nav.

TIME: UP. DOWN.
1128  1355

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 2 Red Spot. 1229 hrs. 8,000ft. to 3,000ft. Dive.

DATE: 17.07.44
AIRCRAFT TYPE: & NUMBER: Lancaster I DV.385 (A)
CREW: DUTY:
F/O R.E.KNIGHTS Pilot
P/O E.TWELLS F/Eng.
CAN. F/O H.B. RHUDE Nav.
P/O J.R. BELL A/B
NZ. F/O B.J.HOSIE W/OP

355
F/S PENGELLY W.H.  MU/Gunner
F/S DERHAM P.W.  R/Gunner

TIME:    |   UP.  |   DOWN.
1101 1/2 |  1414  

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy. 1236 hrs. 17,900ft. Direct hit just on North West of edge of Dome.

DATE:   17.07.44
AIRCRAFT TYPE: & NUMBER:  Lancaster III  LM.485  (N)
CREW:    |   DUTY:
F/L H.J.PRYOR  AS SHOWN ABOVE
P/O R.J.TELFER
CAN. F/O R.L.PINDER
CAN. F/O C.P.PESME
F/S HEPWORTH A.
F/S COLYER A.J.
P/O A.J.PATTERSON

TIME:    |   UP.  |   DOWN.
1058     |  1409  

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy. 1240 hrs. 17,900ft.

DATE:   17.07.44
AIRCRAFT TYPE: & NUMBER:  Lancaster I  ME.554  (F)
CREW:    |   DUTY:
F/O R.M.STANFORD. AUS  AS SHOWN ABOVE
Sgt. JUDSON E.
AUS. P/O T.W.BUTLER
AUS. W/O CLARKE G.K.
AUS. W/O JORDON A.J.
F/S GRIFFITHS R.D.
AUS. P/O K.S.JEWELL

TIME:    |   UP.  |   DOWN.
1101     |  1403  

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy. 1230 hrs. 16,600ft. Weather clear - slight haze.

DATE:   17.07.44
AIRCRAFT TYPE: & NUMBER:  Lancaster III  LM.492  (Q)
CREW:  
F/O W.R.LEE. AUS  
F/S MASON W.  
F/S MCKIE A.M.  
F/S HOYLAND G.  
F/S RICHARDS F.  
F/S MCLEAN T.J.  
F/S HUNNISETTE R.W.  

DUTY:  
Pilot  
F/Eng.  
Nav.  
A/B.  
W/OP.  
MU/Gunner  
R/Gunner  

DETAILS OF SORTIE OR FLIGHT:  
Bombing Constructional Works - WIZERNES. 1 x Tallboy. 1230 hrs. 17,700ft.  

DATE:  17.07.44  
AIRCRAFT TYPE: & NUMBER:  Lancaster I DV.380 (X)  
CREW:  
F/L A.W.FEARN  
P/O T.DAVIES  
F/S JOHNSON H.  
F/O H.H.CHADWICK  
F/S BAKER J.E.  
F/S WILSON-WILLIAMS D.  
F/S PEARSON J.  

DUTY:  
AS SHOWN ABOVE  

TIME:  
UP.  1109  
DOWN.  1407  

DETAILS OF SORTIE OR FLIGHT:  
Bombing Constructional Works - WIZERNES. 1 x Tallboy. 1230 hrs. 17,100ft.  
Weather clear. One direct hit on dome observed.  

DATE:  17.07.44  
AIRCRAFT TYPE: & NUMBER:  Lancaster III LM.489 (L)  
CREW:  
F/O J.GINGLES  
Sgt. GALLAGHER J.  
F/O G.G.BEALE  
F/S HAZELL L.  
W/O RILEY J.  
F/L R.F.SCOTT-KIDDIE  
AUS. F/O E.T.HALL  

DUTY:  
AS SHOWN ABOVE  

TIME:  
UP.  1107  
DOWN.  1354
DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy. 1241 hrs. 18,000ft.
Smoke and slight haze.

DATE:  17.07.44
AIRCRAFT TYPE & NUMBER:  Lancaster I DV.402  (P)
CREW:
F/O A.E.KELL  AUS
P/O J.W. CLARKE
AUS. F/O J.L. HAGER
AUS. F/O K.C.MORIESON
AUS. F/O A.L.EVANS
AUS. P/O A.W.SNELL
F/L A.R.POOLE

TIME:  UP.  DOWN.
       1103      1408

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy. 1234 hrs. 17,800ft.
Clear - slight haze.

DATE:  17.07.44
AIRCRAFT TYPE & NUMBER:  Lancaster I DV.393  (T)
CREW:
F/O E.WILLSHER
F/S HURDISS J.
F/O T.H.J.PLAYFORD
P/O R.C.EVERETT
P/O F.W.BELL
F/S SALTER A.
F/O G.A.WITHERICK

TIME:  UP.  DOWN.
       1106      1415

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy. 1246 hrs. 17,400ft.
Own bomb fell just off North of tunnel.

DATE:  17.07.44
AIRCRAFT TYPE & NUMBER:  Lancaster I DV.246.  (U)
CREW:
F/O F.H.A.WATTS  AS SHOWN ABOVE
Sgt. LUCK H.
F/S HOUSDEN C.H.

358
W/O MCKAY M.L.
F/S COOPER D.
P/O R.HEGGIE
F/S MATTHEWS G.

**TIME:**

<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1113</td>
<td>1416</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Constructional Works - WIZERNES. 1 x Tallboy. 1237 hrs. 17,300ft. Hazy.

**DATE:** 17.07.44
**AIRCRAFT TYPE: & NUMBER:** Lancaster I  ME.562 (Z)
**CREW:**
F/O J.A.SANDERS
Sgt. NUTLEY T.H.
F/S BARRON J.B.
W/O ALLEN H.G.
F/S WARD A.
Sgt. MACHIN R.
F/S BRIARS R.A.
**TIME:**

<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1104</td>
<td>1413</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Constructional Works - WIZERNES. 1 x Tallboy. 1244 hrs. 18,640ft. One direct hit seen. Several other bursts seen.

**DATE:** 17.07.44
**AIRCRAFT TYPE: & NUMBER:** Lancaster I  ME.561 (R)
**CREW:**
LT. KNILANS USA (H.C)
F/O K.J.RYALL
CAN. P/O L.H.GELLER
F/O C.G.ROGERS
F/O C.L.KNELL
Sgt. FOWLE L.A.
AUS. P/O L.W.LEARMONTH
F/S FRANKS L.W.  Passenger
**TIME:**

<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1059</td>
<td>1400</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Constructional Works - WIZERNES. 1 x Tallboy. 1230 hrs. 17,600ft. Bomb fell on railway track 50 yards from entrance to tunnel.
DATE: 17.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME.559 (Y)

CREW:
F/O G.S.STOUT
P/O J.R.GURNEY
F/O P.INGLEBY
CAN. F/O W.A.RUPERT
F/S NUTTAL A.
P/O H.W. CORNISH-UNDERWOOD
W/O SMITH R.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1110 1405

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy. 1230 hrs. 17,000ft.
Bomb fell about 70 yards short of tunnel entrance on railway.

DATE: 17.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME.555 (C)

CREW:
F/O W.A.DUFFY  CAN
Sgt. BENTING A.W.
CAN. F/O D.A.BELL
CAN. P/O R.E.WOODS
CAN. F/O D.R.PEARCE
CAN. W/O PORTER K.R.
CAN. P/O W.G.EVANS

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1105 1406

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy. 1240 hrs. 17,600ft.
Bomb seen to burst just off tunnel mouth close to dome.

DATE: 17.07.44
AIRCRAFT TYPE & NUMBER: Lancaster III EE.146 (K)

CREW:
F/O M.HAMITLON
F/S ROOKE J.T.
P/O J.T.JACKSON
CAN. F/O F.C.ATKINSON
Sgt. THOMPSON R.C.
F/S DADGE J.A.

DUTY: AS SHOWN ABOVE

360
F/S HAMILTON D.

**TIME:**

<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1111</td>
<td>1412</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Constructional Works - WIZERNES. 1 x Tallboy. 1229 hrs. 18,100ft.
Bomb fell about 40 yards to port of tunnel entrance.

**DATE:** 17.07.44

**AIRCRAFT TYPE: & NUMBER:** Lancaster III L.M. 482 *(W)*

**CREW:**
- F/O D.H. CHENEY CAN.
- F/S ROSHER J.
- P/O R. WELCH
- F/S CURTIS C.
- F/S POOL R.H.
- AUS. F/S MCROSTIE A.
- F/S WAIT G.H.

**DUTY:** AS SHOWN ABOVE

**TIME:**

<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1102</td>
<td>1404</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Constructional Works - WIZERNES. 1 x Tallboy. 1230 hrs. 17,000ft.
Four bombs burst all about 150 yards overshoot E. of aiming point.

**DATE:** 17.07.44

**AIRCRAFT TYPE: & NUMBER:** Lancaster III ED.763 *(D)*

**CREW:**
- F/O F. LEVY
- Sgt. GROOM P.W.
- F/O C.L. FOX.
- F/S PECK E.S.
- Sgt. MCGUIRE G.A.
- CAN. F/S MCNALLY A.F.
- Sgt. THOMAS D.G.

**DUTY:** AS SHOWN ABOVE

**TIME:**

<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1108</td>
<td>1411</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Constructional Works - WIZERNES. 1 x Tallboy. 1240 hrs. 18,000ft.
Own bomb just in front of tunnel. Two other bombs bursts one over and one under shot.

**DATE:** 20.07.44

**AIRCRAFT TYPE: & NUMBER:** Mosquito 4. DZ.484 *(G)*
CREW: W/C J.B. TAIT.

DUTY: Pilot.

TIME: UP. DOWN.
2356 0212

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 2 x Red Spot.
Raid abortive - adverse weather conditions.

DATE: 20.07.44
AIRCRAFT TYPE & NUMBER: Mosquito 20. KB.215. (H)

CREW: F/L G.A. FAWKE, F/O T. BENNETT

DUTY: Pilot, Nav.

TIME: UP. DOWN.
2358 0230

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 2 Red Spot flares.
Raid abandoned - adverse weather conditions.

DATE: 20.07.44
AIRCRAFT TYPE & NUMBER: Lancaster III LM.485. (N)


TIME: UP. DOWN.
2315 0221

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy.
Raid abandoned - B.B.B. (Bomb brought back.)

DATE: 20.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.385. (A)

CREW: F/O R.E. KNIGHTS

DUTY: AS SHOWN ABOVE
P/O E. TWELLS
CAN. F/O H.B. RHUDE
P/O J.R. BELL
NZ. F/O B.J. HOSIE
F/S PENGELLY, W.H.
F/S DERHAM, P.W.
F/L D.J. ORAM

TIME: UP. DOWN.
2307 0226

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy.
Raid abandoned - B.B.B.

DATE: 20.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.380 (X)
CREW: F/L A.W. FEARN
P/O T. DAVIES
F/S JOHNSON, H.
F/O H.M. CHADWICK
F/S BAKER, J.E.
F/S PEARSON, J.
F/S WILSON-WILLIAMS, D.

TIME: UP. DOWN.
2311 0242

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy.
Raid abandoned. B.B.B.

DATE: 20.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.562. (Z)
CREW: P/O J.A. SANDERS
Sgt. NUTLEY, T.H.
F/S BARRON, J.B.
CAN. F/O ALLEN, H.G.
Sgt. WARD, A.
Sgt. MACHIN, R.
F/S BRIARS, R.A.

TIME: UP. DOWN.
2310 0227

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy. Raid abandoned. B.B.B.

**DATE:** 20.07.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster I. ME.561. (R)  
**CREW:**  
LT H.C. KNILANS. USA.  
F/O K.J. RYALL  
CAN. P/O L.H. GELLER  
F/O C.G. ROGERS  
F/O C.L. KNELL  
F/S R.W. HUNNISETTE  
AUS. P/O L.W. LEARMONTH  
F/L L.W. CURTIS  
**DUTY:** AS SHOWN ABOVE  
**TIME:**  
UP. 2312  
DOWN. 0239  
**DETAILS OF SORTIE OR FLIGHT:**  
Bombing Constructional Works - WIZERNES. 1 x Tallboy. Raid abandoned. B.B.B.

**DATE:** 20.07.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster I. DV.391. (O)  
**CREW:**  
F/O T.A. CAREY. AUS.  
F/S FRANKS. L.  
P/O R.E. KERR  
CAN. W/O McLENNAN. D.H.  
F/S YOUNG. A.E.  
F/S FOWLE. L.A.  
F/S SHARP. A.E.  
**DUTY:** AS SHOWN ABOVE  
**TIME:**  
UP. 2316  
DOWN. 0221  
**DETAILS OF SORTIE OR FLIGHT:**  
Bombing Constructional Works - WIZERNES. 1 x Tallboy. Raid abandoned. B.B.B.

**DATE:** 20.07.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster I. DV.402. (P)  
**CREW:**  
F/O A.E. KELL. AUS.  
P/O G.W. CLARK  
AUS. P/O J.L. HAGER  
AUS. P/O R. MORIESON  
AUS. P/O A.L. EVANS  
AUS. P/O A.W. SNELL  
**DUTY:** AS SHOWN ABOVE
F/L A.R. POOLE

TIME: UP. DOWN.
2319 0217

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy. Raid abandoned. B.B.B.

DATE: 20.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.393. (T)

CREW: DUTY:
F/O D.H. CHENEY. CAN.
F/S ROSHER. J.
P/O R. WELCH
F/S CURTIS. C.
F/S POOL. R.H.
AUS. F/S McROSTIE. A.
F/S WAIT. G.H.
AS SHOWN ABOVE

TIME: UP. DOWN.
2318 0225

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy. Raid abandoned. B.B.B.

DATE: 20.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.557. (S)

CREW: DUTY:
F/L W. REID
F/S STEWART. D.G.W.
CAN. F/O D.A. PELTIER
P/O C.G. ROLTON
F/O D. LUKER
F/S HOLT. A.
W/O HUTTON. J.W.
AS SHOWN ABOVE

TIME: UP. DOWN.
2317 0235

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy. Raid abandoned. B.B.B.

DATE: 20.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.559. (Y)

CREW: DUTY:
F/O G.S. STOUT
AS SHOWN ABOVE
P/O J.R. GURNERY
F/O P. INGLEBY
CAN. F/O W.A. RUPERT
F/S NUTTALL, A.
F/O H.W. CORNISH-UNDERWOOD
W/O SMITH, R.

TIME: UP. DOWN.
2309  0214

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy. Raid abandoned. B.B.B.

DATE: 20.07.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. ED.763.
CREW: DUTY:
F/O F. LEVY AS SHOWN ABOVE
Sgt. GROOM, P.W.
F/O C.L. FOX
F/S PECK, E.S.S.X.
Sgt. McGUIRE, G.M.
CAN. F/S McNALLY, A.F.
Sgt. THOMAS, D.G.

TIME: UP. DOWN.
2313  0218

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy. Raid abandoned. B.B.B.

DATE: 20.07.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME.555 (C)
CREW: DUTY:
F/O W.A. DUFFY. CAN. AS SHOWN ABOVE
Sgt. BENTING, A.W.
CAN. F/O D.A. BELL
CAN. F/O R.W. WOODS
CAN. F/O D.R. PEARCE
CAN. W/O PORTER, K.P.
CAN. P/O W.G. EVANS

TIME: UP. DOWN.
2306  0214

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy. Raid abandoned. B.B.B.
DATE: 20.07.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME.554. (F)

CREW:
F/O R.M. STANFORD. AUS.
F/S JUDSON. E.
AUS. P/O W.T. BUTLER
AUS. W/O C.K. CLARKE
AUS. W/O JORDON. A.J.
F/S GRIFFITHS. R.D.
AUS. P/O K.S. JEWELL

DUTY:
AS SHOWN ABOVE

TIME: UP. DOWN.
2308  0219

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy. Raid abandoned. B.B.B.

DATE: 20.07.44
AIRCRAFT TYPE: & NUMBER: Lancaster III EE.146 (K)

CREW:
F/O M. HAMILTON
F/S ROOKE. J.T.
P/O J.T. JACKSON
F/O F.C. ATKINSON
F/Sgt. THOMPSON. R.C.
F/S DADGE. J.A.
F/S HAMILTON. D.

DUTY:
AS SHOWN ABOVE

TIME: UP. DOWN.
2320  0311

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy. Raid abandoned. B.B.B.

DATE: 20.07.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. LM.489. (L)

CREW:
F/O J. GINGLES
Sgt. GALLAGHER. J.
F/O C.G. BEALE
F/S HAZELL. L.
W/O RILEY. J.
F/S G.S. SCOTT-KIDDIE
F/S McLEAN. T.J.

DUTY:
AS SHOWN ABOVE

TIME: UP. DOWN.
2314  0308
DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works - WIZERNES. 1 x Tallboy. Raid abandoned. B.B.B.

DATE: 25.07.44
AIRCRAFT TYPE: & NUMBER: Mustang III HB.837
CREW: W/Cmdr. J.B.TAIT
DUTY: Pilot
TIME: UP. DOWN.
0818  1012

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works, WATTEN. 2 x Red Spot. Marking unnecessary.

DATE: 25.07.44
AIRCRAFT TYPE: & NUMBER: Mosquito VI. NT.205 (L)
CREW: F/L G.E. FAWKE
F/O T.BENNETT
DUTY: Pilot
Nav.B.
TIME: UP. DOWN.
0810  1010

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works, WATTEN. 2 x Red Spot. Marking unnecessary.

DATE: 25.07.44
AIRCRAFT TYPE: & NUMBER: Lancaster I ME.561 (R)
CREW: LT. H.C.KNILANS
F/O K.J.RYALL
CAN. P/O L.H.GELLER
F/O C.G.ROGERS
F/O C.L.KNELL
CAN. W/O K.R.PORTER
AUS. P/O R.A.LEARMONTH
DUTY: Pilot
F/Eng.
Nav.
A/B.
MU/Gunner
R/Gunner
TIME: UP. DOWN.
0721  1003

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works, WATTEN. 1 x Tallboy. 0910 hrs. 18,000ft. Our bomb fell on North side of building.

368
DATE: 25.07.44
AIRCRAFT TYPE: & NUMBER: Lancaster I DV.391 (O)

CREW:
F/L A.F.POORE
F/S JOHNSON J.T.
F/O R.A. ROBERTS
F/O R.J. ELSEY
F/S THOMPSON R.C.
F/S TOOKEY W.
F/S CASTLEMAN R.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
0723  1005

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works, WATTEN. 1 x Tallboy. 0910 hrs. 17,900ft.
Claimed a direct hit.

DATE: 25.07.44
AIRCRAFT TYPE: & NUMBER: Lancaster III LM.485 (N)

CREW:
F/O M.HAMILTON
F/S ROOKE J.T.
P/O J.T. JACKSON
CAN. F/O F.C. ATKINSON
F/S THOMPSON J.T.
F/S DADGE J.A.
W/O MCLEAN T.J.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
0735  1007

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works, WATTEN. 1 x Tallboy. 0909 hrs. 18,400ft.
First to bomb. Claimed a direct hit.

DATE: 25.07.44
AIRCRAFT TYPE: & NUMBER: Lancaster I ME.562 (Z)

CREW:
F/O J.A.SANDERS
Sgt. NUTLEY T.H.
F/S BARRON J.B.
CAN. P/O ALLEN J.B.
F/S WARD A.
Sgt. MACHIN R.
F/S BRIARS R.A.

DUTY: AS SHOWN ABOVE
TIME: \hspace{1cm} UP. \hspace{1cm} DOWN.
\begin{tabular}{lcl}
0724 & & 1010 \\
\end{tabular}

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works, WATTEN. 1 x Tallboy. 0910 hrs. 17,800ft.
Our bomb fell on North side of building.

\begin{tabular}{l}
DATE: 25.07.44 \\
AIRCRAFT TYPE & NUMBER: \\
\hspace{1cm}
Lancaster I ME.555 \\( (C) \)
\end{tabular}

CREW:
F/O I.S. ROSS AUS \\
P/O T. O’BRIEN \\
F/S T. JENKINSON K. \\
Sgt. WALTER W. \\
F/S TILBY E.G. \\
F/S WALKER A.F. \\
F/S J. KING C. \\
DUTY: AS SHOWN ABOVE

\begin{tabular}{l}
TIME: \hspace{1cm} UP. \hspace{1cm} DOWN.
\begin{tabular}{lcl}
0734 & & 1017 \\
\end{tabular}
\end{tabular}

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works, WATTEN. 1 x Tallboy. 0910 hrs. 17,600ft.
No results observed.

\begin{tabular}{l}
DATE: 25.07.44 \\
AIRCRAFT TYPE & NUMBER: \\
\hspace{1cm}
Lancaster III LM.489 \\
\end{tabular}

CREW:
F/L J.E.R. WILLIAMS. \\
F/S SOILLEUX J. \\
F/S POTTER A.E. \\
F/O R. TALBOT \\
F/S BLAGDON A. \\
F/S BLANCHE JJ \\
DUTY: AS SHOWN ABOVE

\begin{tabular}{l}
TIME: \hspace{1cm} UP. \hspace{1cm} DOWN.
\begin{tabular}{lcl}
0751 & & 1023 \\
\end{tabular}
\end{tabular}

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works, WATTEN. 1 x Tallboy. 0910 hrs. 18,200ft.
No results observed.

\begin{tabular}{l}
DATE: 25.07.44 \\
AIRCRAFT TYPE & NUMBER: \\
\hspace{1cm}
Lancaster I ME.557 \\
\end{tabular}

CREW:
DUTY:
F/L W. REID    AS SHOWN ABOVE
F/S STEWART. D.G.W.
CAN. F/O D.A. PELTIER
P/O C.G. ROLTON
F/O O. LUKER
F/S HOLT. A.
W/O HUTTON. J.W.

TIME: UP.    DOWN.
0732        1020

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works, WATTEN. 1 x Tallboy. 0911 hrs. 17,600ft.
No results observed.

DATE: 25.07.44

AIRCRAFT TYPE: & NUMBER: Lancaster III  ED.763  (C)
CREW: F/O R.M. STANFORD. AUS. AS SHOWN ABOVE
F/S JUDSON. E
AUS. P/O W.T. BUTLER
AUS. W/O C.K. CLARKE
AUS. W/O JORDON. A.J.
F/S GRIFFITHS. R.D.
AUS. P/O K.S. JEWELL

TIME: UP.    DOWN.
0729        1006

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works, WATTEN. 1 x Tallboy. 0910 hrs. 18,000ft.
Saw 4 or 5 hits on Constructional connected with building

DATE: 25.07.44

AIRCRAFT TYPE: & NUMBER: Lancaster I  (?) .380
CREW: (Illegible)
DUTY:

TIME: UP.    DOWN.
0720        1003

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works, WATTEN. 1 x Tallboy. 0910.5 18,100 ft no results observed

DATE: 25.07.44
<table>
<thead>
<tr>
<th>AIRCRAFT TYPE: &amp; NUMBER:</th>
<th>Lancaster I (? 402</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/O LEVY</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S GROOM P.W.</td>
<td></td>
</tr>
<tr>
<td>F/O C.L. FOX</td>
<td></td>
</tr>
<tr>
<td>F/S PECK E.</td>
<td></td>
</tr>
<tr>
<td>Sgt. MCGUIRE G.A.</td>
<td></td>
</tr>
<tr>
<td>CAN. F/S MCNALLY A.F.</td>
<td></td>
</tr>
<tr>
<td>Sgt. THOMAS D.G.</td>
<td></td>
</tr>
<tr>
<td>TIME: UP. DOWN.</td>
<td>0730 1015</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works, WATTEN. 1 x Tallboy. 0910, 17,100ft almost direct hit observed.

---

<table>
<thead>
<tr>
<th>AIRCRAFT TYPE: &amp; NUMBER:</th>
<th>Lancaster I LM.492 (Q)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/O F.H.A.WATTS</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>Sgt. LUCK H.</td>
<td></td>
</tr>
<tr>
<td>F/S HOUSDEN C.H.</td>
<td></td>
</tr>
<tr>
<td>CAN. P/O M.L.MCKAY</td>
<td></td>
</tr>
<tr>
<td>F/S COOPER D.</td>
<td></td>
</tr>
<tr>
<td>P/O R.HEGGIE</td>
<td></td>
</tr>
<tr>
<td>F/S MATTHEWS D.</td>
<td></td>
</tr>
<tr>
<td>TIME: UP. DOWN.</td>
<td>0733 1013</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works, WATTEN. 1 x Tallboy. 0910 hrs. 17,300ft. Three bomb bursts very near aiming point observed.

---

<table>
<thead>
<tr>
<th>AIRCRAFT TYPE: &amp; NUMBER:</th>
<th>Lancaster I DV.385 (A)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/O R.E. KNIGHTS</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>P/O E.TWELLS</td>
<td></td>
</tr>
<tr>
<td>CAN. F/O H.B.RHUDE</td>
<td></td>
</tr>
<tr>
<td>P/O J.R.BELL</td>
<td></td>
</tr>
<tr>
<td>NZ. F/O B.J.HOSIE</td>
<td></td>
</tr>
<tr>
<td>F/S PENGELLY W.H.</td>
<td></td>
</tr>
<tr>
<td>F/S DERHAM P.W.</td>
<td></td>
</tr>
<tr>
<td>TIME: UP. DOWN.</td>
<td></td>
</tr>
</tbody>
</table>
DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works, WATTEN. 1 x Tallboy. 0910 hrs. 17,700ft.
Two bomb bursts - one direct hit and one 50 yards North East.

DATE: 25.07.44
AIRCRAFT TYPE: & NUMBER: Lancaster I ME.559 (Y)
CREW:
F/O G.S.STOUT
F/O J.R.GURNEY
F/O P. INGLEBY
CAN. F/O W.A. RUPERT
F/S NUTTALL A.
F/O H.W.CORNISH-UNDERWOOD
W/O SMITH R.
F/L A.W. CURTIS
CREW:     DUTY:
F/O D.H.CHENEY CAN.   AS SHOWN ABOVE
F/S ROSHER J.
P/O R.WELCH
F/S CURTIS C.
F/S POOL R.H.
AUS. F/S MCROSTIE A.
F/S WAIT G.H.
CREW:     DUTY:
TIME:    UP.  DOWN.
0728     1019

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works, WATTEN. 1 x Tallboy. 0910 hrs. 17,100ft.
One big explosion. About ten bombs fell all around aiming point.

DATE: 25.07.44
AIRCRAFT TYPE: & NUMBER: Lancaster I DV.393 (T)
CREW:
F/O D.H.CHENEY CAN.   AS SHOWN ABOVE
F/S ROSHER J.
P/O R.WELCH
F/S CURTIS C.
F/S POOL R.H.
AUS. F/S MCROSTIE A.
F/S WAIT G.H.
CREW:     DUTY:
TIME:    UP.  DOWN.
0731     1023

DETAILS OF SORTIE OR FLIGHT:
Bombing Constructional Works, WATTEN. 1 x Tallboy. 0910 hrs. 17,200ft.

DATE: 25.07.44
AIRCRAFT TYPE: & NUMBER: Lancaster III LM.482 (W)

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
0727  1023

DETAILS OF SORTIE OR FLIGHT: Bombing Constructional Works, WATTEN. 1 x Tallboy. 0917 hrs. 18,500ft. One bomb seen to fall in woods. Aiming point covered in smoke.

DATE: 31.07.44
AIRCRAFT TYPE & NUMBER: Mosquito VI. MS.993 (N)

CREW: W/C J.B.TAIT Pilot CAN. S/L D.R.WALKER Nav.

DUTY: Pilot

TIME: UP. DOWN.
1826  2208

DETAILS OF SORTIE OR FLIGHT: Bombing, Rilly la Montagne. 2 x Red Spot. (Brought back- not required).

DATE: 31.07.44
AIRCRAFT TYPE & NUMBER: Mosquito V NT.205 (L)

CREW: F/O W.A.DUFFY CAN. F/O D.A.BELL CAN.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1830  2207

DETAILS OF SORTIE OR FLIGHT: Bombing, Rilly la Montagne. 2 x Red Spot. Made 1 run over target - marking not required.

DATE: 31.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME.562 (Z)

P/O J.B.BARRON. Nav.

DUTY: Pilot.

DATE: 31.07.44
AIRCRAFT TYPE & NUMBER: Mosquito VI. MS.993 (N)

CREW: W/C J.B.TAIT Pilot CAN. S/L D.R.WALKER Nav.

DUTY: Pilot

TIME: UP. DOWN.
1826  2208

DETAILS OF SORTIE OR FLIGHT: Bombing, Rilly la Montagne. 2 x Red Spot. (Brought back- not required).

DATE: 31.07.44
AIRCRAFT TYPE & NUMBER: Mosquito V NT.205 (L)

CREW: F/O W.A.DUFFY CAN. F/O D.A.BELL CAN.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1830  2207

DETAILS OF SORTIE OR FLIGHT: Bombing, Rilly la Montagne. 2 x Red Spot. Made 1 run over target - marking not required.

DATE: 31.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME.562 (Z)

P/O J.B.BARRON. Nav.
CAN. P/O H.G. ALLEN
F/S WARD A.
Sgt. MACHIN R.
F/S BRIARS R.A.

A/B.
MU/Gunner.
R/Gunner.

TIME: UP. DOWN.
1743  2219

DETAILS OF SORTIE OR FLIGHT:
Bombing Rilly la Montagne. 1 x Tallboy. 2019 hrs. 15,900ft. Good run.

DATE: 31.07.44
AIRCRAFT TYPE & NUMBER: Lancaster III LM. 489 (L)

CREW:
F/O I.S. ROSS AUS.
Sgt. WALKER W.
F/O T.O’BRIEN
F/S TILBY E.G.
F/S JENKINSON K.
Sgt. KING C.T.
P/O A.F. MCKELLAR.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1758  2221

DETAILS OF SORTIE OR FLIGHT:
Bombing Rilly la Montagne. 1 x Tallboy. Could not get targets in sights. Bomb brought back.

DATE: 31.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV.385. (A)

CREW:
F/O R.E. KNIGHTS
P/O E.TWELLS
CAN. F/O H.B. RHUDE
P/O J.R. BELL
NZ. F/O B.J. HOSIE
F/S PENGELLY W.H.
F/S DERHAM P.W.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1742  2225

DETAILS OF SORTIE OR FLIGHT:
Bombing Rilly La Montagne. 1 x Tallboy. Bombing run too bad to drop. Bomb brought back.

DATE: 31.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME.557 (S)
Please note that the contents of this disk are protected electronically against unauthorised copying and use. If you are not the owner of the 617 Sqn Operational Record Book CD-ROM or are not using the contents of this disk in accordance with the license you are in breach of the law and should desist immediately. Digitally logged.

CREW: DUTY:
F/L W. REID AS SHOWN ABOVE
F/S STEWART D.G.W.
CAN. F/O D.A. PELTIER
P/O C.G. ROLTON
F/O D. LUKER
F/S HOLT A.
W/O HUTTON J.W.

TIME: UP. DOWN.
1751 -

DETAILS OF SORTIE OR FLIGHT:
Bombing Rilly la Montagne. 1 x Tallboy. Missing - nothing heard of this aircraft since take-off. *This aircraft was hit by a bomb seconds after realeasing its Tallboy. The bomb removed one of the port engines and caused major damage to the aircraft, which rolled over. The aircraft crashed at 2022 1000 metres East of Germaine. Luker and Reid escaped by parachute and were made POWs, the remainder of the crew being buried in various French cemeteries.*

DATE: 31.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I DV.391. (O)

CREW: DUTY:
F/L A.F. POORE AS SHOWN ABOVE
F/S JOHNSON J.
F/O R.A. ROBERTS
F/O R.J. ELSEY
F/S THOMPSON J.T.
F/S CASTLEMAN
F/S TOOKEY W.

TIME: UP. DOWN.
1738 2211

DETAILS OF SORTIE OR FLIGHT:
Bombing Rilly la Montagne. 1 x Tallboy. 2019 hrs. 16,000ft.

DATE: 31.07.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME.554 (F)

CREW: DUTY:
F/O R.M. STANFORD AUS AS SHOWN ABOVE
F/S JUDSON E.
AUS. P/O T.W. BUTLER
AUS. W/O CLARKE G.K.
AUS. W/O JORDON A.J.
F/S GRIFFITHS R.D.
AUS. P/O K.S. JEWELL
F/O J.D. HARRISON Passenger

376
<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1746</td>
<td></td>
<td>2215</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Rilly la Montagne. 1 x Tallboy. 2019 hrs. 16,300ft.

**DATE:** 31.07.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III  LM.485  (N)  
**CREW:**  
F/O M.HAMILTON  
F/S ROOKE J.T.  
P/O J.T.JACKSON  
CAN. F/O F.C.ATKINSON  
F/S THOMPSON R.C.  
F/S DADGE J.A.  
F/S HAMILTON D.  
W/O MCLEAN T.J.  
**DUTY:** AS SHOWN ABOVE  
**TIME:** 1746  
**UP.**  
**DOWN.** 2215

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Rilly la Montagne. 1 x Tallboy. 2019 hrs. 16,300ft.

**DATE:** 31.07.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster I. ME.559.  (Y)  
**CREW:**  
F/O G.S.STOUT  
Sgt. BENTING A.W.  
F/O P.INGLEBY  
CAN. F/O W.A.RUPERT  
F/S NUTTALL A.  
F/O H.W.CORNISH-UNDERWOOD  
W/O SMITH R.  
**DUTY:** AS SHOWN ABOVE  
**TIME:** 1750  
**UP.**  
**DOWN.** 2218

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Rilly La Montagne. 1 x Tallboy. 2018 hrs 16,400ft.

**DATE:** 31.07.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III  LM.492.  (Q)  
**CREW:**  
F/O E.WILLSHER  
F/S HURDISS J.  
**DUTY:** AS SHOWN ABOVE  
**TIME:** 1750  
**UP.**  
**DOWN.** 2218
**F/O T.H.J. PLAYFORD**  
P/O R.C. EVERETT  
P/O F.W. BELL  
F/S SALTER A.  
F/O G.A. WITHERICK

**TIME:**  
<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1749</td>
<td>2224</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing Rilly La Montagne. 1 x Tallboy. 2019 hrs. 16,200ft.

---

**DATE:** 31.07.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III JB.139 (V)

**CREW:**  
F/O D.H. CHENEY  CAN   AS SHOWN ABOVE  
F/S ROSHER J.  
P/O R. WELCH  
F/S CURTIS C.  
F/S POOL R.H.  
CAN. W/O PORTER K.R.  
P/O G.H. WAIT

**TIME:**  
<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1751</td>
<td>2220</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing Rilly la Monatagne. 1 x Tallboy. 2019 hrs. 17,200ft.

---

**DATE:** 31.07.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III ED.763 (D)

**CREW:**  
F/L C.J.G. HOWARD  
Sgt. HAWKINS A.W.  
F/O C.A. MACDONALD  
P/O L. HARTLEY  
P/O C. LUCAN  
W/O WOODS J.  
F/S CLARKE J.  
W/O BIRCH L.J.  
Duty: Passenger

**TIME:**  
<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1754</td>
<td>2216</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing Rilly la Montagne. 1 x Tallboy. 2018 hrs. 17,200ft.  
Main Force bombs hit railway 4-500 yards South of aiming point.
DATE:  31.07.44
AIRCRAFT TYPE: & NUMBER:  Lancaster I  DV.380  (X)
CREW:  
F/L A.W.FEARN  
P/O T.DAVIES  
F/S JOHNSON H.  
F/O H.H.CHADWICK  
F/S BAKER J.  
F/S WILSON-WILLIAMS D.  
F/S PEARSON D.  

DUTY:  AS SHOWN ABOVE

TIME:  
UP.  DOWN.  
1735  2217

DETAILS OF SORTIE OR FLIGHT:
Bombing Rilly la Montagne. 1 x Tallboy. 2020 hrs. 16,000ft.
Main Force bombing all around aiming point (N).

DATE:  31.07.44
AIRCRAFT TYPE: & NUMBER:  Lancaster I  DV.402  (P)
CREW:  
F/O F. LEVY  
F/S GROOM P.W.  
F/O C.L. FOX  
F/S PECK E.  
Sgt. MCGUIRE G.A.  
CAN. F/S MCNALLY A.F.  
Sgt. THOMAS D.G.  

DUTY:  AS SHOWN ABOVE

TIME:  
UP.  DOWN.  
1753  2222

DETAILS OF SORTIE OR FLIGHT:
Bombing Rilly La Montagne. 1 x Tallboy. 2019 hrs. 16,300ft.
Cloud of dust very close to tunnel entrance (S).

DATE:  31.07.44
AIRCRAFT TYPE: & NUMBER:  Lancaster I  ME.561.  (R)
CREW:  
LT. H.C. KNILANS. USA.  
F/O K.J. RYALL  
CAN. P/O L.H.GELLER  
F/O C.G. ROGERS  
F/O C.L.F. KNELL  
F/O A.R. POOLE  
AUS. P/O R.A. LEARMONTH  

DUTY:  AS SHOWN ABOVE
<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1738</td>
<td>2227</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Rilly la Montagne. 1 x Tallboy. 2019 hrs. 17,000ft.
Three bombs seen to fall within 100 yards of aiming point (N).

**DATE:** 31.07.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III DV.409 *(B)*

**CREW:**  
F/L J.E.R. WILLIAMS  
F/S SOILLEUX J.  
F/O A.J. TALBOT  
F/O A.B. WALKER  
F/S POTTER A.E.  
Sgt. SMITH A.L.  
F/O R.H. PETCH  
F/L T.C. IVESON  

**DUTY:** AS SHOWN ABOVE  
Passenger

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1757</td>
<td>2226</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Rilly La Montagne. 1 x Tallboy. Identified too late for good run. Bomb brought back.

**DATE:** 31.07.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster I DV.246 *(U)*

**CREW:**  
F/O T.A.CAREY AUS.  
F/S FRANKS L.  
CAN. P/O F.R.BRAND  
CAN. P/O D.H.MCLENNAN  
F/S YOUNG A.E.  
F/S FOWLE L.A.  
F/S SHARPE A.E.

**DUTY:** AS SHOWN ABOVE

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1752</td>
<td>2229</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Rilly La Montagne. 1 x Tallboy. Identified too late for good run. Bomb brought back.

OPERATIONS RECORD BOOK  
No. 617 Squadron
WOODHALL SPA

01.08.44.
One Mosquito and fifteen Lancaster aircraft detailed for operations. All took off successfully. The target was a constructional works at Siracourt, but all aircraft were recalled from the target by the Force Leader, as thick cloud made visual identification almost impossible. The weather at base was mainly cloudy, with moderate visibility.

02.08.44.
No operations were detailed. A small amount of bombing training was carried out. Information received from next of kin that F/S. G.H. Hobbs W/Op. of F/L. Edward's crew, is now a prisoner of war. Also, information from Red Cross Committee that F/O. L.T. Pritchard Nav. of the same crew, is a prisoner of war.

03.08.44.
No operations detailed, limited amount of flying training completed. Stand down in afternoon.

04.08.44.
One Mustang, one Mosquito, fifteen Lancaster aircraft detailed for operations, (early morning). Only fourteen Lancaster aircraft took off, "Z" (F/O. Sanders) being grounded through engine trouble. The target was a railway bridge at Etaples. The operation was only moderately successful, as cloud hampered visual observation. All aircraft returned safely. The weather at base was cloudy with drizzle and fog at first, becoming fine.

05.08.44.
Two Mosquito and fifteen Lancaster aircraft were detailed for operations, the target being the submarine pens at Brest. The operation was very successful, the weather being favourable. "L" (F/O. Gingles) returned early, owing to engine failure. "V" (F/O. D.H. Cheney) did not return, returning crews reported that the aircraft was seen to be shot down, and six members of the crew abandoning by parachute. A Fighter Command report confirmed this. The weather at base was drizzle at first, slight fog, becoming fine. Visibility was good. The members of the missing crew are shown in the summary.

(Cheney’s aircraft (JB139) was hit by Flak and crashed at 1159hrs into Douarnenez Bay. Pool was critically injured by shrapnel and although he escaped the aircraft he died of his injuries before help arrived. Cheney, Porter and Rosher evaded capture, meeting up with US forces, and Curtis was captured by the local garrison but released when they were overrun by U.S forces. Welsh, Watt and Pool lie in the St-Anne La Palud communal cemetery.)

06.08.44.
Two Mosquito and fourteen Lancaster aircraft were detailed for operations, the target being the submarine pens at Lorient. Only twelve Lancaster aircraft took off, "C" (F/O. Ross) and "G" (F/O. Hamilton) grounded through technical trouble. The operation was successful, though heavy flak opposition was encountered. All aircraft returned safely, several being damaged. The weather at base was cloudy with slight drizzle, becoming fine, with good visibility.

07.08.44.
One Mosquito and nine Lancaster aircraft were detailed for operations, the target again being Lorient. The aircraft were recalled whilst over the target area, as it was believed that U.S.A. ground forces were at the outskirts of the port. In the morning at approx. 1100 hrs. Mosquito "N" (N.T. 202) crashed whilst at Wainfleet Bombing Range. The Pilot F/O. W.A. Duffy J.7073 and the Navigator F/O. P. Ingleby 137140 were both killed instantly. The aircraft was a complete wreck, and an Air Ministry investigation into the accident was ordered.

(The Mosquito had carried out three runs over the Wainfleet bombing range and when pulling up into a climbing turn the Starboard engine failed, followed immediately by the break up of the port wing. The aircraft impacted shallow water on the foreshore killing both crew. Duffy had just completed his tour and lies in the Harrogate (Stonefall) Cemetery, while Ingleby lies at Coningsby. In the book "The Dambusters“ Brickhill points out that this aircraft was
the one used by Cheshire to mark the Munich raid and the dive bombing may have overstressed the wing span, which collapsed during this dive. The aircraft crashed on the mudflats.)

08.08.44.
No operations were detailed. A limited flying training programme was carried out. Authority was received for the resumption of forty-eight hour passes for non-aircrew personnel.

09.08.44.
One Mosquito and twelve Lancaster aircraft were detailed for operations. All took off successfully, the target being the U-boat pens at La Pallace. The attack was very successful, several direct hits being observed. All aircraft returned safely. The weather at base was fine at first, fair and cloudy later. Visibility was moderate. (The official reports state that there was too much haze over the target to observe results.)

10.08.44.
The body of F/O. Duffy was sent by rail to Harrogate for subsequent interment in the Regional Cemetery. The funeral of F/O. Ingleby was held at Coningsby, many of the officers and other ranks attending. No operations were detailed. A telegram of congratulations was received from AOC. for the success of the operation on the previous day.

11.08.44.
One Mosquito and fifteen Lancaster aircraft were detailed for operations. Only fourteen Lancaster aircraft took off, "C" (F/O. Ross) did not take off, as it was not bombed up in time. The target was again La Pallace, and the operation was very successful. All aircraft returned safely. "H" (S/L. Cockshott) returned early with engine trouble. The weather at base was fine at first, becoming cloudy, with good visibility. F/O. Duffy was buried at Harrogate Regional Cemetery, the members of his crew attending on behalf of the Squadron. (This was the first of five Bomber Command raids on the U-boat pens at La Pallace which resulted in the pens being abandoned as U-boat pens and converted into a fortress or "Festung", to hold out against the advancing Allied forces.)

12.08.44.
One Mosquito and ten Lancaster aircraft were detailed for operations. All aircraft took off successfully. The target was the U-boat pens at Brest. Several good bombing results were observed, all aircraft returned safely. The Squadron Commander, W/Cmdr. Tait D.S.O., D.F.C., flew a Lancaster aircraft for the first time in this Squadron. The weather at base was cloudy with slight drizzle at first, later mainly fair with good visibility. (The aiming point for this raid was the centre of the massive U-boat pens. The Tallboys were fused with a delay of 11 seconds in the first raid on 5th August, giving the bombs time to come to a halt before exploding. On this raid the delay was reduced to half a second, implying that the longer delay was not successful. Three direct hits were observed in this raid. All the direct hits went through the roof and exploded inside the pens, causing damage which looked most impressive but which some commentators have declared did not cause as much damage as appeared.)

13.08.44.
Operations were again detailed for early morning. One Mosquito and thirteen Lancaster aircraft took off to attack Brest once more. The attack was a success, and all aircraft returned to base. The weather was mainly fair with good visibility. (This raid, although to Brest again, was targeting the old French battleship Clemenceau which was thought to be available for use as a block ship. The object of the raid was to destroy all large ships at Brest to prevent the harbour being blocked prior to the port’s capture. Clemenceau and a medium sized tanker were sunk.)

14.08.44.
One Mosquito and fourteen Lancaster aircraft were detailed for operations, only thirteen Lancaster aircraft took off "G" (F/O. Hamilton) grounded through engine defect. The target was Brest again. The operation was fairly successful, but heavy flak was encountered, several aircraft being damaged. J.21539 F/O. C.P. Pesme (A/B) was killed instantly when "N" (F/L. Pryor) was struck by flak. This aircraft, and all others returned to base. The weather was fair, becoming fine during the evening. Visibility was good. (This raid was the final return to the submarine pens.)
15.08.44.
No operations were detailed. All aircrew personnel were stood down, and the Repair and Inspection was instructed to work on repairing damaged aircraft, ready for operations on the following day.

16.08.44.
The body of F/O. Pesme was sent to Harrogate for burial. Authority was received to resume normal leave for ground staff personnel, on basis of nine days each quarter. One Mosquito and eleven Lancaster aircraft were detailed for operations. All aircraft took off successfully, "C" (F/O. Ross) returned early, as the Wireless Operator was taken ill. The operation was not a success, as there was thick cloud over the target. The Force Leader instructed crews to return to base without bombing. The weather at base was mainly fine, becoming fair during evening, with good visibility. Two new crews arrived on posting from 5 LFS. Syerston. *(This raid was to the submarine pens at La Pallace.)*

17.08.44.
Funeral of F/O. Pesme took place at Harrogate Regional Cemetery. The Squadron was represented by F/L. Kearns D.F.C., D.F.M., F/O. L.J. Sumpter D.F.C., D.F.M. and F/L. D. Rodger. One Mosquito and twelve Lancaster aircraft were detailed for operations, but take off was delayed until the following morning.

18.08.44.
Aircraft detailed on previous day all took off successfully, with exception of "H" (S/L. Cockshott). The target was again La Pallace, the attack being successful. All aircraft returned safely. The weather at base was fair at first, becoming cloudy later, with good visibility.

19.08.44.
Rain all day, prevented flying. Aircrews were stood down.

20.08.44.
Rain again prevented flying. The final of the Squash competition for the Base Commander's Trophy was held between 617 and 106 Squadron aircrew personnel.

21.08.44.
No operations were detailed. A limited flying training programme was carried out by new crews. The Squadron Commander proceeded to Group Headquarters by road for a conference.

22.08.44.
No operations detailed. The Squadron Commander assembled all ground staff personnel in the crew room, where photographs of recent raids were displayed.

23.08.44.
Poor weather in the morning prevented flying, but the weather brightened in the afternoon and an extensive training programme was carried out.

24.08.44.
One Mosquito and eight Lancaster aircraft were detailed for operations, the target being the U-boat pens at Ijmuiden, in Holland. The raid was eminently successful, several direct hits being seen. Very little opposition was encountered, and all aircraft returned safely to base. The weather at base was cloudy with slight rain at first, later showery. Visibility was moderate.

25.08.44.
No operations were detailed. Flying training was carried out. *(Almost all training during this period was in the use of the SABS automatic bomb sight.)*
26.08.44.
One Mosquito and twelve Lancaster aircraft detailed for operations, which were subsequently cancelled.

27.08.44.
One Mosquito and twelve Lancaster aircraft were detailed for operations, the target being shipping at Brest. The raid was successful, several hits being observed. Opposition was slight and all aircraft returned safely to base. The weather at base was fine, with fog at first, later cloudy, but visibility was good.

28.08.44.
Special training carried out by all available crews and aircraft. No operations detailed.

29.08.44.
No operations detailed. Flying training programme carried out. Squadron paraded to witness presentation of Soviet Award for Valour to R/L. E.B. Chandler D.F.C.

30.08.44.
Special flying training continued.

31.08.44.
Extensive training programme carried out, flying all day. Information received that F/S. McRostie A/G. of F/O. Cheney’s crew, now a prisoner of war in enemy hands.

SUMMARY

During the month of August 187 operational sorties were despatched, comprising 822 hrs. Day operational flying (no night operational flying was carried out). A total of 240 hrs. Day and 7 hrs. 35 mins. Night flying training was carried out. Of these, one aircraft was lost and forty one failed to complete their missions. A weight of 844 tons of bombs was dropped operationally.

The following Officers were posted To the Squadron during August:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category.</th>
<th>From.</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>171019</td>
<td>P/O.</td>
<td>R.B. YATES</td>
<td>A/G.</td>
<td>51 Base.</td>
<td>15.08.44</td>
</tr>
<tr>
<td>131999</td>
<td>F/O.</td>
<td>H.A. HAYWARD</td>
<td>A.B.</td>
<td>51 Base.</td>
<td>16.08.44</td>
</tr>
<tr>
<td>169585</td>
<td>F/O.</td>
<td>J. CASTAGNOLA</td>
<td>Pilot</td>
<td>57 Sqdn.</td>
<td>15.08.44</td>
</tr>
<tr>
<td>146998</td>
<td>F/O.</td>
<td>B.R. BAYNE</td>
<td>Nav.</td>
<td>5 L.F.S.</td>
<td>24.08.44</td>
</tr>
<tr>
<td>NZ.424044</td>
<td>F/O.</td>
<td>A.W. JOPLIN</td>
<td>Pilot</td>
<td>51 Base.</td>
<td>15.08.44</td>
</tr>
<tr>
<td>51110</td>
<td>F/O.</td>
<td>H.W. HONIG</td>
<td>A/B.</td>
<td>57 Sqdn.</td>
<td>25.08.44</td>
</tr>
<tr>
<td>126045</td>
<td>F/O.</td>
<td>R.H. WILLIAMS</td>
<td>Nav.</td>
<td>57 Sqdn.</td>
<td>25.08.44</td>
</tr>
<tr>
<td>171766</td>
<td>A/F/O.</td>
<td>F.W. HUCKERBY</td>
<td>Pilot</td>
<td>76 Sqdn.</td>
<td>25.08.44</td>
</tr>
<tr>
<td>121893</td>
<td>F/L.</td>
<td>L.S. GOODMAN</td>
<td>Pilot</td>
<td>51 Base.</td>
<td>16.08.44</td>
</tr>
<tr>
<td>155078</td>
<td>F/O.</td>
<td>H. WATKINSON</td>
<td>Nav.</td>
<td>51 Base.</td>
<td>16.08.44</td>
</tr>
<tr>
<td>151154</td>
<td>F/O.</td>
<td>F.J. GORRIDGE</td>
<td>Nav.</td>
<td>57 Sqdn.</td>
<td>15.08.44</td>
</tr>
<tr>
<td>159937</td>
<td>F/O.</td>
<td>C.E. GRAHIM</td>
<td>Nav.</td>
<td>5 L.F.S.</td>
<td>24.08.44</td>
</tr>
<tr>
<td>173273</td>
<td>P/O.</td>
<td>G.E. CANSSELL</td>
<td>A/G.</td>
<td>630 Sqdn.</td>
<td>25.08.44</td>
</tr>
<tr>
<td>54372</td>
<td>F/O.</td>
<td>J.S. NAYLOR</td>
<td>F/E.</td>
<td>57 Sqdn.</td>
<td>25.08.44</td>
</tr>
<tr>
<td>103028</td>
<td>A/S/L.</td>
<td>D.R. WYNESSE</td>
<td>Pilot</td>
<td>57 Sqdn.</td>
<td>25.08.44</td>
</tr>
</tbody>
</table>

The following aircrew N.C.O.’s were posted To the Squadron during August:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category.</th>
<th>From.</th>
<th>w.e.f.</th>
</tr>
</thead>
</table>

384
The following officers were posted FROM the Squadron during August 1944:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank</th>
<th>Name</th>
<th>Category</th>
<th>To.</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>144447</td>
<td>F/O.</td>
<td>P.W. BUTTLE</td>
<td>Nav.</td>
<td>16 OTU</td>
<td>01.08.44</td>
</tr>
<tr>
<td>53561</td>
<td>F/O.</td>
<td>W.G. RADCLIFFE</td>
<td>F/E.</td>
<td>1654 C.U.</td>
<td>05.08.44</td>
</tr>
<tr>
<td>J.18295</td>
<td>F/O.</td>
<td>D.H. CHENEY</td>
<td>Pilot.</td>
<td>Missing</td>
<td>05.08.44</td>
</tr>
<tr>
<td>178240</td>
<td>F/O.</td>
<td>L.J. SUMPTER</td>
<td>A/B.</td>
<td>85 OTU.</td>
<td>21.08.44</td>
</tr>
<tr>
<td>170181</td>
<td>F/O.</td>
<td>J.R. GURNEY</td>
<td>F/E.</td>
<td>1661 CU.</td>
<td>25.08.44</td>
</tr>
<tr>
<td>A400843</td>
<td>F/O.</td>
<td>J.K. STOTT</td>
<td>Nav.</td>
<td>27 OTU.</td>
<td>05.08.44</td>
</tr>
<tr>
<td>137140</td>
<td>F/O.</td>
<td>P. INGLEBY</td>
<td>Nav.</td>
<td>Killed</td>
<td>07.08.44</td>
</tr>
<tr>
<td>J.18464</td>
<td>F/O.</td>
<td>D.R. PEARCE</td>
<td>W/Op.</td>
<td>Repatriated</td>
<td>04.08.44</td>
</tr>
<tr>
<td>NZ.405572</td>
<td>F/L.</td>
<td>R.S.D. KEARNS</td>
<td>Pilot.</td>
<td>17 OTU.</td>
<td>03.08.44</td>
</tr>
<tr>
<td>J.10160</td>
<td>F/L.</td>
<td>D. RODGER</td>
<td>A/G.</td>
<td>Repatriated</td>
<td>23.08.44</td>
</tr>
<tr>
<td>171072</td>
<td>F/O.</td>
<td>CORNISH-UNDERWOOD</td>
<td>A/G.</td>
<td>52 Base.</td>
<td>26.08.44</td>
</tr>
<tr>
<td>113429</td>
<td>F/O.</td>
<td>D.J.B. WILSON</td>
<td>Pilot.</td>
<td>1661 C.U.</td>
<td>05.08.44</td>
</tr>
<tr>
<td>54289</td>
<td>P/O.</td>
<td>R.J. HENDERSON</td>
<td>F/E.</td>
<td>1654 C.U.</td>
<td>05.08.44</td>
</tr>
<tr>
<td>175644</td>
<td>P/O.</td>
<td>R. WELCH</td>
<td>Nav.</td>
<td>Missing</td>
<td>05.08.44</td>
</tr>
<tr>
<td>120350</td>
<td>F/O.</td>
<td>F. RUMBLES</td>
<td>Nav.</td>
<td>53 Base.</td>
<td>10.08.44</td>
</tr>
<tr>
<td>174006</td>
<td>P/O.</td>
<td>J.R. BELL</td>
<td>A/B.</td>
<td>12 OTU.</td>
<td>24.08.44</td>
</tr>
<tr>
<td>A400897</td>
<td>F/L.</td>
<td>C.K. ASTBURY</td>
<td>A/B.</td>
<td>54 Base.</td>
<td>03.08.44</td>
</tr>
<tr>
<td>J.7073</td>
<td>F/O.</td>
<td>W.A. DUFFY</td>
<td>Pilot.</td>
<td>Killed</td>
<td>07.08.44</td>
</tr>
<tr>
<td>J.9346</td>
<td>A/S/L.</td>
<td>J.C. McCARTHY</td>
<td>Pilot.</td>
<td>61 Base.</td>
<td>20.07.44</td>
</tr>
<tr>
<td>J.85812</td>
<td>P/O.</td>
<td>W.G. EVANS</td>
<td>A/G.</td>
<td>Repatriated</td>
<td>04.08.44</td>
</tr>
<tr>
<td>J.21539</td>
<td>F/O.</td>
<td>C.P. PESME</td>
<td>A/B.</td>
<td>Killed</td>
<td>14.08.44</td>
</tr>
<tr>
<td>J.19195</td>
<td>F/O.</td>
<td>H.B. RHUDE</td>
<td>Nav.</td>
<td>Repatriated</td>
<td>29.08.44</td>
</tr>
<tr>
<td>129193</td>
<td>F/L.</td>
<td>A.R. POOLE</td>
<td>A/G.</td>
<td>83 Sqdn.</td>
<td>25.08.44</td>
</tr>
</tbody>
</table>

The following aircrew N.C.O.’s were posted From the Squadron during August 1944:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank</th>
<th>Name</th>
<th>Category</th>
<th>To.</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1045069</td>
<td>W/O.</td>
<td>R. BATSON</td>
<td>A/G.</td>
<td>16 OTU</td>
<td>01.08.44</td>
</tr>
<tr>
<td>1347731</td>
<td>F/S.</td>
<td>J. ROSHER</td>
<td>F/E.</td>
<td>Missing</td>
<td>05.08.44</td>
</tr>
<tr>
<td>1579599</td>
<td>F/S.</td>
<td>A. CURTIS</td>
<td>A/B.</td>
<td>Missing</td>
<td>05.08.44</td>
</tr>
<tr>
<td>1859877</td>
<td>W/O.</td>
<td>T.J. McCLEAN</td>
<td>A/G.</td>
<td>17 OTU</td>
<td>09.08.44</td>
</tr>
</tbody>
</table>
Please note that the contents of this disk are protected electronically against unauthorised copying and use. If you are not the owner of the 617 Sqn Operational Record Book CD-ROM or are not using the contents of this disk in accordance with the license you are in breach of the law and should desist immediately. Digitally logged.

The following personnel were appointed to commissions during August 1944:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>573076</td>
<td>F/S.</td>
<td>A.M. McKIE</td>
<td>Nav.</td>
<td>w.e.f.</td>
</tr>
<tr>
<td>1335870</td>
<td>F/S.</td>
<td>C.H. HOUSDEN</td>
<td>Nav.</td>
<td>w.e.f.</td>
</tr>
<tr>
<td>1578043</td>
<td>Sgt.</td>
<td>A.W. BENTING</td>
<td>F/E.</td>
<td>w.e.f.</td>
</tr>
<tr>
<td>1238001</td>
<td>F/S.</td>
<td>D. COOPER</td>
<td>W/Op.</td>
<td>w.e.f.</td>
</tr>
<tr>
<td>1450110</td>
<td>F/S.</td>
<td>G. HOYL AND</td>
<td>A/B.</td>
<td>w.e.f.</td>
</tr>
<tr>
<td>1607024</td>
<td>F/S.</td>
<td>J. SOILLEUX</td>
<td>F/E.</td>
<td>w.e.f.</td>
</tr>
<tr>
<td>1452998</td>
<td>F/S.</td>
<td>A. HEPWORTH</td>
<td>W/Op.</td>
<td>w.e.f.</td>
</tr>
<tr>
<td>610686</td>
<td>F/S.</td>
<td>P.W. DERHAM</td>
<td>A/G.</td>
<td>w.e.f.</td>
</tr>
</tbody>
</table>

The following personnel were awarded decorations during August 1944:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>NZ.405572</td>
<td>F/L.</td>
<td>R.S.D. KEARN</td>
<td>Pilot</td>
<td>D.S.O.</td>
</tr>
<tr>
<td>1450110</td>
<td>F/S.</td>
<td>G. HOYL AND</td>
<td>D.F.M.</td>
<td></td>
</tr>
<tr>
<td>143380</td>
<td>F/L.</td>
<td>B.W. CLAYTON</td>
<td>D.F.C., C.G.M.</td>
<td>D.S.O.</td>
</tr>
<tr>
<td>573076</td>
<td>F/S.</td>
<td>A.M. McKIE</td>
<td>Nav.</td>
<td>D.F.M.</td>
</tr>
</tbody>
</table>

The following officers were promoted during August:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>129193</td>
<td>F/O.</td>
<td>A.R. POOLE</td>
<td>A/G. - F/L.</td>
<td>26.06.44</td>
</tr>
<tr>
<td>171066</td>
<td>P/O.</td>
<td>L.G. ROLTON</td>
<td>A/B. - F/O.</td>
<td>02.07.44</td>
</tr>
<tr>
<td>130623</td>
<td>F/O.</td>
<td>M.L. HAMILTON</td>
<td>Pilot. - A/F/L.</td>
<td>19.08.44</td>
</tr>
<tr>
<td>155224</td>
<td>F/O.</td>
<td>R.E. KNIGHTS</td>
<td>Pilot. - A/F/L.</td>
<td>19.08.44</td>
</tr>
<tr>
<td>145510</td>
<td>F/O.</td>
<td>G.S.STOUT</td>
<td>Pilot. - A/F/L.</td>
<td>19.08.44</td>
</tr>
<tr>
<td>111547</td>
<td>F/L.</td>
<td>G.E.FAWKE</td>
<td>Pilot. - A/F/L.</td>
<td>14.07.44</td>
</tr>
<tr>
<td>NZ.405572</td>
<td>A/F/L.</td>
<td>R.S.D.KEARN</td>
<td>Pilot. - Sub. F/L.</td>
<td>28.06.44</td>
</tr>
<tr>
<td>J.10160</td>
<td>A/F/L.</td>
<td>D. RODGER</td>
<td>A/G. - Sub. F/L.</td>
<td>24.08.44</td>
</tr>
<tr>
<td>J16183</td>
<td>F/O.</td>
<td>R.E.WOODS</td>
<td>A/B. - A/F/L.</td>
<td>04.08.44</td>
</tr>
<tr>
<td>J.19910</td>
<td>P/O.</td>
<td>L.H GELLER</td>
<td>Nav – F/O</td>
<td>02/06/44</td>
</tr>
<tr>
<td>A416000</td>
<td>F/O.</td>
<td>J.D. CHAPMAN</td>
<td>A/G. - Temp. F/L.</td>
<td>25.06.44</td>
</tr>
</tbody>
</table>

(Certified that the above Form 540 contains extracts from Personnel Occurrence Reports.)

DETAIL OF WORK CARRIED OUT
BY No. 617 Squadron
FOR THE MONTH OF AUGUST 1944

386
DATE: 01.08.44
AIRCRAFT TYPE & NUMBER: Mosquito VI. MS.993. (N)

CREW:
W/C J.B.TAIT.
CAN. S/L D.R.WALKER

DUTY:
Pilot.
Nav.

TIME: UP. DOWN.
1535  1814

DETAILS OF SORTIE OR FLIGHT:
Bombing Siracourt. Operation abandoned.

DATE: 01.08.44
AIRCRAFT TYPE & NUMBER: Lancaster III. ED.763. (D)

CREW:
F/L C.J.G.HOWARD
Sgt. HAWKINS. A.W.
F/O C.A.MACDONALD
P/O L.HARTLEY
P/O R.D.LUCAN
W/O WOODS. J.
F/S CLARKE. J.

DUTY:
Pilot
F/Eng.
Nav.
A/B.
W/Air.
MU/Gunner
R/Gunner

TIME: UP. DOWN.
1530  1838

DETAILS OF SORTIE OR FLIGHT:
Bombing Siracourt. Operation abandoned.

DATE: 01.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.391. (O)

CREW:
F/L A.F.POORE
F/S JOHNSON. J.
F/O R.A. ROBERTS
F/O R.J. ELSEY
F/S THOMPSON. J.T.
F/S CASTLEMAN. R.
F/S TOOKEY.W.

DUTY:
AS SHOWN ABOVE

TIME: UP. DOWN.
1504  1819

DETAILS OF SORTIE OR FLIGHT:
Bombing Siracourt. Operation abandoned.
DATE: 01.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. DV.409. (B)

CREW:
F/L J.E.R. WILLIAMS
F/S SOILLEUX. J.
F/O A.J. TALBOT
F/O A.B. WALKER
F/S POTTER A.E.
Sgt. SMITH. A.L.
F/O R.H.PETCH

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1501  1823

DETAILS OF SORTIE OR FLIGHT:
Bombing Siracourt. Operation abandoned.

DATE: 01.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV.385. (A)

CREW:
F/O R.E. KNIGHTS
P/O E. TWELLS
CAN. F/O H.B. RHUDE
P/O. J.R. BELL
NZ. F/O B.J. HOSIE
F/S PENGELLY. W.H.
F/S DERHAM. P.W.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1511  1827

DETAILS OF SORTIE OR FLIGHT:
Bombing Siracourt. Operation abandoned.

DATE: 01.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME.562. (Z)

CREW:
F/O J.A. SANDERS
Sgt. NUTLEY. T.H.
P/O J.B. BARRON
CAN. P/O H.G. ALLEN
F/S WARD A.
Sgt. MACHIN. R.
F/S BRIARS. R.A.

DUTY: AS SHOWN ABOVE
TIME: UP. DOWN.  
1508 1828

DETAILS OF SORTIE OR FLIGHT:
Bombing Siracourt. Operation abandoned.

DATE: 01.08.44  
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.561. (R)

CREW: DUTY:
LT. H.C. KNILANS. USA. AS SHOWN ABOVE
F/O K.J. RYALL
CAN. P/O L.H. GELLER
F/O C.G. ROGERS
F/O C.L. KNELL
F/O A.R POOLE
AUS. P/O. R.A. LEARMONTH

TIME: UP. DOWN.  
1526 1832

DETAILS OF SORTIE OR FLIGHT:
Bombing Siracourt. Operation abandoned.

DATE: 01.08.44  
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.380 (X)

CREW: DUTY:
F/L A.W. FEARN AS SHOWN ABOVE
P/O T. DAVIES
F/S JOHNSON. H.
F/O H.H. CHADWICK
F/S BAKER. J.E.
F/S WILSON-WILLIAMS. D.
F/S PEARSON. D.

TIME: UP. DOWN.  
1502 1816

DETAILS OF SORTIE OR FLIGHT:
Bombing Siracourt. Operation abandoned.

DATE: 01.08.44  
AIRCRAFT TYPE & NUMBER: Lancaster III. LM. 485. (N)

CREW: DUTY:
F/O M. HAMILTON AS SHOWN ABOVE
F/S ROOKE J.T.
P/O J.T. JACKSON
DATE: 01.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME.559. (Y)
CREW:
F/O G.S. STOUT
Sgt. A.W. BENTING
F/O P. INGLEBY
CAN. F/O W.A. RUPERT
F/S NUTTALL. A.
F/O H.W. CORNISH-UNDERWOOD
W/O SMITH. R.
TIME: UP. DOWN.
1509   1820
DETAILS OF SORTIE OR FLIGHT:
Bombing Siracourt. Operation abandoned.

DATE: 01.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. LM. 492. (Q)
CREW:
F/O E. WILLSHER
F/S HURDISS. J.
F/O T.H.PLAYFORD
P/O R.C. EVERETT
P/O E.W. BELL
F/S SALTER. A.
F/O G.A. WITHERICK
TIME: UP. DOWN.
1502   1826
DETAILS OF SORTIE OR FLIGHT:
Bombing Siracourt. Operation abandoned.

DATE: 01.08.44

390
AIRCRAFT TYPE: & NUMBER: Lancaster III. JB.139 (V)

CREW: DUTY:
F/O D.H. CHENEY. CAN. AS SHOWN ABOVE
F/S ROSHER. J.
P/O R. WELCH
F/S CURTIS. C.
F/S POOL. R.H.
CAN. W/O PORTER. K.R.
P/O G.N. WAIT

TIME: UP. DOWN.
1505 1822

DETAILS OF SORTIE OR FLIGHT:
Bombing Siracourt. Operation abandoned.

DATE: 01.08.44.
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV. 402. (P)

CREW: DUTY:
F/O F. LEVY AS SHOWN ABOVE
Sgt. GROOM. P.W.
F/O C.L. FOX
F/S PECK. E.E.
F/S MCGUIRE. G.A.
CAN. F/S MCNALLY. A.F.
Sgt. THOMAS. D.G.

TIME: UP. DOWN.
1512 1831

DETAILS OF SORTIE OR FLIGHT:
Bombing Siracourt. Operation abandoned.

DATE: 01.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV. 246. (U)

CREW: DUTY:
F/O T.A. CAREY. AUS. AS SHOWN ABOVE
F/S FRANKS. L.
AUS. F/O J.L. HAGER
CAN. P/O D.H. MCLENNAN
F/S YOUNG. A.E.
F/S FOWLE. L.A.
F/S SHARP. A.E.
AUS. F/O E.T. HALL Passenger.

TIME: UP. DOWN.
1510 1830
DETAILS OF SORTIE OR FLIGHT:
Bombing Siracourt. Operation abandoned.

DATE: 01.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME.554. (F)

CREW:
F/O R.M. STANFORD. AUS.
F/S JUDSON. E.
AUS. P/O T.W. BUTLER
AUS. W/O CLARKE. G.K.
AUS. W/O JORDON. A.J.
F/S GRIFFITHS. R.D.
AUS. F/O K.S. JEWELL

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1515 1821

DETAILS OF SORTIE OR FLIGHT:
Bombing Siracourt. Operation abandoned.

DATE: 01.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. LM. 489. (L)

CREW:
F/O I.S. ROSS. AUS.
Sgt. WALTER. W.
F/O T. O’BRIEN
F/S TILBY. E.G.
F/S JENKINSON. K.
Sgt. KING. C.
P/O A.F. MCKELLAR

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1500 1824

DETAILS OF SORTIE OR FLIGHT:
Bombing Siracourt. Operation abandoned.

DATE: 04.08.44
AIRCRAFT TYPE: & NUMBER: Mustang. HB.837. (N)

CREW:
W/C J.B. TAIT

DUTY: Pilot

TIME: UP. DOWN.
0932 1201
DETAILS OF SORTIE OR FLIGHT:
Bombing a Bridge at Etaples. 2 x 500lb. L.C. Smoke. 1055 hrs. 8,000ft. to 1,500ft. Bombing was fair, but the mean point on impact was slightly to left and over. Bombs hit the bridge but did not appear to be effective. Attempted to mark the south end of the bridge with 2 x 500lb. L.C. smoke but nothing happened.

<table>
<thead>
<tr>
<th>DATE</th>
<th>04.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Mosquito VI. NT.205. (L)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>F/O W.A. DUFFY, CAN.</td>
<td>Pilot</td>
</tr>
<tr>
<td>F/O D.A. BELL, CAN.</td>
<td>Nav.</td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
</tr>
<tr>
<td>UP.</td>
<td>0933</td>
</tr>
<tr>
<td>DOWN.</td>
<td>1211</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
As above.

<table>
<thead>
<tr>
<th>DATE</th>
<th>04.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster III. ED.763. (D)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>F/L C.J.G. HOWARD</td>
<td>Pilot</td>
</tr>
<tr>
<td>Sgt. HAWKINS, A.W.</td>
<td>F/Eng.</td>
</tr>
<tr>
<td>F/O C.A. MACDONALD</td>
<td>Nav.</td>
</tr>
<tr>
<td>P/O L. HARTLEY</td>
<td>A/B.</td>
</tr>
<tr>
<td>P/O R.D. LUCAN</td>
<td>WO/Air.</td>
</tr>
<tr>
<td>W/O WOODS, J.</td>
<td>MU/Gunner</td>
</tr>
<tr>
<td>F/S CLARKE, J.</td>
<td>R/Gunner</td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
</tr>
<tr>
<td>UP.</td>
<td>0848</td>
</tr>
<tr>
<td>DOWN.</td>
<td>1225</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing bridge - Etaples. 12 x 1,000 lbs. 1057 hrs. 16,500ft. Bombs fell to the west and a bit over. One stick from a later aircraft seen to straddle bridge and a bomb hit the East side.

<table>
<thead>
<tr>
<th>DATE</th>
<th>04.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. DV.391 (O)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>F/L A.F.POORE</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S JOHNSON, J.</td>
<td></td>
</tr>
<tr>
<td>F/O R.A. ROBERTS</td>
<td></td>
</tr>
<tr>
<td>F/O R.J. ELSEY</td>
<td></td>
</tr>
<tr>
<td>F/S THOMPSON, J.T.</td>
<td></td>
</tr>
<tr>
<td>F/S CASTLEMAN, R.</td>
<td></td>
</tr>
<tr>
<td>F/S TOOKEY, W.</td>
<td></td>
</tr>
</tbody>
</table>
TIME: 0843  1219

DETAILS OF SORTIE OR FLIGHT:
Bombing bridge - Etaples. 12 x 1000lbs. 1058 hrs. 15,500ft.
Did not see result of own bombing. Almost all the bombs seen to burst were overshoots.

DATE: 04.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV. 380. (X)
DUTY: AS SHOWN ABOVE

TIME: 0849  1215

DETAILS OF SORTIE OR FLIGHT:
Bombing bridge - Etaples. 12 x 1000 lbs. 1058 hrs. 15,540ft.
Estimate 90% of bombs overshoot. Our own fell in the centre of the main concentration.

DATE: 04.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME. 561. (R)
DUTY: AS SHOWN ABOVE

DETAILS OF SORTIE OR FLIGHT:
Bombing bridge - Etaples. 12 x 1,000lbs. 1058 hrs. 14,850ft. First bombing overshot, but last sticks seemed to fall very close. Our first two bombs hit the South end of the bridge.

DATE: 04.08.44
AIRCRAFT TYPE & NUMBER: Lancaster LM.485. (N)
<table>
<thead>
<tr>
<th>CREW:</th>
<th>DUTY:</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/L D.J. ORAM</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S HAYWOOD. R.P.</td>
<td></td>
</tr>
<tr>
<td>CAN. P/O R.R. BRAND</td>
<td></td>
</tr>
<tr>
<td>CAN. P/O J.H. COLE</td>
<td></td>
</tr>
<tr>
<td>P/O A. DICKEN</td>
<td></td>
</tr>
<tr>
<td>Sgt. WASS. E.A.</td>
<td></td>
</tr>
<tr>
<td>F/S PIERSON. D.P.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0852</td>
<td></td>
<td>1226</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing Bridge - Etaples. 12 x 1000ft. 1058 hrs. 15,100ft. Our results not definitely observed. Main concentration was a slight overshot. Bridge did not appear to be damaged as a result of attack.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>04.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER:</td>
<td>Lancaster I. DV. 385. (A)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CREW:</th>
<th>DUTY:</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/O R.E. KNIGHTS</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>P/O E. TWELLS</td>
<td></td>
</tr>
<tr>
<td>CAN. F/O H.B. RHUDE</td>
<td></td>
</tr>
<tr>
<td>P/O J.K. BELL</td>
<td></td>
</tr>
<tr>
<td>NZ. F/O B.J. HOSIE</td>
<td></td>
</tr>
<tr>
<td>F/S PENGELLY. W.H.</td>
<td></td>
</tr>
<tr>
<td>F/S DERHAM. P.W.</td>
<td>Passenger</td>
</tr>
<tr>
<td>F/S HAMILTON. D.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0851</td>
<td></td>
<td>1222</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing Bridge - Etaples. 12 x 1,000ft. 1058 hrs. 15,300ft. Bombing appeared to overshoot and on port side of bridge.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>04.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER:</td>
<td>Lancaster I. ME.559. (Y)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CREW:</th>
<th>DUTY:</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/O G.S. STOUT</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>Sgt. BENTING. A.W.</td>
<td></td>
</tr>
<tr>
<td>F/O P. INGLEBY</td>
<td></td>
</tr>
<tr>
<td>CAN. F/O W.A. RUPERT</td>
<td></td>
</tr>
<tr>
<td>F/L A.W. CURTIS</td>
<td></td>
</tr>
<tr>
<td>F/O H.W. CORNISH-UNDERWOOD</td>
<td></td>
</tr>
<tr>
<td>W/O SMITH. R.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
DETAILS OF SORTIE OR FLIGHT:
Bombing Bridge - Etaples. 12 x 1,000 lbs. 16,350ft. Our bombs fell in the main concentration, which overshot bridge to N.W. The last three, which were released manually owing to a partial hang up fell on the South edge of the town.

_________________________________________________________________

DATE: 04.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. LM.492. (Q)
CREW: DUTY:
F/O E. WILLSHER AS SHOWN ABOVE
F/S HURDISS. J.
F/O T.H.J. PLAYFORD
P/O R.C. EVERETT
P/O F.W. BELL
F/S SALTER A.
F/O G.A. WITHERICK

TIME: UP. DOWN.
0835  1219

DETAILS OF SORTIE OR FLIGHT:
Bombing Bridge - Etaples. 12 x 1,000 lbs. 1059 hrs. 16,000ft. First bomb in the stick undershot the bridge by about 20 yards. No further results seen. The stick went across the bridge.

_________________________________________________________________

DATE: 04.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. JB.139. (V)
CREW: DUTY:
F/O D.H. CHENEY. CAN. AS SHOWN ABOVE
F/S ROSHER. J.
P/O R. WELCH
F/S CURTIS. C.
F/S POOL. R.H.
CAN. W/O PORTER. K.R.
P/O G.N. WAIT

TIME: UP. DOWN.
0850  1218

DETAILS OF SORTIE OR FLIGHT:
Bombing Bridge - Etaples. 12 x 1,000 lbs. 1058 hrs. 16,050ft. Bombs not observed. Most bombs were falling about 150 yds. West of bridge and overshooting centre of bridge. One stick straddled bridge.

_________________________________________________________________

DATE: 04.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV.402. (P)

DUTY:  AS SHOWN ABOVE

TIME:  UP.  DOWN.
0853  1223

DETAILS OF SORTIE OR FLIGHT:
Bombing Bridge - Etaples. 12 x 1,000 lbs. 1058 hrs. 16,100ft. Main concentration was an overshoot. Our bombs straddled the bridge - no damage observed. (one bomb hung up and brought back).

DATE:  04.08.44
AIRCRAFT TYPE: & NUMBER:  Lancaster III. DV.246. (U)
DUTY:  AS SHOWN ABOVE
TIME:  UP.  DOWN.
0846  1227

DETAILS OF SORTIE OR FLIGHT:
Bombing Bridge - Etaples. 12 x 1,000 lbs. 1057 hrs. 15,700ft. Our bomb bursts not definitely observed, but load believed to have straddled railway on Southern end of Bridge. Main concentration was a slight overshoot.

DATE:  04.08.44
AIRCRAFT TYPE: & NUMBER:  Lancaster III. EE.131  (B)
DUTY:  AS SHOWN ABOVE
TIME:  UP.  DOWN.
0854  1221
DETAILS OF SORTIE OR FLIGHT:
Bombing Bridge - Etaples. 12 x 1,000 lbs. 1058 hrs. 14,700ft.
Stick seen to straddle but overshoot slightly. Two other sticks seen to straddle.
One stick in town concentration in river to West. One stick across line to South.

DATE: 04.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME 554
CREW:
F/O I.S. ROSS. AUS.
Sgt. WALTER. W.
F/O T. O'BRIEN
F/S TILBY. E.G.
F/S JENKINSON. K.
Sgt. KING. C.
P/O A.F. MCKELLAR

TIME: UP. DOWN.
0857 1217

DETAILS OF SORTIE OR FLIGHT:
Bombing Bridge - Etaples. 12 x 1,000 lbs. 1058 ½ 14,550ft. The first bombing appeared to overshoot, later the bridge was obscured by smoke.

DATE: 04.08.44
AIRCRAFT TYPE & NUMBER: Lancaster III. EE.131 (B)
CREW:
F/O GINGLES
SGT. GALLAGHER A.
F/O G.G. BEALE
F/S HAZELL L.
W/O RILEY J.
F/L SCOTT-KIDDIE R.F.
F/O E.T. HALL AUS.

TIME: UP. DOWN.
0853 1226

DETAILS OF SORTIE OR FLIGHT:
Bombing Bridge - Etaples. 12 x 1,000 lbs. 1058 ½ 14,400ft. Our bombs seen to straddle the bridge. Main concentration was an overshoot.

DATE: 05.08.44
AIRCRAFT TYPE & NUMBER: Mosquito VI NS.993
CREW:
W/C J.B. TAIT

DUTY: Pilot
S/L D.R. WALKER CAN.  

TIME: UP. DOWN.

1021  1354

DETAILS OF SORTIE OR FLIGHT:
Bombing Submarine Pens – Brest. 4 x 100 lb Smoke. 1154 ½ 7000/4500’. Weather was fine over the Target with visibility extreme. The target was clearly visible and the B/A’s should have had a good run. Bombing was extremely well concentrated and the photographs should show several direct hits.

DATE: 05.08.44
AIRCRAFT TYPE: & NUMBER: Mosquito VI NT.205

CREW:
F/L G.E. FAWKE  Pilot
F/O T. BENNETT  Nav.

TIME: UP. DOWN.

1022  1353

DETAILS OF SORTIE OR FLIGHT:
Bombing submarine pens – Brest. 2 x 100 lbs smoke. Bombing was very concentrated. Pens covered with bursts and smoke. Two wide bombs seen. Marking not required.

DATE: 05.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III ED.763

CREW:
F/L C.J.G. HOWARD  PILOT
SGT., HAWKINS A.W.  F.ENG.
F/O C.A. MCDONALD  NAV.
P/O L. HARTLEY  A/B
P/O R.D. LUCAN  WO/AIR
W/O WOODS J.  M.U.
R/S CLARKE J.  R.G.
S/L J.V. COCKSHOTT  PASSENGER

TIME: UP. DOWN.

0944  1400

DETAILS OF SORTIE OR FLIGHT:
Bombing submarine pens – Brest. 1 x Tallboy. 1200 18,500. Bombing was concentrated and mainly on N.W. corner of submarine pens, except for 2 undershoots in water in front of them.

DATE: 05.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I DV.391

CREW:
F/L A.F. POORE  AS SHOWN ABOVE
F.S JOHNSON J.
F/O R.A. ROBERTS
F/O R.J. ELSEY
F/S THOMPSON J.T.
F/S CASTLEMAN R.
F/S TOOKEY W.

TIME: UP. DOWN.
0948  1352

DETAILS OF SORTIE OR FLIGHT:
Bombing submarine pens – Brest. 1 x Tallboy. 1200 ½ . 17600’ Our bomb fell right on the submarine pens. Three or four direct hits by other bombs were also observed. 1 undershoot was seen. A good concentration on the whole.

DATE: 05.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I DV.380
CREW: DUTY:
F/L FEARN AS SHOWN ABOVE
P/O T. DAVIES
F/S JOHNSON H.
F/O H.H. CHADWICK
F/S BAKER J.E.
F/S WILSON-WILLIAMS
F/S PEARSON D.

TIME: UP. DOWN.
0849  1215

DETAILS OF SORTIE OR FLIGHT:
Bombing submarine pens – Brest. 1 x Tallboy. 1200. 17,450’ Bombing seemed very good. A large column of smoke rose to 3000’ from the SW corner of the submarine pens. Later the whole aiming point was a mass of smoke.

DATE: 05.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I ME.561
CREW: DUTY:
LT. H.C. KNILANS. USA. AS SHOWN ABOVE
F/O K.J. RYALL
CAN. F/O L.H. GELLER
F/O C.G. ROGERS
F/O C.L. KNELL
F/O A.R POOLE
AUS. P/O R.A. LEARMONT
AUS. F/L C.K. ASTBURY. Passenger.

TIME: UP. DOWN.
0945  1405
DETAILS OF SORTIE OR FLIGHT:
Bombing submarine pens – Brest. 1 x Tallboy. 1200. 16,850’ Bombing seemed very good. Our bomb seen to fall on A/P. About 7 others fell at the same time and seemed to be all direct hits.

DATE: 05.08.44
AIRCRAFT TYPE & NUMBER: Lancaster III LM.485
CREW: F/L D.J. ORAM
F/S HAYWOOD R.P.
P/O F.R. BRAND (CAN)
P/O J.H. COLE (CAN)
P/O A. DICKEN
SGT. KING C.
F.S PEIRSON D.P.
DUTY: AS SHOWN ABOVE
TIME: UP. 1404
DOWN. 0946

DETAILS OF SORTIE OR FLIGHT:
Bombing submarine pens – Brest. 1 x Tallboy. 1200. 17,150’ We were one of the first to bomb, and our bomb appeared to hit the N.W. corner of the Pens. The other bomb seen fell in same place. The target became obscured by smoke. We saw 3 ships in harbour behind the breakwater.

DATE: 05.08.44
AIRCRAFT TYPE & NUMBER: Lancaster DV.385
CREW: F/O R.E. KNIGHTS
P/O E. TWELLS
CAN. F/O H.B. RHUDE
P/O J.K. BELL
NZ. F/O B.J. HOSIE
F/S PENGELLY. W.H.
F/S DERHAM. P.W.
DUTY: AS SHOWN ABOVE
TIME: UP. 1410
DOWN. 0947

DETAILS OF SORTIE OR FLIGHT:
Bombing submarine pens – Brest. 1 x Tallboy. 1201. 17,300. Bomb fell on centre of eastern half of Pens. At least three other direct hits seen.

DATE: 05.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I ME.562
CREW: F/O J.A. SANDERS
DUTY: AS SHOWN ABOVE
SGT NUTLEY T.H.
P/O J.B. BARRON
P/O H.G. ALLEN (CAN)
F/S WARD A
SGT. MACHING R.
F./S BRIARS R.A.

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0943</td>
<td></td>
<td>1401</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing submarine pens – Brest. 1 x Tallboy. 1201. 17000’. Own bomb bursts not definitely identified. 5 direct hits seen on the target. A good concentration was achieved.

---

**DATE:** 05.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster I ME.559

**CREW:**
F/O G.S. STOUT
Sgt. BENTING. A.W.
F/O P. INGLEBY
CAN. F/O W.A. RUPERT
F/L A.W. CURTIS
F/O H.W. CORNISH-UNDERWOOD
W/O SMITH. R.

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0951</td>
<td></td>
<td>1422</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing submarine pens – Brest. 1 x Tallboy. 1200. 18,350’ Our bomb fell on submarine pens just off the aiming point. Apart from one bomb in the water, all bombs seemed concentrated around the Aiming Point.

---

**DATE:** 05.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III LM.492

**CREW:**
F/O E. WILLSHER
F/S HURDISS. J.
F/O T.H.J. PLAYFORD
P/O R.C. EVERETT
P/O F.W. BELL
F/S SALTER A.
F/O G.A. WITHERICK

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0949</td>
<td></td>
<td>1403</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing submarine pens – Brest. 1159. 18,200’ 1 x Tallboy. Result of our bomb not observed.
2 direct hits observed.

DATE: 05.08.44  
AIRCRAFT TYPE: & NUMBER:  Lancaster III JB.139

CREW:  
F/O D.H. CHENEY. CAN.  
P/O R. WELCH  
F/S CURTIS. C.  
P/S POOL. R.H.  
CAN. W/O PORTER. K.R.  
P/O G.N. WAIT  

DUTY:  AS SHOWN ABOVE

TIME:  
UP.  DOWN.  
0949

DETAILS OF SORTIE OR FLIGHT:  
Bombing submarine pens – Brest.  Missing.  Fighter Command report one aircraft shot down over Brest.  Six members of crew seen to bale out over Douarneny Bay.  Five over sea and one over land.

DATE: 05.08.44  
AIRCRAFT TYPE: & NUMBER:  Lancaster I DV.402

CREW:  
F/O A.E. KELL. AUS.  
P/O J.W. CLARK  
F/O J.L. HAGER.  
CAN. F/O R.E. WOODS  
AUS. F/O A.L. EVANS  
AUS. W/O BIRCH. L.J.  
AUS. F/O J.F. CHAPMAN  

DUTY:  AS SHOWN ABOVE

TIME:  
UP.  DOWN.  
0953  1419

DETAILS OF SORTIE OR FLIGHT:  
Bombing submarine pens – Brest.  1 x Tallboy.  1200.  18,450’ One bomb fell dead on centre of pens, and two more very close to it.

DATE: 05.08.44  
AIRCRAFT TYPE: & NUMBER:  Lancaster III DV.246

CREW:  
F/O F. LEVY  
Sgt. GROOM. P.W.  
F/O C.L. FOX  
F/S PECK. E.E.  
F/S MCGUIRE. G.A.  

DUTY:  AS SHOWN ABOVE
<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0950</td>
<td></td>
<td>1408</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing submarine pens – Brest. 1 x Tallboy. 1200. 17,750’ Could not observe result of own bombing. Saw 2 direct hits.

---

**DATE:** 05.08.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster III EE.31  
**CREW:**  
F/L J.E.R. WILLIAMS  
F/S SOILLEUX. J.  
F/O A.J. TALBOT  
F/O A.B WALKER  
F/S A. E. POTTER  
P/O A.F. MCKELLAR  
F/O R.H. PETCH  
**DUTY:** AS SHOWN ABOVE  
**TIME:**  
0957  
1358

**DETAILS OF SORTIE OR FLIGHT:**
Bombing submarine pens – Brest. 1 x Tallboy. 1200. 16,700. Run up was good but we could not observe burst.

---

**DATE:** 05.08.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster III LM.489  
**CREW:**  
F/O GINGLES  
SGT. GALLAGHER A.  
F/O G.G. BEALE  
F/S HAZELL L.  
W/O RILEY J.  
F/L SCOTT-KIDDIE R.F.  
F/O E.T. HALL AUS.  
**DUTY:** AS SHOWN ABOVE  
**TIME:**  
0954  
1210

**DETAILS OF SORTIE OR FLIGHT:**
Bombing submarine pens – Brest. 1 x Tallboy. Mission abandoned just south of Bristol. 1130 hrs. 15,000’ owing to failure of S.I. engine.

---

**DATE:** 05.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I ME.554

CREW:
F/L T.C. IVESON
SGT PHILLIPS J.D.
F/O J D.HARRISON
SGT. CHANCE F.R.
F/O A. TITTLE
SGT SMITH A.L.
SGT. WASS E.A.

DUTY:
AS SHOWN ABOVE

TIME:
0952
1407

DETAILS OF SORTIE OR FLIGHT:
Bombing submarine pens – Brest. 1 x Tallboy. 1200. 16,550’ Aimed at corner and allowed false height setting. Bomb fell on A/P.

DATE: 06.08.44
AIRCRAFT TYPE: & NUMBER: Mosquito VI. MS.998

CREW:
W/C J.B. TAIT
F/S GOSLING L.E.

DUTY:
PILOT
NAV.

TIME:
1832
2215

DETAILS OF SORTIE OR FLIGHT:
Bombing U-Boat pens. KEROMAN. 2 Red T.I. 2023 ½ 8,000’ Target was easily identified from The Ile de Croix where the bombing run commenced. Bombs fell in a quick salvo and were concentrated on the projecting span on which the pens are built. I did not see any wild bombs. Smoke prevented accurate observations.

DATE: 06.08.44
AIRCRAFT TYPE: & NUMBER: Mosquito VI NT.205

CREW:
F/L G.A. FAWKE
F/O T/A BENNETT

DUTY:
PILOT
NAV.

TIME:
1835
2218

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. KEROMAN. One direct hit seen, one near miss just off the southern corner and one fell off the western wall of the pens (Photo recco).

DATE: 06.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III LM.492
DUTY: AS SHOWN ABOVE

TIME: UP. DOWN. 0829 2232

DETAILS OF SORTIE OR FLIGHT: Bombing U-Boat pens. KEROMAN. 1 x Tallboy. 20. 19½ 16,100’ Direct hit. Bomb seen to hit the centre of the target. One other hit seen just to the east of ours, another in N.W. corner. Main force bombing seemed rather to the east.

DATE: 06.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I ME.561
DUTY: AS SHOWN ABOVE

TIME: UP. DOWN. 1755 2220

DETAILS OF SORTIE OR FLIGHT: Bombing U-Boat Pens KEROMAN 1 x Tallboy. 20.28. 17,250’ Own bomb fell on the S.W. corner of the pens. We also saw two bombs fall on the Western tip and one on the eastern edge. The whole aiming point rapidly became covered with smoke.

DATE: 06.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV.402
DUTY: AS SHOWN ABOVE
TIME: 
1755 
2225 

DETAILS OF SORTIE OR FLIGHT:
Bombing U-Boat Pens. KEROMAN. 1 x Tallboy. 20.28½ 17,400’ Ours was the first bomb and it fell on the N.W. corner of the pens. One seen to fall just clear of the S.E. corner

DATE: 06.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I ME.562
CREW:
F/O J.A. SANDERS
SGT NUTLEY T.H.
P/O J.B. BARRON
P/O H.G. ALLEN (CAN)
F/S WARD A
SGT. MACHING R.
F./S BRIARS R.A.

TIME: 
1755 
2230 

DETAILS OF SORTIE OR FLIGHT:
Bombing U-Boat Pens. KEROMAN. 1 x Tallboy. 20.28½ 16,050’ We saw two hits on the pens, one on the north corner and one on the south.

DATE: 06.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III LM.485
CREW:
F/L D.J. ORAM
F/S HAYWOOD R.P.
P/O F.R. BRAND (CAN)
P/O J.H. COLE (CAN)
P/O A. DICKEN
SGT. KING C.
F/S PEIRSON D.P.

TIME: 
1758 
2238 

DETAILS OF SORTIE OR FLIGHT:
Bombing U-Boat Pens. KEROMAN. 1 x Tallboy. 20.28½ 16,800’ We saw the first 6 bombs go down, 5 appeared to be very near misses and one direct hit.

DATE: 06.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I ME. 554
CREW:     DUTY:  
F/L T.C. IVESON    AS SHOWN ABOVE  
SGT PHILLIPS J.D.  
F/O J D HARRISON  
SGT. CHANCE F.R.  
F/O A. TITTLE  
SGT SMITH A.L.  
SGT. WASS E.A.  

TIME:    UP.      DOWN.  
1804      2235  

DETAILS OF SORTIE OR FLIGHT:  
Bombing U-Boat Pens  KEROMAN.  1 x Tallboy.  20.28  16,650’ Bombing appeared well concentrated and up to standard of attack on Brest.  

DATE:    06.08.44  
AIRCRAFT TYPE: & NUMBER:  Lancaster I LM.489  
CREW:     DUTY:  
F/O GINGLES    AS SHOWN ABOVE  
SGT. GALLAGHER A.  
F/O G.G. BEALE  
F/S HAZELL L.  
W/O RILEY J.  
F/L SCOTT-KIDDIE R.F.  
F/O E.T. HALL AUS.  

TIME:    UP.      DOWN.  
1806      2236  

DETAILS OF SORTIE OR FLIGHT:  
Bombing U-Boat Pens  KEROMAN.  1 x Tallboy.  20.29.  16,200’ Made a good run but so much smoke could not observe burst in our bomb.  

DATE:    06.08.44  
AIRCRAFT TYPE: & NUMBER:  Lancaster I PD.238  
CREW:     DUTY:  
F/O T.A. CAREY. AUS.    AS SHOWN ABOVE  
F/S FRANKS L.  
F/L T.J. TATE  
P/O D.H. MCCLENNAN CAN.  
F/S YOUNG A.E.  
F/S SHARP A.E.  
F/S FOWLE L.A.  

TIME:    UP.      DOWN.  
1822      2237  

408
DETAILS OF SORTIE OR FLIGHT:
Bombing U-Boat Pens. KEROMAN. 1 x Tallboy. 20.33. 17,750’ Bomb jettisoned 5 miles from target and two miles out to sea owing to electrical failure.

DATE: 06.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III ED.763
CREW: DUTY:
F/L C.J.G. HOWARD AS SHOWN ABOVE
SGT., HAWKINS A.W.
F/O C.A. MCDONALD
P/O L. HARTLEY
P/O R.D. LUCAN
W/O WOODS J.
R/S CLARKE J.

TIME: UP. DOWN.
1805  2231

DETAILS OF SORTIE OR FLIGHT:
Bombing U-Boat Pens. KEROMAN. 1 x Tallboy. 20.28½. 17,860’ We think our own bomb fell on the N.W. corner of the pens. The first two or three bombs fell on the north edge.

DATE: 06.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I ME.559
CREW: DUTY:
F/O G.S. STOUT AS SHOWN ABOVE
Sgt. BENTING, A.W.
F/O P. INGLEBY
CAN. F/O W.A. RUPERT
F/S NUTTALL H.
F/O H.W. CORNISH-UNDERWOOD
W/O SMITH, R.
F/O H.G. ALLEN PASSENGER

TIME: UP. DOWN.
1801  2239

DETAILS OF SORTIE OR FLIGHT:
Bombing U-Boat Pens. KEROMAN. 1 x Tallboy. 20.29. 16,930’ Our bomb appeared to undershoot slightly but hit the south corner of the pens. One hit on N.W. corner and another on the south eastern.

DATE: 06.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III LM.492
CREW: DUTY:
F/O E. WILLSHER AS SHOWN ABOVE
F/S HURDISS, J.
F/O T.H.J. PLAYFORD  
P/O R.C. EVERETT  
P/O F.W. BELL  
F/S SALTER A.  
F/O G.A. WITHERICK

**TIME:**  
UP.  DOWN.  
1801  2233

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing U-Boat Pens. KEROMAN. 1 x Tallboy.  20.28½.  17,650’ Made a good run, but bomb burst not observed. Smoke over all three sheds making exact observation impossible.

---

**DATE:** 06.08.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster III DV.246

**CREW:**  
F/O A.E. KELL, AUS.  
P/O J.W. CLARK  
AUS. F/O J.L. HAGER.  
CAN. F/O R.E. WOODS  
AUS. F/O A.L. EVANS  
AUS. W/O BIRCH, L.J.  
AUS. F/O J.F. CHAPMAN

**TIME:**  
UP.  DOWN.  
1800  2234

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing U-Boat Pens. KEROMAN. 1 x Tallboy.  20.28½.  18,200’ Bomb seen to fall on extreme west edge of pens half way up it. One bomb just clear of S.W. corner.

---

**DATE:** 07.08.44  
**AIRCRAFT TYPE & NUMBER:** Mosquito VI.MS 993

**CREW:**  
W/C J.B. TAIT  
DUTY: PILOT

**TIME:**  
UP.  DOWN.  
1834  1845

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing submarine pens – LORIENT. Operation abandoned.

---

**DATE:** 07.08.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I  
DUTY: AS SHOWN ABOVE

**CREW:**  
F/L C.J.G. HOWARD  
DUTY: AS SHOWN ABOVE
Sgt. Hawkins

F/L T.J. Tait
P/O L. Hartley
P/O R.D. Lucan
W/O Woods J.
F/S Clark J.

Time: UP. DOWN.
1753  2234

Details of sortie or flight:

Date: 07.08.44
Aircraft type: & number: Lancaster I. DV.380 (P)

Crew: Duty:
F/L Fearn
P/O T. Davies
F/S Johnson H.
F/O H.H. Chadwick
F/S Baker J.E.
F/S Wilson-Williams
F/S Pearson D.

Time: UP. DOWN.
1744  2000

Details of sortie or flight:

Date: 07.08.44
Aircraft type: & number: Lancaster I. DV.391 (O)

Crew: Duty:
F/L D.J. Oram
F/S Haywood R.P.
P/O F.R. Brand (Can)
P/O J.H. Cole (Can)
P/O A. Dicken
Sgt. King C.
F/S Peirson D.P.

Time: UP. DOWN.
1805  2230

Details of sortie or flight:
DATE: 07.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME 554 (F)

CREW:
F/L T.C. IVESON
SGT PHILLIPS J.D.
F/O J D HARRISON
SGT. CHANCE F.R.
F/O A. TITTLE
SGT SMITH A.L.
SGT. WASS E.A.

DUTY:
AS SHOWN ABOVE

TIME: UP. DOWN.
1758  2229

DETAILS OF SORTIE OR FLIGHT:
Bombing submarine pens – LORIENT. Operation abandoned. Bomb brought back.

DATE: 07.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. LM.492 (W)

CREW:
F/O E. WILLISHER
F/S HURDISS. J.
F/O T.H.J. PLAYFORD
P/O R.C. EVERETT
P/O F.W. BELL
F/S SALTER A.
F/O G.A. WITHERICK

DUTY:
AS SHOWN ABOVE

TIME: UP. DOWN.
1801  2236

DETAILS OF SORTIE OR FLIGHT:
Bombing submarine pens – LORIENT. Operation abandoned. Bomb brought back.

DATE: 07.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. PD.238 (H)

CREW:
F/O GINGLES
SGT. GALLAGHER A.
F/O G.G. BEALE
F/S HAZELL L.
W/O RILEY J.
F/L SCOTT-KIDDIE R.F.
F/O E.T. HALL AUS.

DUTY:
AS SHOWN ABOVE

TIME: UP. DOWN.
1804  2227
DETAILS OF SORTIE OR FLIGHT:
Bombing submarine pens – LORIENT. Operation abandoned. Bomb brought back.

DATE: 07.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I. PD.233(G)

CREW:
F/O M. HAMILTON
F/S ROOKE J.T.
P/O J.T. JACKSON
F/O F.C. ATKINSON (CAN)
F/S THOMPSON R.C.
F/S DADGE J.A.
F/S HAMILTON D.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1803 2229

DETAILS OF SORTIE OR FLIGHT:
Bombing submarine pens – LORIENT. Operation abandoned. Bomb brought back.

DATE: 07.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I. LM.482 (Q)

CREW:
F/O R.E. KNIGHTS
P/O E. TWELLS
F/P H.B. RHUDE (CAN)
F/O E.W. FINDLAY (CAN)
F/O B.J. HOSIE (NZ)
F/S PENGELLY W.H.
F/S DERHAM P.W.
F/O R.J. ALLEN

DUTY: AS SHOWN ABOVE
PASSENGER

TIME: UP. DOWN.
1750 2232

DETAILS OF SORTIE OR FLIGHT:
Bombing submarine pens – LORIENT. Operation abandoned. Bomb brought back.

DATE: 09.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.555 (C)

CREW:
F/O I.S. ROSS
SGT. WALTER W.
F/O T. O’BRIEN
F/S TILBY E.G.

DUTY: AS SHOWN ABOVE
F/S JENKINSON K.
SGT. KING C.
P/O A.F. MCKELLAR

TIME: UP. DOWN.
1759 2233

DETAILS OF SORTIE OR FLIGHT:
Bombing submarine pens – LORIENT. Operation abandoned. Bomb brought back.

DATE: 09.08.44
AIRCRAFT TYPE & NUMBER: Mosquito VI. NT 205 (L)
CREW: DUTY:
W/C J.B. TAIT PILOT
F/S GOSLING L.E. NAV.

TIME: UP. DOWN.
1048 1555

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens LA PALLICE. 2 x 120lb Smoke (not required brought back). Weather not too good. There was some loose bombing due to misidentification. Bombing was good on the whole and there appeared to be two direct hits.

DATE: 09.08.44
AIRCRAFT TYPE & NUMBER: Lancaster III. ED.763 (Z)
CREW: DUTY:
F/L C.J.G. HOWARD AS SHOWN ABOVE
SGT. HAWKINS
F/L T.J. TAIT
P/O L. HARTLEY
P/O R.D. LUCAN
W/O WOODS J.
F/S CLARK. J

TIME: UP. DOWN.
0954 1538

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens LA PALLICE. 1 x Tallboy. 1302. 17,350’ Made a good run. Bomb fell among others – could not identify own burst. Saw 2 direct hits.

DATE: 09.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME 561 (R)
CREW: DUTY:
F/L H.J. PRYOR AS SHOWN ABOVE
Please note that the contents of this disk are protected electronically against unauthorised copying and use. If you are not the owner of the 617 Sqn Operational Record Book CD-ROM or are not using the contents of this disk in accordance with the license you are in breach of the law and should desist immediately. Digitally logged.

P/O R.J. TELFER
F/O R.L. PINDER (CAN)
F/O C.P. PESME (CAN)
F/S HEPWORTH A.
F/S COLYER A.J.
P/O A.J. PATTERSON

TIME: UP. DOWN.
0957  1528

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens LA PALLICE. 1 x Tallboy. 1303/16950’ Bomb hit NE corner of pen.
First bomb just before ours was a direct hit.

DATE: 09.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV 380 (P)
CREW: DUTY:
F/L FEARN AS SHOWN ABOVE
P/O T. DAVIES
F/S JOHNSON H.
F/O H.H. CHADWICK
F/S BAKER J.E.
F/S WILSON-WILLIAMS
F/S PEARSON D.

TIME: UP. DOWN.
0954  1527

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens LA PALLICE. 1 x Tallboy. 1302½17,400’ First bomb hit the SW corner of the pens. The next 3 or 4 bombs seemed to hit the A/P. Bombing generally concentrated.

DATE: 09.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV 391 (O)
CREW: DUTY:
F/L D.J. ORAM AS SHOWN ABOVE
F/S HAYWOOD R.P.
P/O F.R. BRAND (CAN)
P/O J.H. COLE (CAN)
P/O A. DICKEN
F/L A.R. POOLE
F/S PEIRSON D.P.

TIME: UP. DOWN.
0955  1535

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens LA PALLICE. 1 x Tallboy. 1302. 17,700’ The first bomb fell in water

415
very close to building on left hand side.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>09.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER:</td>
<td>Lancaster I. ME 554 (F)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>F/L T.C. IVESON</td>
<td></td>
</tr>
<tr>
<td>SGT PHILLIPS J.D.</td>
<td></td>
</tr>
<tr>
<td>F/O J D HARRISON</td>
<td></td>
</tr>
<tr>
<td>SGT. CHANCE F.R.</td>
<td></td>
</tr>
<tr>
<td>F/O A. TITTLE</td>
<td></td>
</tr>
<tr>
<td>SGT SMITH A.L.</td>
<td></td>
</tr>
<tr>
<td>SGT. WASS E.A.</td>
<td></td>
</tr>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td></td>
<td>0959</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens LA PALLICE. 1 x Tallboy 1301½. 17,550’ First two bombs seen, one on part of dock gates to left hand corner and one direct hit in centre giving big orange flash.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>09.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER:</td>
<td>Lancaster III. LM.482 (Q)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>F/O R.E. KNIGHTS</td>
<td></td>
</tr>
<tr>
<td>P/O E. TWELLS</td>
<td></td>
</tr>
<tr>
<td>F/P H.B. RHUDE (CAN)</td>
<td></td>
</tr>
<tr>
<td>F/O E.W. FINDLAY (CAN)</td>
<td></td>
</tr>
<tr>
<td>F/O B.J. HOSIE (NZ)</td>
<td></td>
</tr>
<tr>
<td>F/S PENGELLY W.H.</td>
<td></td>
</tr>
<tr>
<td>F/S DERHAM P.W.</td>
<td></td>
</tr>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td></td>
<td>0948</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens LA PALLICE. 1 x 1301½. 17,100’ 1 x Tallboy. Bomb fell just off edge in water. Saw first bomb which fell just short on ground.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>09.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER:</td>
<td>Lancaster III LM.492 (W)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>F/O A.E. KELL. AUS.</td>
<td></td>
</tr>
<tr>
<td>P/O J.W. CLARK</td>
<td></td>
</tr>
<tr>
<td>AUS. F/O J.L. HAGER.</td>
<td></td>
</tr>
<tr>
<td>AUS. F/O K.C. MORRIESON</td>
<td></td>
</tr>
<tr>
<td>AUS. F/O A.L. EVANS</td>
<td></td>
</tr>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
</tbody>
</table>

416
AUS. A.W. SNELL
AUS. F/O. J.F. CHAPMAN

TIME: UP. DOWN.
0949 1537

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens LA PALLICE. 1302. 17,850’ 1 x Tallboy. Our own bomb hit the aiming point. Bombing appeared very good.

DATE: 09.08.44
AIRCRAFT TYPE & NUMBER: Lancaster III DV.246 (U)
CREW: F/O F.H.A. WATTS
SGT. LUCK H.
F/S HOUSDEN C.H.
P/O M.L. MACKAY (CAN)
F/S COOPER D.
P/O R. HEGGIE
F/S MATTHEWS G.

TIME: UP. DOWN.
1001 1530

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens LA PALLICE. 1302. 17,400’ Had a good run in but did not observe burst as we turned off after bombing. After 3 bombs fell couldn’t identify further bombs.

DATE: 09.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.562 (K)
CREW: F/O J.A. SANDERS
SGT NUTLEY T.H.
P/O J.B. BARRON
P/O H.G. ALLEN (CAN)
F/S WARD A
SGT. MACHING R.
F./S BRIARS R.A.

TIME: UP. DOWN.
1012 1536

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens LA PALLICE. 1301½ 16,800’ Bombing seemed good. One direct hit seen and another on the side.

DATE: 09.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I. PD.233(G)


DUTY: AS SHOWN ABOVE PASSENGER

TIME: UP. DOWN. 1000 1524

DETAILS OF SORTIE OR FLIGHT: Bombing U-boat pens LA PALLICE. 1 x Tallboy. 1301 16,300’ Ours was second bomb to go down – direct hit, about 30 yds in from edge. Bombing seemed well concentrated. Much smoke.

DATE: 09.08.44

AIRCRAFT TYPE & NUMBER: Lancaster I. PD.238 (H)


DUTY: AS SHOWN ABOVE

TIME: UP. DOWN. 1011 1525

DETAILS OF SORTIE OR FLIGHT: Bombing U-boat pens LA PALLICE. 1 x Tallboy. 1302½ 17250’ Made a good run. Couldn’t identify burst as 6 burst on or near target at the same time.

DATE: 09.08.44

AIRCRAFT TYPE & NUMBER: Lancaster I. ME.555 (C)


DUTY: AS SHOWN ABOVE
DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens LA PALLICE.  1 x Tallboy.  1302  18,000’ Our bomb seemed to fall wide. When we bombed the target was hidden by smoke, but bombing seemed well concentrated.

DATE:  11.08.44
AIRCRAFT TYPE: & NUMBER:  Mosquito VI. NT.202  (L)
CREW:  DUTY:
W/C J.B. TAIT  PILOT
S/L D.R. WALKER (CAN)  NAV.
TIME:  UP.  DOWN.
       0958  1531

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. LA PALLICE. (Photos) Main force were about 10 mins late due to change in forecast winds. Bombing well concentrated and smoke was seen rising from top of pens indicating that direct hits had been scored. Flak fairly intense.

DATE:  11.08.44
AIRCRAFT TYPE: & NUMBER:  Lancaster I. PD.238(H)
CREW:  DUTY:
S/L J.V. COCKSHOTT  AS SHOWN ABOVE
F/S FRYER R.G.
F/S GOSLING L.E.
F.O BOOTH E.
F/S BATES A.S.
F.S BRADBURY G.R.
W/O BIRCH L.J. (AUS)
TIME:  UP.  DOWN.
       1229  1714

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. LA PALLICE.  6 x 2000lb A.P.  1511 17,100’ Some bombs hit the edge of the pens, and one stick 20 yds short of pens in water.

DATE:  11.08.44
AIRCRAFT TYPE: & NUMBER:  Lancaster III. EE.131  (B)
CREW:  DUTY:
F/L J.E.R. WILLIAMS  AS SHOWN ABOVE
F/S SOILLEUX. J.
F/O A.J. TALBOT
F/O A.B WALKER

419
F/S A. E. POTTER
P/O M. ELLWOOD
F/O R.H. PETCH

TIME:          UP.          DOWN.
1149           1751

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. LA PALLICE. 6 x 2000lb A.P. 1511. 16,200. Bombs straddled
target – one direct hit. Bombing generally good.

DATE: 11.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. LM.485 (N)
CREW:
F/L H.J. PRYOR
P/O R.J. TELFER
F/O R.L. PINDER (CAN)
F/O C.P. PESME (CAN)
F/S HEPWORTH A.
F/S COLYER A.J.
P/O A.J. PATTERSON

TIME:          UP.          DOWN.
1141           1724

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. 6 x 2000 lb A.P. 1511. 16500’ Bombing appeared very accurate.

DATE: 11.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV.391 (O)
CREW:
F/L D.J. ORAM
F/S HAYWOOD R.P.
P/O F.R. BRAND (CAN)
P/O J.H. COLE (CAN)
P/O A. DICKEN
F/L A.R. POOLE
F/S PEIRSON D.P.

TIME:          UP.          DOWN.
1142           1739

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. LA PALLICE. 6 x 2000 lb A.P. 1511. 17,650. Good concentration,
especially on West end of Aiming Point.

DATE: 11.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.380 (P)

CREW:
F/L FEARN
P/O T. DAVIES
F/S JOHNSON H.
F/O H.H. CHADWICK
F/S BAKER J.E.
F./S WILSON-WILLIAMS
F/S PEARSON D.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1140 1434

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. LA PALLICE. S.O. engine cut out so jettisoned bombs at position 5003 N 0300W 1325 hrs. 13000' and returned home.

DATE: 11.08.44
AIRCRAFT TYPE & NUMBER: Lancaster III. ED.763 (Z)

CREW:
F/L C.J.G. HOWARD
SGT. HAWKINS
F/L T.J. TATE
P/O L.HARTLEY
P/O R.D. LUCAN
W/O WOODS J.
F/S CLARK. J

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1137 1735

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. LA PALLICE. 6 x 2000lb A.P. 1510. 17,500’ Good concentration with about 5 direct hits. Last stick direct hits, one stick straddled breakwater. Smoke covered aiming point towards end of bombing.

DATE: 11.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.554 (F)

CREW:
F/O T.A. CAREY. AUS.
F/S FRANKS L.
F/O T.A. BENNETT
P/O D.H. MCCLENNAN CAN.
F/S YOUNG A.E.
F/S SHARP A.E.
F/S FOWLE L.A.

DUTY: AS SHOWN ABOVE
DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. LA PALLICE. 6 x 200 lb. A.P. 1511. 17,250’
Bombing well concentrated on the pens.

DATE: 11.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. PD.233 (G)
CREW:
F/O M. HAMILTON
F/S ROOKE J.T.
F/O J.T. JACKSON
F/S F.C. ATKINSON (CAN)
F/S THOMPSON R.C.
F/S DADGE J.A.
F/S HAMILTON D.

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. LA PALLICE. 6 x 2000 lb A.P. 1512 17,850’ 4 of our 6 bombs fell on the eastern end of the pens. Bombing generally was concentrated.

DATE: 11.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. LM.489 (A)
CREW:
F/O GINGLES
SGT. GALLAGHER A.
F/O G.G. BEALE
F/S HAZELL L.
W/O RILEY J.
F/L SCOTT-KIDDIE R.F.
F/O E.T. HALL AUS.

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. LA PALLICE. 6 x 2000 lb A.P. 1511. 17,700’ Our bombs went across the NE corner of the pens. Bombing generally concentrated.

DATE: 11.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME.562 (K)
CREW:

422
**DATE:** 11.08.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster III. LM.482 (Q)  
**CREW:**  
F/O R.E. KNIGHTS  
P/O E. TWELLS  
P.H.B. RHUDE (CAN)  
F/O E.W. FINDLAY (CAN)  
F/O B.J. HOSIE (NZ)  
F/S PENGELLY W.H.  
F/S DERHAM P.W.  
**TIME:** UP.  DOWN.  
1148  1745  
**DETAILS OF SORTIE OR FLIGHT:**  

---

**DATE:** 11.08.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. ME.561 (R)  
**CREW:**  
F/O A.E. KELL. AUS.  
P/O J.W. CLARK  
AUS. F/O J.L. HAGER.  
AUS. F/O K.C. MORRIESON  
AUS. F/O A.L. EVANS  
AUS. A.W. SNELL  
AUS. F/O. J.F. CHAPMAN  
**TIME:** UP.  DOWN.  
1147  1743  
**DETAILS OF SORTIE OR FLIGHT:**  

---
Bombing U-boat pens. LA PALLICE. 6 x 2000 lb. A.P. 1511. 17,050’ Most of the bombs were concentrated on the aiming point. One stick hit the inner gates.

**DATE:** 11.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III. DV.246 (U)  
**CREW:**  
F/O F.H.A. WATTS  
SGT. LUCK H.  
F/S HOUSDEN C.H.  
P/O M.L. MACKAY (CAN)  
F/S COOPER D.  
P/O R. HEGGIE  
F/S MATTHEWS G.  
**DUTY:** AS SHOWN ABOVE  
**TIME:**  
UP. DOWN.  
1144 1744  
**DETAILS OF SORTIE OR FLIGHT:**  
Bombing U-boat pens. LA PALLICE. 6 x 2000 lb A.P. 1511¼. 16,650’ Good concentration mainly on mouth of pens.

**DATE:** 11.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III. LM.492 (W)  
**CREW:**  
F/O E. WILLISHER  
F/S HURDISS J.  
F/O T.H.J. PLAYFORD  
P/O R.C. EVERETT  
P/O F.W. BELL  
F/S SALTER A.  
F/O G.A. WITHERICK  
**DUTY:** AS SHOWN ABOVE  
**TIME:**  
UP. DOWN.  
1146 1800  
**DETAILS OF SORTIE OR FLIGHT:**  
Bombing U-boat pens. LA PALLICE. 6 x 2000 lb A.P. 1511¼. 16,900’ Good concentration – one stick seen to hit water near pens to east.

**DATE:** 12.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster I. PD.238(H)  
**CREW:**  
S/L J.V. COCKSHOTT  
F/S FRYER R.C.  
F/S GOSLING L.E.  
P/O BOOTH E.  
**DUTY:** AS SHOWN ABOVE
F/S BATES A.S.
F/S BRADBURY G.R.
W/O BIRCH L.J. (AUS)

TIME: UP. DOWN.
0701  1051

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. BREST. 1 x Tallboy. Returned early due to engine trouble. Bomb brought back.

DATE: 12.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. LM.485 (N)
CREW: DUTY:
F/L H.J. PRYOR AS SHOWN ABOVE
P/O R.J. TELFER
F/O R.L. PINDER (CAN)
F/O C.P. PESME (CAN)
F/S HEPWORTH A.
F/S COLYER A.J.
P/O A.J. PATTERSON

TIME: UP. DOWN.
0649  1133

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. BREST. 1 x Tallboy. 0946. 17,100’ Bombing very good. 3 direct hits seen on target.

DATE: 12.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV.391 (O)
CREW: DUTY:
F/L D.J. ORAM AS SHOWN ABOVE
F/S HAYWOOD R.P.
P/O F.R. BRAND (CAN)
P/O J.H. COLE (CAN)
P/O A. DICKEN
F/L A.R. POOLE
F.S PEIRSON D.P.

TIME: UP. DOWN.
0651  1142

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. BREST. 1 x Tallboy. 0946. 17,250’ Good concentration of bombing. First three bombs direct hits. Smoke over target area.
DATE: 12.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.380 (P)

CREW:
W/C J.B. TAIT
P/O T. DAVIES
F/S JOHNSON H.
F/O H.H. CHADWICK
F/S BAKER J.E.
F/S WILSON-WILLIAMS
F/S PEARSON D.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
0700 1130

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. BREST. 1 x Tallboy. 0948½. 17,550’ 4 or 5 bombs seen to fall on pens. (W.side). Our bomb fell just off the centre of the pens.

DATE: 12.08.44
AIRCRAFT TYPE & NUMBER: Mosquito VI. NT 202 (L)

CREW:
F/L G.E. FAWKE
F/O T.A. BENNETT

DUTY: PILOT NAV.

TIME: UP. DOWN.
0754 1128

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. BREST. 0952. 7,500’ for photographic purposes. Bombing was excellent. All bombs hit the target except one, which hit the water at the entrance on the open side.

DATE: 12.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME 555 (C)

CREW:
F/O I.S. ROSS (AUS)
SGT. WALTER W.
F/O T. O'BRIEN
F/S TILBY E.G.
F/S JENKINSON K.
SGT. KING C.
P/O A.F. MCKELLAR

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
0648 1147

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. BREST. 1 x Tallboy. 0946½. 16,950’ Two direct hits, 1 in centre
of pen and 1 on west edge. Own bomb seen to hit pen. Bombing well concentrated with
smoke only on target area.

<table>
<thead>
<tr>
<th>DATE</th>
<th>12.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. PD 233 (G)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/O M. HAMILTON</td>
</tr>
<tr>
<td></td>
<td>F/S ROOKE J.T.</td>
</tr>
<tr>
<td></td>
<td>F/O J.T. JACKSON</td>
</tr>
<tr>
<td></td>
<td>F/O F.C. ATKINSON (CAN)</td>
</tr>
<tr>
<td></td>
<td>F/S THOMPSON R.C.</td>
</tr>
<tr>
<td></td>
<td>F/S DADGE J.A.</td>
</tr>
<tr>
<td></td>
<td>F/S HAMILTON D.</td>
</tr>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td></td>
<td>0658</td>
</tr>
</tbody>
</table>
| DETAILS OF SORTIE OR FLIGHT: | Bombing U-boat pens. BREST. 1 x Tallboy. 0945¾. 18,700. Our bomb was first to go
down and was a direct hit. Another bomb fell on the pens immediately after.
Smoke then covered the target. |

<table>
<thead>
<tr>
<th>DATE</th>
<th>11.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster III. LM 489 (A)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/O GINGLES</td>
</tr>
<tr>
<td></td>
<td>SGT. GALLAGHER A.</td>
</tr>
<tr>
<td></td>
<td>F/O G.G. BEALE</td>
</tr>
<tr>
<td></td>
<td>F/S HAZELL L.</td>
</tr>
<tr>
<td></td>
<td>W/O RILEY J.</td>
</tr>
<tr>
<td></td>
<td>F/L SCOTT-KIDDIE R.F.</td>
</tr>
<tr>
<td></td>
<td>F/O E.T. HALL AUS.</td>
</tr>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td></td>
<td>0702</td>
</tr>
</tbody>
</table>
| DETAILS OF SORTIE OR FLIGHT: | Bombing U-boat pens. BREST. 1 x Tallboy. 0946½. 16,350. Made a good run but
could not observe burst owing to smoke from other bombs. Did not see any wide bombs. |

<table>
<thead>
<tr>
<th>DATE</th>
<th>12.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. ME 562 (K)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/O J.A. SANDERS</td>
</tr>
<tr>
<td></td>
<td>SGT NUTLEY T.H.</td>
</tr>
<tr>
<td></td>
<td>P/O J.B. BARRON</td>
</tr>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
</tbody>
</table>
P/O H.G. ALLEN (CAN)
F/S WARD A
SGT. MACHIN R.
F./S BRIARS R.A.

TIME: UP. DOWN.
0653  1132

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. BREST/ 1 x Tallboy. 0947. 17,850’ Bombing appeared very well concentrated. There only appeared to be one bomb off the target and this was a near miss.

DATE: 12.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. DV 246 (U)
CREW:
F/O F.H.A. WATTS
SGT. LUCK H.
F/S HOUSDEN C.H.
P/O M.L. MACKAY (CAN)
F/S COOPER D.
P/O R. HEGGIE
F/S MATTHEWS G.

TIME: UP. DOWN.
0654  1136

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. BREST. 1 x Tallboy. 0946. 18,000’ Bombing well concentrated.

DATE: 12.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME 561 (R)
CREW:
F/O A.E. KELL. AUS.
P/O J.W. CLARK
AUS. F/O. J.L. HAGER.
AUS. F/O K.C. MORIESON
AUS. F/O A.L. EVANS
AUS. A.W. SNELL
AUS. F/O. J.F. CHAPMAN

TIME: UP. DOWN.
0656  1134

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. BREST. 1 x Tallboy. 0946½. 17,400’ All bombing concentrated on pens. Only one seen to go wide.
DATE: 13.08.44
AIRCRAFT TYPE & NUMBER: Mosquito VI. NT 202 (L)

CREW:
F/L G.A. FAWKE
F/O T.A. BENNETT
DUTY:
PILOT
NAV.

TIME: UP. DOWN.
0919  1238

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boats. BREST. 1115/9000’. Photo run. Tallboy bombing was good. Estimate three hits on the pens and one wide. The ship ‘GUEYDON’ was straddled by about 4 sticks. The remainder overshot. The ship was afloat at the end of the attack.

DATE: 13.08.44
AIRCRAFT TYPE & NUMBER: Lancaster III. EE 146 (D)

CREW:
W/C J.B. TAIT
SGT. GALLAGHER A.
F/O HAGER H.J. (AUS)
F/O K.C. MORIESON (AUS)
F/L L.W. CURTIS
P/O F.W. SNELL (AUS)
F/O J.F. CHAPMAN (AUS)
DUTY:
AS SHOWN ABOVE

TIME: UP. DOWN.
0829  1247

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. BREST. 1 x Tallboy. 1100. 17,400’ Bombing concentration on west end of pens. 2 definite hits seen on ship from 2 sticks.

DATE: 13.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I. PD 238 (H)

CREW:
S/L J.V. COCKSHOTT
F/S FRYER R.C.
F/S GOSLING L.E.
P/O BOOTH E.
F/S BATES A.S.
F/S BRADBURY G.R.
W/O BIRCH L.J. (AUS)
DUTY:
AS SHOWN ABOVE

TIME: UP. DOWN.
0823  1249

DETAILS OF SORTIE OR FLIGHT:
Bombing derelict Cruiser ‘GUEYDON’ Brest. 12 x 1000lb A.M.N. 59 1100 16,000’
Our stick of bombs fell as an overshoot of 75-100 yds. One stick was seen to be a very near miss along the north end.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>13.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER:</td>
<td>Lancaster III. LM 489 (A)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>F/L J.E.R. WILLIAMS</td>
<td></td>
</tr>
<tr>
<td>F/S SOILLEUX. J.</td>
<td></td>
</tr>
<tr>
<td>F/O A.J. TALBOT</td>
<td></td>
</tr>
<tr>
<td>F/O A.B WALKER</td>
<td></td>
</tr>
<tr>
<td>F/S A. E. POTTER</td>
<td></td>
</tr>
<tr>
<td>F/O A.J. WARD</td>
<td></td>
</tr>
<tr>
<td>F/O R.H. PETCH</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
</tr>
<tr>
<td>UP.</td>
<td>0835</td>
</tr>
<tr>
<td>DOWN.</td>
<td>1241</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing U-boat pens. BREST. 1 x Tallboy. 1059½ . 16,900’ Our bomb fell on centre of target. One other direct hit observed on eastern end.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>13.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER:</td>
<td>Lancaster I. DV 391 (O)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>F/L D.J. ORAM</td>
<td></td>
</tr>
<tr>
<td>F/S HAYWOOD R.P.</td>
<td></td>
</tr>
<tr>
<td>P/O F.R. BRAND (CAN)</td>
<td></td>
</tr>
<tr>
<td>P/O J.H. COLE (CAN)</td>
<td></td>
</tr>
<tr>
<td>P/O A. DICKEN</td>
<td></td>
</tr>
<tr>
<td>F/L A.R. POOLE</td>
<td></td>
</tr>
<tr>
<td>F/S PEIRSON D.P.</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
</tr>
<tr>
<td>UP.</td>
<td>0827</td>
</tr>
<tr>
<td>DOWN.</td>
<td>1254</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Derelict Cruiser ‘GUEYDON’, Brest. 12 x 1000 lb A.M.N. 1100. 15,590. Bombs straddled the vessel but no damage seen.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>13.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER:</td>
<td>Lancaster III. LM 485 (N)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>F/L H.J. PRYOR</td>
<td></td>
</tr>
<tr>
<td>P/O R.J. TELFER</td>
<td></td>
</tr>
<tr>
<td>F/O R.L. PINDER (CAN)</td>
<td></td>
</tr>
</tbody>
</table>
F/O C.P. PESME (CAN)
F/S HEPWORTH A.
F/S COLYER A.J.
P/O A.J. PATTERSON

TIME: UP. DOWN.
0825 1240

DETAILS OF SORTIE OR FLIGHT:
Bombing Derelict Cruiser ‘GUEYDON’ 12 x 1000 lb A.M.N. 59 1100. 16,000' Bombing well concentrated around the ship. One stick seen definitely to straddle the centre of the ship. Tanker seemed to be going down at stern as we left. At about 1101.30 both ships clear of smoke.

DATE: 13.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. ED 763 (Z)
CREW: DUTY:
F/L C.J.G. HOWARD AS SHOWN ABOVE
SGT. HAWKINS
F/L T.J. TATE
P/O L.HARTLEY
P/O R.D. LUCAN
W/O WOODS J.
F/S CLARK. J

TIME: UP. DOWN.
0822 1248

DETAILS OF SORTIE OR FLIGHT:
Bombing Derelict Cruiser ‘GUEYDON’ 12 x 1000 lb A.M.N. 59. 1100. 17,780'
Our bomb straddled the bows of the target. The next two sticks overshot, but the first of one stick may have been a hit. A further stick straddled the ship.

DATE: 13.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME 562 (K)
CREW: DUTY:
F/O J.A. SANDERS AS SHOWN ABOVE
SGT NUTLEY T.H.
P/O J.B. BARRON
P/O H.G. ALLEN (CAN)
F/S WARD A
SGT. MACHIN R.
F./S BRIARS R.A.

TIME: UP. DOWN.
0832 1250

DETAILS OF SORTIE OR FLIGHT:
Bombing Derelict Cruiser ‘GUEYDON’ 12 x 1000 lb A.M.N. 59. 1100. 16,700’
Our bombs straddled ship. One stick seen to miss but others seemed to be on the ship.
Ship smothered with smoke. Tanker was smoking.

---

**DATE:** 13.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III. LM 482 (Q)  
**CREW:**  
F/O R.E. KNIGHTS  
P/O E. TWELLS  
F/P H.B. RHUDE (CAN)  
F/O E.W. FINDLAY (CAN)  
F/O B.J. HOSIE (NZ)  
F/S PENGELLY W.H.  
F/S DERHAM P.W.  
**DUTY:** AS SHOWN ABOVE

**TIME:**  
0830  
1255  
**DETAILS OF SORTIE OR FLIGHT:**
Bombing U-boat pens. BREST. 1 x Tallboy. 1100. 17,100’ Our bomb fell on northern edge.

---

**DATE:** 13.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III. DV 246 (U)  
**CREW:**  
F/O F.H.A. WATTS  
SGT. LUCK H.  
F/S HOUSDEN C.H.  
P/O M.L. MACKAY (CAN)  
F/S COOPER D.  
P/O R. HEGGIE  
F/S MATTHEWS G.  
**DUTY:** AS SHOWN ABOVE

**TIME:**  
0826  
1223  
**DETAILS OF SORTIE OR FLIGHT:**
Bombing U-boat pens. BREST. 1 x Tallboy. 1100. 17,800’ Bombing appeared very good. Our bomb landed on the A/P slightly to the east.

---

**DATE:** 13.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster I. ME 561 (R)  
**CREW:**  
F/O E. WILLISHER  
F/S HURDISS J.  
F/O T.H.J. PLAYFORD  
P/O R.C. EVERETT  
**DUTY:** AS SHOWN ABOVE
P/O F.W. BELL  
F/S SALTER A.  
F/O G.A. WITHERICK  

**TIME:**  
<table>
<thead>
<tr>
<th></th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0831</td>
<td>1245</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing Derelict Cruiser. ‘GUEYDON’ Brest. 12 x 1000 lb A.M.N. 1100. 16,550’.  
Our bombs fell just off the northern end of the ship. One other stick seen, no line error and first bomb overshot about 20 yds.

**DATE:** 13.08.44  
**AIRCRAFT TYPE: & NUMBER:**  
Lancaster III. LM 492 (W)  
**CREW:**  
F/O W.R. LEE (AUS)  
F/S MASON W.  
P/O MCKIE T.  
F/S HOYLAND H.  
F/S RICHARDS H.  
F/S HUNNISETTE R.  
P/O K.S. JEWELL (AUS)  
**TIME:**  
<table>
<thead>
<tr>
<th></th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0823</td>
<td>1246</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing Derelict Cruiser. ‘GUEYDON’. Brest. 12 x 1000 lb A.M.N. 59. 1100. 16,700’  
Our bombs fell across the boat.

**DATE:** 13.08.44  
**AIRCRAFT TYPE: & NUMBER:**  
Lancaster I. PD 233 (G)  
**CREW:**  
F/O M. HAMILTON  
F/S ROOKE J.T.  
P/O J.T. JACKSON  
F/O F.C. ATKINSON (CAN)  
F/S THOMPSON R.C.  
F/S DADGE J.A.  
W/O M.D. VAUGHAN  
**TIME:**  
<table>
<thead>
<tr>
<th></th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0836</td>
<td>1234</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing U-boat pens. BREST. 1 x Tallboy. 1058. 18,400’ Our bomb believed to have fallen on the northern edge of the pens. At least three direct hits were observed on the pens. The ship in the centre of the harbour (the southerly of the two) was hit and burned for several minutes.
<table>
<thead>
<tr>
<th>DATE: 13.08.44</th>
<th>AIRCRAFT TYPE: &amp; NUMBER: Lancaster I. ME 555 (C)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/O I.S. ROSS (AUS)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>SGT. WALTER W.</td>
<td></td>
</tr>
<tr>
<td>F/O T. O’BRIEN</td>
<td></td>
</tr>
<tr>
<td>F/S TILBY E.G.</td>
<td></td>
</tr>
<tr>
<td>F/S JENKINSON K.</td>
<td></td>
</tr>
<tr>
<td>SGT. KING C.</td>
<td></td>
</tr>
<tr>
<td>P/O A.F. MCKELLAR</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.  DOWN.</td>
</tr>
<tr>
<td>0824</td>
<td>1229</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing Derelict Cruiser ‘GUEYDON’. 12 x 1000 lb A.M.N. 59. 1101½, 16,200’ Own bombs very slightly overshoot with some bombs straddling bow or stern of ship. Smoke seen from pens area.

<table>
<thead>
<tr>
<th>DATE: 14.08.44</th>
<th>AIRCRAFT TYPE: &amp; NUMBER: Mosquito VI. NT 202 (L)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/L G.A. FAWKE</td>
<td>PILOT</td>
</tr>
<tr>
<td>F/O T.A. BENNETT</td>
<td>NAV.</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.  DOWN.</td>
</tr>
<tr>
<td>0920</td>
<td>1233</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing Derelict Cruiser ‘GUEYDON’ 1110. 8,000’ Photo recce. Our bomb seemingly hit stern of ship, no other hits seen.

<table>
<thead>
<tr>
<th>DATE: 14.08.44</th>
<th>AIRCRAFT TYPE: &amp; NUMBER: Lancaster I. DV 380 (P)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>W/C J.B. TAIT</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>SGT. GALLAGHER A.</td>
<td></td>
</tr>
<tr>
<td>F/O L.H. GELLER (CAN)</td>
<td></td>
</tr>
<tr>
<td>F/L C.K. ASTBURY (AUS)</td>
<td></td>
</tr>
<tr>
<td>F/L L.W. CURTIS</td>
<td></td>
</tr>
<tr>
<td>F/O A.J. WARD</td>
<td></td>
</tr>
<tr>
<td>W/O VAUGHAN M.D.</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.  DOWN.</td>
</tr>
<tr>
<td>0838</td>
<td>1234</td>
</tr>
</tbody>
</table>
DETAILS OF SORTIE OR FLIGHT:
Bombing Derelict Cruiser ‘GUEYDON’ 6 x 2000 lb A.M.N. 1056. 16,500’ No hits seen.

DATE: 14.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. PD 238 (H)
CREW:
S/L J.V. COCKSHOTT
F/S FRYER R.C.
F/S GOSLING L.E.
P/O BOOTH E.
F/S BATES A.S.
F/S BRADBURY G.R.
W/O BIRCH L.J. (AUS)
DUTY: AS SHOWN ABOVE
TIME: UP. DOWN.
0844  1251

DETAILS OF SORTIE OR FLIGHT:
Bombing Derelict Cruiser ‘GUEYDON’ 6 x 2000 lb A.P. 1056. 17,700’ We were first to bomb and our own bombs fell just to the south of the target as a very near miss. No hits observed.

DATE: 14.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. LM 485 (N)
CREW:
F/L H.J. PRYOR
P/O R.J. TELFER
F/O R.L. PINDER (CAN)
F/O C.P. PESME (CAN)
F/S HEPWORTH A.
F/S COLYER A.J.
P/O A.J. PATTERSON
DUTY: AS SHOWN ABOVE
TIME: UP. DOWN.
0833  1240

DETAILS OF SORTIE OR FLIGHT:

DATE: 14.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV 391 (O)
CREW:
F/L D.J. ORAM
F/S HAYWOOD R.P.
P/O F.R. BRAND (CAN)
P/O J.H. COLE (CAN)
DUTY: AS SHOWN ABOVE
<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0844</td>
<td></td>
<td>1254</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**

---

**DATE:**  14.08.44  
**AIRCRAFT TYPE: & NUMBER:**  Lancaster I. ME 561  (R)  
**CREW:**  
- F/L FEARN
- P/O T. DAVIES
- F/S JOHNSON H.
- F/O H.H. CHADWICK
- F/S BAKER J.E.
- F./S WILSON-WILLIAMS
- F/S PEARSON D.  
**DUTY:**  AS SHOWN ABOVE  
**TIME:**  UP. | DOWN.  
| 0829 | 1250 |

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Derelict Cruiser ‘Gueydon’ 6 x 2000 lb A.P. 1056.  16,600’.  Our bombs fell as a slight overshoot (about 30 yds) to the north of the ship.  One near miss observed.

---

**DATE:**  14.08.44  
**AIRCRAFT TYPE: & NUMBER:**  Lancaster III. ED 763  (Z)  
**CREW:**  
- F/L C.J.G. HOWARD
- SGT. HAWKINS
- F/L T.J. TATE
- P/O L.HARTLEY
- P/O R.D. LUCAN
- W/O WOODS J.
- F/S CLARK. J  
**DUTY:**  AS SHOWN ABOVE  
**TIME:**  UP. | DOWN.  
| 0821 | 1249 |

**DETAILS OF SORTIE OR FLIGHT:**
Bombing Derelict Cruiser ‘GUEYDON’ 6 x 2000 lb A.P. 1056.  16,800’ Only two sticks seen to straddle the target. 1 stick was a very near miss.  Most bombs were an overshoot.  What was believed to be a hole in the ship’s side was seen on the southern side of the ship which caused air bubbles and a lightening of the water.
DATE: 14.08.44
AIRCRAFT TYPE & NUMBER: Lancaster III LM 489 (A)

CREW:
F/L J.E.R. WILLIAMS
F/S SOILLEUX J.
F/O A.J. TALBOT
F/O A.B WALKER
F/S A. E. POTTER
P/O M. ELLWOOD
F/O R.H. PETCH

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
0842 1247

DETAILS OF SORTIE OR FLIGHT:
Bombing Derelict Cruiser ‘GUEYDON’ 6 x 2000 lb A.P. 1058. 18,000. No results seen due to flak evasion after release of bombs.

DATE: 14.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I (K)

CREW:
F/O J.A. SANDERS
SGT NUTLEY T.H.
P/O J.B. BARRON
P/O H.G. ALLEN (CAN)
F/S WARD A
SGT. MACHIN R.
F/S BRIARS R.A.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
0830 1246

DETAILS OF SORTIE OR FLIGHT:
Bombing Derelict Cruiser ‘GUEYDON’ 6 x 2000 lb A.P. 1055. 16,200’ Bombing all round ships – some hits seen.

DATE: 14.08.44
AIRCRAFT TYPE & NUMBER: Lancaster III DV 246 (U)

CREW:
F/O F.H.A. WATTS
SGT. LUCK H.
F/S HOUSDEN C.H.
P/O M.L. MACKAY (CAN)
F/S COOPER D.
P/O R. HEGGIE
F/S MATTHEWS G.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
DETAILS OF SORTIE OR FLIGHT:
Bombing Derelict Cruiser ‘GUEYDON’. 6 x 2000 lb A.P. 1056. 17,400’ No results observed due to flak evasion after bombing run.

DATE: 14/08/44
AIRCRAFT TYPE: & NUMBER: Lancaster III. LM 492 (W)
CREW: F/O W.R. LEE (AUS)
F/S MASON W.
P/O MCKIE T.
F/S HOYLAND H.
F/S RICHARDS H.
F/S HUNNISETTE R.
P/O K.S. JEWELL (AUS)
TIME: UP. 0842
DOWN. 1210

DETAILS OF SORTIE OR FLIGHT:

DATE: 14/08/44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV 402 (X)
CREW: F/O E. WILLSHER
F/S HURDISS J.
F/O T.H.J. PLAYFORD
P/O R.C. EVERETT
P/O F.W. BELL
F/S SALTER A.
F/O G.A. WITHERICK
TIME: UP. 0841
DOWN. 1249

DETAILS OF SORTIE OR FLIGHT:
Bombing Derelict Cruiser ‘GUEYDON’ 6 x 2000 lb A.P. 1055. 17,200’ Results of our stick of bombs not observed due to flak evasion after bombing run.

DATE: 14/08/44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME 555 (C)
CREW: F/O I.S. ROSS (AUS)
TIME: UP. 1254
DOWN. 1040

DUTY: AS SHOWN ABOVE
SGT. WALTER W.
F/O T. O’BRIEN
F/S TILBY E.G.
F/S JENKINSON K.
F/S GRIFFITHS L.D.
P/O A.F. MCKELLAR

TIME: UP. DOWN.
0839  1243

DETAILS OF SORTIE OR FLIGHT:
Bombing Derelict Cruiser ‘GUEYDON’ 6 x 2000 lb A/P. 1058. 17,800. One stick straddled ship amidships and some sticks very near.

DATE: 14.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. PB 415 (C)

CREW: DUTY:
F/O R.E. KNIGHTS AS SHOWN ABOVE
P/O E. TWELLS
F/P H.B. RHUDE (CAN)
F/O E.W. FINDLAY (CAN)
F/O B.J. HOSIE (NIZ)
F/S PENGELLY W.H.
F/S DERHAM P.W.

TIME: UP. DOWN.
0904  1252

DETAILS OF SORTIE OR FLIGHT:
Bombing Derelict Cruiser ‘GUEYDON’ 6 x 2000 lb A.P. 1059. 17,100 No hits seen.

DATE: 16.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. EE 146 (D)

CREW: DUTY:
W/C J.B. TAIT AS SHOWN ABOVE
SGT. GALLAGHER A.
F/O T.J. PLAYFORD
F/O W.A. DANIEL (CAN)
F/L L.W. CURTIS
F/O J.F.D. CHAPMAN
F/O G.A. WITHERICK

TIME: UP. DOWN.
1627  2227

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. LA PALLICE. 6 x 2000 lbs A.P. 20.01. 17,100’ We released our bombs on what we thought to be the target, seen for a brief instant through a small gap in the cloud. However, a few seconds later we just
identified the aiming point through another gap, so estimated bombs fell just over the coast line. Accurate bombing was impossible due to cloud conditions.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>16.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE:</td>
<td>Mosquito VI. NT 205 (L)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/L G.A. FAWKE, F/O T.A. BENNETT</td>
</tr>
<tr>
<td>DUTY:</td>
<td>PILOT, NAV.</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP. 1742, DOWN. 2214</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. LA PALLICE. Photographs impossible. No bombing observed.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>16.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE:</td>
<td>Lancaster I. PD 238(H)</td>
</tr>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP. 1628, DOWN. 2247</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. LA PALLICE. 1 x Tallboy. Mission abandoned due to cloud. Bomb brought back.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>16.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE:</td>
<td>Lancaster III. ED 763 (Z)</td>
</tr>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP. 1613, DOWN. 2232</td>
</tr>
</tbody>
</table>
**DETAILS OF SORTIE OR FLIGHT:**

<table>
<thead>
<tr>
<th>DATE</th>
<th>16.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER</td>
<td>Lancaster I. PD 233(G)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/L FEARN</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>P/O T. DAVIES</td>
<td></td>
</tr>
<tr>
<td>F/S JOHNSON H.</td>
<td></td>
</tr>
<tr>
<td>F/O H.H. CHADWICK</td>
<td></td>
</tr>
<tr>
<td>F/S BAKER J.E.</td>
<td></td>
</tr>
<tr>
<td>F/S WILSON-WILLIAMS</td>
<td></td>
</tr>
<tr>
<td>F/S PEARSON D.</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.  DOWN.</td>
</tr>
<tr>
<td>1619</td>
<td>2233</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing U-boat pens LA PALLICE. 6 x 2000 lbs A.P. Mission abandoned. 2 bombs jettisoned. 4 bombs brought back.

<table>
<thead>
<tr>
<th>DATE</th>
<th>16.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER</td>
<td>Lancaster III. LM 485 (N)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/L H.J. PRYOR</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>P/O R.J. TELFER</td>
<td></td>
</tr>
<tr>
<td>F/O R.L. PINDER (CAN)</td>
<td></td>
</tr>
<tr>
<td>F/O R.E. WOOD (CAN)</td>
<td></td>
</tr>
<tr>
<td>F/S HEPWORTH A.</td>
<td></td>
</tr>
<tr>
<td>F/S COLYER A.J.</td>
<td></td>
</tr>
<tr>
<td>P/O A.J. PATTERSON</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.  DOWN.</td>
</tr>
<tr>
<td>1629</td>
<td>2221</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing U-boat pens LA PALLICE. 1 x Tallboy, Mission abandoned. Bomb brought back.

<table>
<thead>
<tr>
<th>DATE</th>
<th>16.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER</td>
<td>Lancaster I. DV 391 (O)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/L D.J. ORAM</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S HAYWOOD R.P.</td>
<td></td>
</tr>
<tr>
<td>P/O F.R. BRAND (CAN)</td>
<td></td>
</tr>
<tr>
<td>P/O J.H. COLE (CAN)</td>
<td></td>
</tr>
<tr>
<td>P/O A. DICKEN</td>
<td></td>
</tr>
</tbody>
</table>
F.S PEIRSON D.P.
F/L A.R. POOLE

DETAILS OF SORTIE OR FLIGHT:

DATE: 16.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. EM 554 (F)
CREW: F/O T.A. CAREY. AUS.
F/S FRANKS L.
F/O T.A. BENNETT
P/O D.H. MCCLENNAN CAN.
F/S YOUNG A.E.
F/S SHARP A.E.
F/S FOWLE L.A.
TIME: UP. DOWN. 1627 2250

DETAILS OF SORTIE OR FLIGHT:

DATE: 16.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME 555 (C)
CREW: F/O I.S. ROSS (AUS)
SGT. WALTER W.
F/O T. O'BRIEN
F/S TILBY E.G.
F/S JENKINSON K.
F/S GRIFFITHS L.D.
P/O A.F. MCKELLAR
TIME: UP. DOWN. 1622 1711

DETAILS OF SORTIE OR FLIGHT:

DATE: 16.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DM 402 (K)
<table>
<thead>
<tr>
<th>CREW:</th>
<th>DUTY:</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/O J.A. SANDERS</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>SGT NUTLEY T.H.</td>
<td></td>
</tr>
<tr>
<td>P/O J.B. BARRON</td>
<td></td>
</tr>
<tr>
<td>P/O H.G. ALLEN (CAN)</td>
<td></td>
</tr>
<tr>
<td>F/S WARD A</td>
<td></td>
</tr>
<tr>
<td>SGT. MACHIN R.</td>
<td></td>
</tr>
<tr>
<td>F./S BRIARS R.A.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TIME:</strong></td>
<td><strong>UP.</strong></td>
</tr>
<tr>
<td>1615</td>
<td>2236</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing U-boats pens. LA PALLICE. 1 x Tallboy. Mission abandoned due to cloud. Bombs brought back.

---

<table>
<thead>
<tr>
<th>DATE:</th>
<th>16.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER:</td>
<td>Lancaster I. PB 416(V)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/O F.H.A. WATTS</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>SGT. LUCK H.</td>
<td></td>
</tr>
<tr>
<td>F/S HOUSDEN C.H.</td>
<td></td>
</tr>
<tr>
<td>P/O M.L. MACKAY (CAN)</td>
<td></td>
</tr>
<tr>
<td>F/S COOPER D.</td>
<td></td>
</tr>
<tr>
<td>P/O R. HEGGIE</td>
<td></td>
</tr>
<tr>
<td>F/S MATTHEWS G.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TIME:</strong></td>
<td><strong>UP.</strong></td>
</tr>
<tr>
<td>1617</td>
<td>2238</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**

---

<table>
<thead>
<tr>
<th>DATE:</th>
<th>16.08.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER:</td>
<td>Lancaster I. PB 415 (S)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/O R.E. KNIGHTS</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>P/O E. TWELLS</td>
<td></td>
</tr>
<tr>
<td>F.P H.B. RHUDE (CAN)</td>
<td></td>
</tr>
<tr>
<td>F/O E.W. FINDLAY (CAN)</td>
<td></td>
</tr>
<tr>
<td>F/O B.J. HOSIE (NZ)</td>
<td></td>
</tr>
<tr>
<td>F/S PENGELLY W.H.</td>
<td></td>
</tr>
<tr>
<td>F/S DERHAM P.W.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TIME:</strong></td>
<td><strong>UP.</strong></td>
</tr>
<tr>
<td>1620</td>
<td>2237</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing U-boats pens. LA PALLICE. 1 x Tallboy. Mission abandoned due to cloud. Bomb brought back.
**DATE:** 18.08.44  
**AIRCRAFT TYPE: & NUMBER:** Mosquito VI. NT 205 (L)

**CREW:**  
F/L G.A. FAWKE  
F/O T.A. BENNETT

**UP.**  
1236

**DUTY:** PILOT  
NAV.

**DOWN.**  
1715

**TIME:**

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing U-pens. LA PALLICE. 1517. 8,000’ Photographs. Bombing was well concentrated.

**DATE:** 18.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III. EE 146 (D)

**CREW:**  
W/C J.B. TAIT  
SGT. GALLAGHER A.  
F/O T.J. PLAYFORD  
F/O W.A. DANIEL (CAN)  
F/O A.J. WARD  
W/O VAUGHAN M.D.  
F/O J.F.D. CHAPMAN

**UP.**  
1124

**DUTY:** AS SHOWN ABOVE  

**DOWN.**  
1714

**TIME:**

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing U-boat pens. LA PALLICE. 1508. 17,100’ 1 x Tallboy. One bomb seen to burst on S.W. corner of pens and one on as a slight overshoot to the North.

**DATE:** 18.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster I. PD 233 (G)

**CREW:**  
F/L FEARN  
P/O T. DAVIES  
F/S JOHNSON H.  
F/O H.H. CHADWICK  
F/S BAKER J.E.  
F/S WILSON-WILLIAMS  
F/S PEARSON D.

**UP.**  
1128

**DUTY:** AS SHOWN ABOVE  

**DOWN.**  
1716

**TIME:**

**DETAILS OF SORTIE OR FLIGHT:**

---

444
Bombing U-boat pens. LA PALLICE. 1508. 16800’. Hit just as bombs going so took violent evasive action. Bombing not observed. Extensive damage but returned to base.

---

**DATE:** 18.08.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster III. EE 131 (B)  
**CREW:**  
F/L D.J. ORAM  
F/S HAYWOOD R.P.  
P/O F.R. BRAND (CAN)  
P/O J.H. COLE (CAN)  
P/O A. DICKEN  
F.S PEIRSON D.P.  
SGT. WHITTACKER P.L.  
**DUTY:** AS SHOWN ABOVE  
**TIME:**  
UP.  
1130  
DOWN.  
1732  
**DETAILS OF SORTIE OR FLIGHT:**  
Bombing U-boat pens. LA PALLICE/ 1 x Tallboy. 1509½. 17500. No results observed on our own bomb, but numerous bursts seen on Western half of pens.

---

**DATE:** 18.08.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster III. ED 763 (Z)  
**CREW:**  
F/L C.J.G. HOWARD  
SGT. HAWKINS  
F/L T.J. TATE  
P/O L.HARTLEY  
P/O R.D. LUCAN  
W/O WOODS J.  
F/S CLARK. J  
**DUTY:** AS SHOWN ABOVE  
**TIME:**  
UP.  
1129  
DOWN.  
1726  
**DETAILS OF SORTIE OR FLIGHT:**  
Bombing U-boat pens. LA PALLICE. 6 x 2000 lbs. 1509½. 17,000. Bombing very accurate.

---

**DATE:** 18.08.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster III. PB 415 (S)  
**CREW:**  
F/O R.E. KNIGHTS  
P/O E. TWELLS  
F/P H.B. RHUDE (CAN)  
F/O E.W. FINDLAY (CAN)  
F/O B.J. HOSIE (NZ)  
**DUTY:** AS SHOWN ABOVE
F/S PENGELLY W.H.
F/S DERHAM P.W.
F/L L.S. GOODMAN

PASSENGER

TIME: UP. DOWN.
1130 1719

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. LA PALLICE. 1 x Tallboy. 1510. 17,700. Several bombs fell with ours. All seemed pretty well on the target.

DATE: 18.08.44
AIRCRAFT TYPE & NUMBER: Lancaster III. PB 416 (V)

CREW:
F/O F. LEVY
SGT. GROOM P.W.
F/O C.L. FOX
F/S PECK E.E.S.
F/S MCGUIRE G.A.
F/S MCNALLY A.F.
F.S THOMAS D.G.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1135 1738

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. LA PALLICE. 6 x 2000 lb A.P. 1509. 16,000’ One Tallboy seen to fall on dock side about 200 yards West of pens. Bombing well concentrated.

DATE: 18.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV 402 (X)

CREW:
F/O F.H.A. WATTS
SGT. LUCK H.
F/S HOUSDEN C.H.
P/O M.L. MACKAY (CAN)
F/S COOPER D.
F/O K.S. JEWELL
F/S MATTHEWS G.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1132 1717

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. LA PALLICE. 1 x Tallboy. 1509½. 16,700’ No results observed due to smoke.

DATE: 18.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. PD 238(H)

CREW:
LT. H.C. KNILANS (USA)
F/O K.J. RYALL
P/O L.H. GELLER (CAN)
F/O C.G. ROGERS
F/O C.L.F. KNELL
F/L A.R. POOLE
P/O R.A. LEARMONTH (AUS)
F/O A.W. JOPLIN (NZ)

DUTY: AS SHOWN ABOVE

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. LA PALLICE. 1509. 16400’ No results observed due to smoke. A good concentration of bombing.

DATE: 18.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III LM 489 (A)

CREW:
F/O I.S. ROSS (AUS)
SGT. WALTER W.
F/O T. O’BRIEN
F/S TILBY E.G.
F/S JENKINSON K.
F/S GRIFFITHS L.D.
P/O A.F. MCKELLAR

DUTY: AS SHOWN ABOVE

DETAILS OF SORTIE OR FLIGHT:
Bombing U-boat pens. LA PALLICE. 6 x 2000 lbs A.P. 1509. 16,550’ One Tallboy went down just ahead of our bombs. We could not see ours. Made quite a good run.

DATE: 18.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME 555 (C)

CREW:
F/O T.A. CAREY. AUS.
F/S FRANKS L.
P/O A.M. MCKIE
P/O D.H. MCCLENNAN CAN.
F/S YOUNG A.E.
F/S FOWLE L.A.
F/O G.A. WITHERICK

DUTY: AS SHOWN ABOVE
<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1125</td>
<td>1730</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**

**DATE:** 18.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III. LM 485 (N)  
**CREW:**  
F/L H.J. PRYOR  
P/O R.J. TELFER  
F/O R.L. PINDER (CAN)  
F/O R.E. WOOD (CAN)  
F/S HEPWORTH A.  
F/S COLYER A.J.  
P/O A.J. PATTERSON

**TIME:**  
<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1125</td>
<td>1713</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing U-boat pens. LA PALLICE. 1 x Tallboy. 1510. 18,000’ One direct hit, almost in centre of A/P. roof and one hit on N.W. corner of pens. Smoke afterwards and very good concentration round A/P.

**DATE:** 24.08.44  
**AIRCRAFT TYPE: & NUMBER:** Mosquito VI. NT 205 (L)  
**CREW:**  
F/O G.A. FAWKE  
F/O T.A. BENNETT  
**TIME:**  
<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1319</td>
<td>1520</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT:**
Bombing E Boat Pens – IJMUIDEN. Photo recce. 1433. 4000’ Two hits in water to the north, one near S.E. corner one 50 yds to South. Very big explosion at 1428 on centre of pens. Last three bombs fell into smoke near A/P.

**DATE:** 24.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III. EE 146 (D)  
**CREW:**  
W/C J.B. TAIT  
SGT. GALLAGHER A.  
F/O L.H. GELLER (CAN)  
F/O W.A. DANIEL (CAN)  
F/O A.J. WARD  
**DUTY:** AS SHOWN ABOVE
W/O VAUGHAN M.D.
F/O J.F.D. CHAPMAN

TIME:          UP.          DOWN.
1612           1526

DETAILS OF SORTIE OR FLIGHT:
Bombing E Boat Pens – IJMUIDEN. 1 x 12000’ 1427. 16350’ Saw one direct hit which caused large explosion. Own bomb probably fell on North edge of pens. One slight overshoot to east. One near miss on water about 50 yds. From pen mouth and in centre of dock.

DATE: 24.08.44
AIRCRAFT TYPE & NUMBER: Lancaster III. ED 763 (Z)
CREW: DUTY:
F/L C.J.G. HOWARD    AS SHOWN ABOVE
SGT. HAWKINS
F/L T.J. TATE
P/O L. HARTLEY
P/O R.D. LUCAN
W/O WOODS J.
F/S CLARK. J

TIME:          UP.          DOWN.
1234           1523

DETAILS OF SORTIE OR FLIGHT:
Bombing E Boat Pens – IJMUIDEN. 1 x Tallboy. 1427. 17010’ We did not see our bomb hit, but saw three direct hits. One near miss and one slight overshoot. One direct hit appeared to do great damage.

DATE: 24.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I. PD 238(H)
CREW: DUTY:
F/L IVESON T.C.    AS SHOWN ABOVE
SGT. PHILLIPS J.D.
F/O J.D. HARRISON
SGT CHANCE F.R.
F/O A. TITTLE
SGT. SMITH A.L.
SGT. WASS E.A.
F/O R.H. PETCH      PASSENGER

TIME:          UP.          DOWN.
1237           1533

DETAILS OF SORTIE OR FLIGHT:
Bombing E Boat Pens – IJMUIDEN. 1 x Tallboy 1427½. 15,900’ Bombing concentrated. There appeared to be three direct hits on direct centre.
DATE: 24.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. PD 233 (G)

CREW:
F/L H.J. PRYOR
P/O R.J. TELFER
F/O R.L. PINDER (CAN)
F/O W.A. RUPERT (CAN)
F/S HEPWORTH A.
F/S COLYER A.J.
P/O A.J. PATTERSON

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN. 1220 1521

DETAILS OF SORTIE OR FLIGHT:
Bombing E Boat Pens – IJMUIDEN. 1 x Tallboy. 1428. 16650’ Own bomb seen to hit centre of target. Another bomb fell at the north of the pens and two others in the pens themselves.

DATE: 24.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. LM 489 (A)

CREW:
F/O T.A. CAREY. AUS.
F/S FRANKS L.
P/O A.M. MCKIE
P/O D.H. MCCLENNAN CAN.
F/S YOUNG A.E.
F/S SHARP A.W.
F/O G.A. WITHERICK

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN. 1222 1525

DETAILS OF SORTIE OR FLIGHT:
Bombing E Boat Pens – IJMUIDEN. 1 x Tallboy. 1428. 16000’ 2 explosions took place at same time, both were hits on the pens. One on centre and the other on N.W. edge.

DATE: 24.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. EE 131 (B)

CREW:
F/O I.S. ROSS (AUS)
SGT. WALTER W.
F/O T. O’BRIEN
F/S TILBY E.G.
F/S JENKINSON K.
F/S GRIFFITHS L.D.
P/O A.F. MCKELLAR

DUTY: AS SHOWN ABOVE

450
### DETAILS OF SORTIE OR FLIGHT:
Bombing E Boat Pens – IJMUIDEN. 1 x Tallboy. 1426½. 16800’ One direct hit in centre of pens seen. Our bomb hit the N.W. corner of the pens. Two near misses also seen. The target soon became obscured by smoke.

**DATE:** 24.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III. PB 415 (S)  
**CREW:**  
F/O F.H.A. WATTS  
F/O K.J. RYALL  
F/S HOUSENDEN C.H.  
P/O M.L. MACKAY (CAN)  
F/S COOPER D.  
F/O K.S. JEWELL  
F/S MATTHEWS G.  
**TIME:** UP. 1223  DOWN. 1528  
**DUTY:** AS SHOWN ABOVE

### DETAILS OF SORTIE OR FLIGHT:
Bombing E Boat Pens – IJMUIDEN. 1 x Tallboy. 1426¾. 16500’ First 4 Tallboys seen: 1st on S.E. corner on pens, 2nd and 3rd in dock about 100 yards from mouth of pens, 4th a direct hit after which there was a large explosion.

**DATE:** 24.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III. PB 416 (V)  
**CREW:**  
F/O F. LEVY  
SGT. GROOM P.W.  
F/O C.L. FOX  
F/S PECK E.E.S.  
F/S MCGUIRE G.A.  
F/S MCNALLY A.F.  
F.S THOMAS D.G.  
**TIME:** UP. 1214  DOWN. 1526  
**DUTY:** AS SHOWN ABOVE

### DETAILS OF SORTIE OR FLIGHT:
Bombing E Boat Pens – IJMUIDEN. 1 x Tallboy. 1427¾. 16200’ About three bombs dropped at the same time, one of which was a direct hit on centre of pens. Bombing was mainly accurate.

**DATE:** 27.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster I. NF 923(M)
CREW:  
F/L C.J.G. HOWARD  
SGT. HAWKINS  
F/L T.J. TATE  
P/O L.HARTLEY  
P/O R.D. LUCAN  
W/O WOODS J.  
F/S CLARK. J

DUTY:  
AS SHOWN ABOVE

TIME:  
UP.  
1404  
DOWN.  
1829

DETAILS OF SORTIE OR FLIGHT:  
Bombing, Shipping, BREST.  12 x 1000lb.  1639 ½.  16800’ A good concentration of bombs – results of our bombs not identified from the remainder. At least one direct hit was observed. A small fire started but it soon died down.

DATE:  27.08.44  
AIRCRAFT TYPE: & NUMBER:  
Lancaster III. DV 246  
(U)

CREW:  
F/O F.H.A. WATTS  
F/S CHERRINGTON A.W.  
F/S HOUSDEN C.H.  
P/O M.L. MACKAY (CAN)  
F/S COOPER D.  
F/O K.S. JEWELL  
F/S MATTHEWS G.

DUTY:  
AS SHOWN ABOVE

TIME:  
UP.  
1405  
DOWN.  
1823

DETAILS OF SORTIE OR FLIGHT:  
Bombing, Shipping, BREST. 12 x 1000lb. 1639. 17700’ Bombing scattered round the target. One hit seen. Target soon obscured by smoke.

DATE:  27.08.44  
AIRCRAFT TYPE: & NUMBER:  
Mosquito VI. NT 205  
(L)

CREW:  
F/L G.A. FAWKE  
F/O T.A. BENNETT  
DUTY:  
PILOT  
NAV.

TIME:  
UP.  
1445  
DOWN.  
1820

DETAILS OF SORTIE OR FLIGHT:  
Bombing, Shipping, BREST. Photo recce. 1648 & 1653. Two sticks fell across the boat. Rest of bombing was slightly scattered. 9 Squadron bombing was good. Ship was somewhat down by the bows at end.
**DATE:** 27.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III. PB 415  
**(S)**  
**CREW:**  
F/O R.E. KNIGHTS  
F/O E. TWELLS  
F/O T.H.J. PLAYFORD  
F/O A.J. WALKER  
F/O B.J. HOSIE (NZ)  
F/S PENGELLY W.H.  
F/S DERHAM P.W.  
**DUTY:**  
AS SHOWN ABOVE  
**TIME:**  
UP.  
1406  
DOWN.  
1830  

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing, Shipping, BREST.  12 x 1000lb.  1639.  17550’ Bombing clustered round ship.  2 hits seen.  

---

**DATE:** 27.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III. PB 416  
**(V)**  
**CREW:**  
F/O F. LEVY  
SGT. GROOM P.W.  
F/O C.L. FOX  
F/S PECK E.E.S.  
F/S MCGUIRE G.A.  
F/S MCNALLY A.F.  
F.S THOMAS D.G.  
**DUTY:**  
AS SHOWN ABOVE  
**TIME:**  
UP.  
1401  
DOWN.  
1833  

**DETAILS OF SORTIE OR FLIGHT:**  
Bombing, Shipping, BREST.  12 x 1000lb.  1638½.  16950’ Bombing seemed close to ship.  Some hits seen and target appeared to be on fire for a time.  

---

**DATE:** 27.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III. LM 492  
**(W)**  
**CREW:**  
F/O G.S. STOUT  
F/S SOILLEUX J.  
F/O C.E. M. GRAHAM  
F.O W. RUPERT (CAN)  
F/O R.J. ALLEN  
F/S WHITTAKER F.L.  
F/O R.H. PETCH  
**DUTY:**  
AS SHOWN ABOVE  
**TIME:**  
UP.  
DOWN.  

453
DETAILS OF SORTIE OR FLIGHT:
Bombing, Shipping, BREST. 12 x 1000 lb. 1697. 16330’ Bombing appeared good, for range but not for line. No direct hits seen.

DATE: 27.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV 402 (K)
CREW: F/O J. CASTAGNOLA
SGT. HENDERSON S.J.
F/O F.J. GORRINGE
F/S EVANS N.
F/S EAVES A.T.
F/S BLANCHE J.J.
F/S RONALD J.K.
TIME: UP. DOWN.
1357 1831

DETAILS OF SORTIE OR FLIGHT:
Bombing, Shipping, BREST. 12 x 1000 lb. 1639. 16600’ Results of our bombs not identified due to concentration. 3 direct hits seen. Orange explosion caused by direct hit.

DATE: 27.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. LM 489 (A)
CREW: F/L H.J. PRYOR
P/O R.J. TELFER
F/O R.L. PINDER (CAN)
P/O G HOYLAND
F/S HEPWORTH A.
F/S COLYER A.J.
P/O A.J. PATTERSON
TIME: UP. DOWN.
1355 1836

DETAILS OF SORTIE OR FLIGHT:
Bombing, Shipping, BREST. 12 x 1000 lb. 1639. 16500’ Bombing seemed to be all round boat. One direct hit seen. Target obscured by smoke early in attack. 9 Squadron got direct hit on their target with first stick.

DATE: 27.08.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. PD 233 (G)
CREW: F/O M. HAMILTON
DUTY: AS SHOWN ABOVE
F/S ROOEKE L.S.
F/O JACKSON J.T.
F/O ATKINSON F.C.
SGT. THOMPSON J.T.
F/S DADGE J.A.
F/S HUNNISETTE R.W.

TIME: UP. DOWN.
1400  1822

DETAILS OF SORTIE OR FLIGHT:
Bombing, Shipping, BREST. 12 x 1000lb 1639½. 18600. No results of our bombs observed. 2 sticks appeared to fall across the hulk. One caused an orange explosion. The ship was still afloat when we left. Bombs were not flying very accurately. (An interesting comment!)

DATE: 27.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I. PD 238(H)
CREW: DUTY: F/L IVESON T.C. AS SHOWN ABOVE
SGT. PHILLIPS J.D.
F/O J.D. HARRISON
SGT CHANCE F.R.
F/O A. TITTLE
P/O M. ELLWOOD
SGT. WASS E.A.

TIME: UP. DOWN.
1400  1827

DETAILS OF SORTIE OR FLIGHT:
Bombing, Shipping, BREST. 12 x 1000lb. 1638½. 17850’ One hit seen out of six sticks and target became obscured by smoke. The vessel was seen to be on fire.

DATE: 27.08.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME 554 (F)
CREW: DUTY: F/O A.W. JOPLIN AS SHOWN ABOVE
SGT. TILLEY F.L.
SGT FISH C.D.
SGT. HEBBARD S.
SGT. COOKE G.
P/O M.B. YATES
SGT LAMBLEL N.

TIME: UP. DOWN.
1356  1824

DETAILS OF SORTIE OR FLIGHT:
**DATE:** 27.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III. EE 131 (B)  
**CREW:**  
F/L. L.G. GOODMAN  
SGT. BURNETT  
F/O H. WATKINSON  
F/O H. HAYWARD  
SGT. BOOTH H.J.C.  
SGT. HULBERT A.S.  
SGT. LEWIS R.  
**DUTY:** AS SHOWN ABOVE  
**TIME:**  
UP. 1355  
DOWN. 1839  
**DETAILS OF SORTIE OR FLIGHT:**  
Bombing, Shipping, BREST. 12 x 1000 lb. 1638. 17250’ Bombing seemed very close to target which became obscured by smoke

---

**DATE:** 27.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III. EE 146 (D)  
**CREW:**  
W/C J.B. TAIT  
SGT. GALLAGHER A.  
F/O L.H. GELLER (CAN)  
F/O W.A. DANIEL (CAN)  
F/O A.J. WARD  
P/O R.A. LEARMONTH  
P/O M.D. VAUGHAN  
**DUTY:** AS SHOWN ABOVE  
**TIME:**  
UP. 1359  
DOWN. 1826  
**DETAILS OF SORTIE OR FLIGHT:**  
Bombing, Shipping, BREST. 12 x 1000 lb. 1640. 17400’ Bombing appeared to be all round the target, which was obscured by smoke.

---

**DATE:** 27.08.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III. EE 146 (D)  
**CREW:**  
W/C J.B. TAIT  
SGT. GALLAGHER A.  
F/O L.H. GELLER (CAN)  
F/O W.A. DANIEL (CAN)  
F/O A.J. WARD  
P/O R.A. LEARMONTH  
P/O M.D. VAUGHAN  
**DUTY:** AS SHOWN ABOVE  
**TIME:**  
UP. 1359  
DOWN. 1826  
**DETAILS OF SORTIE OR FLIGHT:**  
Bombing, Shipping, BREST. 12 x 1000 lb. 1639. 17100’ No results observed due to concentration. Two or three sticks seen to burst across the target – at least one direct hit observed, but the ship was still afloat when we left the area.
WOODHALL SPA

01.09.44
No operations detailed. Extensive training programme completed.

02.09.44
Bad weather limited flying, but some training was carried out.
(This training was to test the maximum range that the loaded Lancaster could achieve, with a view to bombing the Tirpitz. At maximum range three crews were sent out to fly around the British Isles with a full fuel load and a bomb to ascertain their maximum range while another three were sent out with no bomb and half tanks to ascertain the return range. The sums did not add up and AVM Corchran decided that the range could be reduced by flying from Russia)

03.09.44
5th Anniversary of outbreak of war. Bad weather again limited flying, but some special training was carried out. The Secretary of State for Air, Sir Archibald Sinclair landed and visited the Station.

04.09.44
Flying training continued. F/O. Cheney (missing 05.08.44) returned to the Squadron.

05.09.44
Extensive flying and bombing training by crews. Large night flying programme carried out. Recommendations for non-immediate to honours and awards made.

06.09.44
Station Commander's 100 parade in morning detailed, but cancelled owing to large night flying programme on previous day. Squadron Commander paid visit to Bardney (9 Sqn’s home base).

07.09.44
Rain all day so no flying possible. P.T. arranged for all aircrew personnel, cancelled owing to weather conditions.

08.09.44
Inspection of all senior N.C.O.'s bunks by Station Commander.
Seventeen crews from Bardney plus nineteen crews of 617 Squadron were given a secret lecture by the A.O.C. (The two Squadrons were to fly to Russia carrying their Tallboys and attack the Tirpitz from Yagodnik a Russian base about twenty miles from Archangel. While 9 Sqd were not proficient in the use of the SABs bomb sight they were almost as good using their Mk XIV sight. Two Liberators with ground support equipment were to fly with them.)

09.09.44
Crews on P.T. in the morning; standing by in the afternoon.
Announcement made that Wing Commander G.L. Cheshire D.S.O., D.F.C., has been awarded the Victoria Cross.

10.09.44
Crews still standing by for Secret operations. Certain ground staff personnel were detailed to accompany the aircraft.

11.09.44
Twenty Lancaster aircraft detailed for a special operation. All took off successfully landing at an advanced base.
Weather - fine, becoming fair. Moderate visibility.
The two Squadrons landed at Lossiemouth to refuel before flying on to Russia. The flight was long and dangerous and to the limits of the fuel carried, with no navigation aids, and resulted in most planes landing with little or virtually no
fuel left in the tanks. Two 617 and four 9 Sqn aircraft were lost when they came down in the wilderness but there were no crew casualties. Knilans and Iveson landed in a field and both managed to take off later and fly back to Yagodnik although Knilans’ aircraft was damaged as it hit trees on take off. Both take offs would have been easy had it not been for the bomb loads carried!

12.09.44
Remaining aircrews carried out training programme. Ground crew personnel engaged in re-painting living quarters.

13.09.44
Small amount of training by new crews. 1061336 L.A.C. Aiken killed in road accident at 2300 hrs. (cycling, collision with omnibus).

14.09.44
F/L. Goodman and crew and ground staff personnel flew to Boscombe Down on special attachment. Very little flying by remaining crews.

15.09.44
Inquest held at Station on L.A.C. Aiken (Verdict accidental death). Arrangements made for funeral at Coningsby.

16.09.44
A slight amount of flying training was carried out. Seventeen Lancaster aircraft taking off from a Base in Russia, bombed the “Tirpitz” in Alten Fiord; landing at Lossiemouth. It was not possible to assess the results owing to the smoke screen put up by the enemy. (The raid was carried out from Yagodnik but the German early warning systems warned of the attack in good time for the ground smoke screen to be activated and take effect which ruined accurate bombing. The aircraft returned to Yagodnik.)

17.09.44
Battle of Britain 5th Anniversary. 617 Squadron personnel attended church parade to commemorate this event. Some of the detached aircraft returned to Base. F/O. Levy and crew, plus P/O. Naylor and F/O. Shea failed to return. A small amount of bombing training was completed. (Levy hit high ground near Nesbyn, 180 Km NW of Oslo. All aboard were killed and buried in Nesbyn (Halligdall) cemetery. Naylor and Shea were of Wyness’s crew and flying as passengers. All of Levy’s crew were Jewish.)

18.09.44
More aircraft returned from Archangel, Russia. Normal aircrew leave re-commenced.

19.09.44
Small amount of flying training carried out.

20.09.44
W/Cmdr. Beard (54 Base) inspected the Administration section, and was satisfied that the Orderly Room was run smoothly and efficiently. Very little flying. Two more crews returned to Base from Russia. F/L. J.E.R. Williams and F/L. A.W. Fearn detached to Lulsgate Bottom for Staff Instructor's course.

21.09.44

22.09.44
Number of crews on leave now ten. Three crews recalled. Very little training carried out.
23.09.44


Small amount of training carried out. Weather at base - fair, becoming cloudy with slight rain during evening.

(This raid was to the Dortmund-Emms canal to breach the banks. Using Cheshire’s marking technique the bombing was accurate and the banks of the canal breached, causing much delay to the transport of war materials. Tait lost an engine shortly after take off but continued to the target. Night fighters got amongst the returning bombers and 14 of 136 participating Lancasters were lost.)

24.09.44

Heavy rain all day - no flying. F/L. G.S. Stout and crew missing from Operations. (Munster)

F/O. Leavitt and crew returned from R.A.F. Boscombe Down. (Stout did not bomb because of poor weather and on his way home with his Tallboy was intercepted by a fighter, which knocked out three engines and started a bomb bay fire. The crew abandoned the aircraft which crashed onto the Vordense Binnenweg in Holland, close to a house at Lochem(Gelderland). Stout was killed and is buried at Lochem new general cemetery. Graham, son of Major General Sir Miles Graham KBE, CB, MC and Lady Evelyn Graham, lies in Arnhem Oosterbeek War cemetery. Benting died of injuries a few days later and lies in Enschede Eastern general cemetery. Rupert and Petch evaded capture, escaping back home, while Allen and Whittaker became POWs.)

25.09.44

Flying training carried out. Nominal rolls made for proposed posting of all ground staff personnel to Base H. Quarterly muster of Secret and Confidential Documents carried out by Base Cypher Officer.

26.09.44

Night flying programme detailed (four aircraft). Day flying programme for 0830 hrs. 27.09.44 detailed. (five aircraft)

Little day flying. F/L. T.T. Iverson detached to R.A.F. Scampton for course.

27.09.44

Small amount of flying carried out. Aircrew played football in afternoon. Small flying programme laid on for 1000 hrs tomorrow. Station Commander's Parade cancelled. G/Capt. inspected Tech. Site.

28.09.44

Flying training carried out. F/L C. Howard and crew proceeded to Farnborough - tour of S.A.B.S. factory.

29.09.44

Flying training carried out.

30.09.44

All personnel classified for release in accordance with AMO.A. 943/44. Extensive programme of flying carried out.

SUMMARY

During the month of September 1944, thirty one operational sorties were despatched, comprising 508.25 hrs day and 55.15 hrs night operational flying. A total of 277.00 hrs day and 76.05 hrs night flying training was carried out. Of this total two aircraft were lost and two crashed in Russia and were written off. Nine failed to complete their missions. A weight of 120 1/2 tons of bombs was dropped operationally.

The following Officers were posted To the Squadron during September 1944:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category.</th>
<th>From.</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>182412</td>
<td>P/O.</td>
<td>B.F. KENT</td>
<td>GD.G.</td>
<td>467 Sqdn.</td>
<td>01.09.44</td>
</tr>
<tr>
<td>146633</td>
<td>F/O.</td>
<td>D.C. SHEA</td>
<td>GD.S.</td>
<td>1661 C.U.</td>
<td>04.09.44</td>
</tr>
</tbody>
</table>
The following Airmen Aircrew were posted To the Squadron during September 1944:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category.</th>
<th>From.</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>658979</td>
<td>F/S</td>
<td>A. JACKSON</td>
<td>Nav.</td>
<td>61 Sqn.</td>
<td>01.09.44</td>
</tr>
<tr>
<td>1386572</td>
<td>F/S</td>
<td>D.A. DAY</td>
<td>A/B.</td>
<td>61 Sqn.</td>
<td>01.09.44</td>
</tr>
<tr>
<td>2209553</td>
<td>Sgt.</td>
<td>H. MAYOH</td>
<td>A/G.</td>
<td>61 Sqn.</td>
<td>01.09.44</td>
</tr>
<tr>
<td>995295</td>
<td>Sgt.</td>
<td>J. DALEY</td>
<td>A/G.</td>
<td>5 LFS.</td>
<td>08.09.44</td>
</tr>
<tr>
<td>1478900</td>
<td>Sgt.</td>
<td>H. GRIFFIN</td>
<td>F/Eng.</td>
<td>5 LFS.</td>
<td>08.09.44</td>
</tr>
<tr>
<td>1605385</td>
<td>Sgt.</td>
<td>C. COLE</td>
<td>W/Air.</td>
<td>5 LFS.</td>
<td>08.09.44</td>
</tr>
<tr>
<td>A.414740</td>
<td>F/S</td>
<td>E.W. WEATHER</td>
<td>A/B.</td>
<td>467 Sqn.</td>
<td>01.09.44</td>
</tr>
<tr>
<td>1825207</td>
<td>Sgt.</td>
<td>R.M. ROSS</td>
<td>F/Eng.</td>
<td>5 LFS.</td>
<td>26.09.44</td>
</tr>
<tr>
<td>1542847</td>
<td>Sgt.</td>
<td>A.S. HARWOOD</td>
<td>W/Air.</td>
<td>5 LFS.</td>
<td>26.09.44</td>
</tr>
<tr>
<td>1003227</td>
<td>F/S</td>
<td>G. BELL</td>
<td>A/G.</td>
<td>51 Base.</td>
<td>19.09.44</td>
</tr>
<tr>
<td>936913</td>
<td>Sgt.</td>
<td>J. BLAGBROUGHS</td>
<td>F/Eng.</td>
<td>61 Sqn.</td>
<td>01.09.44</td>
</tr>
<tr>
<td>1426659</td>
<td>Sgt.</td>
<td>J.A. TREBILCOCK</td>
<td>A/B.</td>
<td>61 Sqn.</td>
<td>01.09.44</td>
</tr>
<tr>
<td>1576710</td>
<td>F/S</td>
<td>F.E. HOWKINS</td>
<td>W/Air.</td>
<td>467 Sqn.</td>
<td>01.09.44</td>
</tr>
<tr>
<td>1376710</td>
<td>Sgt.</td>
<td>P. GOLDIE</td>
<td>A/G.</td>
<td>5 LFS.</td>
<td>08.09.44</td>
</tr>
<tr>
<td>1602091</td>
<td>Sgt.</td>
<td>D.A. OLDMAN</td>
<td>A/B.</td>
<td>5 LFS.</td>
<td>08.09.44</td>
</tr>
<tr>
<td>A.424774</td>
<td>F/S</td>
<td>G.M. LOVATT</td>
<td>W/Air.</td>
<td>61 Sqn.</td>
<td>01.09.44</td>
</tr>
<tr>
<td>A.427426</td>
<td>F/S</td>
<td>R.P. BARRY</td>
<td>A/G.</td>
<td>467 Sqn.</td>
<td>01.09.44</td>
</tr>
<tr>
<td>1378859</td>
<td>W/O</td>
<td>G. BENSON</td>
<td>A/G.</td>
<td>5 LFS.</td>
<td>26.09.44</td>
</tr>
<tr>
<td>1167680</td>
<td>F/S</td>
<td>F. CHOLESTON</td>
<td>F/Eng.</td>
<td>51 Base.</td>
<td>29.09.44</td>
</tr>
<tr>
<td>1497486</td>
<td>F/S</td>
<td>J. KENSWICK</td>
<td>A/G.</td>
<td>51 Base.</td>
<td>29.09.44</td>
</tr>
</tbody>
</table>

The undermentioned Officers were posted From the Squadron during September 1944:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category.</th>
<th>To.</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>155224</td>
<td>F/O</td>
<td>E. WILLSHER</td>
<td>GD.</td>
<td>5 L.F.S.</td>
<td>01.09.44</td>
</tr>
<tr>
<td>A.406976</td>
<td>F/O</td>
<td>E.T. HALL</td>
<td>GD.S.</td>
<td>5 L.F.S.</td>
<td>01.09.44</td>
</tr>
<tr>
<td>173683</td>
<td>F/O</td>
<td>F.W. BELL</td>
<td>GD.S.</td>
<td>16 OTU.</td>
<td>02.09.44</td>
</tr>
</tbody>
</table>
The undermentioned Airmen Aircrew were posted From the Squadron during September 1944:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category.</th>
<th>To.</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1853640</td>
<td>Sgt</td>
<td>C.T. KING</td>
<td>A/G.</td>
<td>A.C.R.C.</td>
<td>31.08.44</td>
</tr>
<tr>
<td>745115</td>
<td>W/O</td>
<td>R. SMITH</td>
<td>A/G.</td>
<td>C.G.S.</td>
<td>11.09.44</td>
</tr>
<tr>
<td>1458311</td>
<td>F/S</td>
<td>A.J. JOHNSON</td>
<td>F/Eng.</td>
<td>1661 C.U.</td>
<td>17.09.44</td>
</tr>
<tr>
<td>1345937</td>
<td>F/S</td>
<td>McGuire</td>
<td>W/Air.</td>
<td>War Cas.</td>
<td>17.09.44</td>
</tr>
<tr>
<td>1814429</td>
<td>Sgt</td>
<td>GROOM</td>
<td>F/Eng.</td>
<td>War Cas.</td>
<td>17.09.44</td>
</tr>
<tr>
<td>1410599</td>
<td>W/O</td>
<td>A.J.B. JORDON</td>
<td>W/Air.</td>
<td>27 OTU.</td>
<td>03.09.44</td>
</tr>
<tr>
<td>1545941</td>
<td>F/S</td>
<td>E. JUDSON</td>
<td>F/Eng.</td>
<td>5 LFS.</td>
<td>01.09.44</td>
</tr>
<tr>
<td>1812535</td>
<td>F/S</td>
<td>D. WILSON-WILLIAMS</td>
<td>A/G.</td>
<td>5 LFS.</td>
<td>14.09.44</td>
</tr>
<tr>
<td>1338511</td>
<td>F/S</td>
<td>PECK</td>
<td>A/B.</td>
<td>War Cas.</td>
<td>17.09.44</td>
</tr>
<tr>
<td>1499060</td>
<td>F/S</td>
<td>THOMAS</td>
<td>A/G.</td>
<td>War Cas.</td>
<td>17.09.44</td>
</tr>
<tr>
<td>1587046</td>
<td>F/S</td>
<td>G. WHITTAKER</td>
<td>A/G.</td>
<td>War Cas.</td>
<td>04.09.44</td>
</tr>
<tr>
<td>1386165</td>
<td>F/S</td>
<td>D. PEARSON</td>
<td>A/G.</td>
<td>1654 C.U.</td>
<td>27.09.44</td>
</tr>
</tbody>
</table>

The following personnel were appointed to Commissions during September 1944:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category.</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>R.205173</td>
<td>F/S</td>
<td>A.F. McNALLY</td>
<td>A/G.</td>
<td>04.08.44</td>
</tr>
<tr>
<td>A.424744</td>
<td>F/S</td>
<td>G.M. LOVATT</td>
<td>W/Air.</td>
<td>21.08.44</td>
</tr>
<tr>
<td>1437745</td>
<td>F/S</td>
<td>N. EVANS</td>
<td>A/B.</td>
<td>08.08.44</td>
</tr>
<tr>
<td>576710</td>
<td>F/S</td>
<td>F.E. HOWKINS</td>
<td>W/Air.</td>
<td>16.08.44</td>
</tr>
<tr>
<td>A.427426</td>
<td>F/S</td>
<td>R.P. BARRY</td>
<td>A/G.</td>
<td>14.07.44</td>
</tr>
<tr>
<td>145195</td>
<td>F/S</td>
<td>A.E. POTTER</td>
<td>W/Air.</td>
<td>15.08.44</td>
</tr>
<tr>
<td>1568526</td>
<td>F/S</td>
<td>J.K. RONALD</td>
<td>A/G.</td>
<td>21.08.44</td>
</tr>
</tbody>
</table>
The following personnel were awarded decorations during September 1944:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>J.86733</td>
<td>P/O</td>
<td>J.H. COLE</td>
<td>GD.B.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>179617</td>
<td>P/O</td>
<td>G. HOYLAND</td>
<td>GD.B.</td>
<td>D.F.M.</td>
</tr>
<tr>
<td>55810</td>
<td>P/O</td>
<td>A.M. McKIE</td>
<td>GD.N.</td>
<td>D.F.M.</td>
</tr>
<tr>
<td>149930</td>
<td>F/O</td>
<td>D.T. WATKINS</td>
<td>GD.G.</td>
<td>D.F.C.</td>
</tr>
</tbody>
</table>

The following Officers were promoted during September 1944:

170181 P/O J.R. GURNEY GD.FE. - F/O. w.e.f. 02.06.44
171180 P/O E. TWELLS GD.FE. w.e.f. 02.06.44
160142 A/F/O F. LEVY GD. w.e.f. 28.06.44
53675 F/O K.J. RIALL GD.FE. - A/F/L. w.e.f. 23.08.44
126045 F/O R.H. WILLIAMS GD.N. - F/L. w.e.f. 11.07.44
54203 F/O T. DAVIES GD.FE. - F/O. w.e.f. 09.07.44
170762 A/F/O F.H.A. WATTS GD. - F/O. w.e.f. 13.06.44
54542 P/O H.ELLWOOD GD.S. - F/O. w.e.f. 29.07.44
154371 P/O J.F. NAYLOR GD.FE. - F/O. w.e.f. 11.08.44
173273 P/O G.E. CANSELL GD.G. - F/O. w.e.f. 09.08.44
171766 A/F/O F.W. HUCKERBY GD. - F/O. w.e.f. 07.08.44
171019 P/O R.B. YATES GD.G. - F/O. w.e.f. 12.08.44
173075 P/O A.J. PATTERSON GD.G. - F/O. w.e.f. 16.08.44
174079 P/O R.J.A. TELFER GD.FE. - F/O. w.e.f. 16.08.44

(Certified that the above Form 540 contains extracts from Personnel Occurrence Reports.)

DETAIL OF WORK CARRIED OUT
BY No. 617 Squadron
FOR THE MONTH OF SEPTEMBER 1944

DATE: 11.09.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. EE.146 (D)
CREW: W/C J.B.TAIT.
      SGT. GALLAGHER.A.W.
      F/O B.R.BAYNE.
      CAN.F/O.W.A.DANIEL.
      F/O A.J.WARD.
      W/O VAUGHAN.M.D.
DUTY: Pilot.
      F/Eng.
      Nav.
      A/B.
      MU/Gunner.
      R/Gunner.
TIME: UP. 1902
      DOWN. 0139
DETAILS OF SORTIE OF FLIGHT:
Bombing "TIRPITZ", Alten Fiord. (Via Russia). 1 x Tallboy. 1 x R.T.I. No.4. 1 x 120lb smoke bomb. 1 Marker Marine.Mk.2. 1256 DBST. 15,000ft. No results observed because of smoke screen. One large explosion seen but this could not be placed. (1 Red T.I. No.4: 1 x 120lb Smoke bomb, 1 Marker Marine Mk.2 brought back)

<table>
<thead>
<tr>
<th>DATE</th>
<th>11.09.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster III. LM.489 (A)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/O J. GINGLES.</td>
</tr>
<tr>
<td></td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S MASON.W.</td>
<td></td>
</tr>
<tr>
<td>F/S JOHNSON.H.</td>
<td></td>
</tr>
<tr>
<td>F/S HAZELL.L</td>
<td></td>
</tr>
<tr>
<td>W/O RILEY.J.</td>
<td></td>
</tr>
<tr>
<td>F/L SCOTT-KIDDIE.R.F.</td>
<td></td>
</tr>
<tr>
<td>F/S HUNNISETTE.R.W.</td>
<td></td>
</tr>
<tr>
<td>TIME: UP. DOWN.</td>
<td>1910 0130</td>
</tr>
<tr>
<td>DETAILS OF SORTIE OF FLIGHT:</td>
<td>Bombing &quot;TIRPITZ&quot;, Alten Fiord. (via Russia). 1 x Tallboy. Did not bomb, owing to target being completely obscured by smoke screen. Bomb returned to Yagodnik.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE</th>
<th>11.09.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster III. EE.131 (B)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/O I.S. ROSS (AUS)</td>
</tr>
<tr>
<td></td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>Sgt. WINTER.W.</td>
<td></td>
</tr>
<tr>
<td>F/S JACKSON.A.</td>
<td></td>
</tr>
<tr>
<td>F/S TILBY.E.G.</td>
<td></td>
</tr>
<tr>
<td>F/S JENKINSON.K.</td>
<td></td>
</tr>
<tr>
<td>F/S GRIFFITHS.R.D.</td>
<td></td>
</tr>
<tr>
<td>P/O A.F. McKELLAR</td>
<td></td>
</tr>
<tr>
<td>TIME: UP. DOWN.</td>
<td>1906 0610</td>
</tr>
<tr>
<td>DETAILS OF SORTIE OF FLIGHT:</td>
<td>Bombing &quot;TIRPITZ&quot;, Alten Fiord. 1 x Tallboy. Aircraft crash landed in Russia and was unable to participate in the operation. (Aircraft written off C at E.)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE</th>
<th>11.09.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. NF.920 (E)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/O D.W.CAREY(AUS)</td>
</tr>
<tr>
<td></td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S FRANKS L.</td>
<td></td>
</tr>
<tr>
<td>P/O A.M. McKIE</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>1906 0610</td>
</tr>
</tbody>
</table>
CAN.P/O D.H.McLENNAN  
F/S YOUNG.A.E.  
F/O G.A.WITHERICK  
F/S SHARP.A.E.  

**TIME:**  
**UP.**  **DOWN.**  
1911  1555  

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing "TIRPITZ", Alten Fiord. (Via Russia). 12 J.W.Mines. This aircraft was badly damaged by flak prior to reaching advanced base. Returned to home base on 20.09.44. Mines were taken by ME.554 "F" to target. This aircraft had to jettison own bombs before reaching advanced base.

---

**DATE:** 11.09.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. ME.554. (*F*)  
**CREW:**  
F/L T.T.IVESON  
Sgt. PHILLIPS.J.D.  
F/O J.D.HARRISON  
F/S CHANCE.F.R.  
F/O A.TITTLE  
Sgt. SMITH.A.L.  
Sgt. WASS E.A.  

**TIME:**  
**UP.**  **DOWN.**  
1907  0124  

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing "TIRPITZ", Alten Fiord. (via Russia). 12 J.W.Mines. 13041/2 DBST. 11,800ft. Target completely obscured by smoke screen. (Own bombs were jettisoned before reaching Russian Base, so took mines from NF.920, which was damaged by flak).  

---

**DATE:** 11.09.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. PD.233 (*G*)  
**CREW:**  
F/L M.HAMILTON  
F/S ROOKE.J.P.  
P/O J.T.JACKSON  
CAN.F/O F.C.ATKINSON  
F/S THOMPSON.R.C.  
F/S DADGE.J.W.  
F/Sgt. HAMILTON.D.  

**TIME:**  
**UP.**  **DOWN.**  
1914  1356  

**DETAILS OF SORTIE OF FLIGHT:**
Bombing "TIRPITZ", Alten Fiord. (via Russia). 1 x Tallboy. One big explosion seen about 20-30 yds. to port of target, but no direct hit seen. After three runs during which Tallboy hung up, we dropped in four miles S. of target at 1415 hrs. from 15,000ft. Tallboy hung up over target.

**DATE:** 11.09.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster I. PD.238 (H)  
**CREW:**  
S/L J.V. COCKSHOTT  
F/S FRYER, R.C.  
F/S GOSLING, L.E.  
P/O E. BOOTH  
F/S BATES, A.S.  
F/S BRADBURY, G.R.  
AUS. W/O BIRCH, L.J.  
**TIME:**  
UP.  1910  
DOWN.  0201  
**DETAILS OF SORTIE OF FLIGHT:**  
Bombing "TIRPITZ", Alten Fiord. (via Russia). 1 x Tallboy. 1 R.T.I. No.4. 1 x 120lb Smoke bomb. 1 Marker Marine Mk.2. Owing to target being completely obscured by smoke screen on run in - did not bomb. Ran over target at 1357 hrs. (local time). No hits observed. (Bombs and markers brought back.)

**DATE:** 11.09.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster I. DV.405 (J)  
**CREW:**  
S/L G.E. FRANKE  
F/S A.W. CHERRINGTON, A.W.  
F/O T. BENNETT  
CAN. F/L R.E. WOODS  
P/O M. ELLWOOD  
F/O R.M. HEGGIE  
AUS. F/O P.H. MARTIN  
**TIME:**  
UP.  1903  
DOWN.  0205  
**DETAILS OF SORTIE OF FLIGHT:**  
Bombing "TIRPITZ", Alten Fiord. (via Russia). 1 x Tallboy. 1 x 120lb smoke bomb. 1 Marker marine Mk.2. 1305 DBST. 15,600ft. Bombed estimated position of ship and concentration of flak bursts in smoke. Only one burst seen which gave large explosion and cloud of smoke. Other flames seen but results obscured by smoke screen. (Smoke bomb, Marine Marker and Red T.I. brought back.)

**DATE:** 11.09.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster I. ME.562 (K)  
**CREW:**  
**DUTY:**
DETAILS OF SORTIE OF FLIGHT:

DATE: 11.09.44
AIRCRAFT TYPE & NUMBER: Lancaster I. NF.923 (M)
CREW: F/L C.J.G.HOWARD
DUTY: AS SHOWN ABOVE
Sgt. F.C.HAWKINS. F.C.
F/L T.J.TATE
P/O L.HARTLEY
P/O R.D.LUCAN
W/O WOODS.J.
F/S CLARKE.J.

TIME: UP. DOWN.
1915 1140

DETAILS OF SORTIE OF FLIGHT:
Bombing "TIRPITZ", Alten Fiord. (via Russia). 1 x Tallboy. 1256 DBST. 16,000ft. Run commenced on ship, which soon became obscured by smoke from screen. Bombed on flashes from ships guns. Five bombs seen to explode in area of ship.

DATE: 11.09.44
AIRCRAFT TYPE & NUMBER: Lancaster III. LN.485 (N)
CREW: F/O F.H.A.WATTS
DUTY: AS SHOWN ABOVE
SGT. LUCK.H.
P/O C.H.HOUSDEN
CAN.P/O M.L.MCKAY
P/O D.COOPER
F/S MATTHEWS.G.
Sgt. TREBILCOCK.T.J.

TIME: UP. DOWN.
1905 1314
DETAILS OF SORTIE OF FLIGHT:

DATE:  11.09.44
AIRCRAFT TYPE & NUMBER:  Lancaster I. DV.391  (O)
CREW:
F/L R.E.KNIGHTS  AS SHOWN ABOVE
P/O E.TWELLS
F/O T.J.PLAYFORD
F/O A.L.WALKER
NZ.F/O B.J.HOSIE
W/O PENGELLY.W.H.
F/O P.W.DERHAM

TIME:  UP.  DOWN.
1858  1710

DETAILS OF SORTIE OF FLIGHT:
Bombing "TIRPITZ", Alten Fiord. (via Russia).  1 x Tallboy. In spite of doing three bombing runs we were unable to see target owing to smoke screen.  1 x Tallboy returned to Yagodnik.

DATE:  11.09.44
AIRCRAFT TYPE & NUMBER:  Lancaster III. LH.482  (Q)
CREW:
F/O A.E.KELL (AUS)  AS SHOWN ABOVE
F/O J.SOILLEUX
F/O J.L.HAGER (AUS)
F/O K.C.MORIESON (AUS)
F/S LOVATT.A.M (AUS)
F/O K.S.JEWELL (AUS)

TIME:  UP.  DOWN.
1857  2059

DETAILS OF SORTIE OF FLIGHT:
Bombing "TIRPITZ", Alten Fiord. . (via Russia)  1 x Tallboy. 1256. 17,400ft. The target was in the graticle on the commencement of the run up, but before the release, the vessel was obscured by the smoke screen. Impossible to assess results of bombing.

DATE:  11.09.44
AIRCRAFT TYPE & NUMBER:  Lancaster I. ME.561  (R)
CREW:
F/L G.S.STOUT  AS SHOWN ABOVE
P/O E BENTING  
F/O O.E.M.GRAHAM  
F/O W.A.RUPERT (CAN)  
F/O R.J.ALLEN  
F/S WHITTAKER  
F/O R.H.PETCH  

**TIME:** | **UP.** | **DOWN.**  
---|---|---  
| 1937 | 0140  

**DETAILS OF SORTIE OF FLIGHT:**
Bombing "TIRPITZ", Alten Fjord. (via Russia) 1 x Tallboy. 1256 DBST. 14,200ft. Explosions seen in neighbourhood of ship but results obscured by smoke. After bombing was over there was a column of black smoke rising above the smoke screen.

---

**DATE:** 11.09.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster III. PB.415 *(S)*  
**CREW:**  
F/O J.CASTAGNOLA  
Sgt. HENDERSON, S.J.  
F/O GORRINGE, F.J.  
F/S EVANS, N.  
F/S EAVES, W.T.  
F/S SALTER, R.E.  
F/S RONALD, J.K.  

**TIME:** | **UP.** | **DOWN.**  
---|---|---  
| 1859 | 0155  

**DETAILS OF SORTIE OF FLIGHT:**
Bombing "TIRPITZ", Alten Fjord. (via Russia). 1 x Tallboy. 1358 DBST. 17,500ft. Made two bombing runs. Hung up on the first run. The target was already partially obscured when we bombed. We estimate we overshot about 20-30 yards. Several bombs fell near, but assessment impossible owing to smoke screen.

---

**DATE:** 11.09.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster III. DV.346 *(U)*  
**CREW:**  
F/L H.J.PRYOR  
P/O R.J.TELFER  
F/O R.L.PINDER (CAN)  
F/O G.HOYLAND  
P/O A.HEPWORTH.  
P/O A.J.PATTERSON  
F/S COLYER, A.J.  

**TIME:** | **UP.** | **DOWN.**  
---|---|---  
| 1856 | 0046
DETAILS OF SORTIE OF FLIGHT:
Bombing "TIRPITZ", Alten Fiord. (via Russia). 1 x Tallboy. 1256. DBST. 14,400ft. Impossible to assess owing to smoke screen.

<table>
<thead>
<tr>
<th>DATE</th>
<th>AIRCRAFT TYPE &amp; NUMBER</th>
<th>CREW</th>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UP: 1912</td>
<td></td>
<td>DOWN: -</td>
<td></td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OF FLIGHT:
Bombing "TIRPITZ", Alten Fiord. (via Russia). 12 J.W.Mines. This aircraft was lost on the return from Yagodnik to Base on the 17th Sept 1944. An acknowledgement for a Q.D.F. from Dyce was received at 0121 hrs. GMT. Nothing else was heard from this aircraft.

<table>
<thead>
<tr>
<th>DATE</th>
<th>AIRCRAFT TYPE &amp; NUMBER</th>
<th>CREW</th>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UP: 1900</td>
<td></td>
<td>DOWN: 1338</td>
<td></td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OF FLIGHT:
Bombing "TIRPITZ", Alten Fiord. (via Russia). 1 x Tallboy. 1300 DBST. 13000ft. Bomb bursts seen through smoke but no actual results seen.

<table>
<thead>
<tr>
<th>DATE</th>
<th>AIRCRAFT TYPE &amp; NUMBER</th>
<th>CREW</th>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>11.09.44</td>
<td>Lancaster I. ME.559</td>
<td>S/L D.R. WYNESS, P/O J.S. NAYLOR</td>
<td>AS SHOWN ABOVE</td>
</tr>
</tbody>
</table>
DETAILS OF SORTIE OF FLIGHT:
Bombing "TIRPITZ", Alten Fjord.  12 J.W.Mines. Aircraft crash landed in Russia (Kegostrov) and unable to participate in this operation. (Aircraft written off Cat E.)

DATE:  11.09.44
AIRCRAFT TYPE & NUMBER:  Lancaster III. ED.763 (Z)
CREW:  F/L D.J.ORAM
F/S R.P.HAYWOOD
CAN.P/O F.R.BRAND
CAN.P/O J.H.COLE
P/O A.DICKEN
F/O D.T.WATKINS
F/S PEIRSON.DP.
TIME:  UP.  DOWN.
1909  1607

DETAILS OF SORTIE OF FLIGHT:
Bombing "TIRPITZ", Alten Fjord. (via Russia).  1 x Tallboy.  1256 DBST. 15,400ft. No results observed but bombs seen to be bursting around position of the ship. Damaged by flak.

DATE:  23.09.44
AIRCRAFT TYPE & NUMBER:  Lancaster III. LM.405 (N)
CREW:  W/C J.B.TAIT
F/S HURDISS.T.J.
W/O ANDERSON.S.
F/O C.G.ROGERS
SGT. JONES.D.A.
F/L ARMSTRONG.E.N.
F/L CHAPMAN.J.E.D. (AUS)
TIME:  UP.  DOWN.
1920  0017

DETAILS OF SORTIE OF FLIGHT:
Bombing.  Aqueduct, Dortmund Ems Canal.  1 x Tallboy.  2204 hrs.  7,500ft. No results observed.
DATE: 23.09.44
AIRCRAFT TYPE & NUMBER: Lancaster I. NF.923(M)

CREW:
F/L G.S.STOUT
P/O A.W.BENTING
F/O C.E.N.GRAHAM
CAN.F/O W.A.RUPERT
F/O R.J.ALLEN
F/S WHITTAKER.P.L.
F/O PETCH.R.H.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1918 -

DETAILS OF SORTIE OF FLIGHT:
Bombing Aqueduct, Dortmund Ems Canal. 1 x Tallboy. MISSING. Nothing heard of this aircraft.

DATE: 23.09.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.562 (K)

CREW:
F/O J.A.SANDERS
Sgt. NUTLEY.T.H.
P/O J.B.BARRON
CAN.F/O H.G.ALLEN
F/S WARD.A.
F/S MACHIN.R.
F/S BRIARS.R.A.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1913 2343

DETAILS OF SORTIE OF FLIGHT:
Bombing Aqueduct, Dortmund Ems Canal. 1 x Tallboy. Unable to bomb owing to cloud. Bomb bought back.

DATE: 23.09.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.380 (P)

CREW:
F/O P.H.MARTIN
Sgt. BLAGBROUGH.J.
F/S JACKSON.A.
F/S DAY.D.A.
AUS.P/O G.M.LOVATT
Sgt. MAYOH.H.
Sgt. TREBILCOCK.T.J.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1913 2343
DETAILS OF SORTIE OF FLIGHT:
Bombing Aqueduct, Dortmund Ems Canal. 1 x Tallboy. 2212 hrs. 8,000ft. Saw Red T.I. first at about 2146 hrs. Dropped on sixth run. Own bomb aimed at edge of T.I. and would fall near or on new Aqueduct.

DATE: 23.09.44
AIRCRAFT TYPE & NUMBER: Lancaster III. LM.489 (A)
CREW: S/L J.V.COCKSHOTT
F/S FRYER.
F/S GOSLING.L.H.
P/O BOOTH.E.
F/S BATES.A.S.
F/S BRADBURY.G.R.
AUS W/O BIRCH.
TIME: UP 1906
       DOWN 2352

DETAILS OF SORTIE OF FLIGHT:
Bombing Aqueduct, Dortmund Ems Canal. 1 x Tallboy. 2157 hrs. 8,000ft. Owing to delay could not observe burst.

DATE: 23.09.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.554 (F)
CREW: F/L T.T.IVESON
SGT. PHILLPS.J.D.
F/O HARRISON J.D.
F/S CHANCE.F.R.
F/O TITTLE.A.
SGT. SMITH.A.L.
Sgt. WASS.E.A.
TIME: UP 1915
       DOWN 2350

DETAILS OF SORTIE OF FLIGHT:
Bombing Aqueduct, Dortmund Ems Canal. 1 x Tallboy. 2145 hrs. 16,000ft. Saw red T.I. clearly at 2142 hrs. Made run on this but about 15 seconds before intended bombing, T.I. disappeared under cloud. Made two more runs but could not pick up T.I. again. Called off. Bomb brought back.

DATE: 23.09.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.555(C)
CREW: F/L M.HAMILTON
DUTY: AS SHOWN ABOVE
F/S ROOKE J.P.
P/O JACKSON J.T.
F/O F.S. ATKINSON (CAN)
F/S THOMPSON R.C.
F/S DADGE J.A.
F/S HAMILTON D.

**TIME:**

<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1925</td>
<td>2357</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing Aqueduct, Dortmund Ems Canal. 1 x Tallboy. 2204 hrs. 8,000 ft. No results observed.

**DATE:** 23.09.44
**AIRCRAFT TYPE & NUMBER:** Lancaster I. DV. 402 (X)

**CREW:**
S/L D.R. WYNES
SGT. TILLEY F.
F/L R.H. WILLIAMS
F/S BAKER J.E.
F/O H.W. HONIG
F/S HORROCKS T.
P/O G.R. CANSELL

**TIME:**

<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1909</td>
<td>2354</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing Aqueduct. Dortmund Ems Canal. 1 x Tallboy. 2148 hrs. / 2154 hrs. 12 – 14,000 ft.
Saw red T.I. first at 2147 hrs. and made three good runs but cloud obscured T.I. Ordered to come down to 12,000 ft do one more run and if unable to bomb T.I. Bomb brought back.

**DATE:** 23.09.44
**AIRCRAFT TYPE & NUMBER:** Lancaster III. LM. 482 (Q)

**CREW:**
F/L J.L. SAYERS
P/O JOHNSON V.L.
F/O E.G. STROM (AUS)
F/S HOWKINS F.E.
F/S WEAVER E.W.
P/O B.F. KENT
P/O R.P. BARRY (AUS)

**TIME:**

<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1919</td>
<td>0019</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing Aqueduct, Dortmund Ems Canal. 1 x Tallboy. Over target 2145 hrs. – 2215 hrs. Saw red T.I. made five runs but during final run red T.I. burnt out. Unable to make satisfactory runs due to u/s compasses.

**DATE:** 23.09.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster I. ME.559 (Y)  
**CREW:**  
F/O J. CASTAGNOLA  
SGT. HENDERSON, S.J.  
F/O F.J. GORRINGE  
F/S EAVES, W.T.  
P/O EVANS, N.  
F/S SALTER, R.E.  
P/O J.K. RONALD  
**DUTY:** AS SHOWN ABOVE  
**TIME:**  
<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1909</td>
<td>0009</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing Aqueduct Dortmund Ems Canal. 1 x Tallboy. 2208 hrs. 8,000ft. Made a really good run at 8,000ft after making several attempts at various heights on our way down from 15,000ft. We could have made a run at 15,000ft at 2145 hrs. but had no instructions.

**DATE:** 23.09.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster I. DV.393 (T)  
**CREW:**  
F/LT D.J. ORAM  
F/S HAYWOOD, R.P.  
P/O F.R. BRAND (CAN)  
P/O J.N. COLE (CAN)  
P/O N. DICKEN  
F/O D.T. WATKINS  
F/S PEIRSON, D.P.  
**DUTY:** AS SHOWN ABOVE  
**TIME:**  
<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1912</td>
<td>0014</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**  
Bombing Aqueduct, Dortmund Ems Canal. 1 x Tallboy. 2216 hrs. 7,000ft. Fair concentration of 1000 lb. Bombs seen on T.I.
02.10.44
Early morning training carried out. A programme of bombing training was also carried out. Operations detailed for following day. (Early morning).

03.10.44
Two Mosquito and eight Lancasters took off in afternoon for an operation against the Sea Wall at Westkapelle (Holland). All aircraft returned with bombs as another force of aircraft had already bombed the target. Weather - fair with good visibility. (This raid was to support ground operations against Walcheren Island. Much of the island was below sea level and the plan was to breach the sea wall and allow the sea to flood the island and much of the defences. In the event the normal bombers breached the sea wall and 617 with its valuable Tallboys returned to base)

04.10.44
Weather was such that it did not permit flying in the morning. Some training was carried out in the afternoon. Thirteen Lancaster aircraft were detailed for a special operation on the following day.

05.10.44
Weather prevented operations, after crews had been standing by all day. Little flying training.

06.10.44
Crews were again standing by for operations but did not take-off.

07.10.44
Posting instructions were received from Records Office to post all non-flying personnel to H.Q. 54 Base. Thirteen aircraft took off to attack the Kembs Barrage, Nr. Basle. The operation was successful and the Dam was wrecked. Two Lancaster aircraft failed to return. Three aircraft were damaged. Weather, Fair becoming cloudy by mid-day, with slight rain between 2200 hrs. & 2300 hrs. Moderate to good visibility. (This raid was to destroy the Kembs Dam lockgates which it was feared would be opened to inundate the Ruhr valley near Mulhouse where there was likely to be an Allied advance. The plan was for 8 Lancasters to circle, bomb and draw Flak from 8000ft while 6 more bombed from low level (below 1000ft) to place their Tallboys with delayed action fuses close to the lock gates. Mustangs would attack the Flak positions with machine gun and rocket fire. The plan worked, the lock gates were put out of commission but two Lancasters were shot down at low level. Wyness’s aircraft was hit at 600ft, on fire and with two engines U/S he flew North before ditching near the Franco-German border at Chalampe. It is believed that all survived but lost their lives later that afternoon. Wyness and Hosie rest in Choloy war cemetery, two are buried in Durnbash war cemetery and the remainder are commemorated on the Runnymede memorial)

08.10.44
Little flying carried out, owing to bad weather. F/L. T.C. Iveson recommended for S/Ldr. Flight Commander vacancy, caused by the loss of S/Ldr. D.R.C. Wyness on operations.

09 10.44
Rain all day prevented any flying. (The Tirpitz was reported to have suffered some damage and had been moved to Tromso which potentially put her within range of 617 Sqn if special modifications were made to the aircraft.)

10.10.44
Flying training programme carried out. F/Lt. R.F. Scott-Kiddie attended an investiture to receive the D.F.C.

11.10.44
Base Commander A/Cmdr. Sharpe attended the Station Commander’s Parade and made a speech on his departure from the Base. Football match took place between Officers and N.C.O.’s. Sgt. Jones apprehended in London. Absent without leave.
12.10.44
Small flying training programme carried out.

13.10.44
Administrative conference held at Base Headquarters, to discuss the rendering of Ration Returns.
Bad weather limited special flying training.

14.10.44
Flying training carried out in early part of day. Four cross country flights carried out at night.

15.10.44
Extensive flying programme carried out. Pilots played against Navigators in a football match.
(The training being carried out during this period was to complete the conversion of the Squadron aircraft to fly the maximum possible range. Modification involved removal of the mid upper turrets and many other internal fittings and the addition of ex-Vickers Wellington bomber aircraft overload tanks, increasing fuel capacity to 2406 gallons, and allowed the operation on the 29th at 2,250 mile range to go ahead. It was also thought that changing the engines for Merlin MK24s, of which a few were available throughout 5 Group, would assist, and a programme of tracking these engines down and swooping them began and ran over the next few days.)

6.10.44
Weather limited flying. Stand down in afternoon.

17.10.44
Small flying programme carried out.

18.10.44
Small flying programme carried out.

19.10.44
Small flying programme carried out.
(Testing engines, assessing fuel economy and reliability of the modified aircraft.)

20.10.44

21.10.44
Very little flying possible owing to adverse weather.

22.10.44
Aircrew of 617 Squadron took part in a route march in the afternoon.

23.10.44
Very little flying by day owing to adverse weather. Night flying programme carried out.

24.10.44
Very little flying carried out. W/Cmdr. J.B. Tait attended Court Martial at R.A.F. Station Fielbeck.

25.10.44
Small amount of flying. The Station Commander’s Parade was attended by Aircrew only. All defaulters were instructed to report at 1700 hrs. each evening until further notice.
26.10.44
Extensive flying programme was carried out.

27.10.44
Preparations made for operations scheduled for following day. Little flying. New pay increments were made.

28.10.44
Twenty Lancaster aircraft took off to an advanced base for a special operation. F/Lt. Dobson and crew were also detached to advanced base as reserve. Weather at Base - fine but cloudy about dawn. Visibility poor.
(The Squadron aircraft moved to Lossiemouth as their advanced base for this operation.)

29.10.44
Nineteen aircraft took off from advanced base to attack German Battleship "Tirpitz". F/O Carey and crew landed in Sweden and were interned. One direct hit on ship.

30.10.44
Eighteen aircraft returned from advanced base, including F/Lt. Dobson and crew.

31.10.44
The remaining two aircraft returned from advanced base.

SUMMARY

During the month of October 1944, Forty two operational sorties (Forty Lancaster and two Mosquito) were despatched, comprising 96.20 hrs. Day and 248.20 hrs. Night. operational flying. A total of 397.15 hrs. Day and 49.25 hrs. Night flying training was carried out. Of these two aircraft were lost and one interned in Sweden and were written off. Eight Lancasters and two Mosquitos failed to complete their mission owing to target having been attacked by other aircraft prior to their arrival in target area. A weight of 160 1/2 tons of bombs was dropped operationally.

The following Officers were posted To the Squadron during October 1944:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name</th>
<th>Category</th>
<th>From</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>161023</td>
<td>F/O</td>
<td>H.J. RIDING</td>
<td>GD.S.</td>
<td>51 Base.</td>
<td>29.09.44</td>
</tr>
<tr>
<td>162964</td>
<td>F/O</td>
<td>J.L. RUMGAY</td>
<td>GD.B.</td>
<td>1660 C.U.</td>
<td>29.09.44</td>
</tr>
<tr>
<td>142865</td>
<td>A/F/L</td>
<td>I.M. MARSHALL</td>
<td>GD.</td>
<td>1654 C.U.</td>
<td>29.09.44</td>
</tr>
<tr>
<td>109371</td>
<td>F/L</td>
<td>B.J. DOBSON</td>
<td>GD.</td>
<td>44 Sqdn.</td>
<td>14.10.44</td>
</tr>
<tr>
<td>148467</td>
<td>F/O</td>
<td>H. ELLIS</td>
<td>GD.N.</td>
<td>1668 C.U.</td>
<td>19.10.44</td>
</tr>
<tr>
<td>160522</td>
<td>F/O</td>
<td>D.E. FREEMAN</td>
<td>GD.S.</td>
<td>1660 C.U.</td>
<td>19.10.44</td>
</tr>
<tr>
<td>136403</td>
<td>A/F/L</td>
<td>S.A. ANNING</td>
<td>GD.</td>
<td>44 Sqdn.</td>
<td>14.10.44</td>
</tr>
<tr>
<td>152739</td>
<td>F/O</td>
<td>R. VALENTINE</td>
<td>GD.B.</td>
<td>44 Sqdn.</td>
<td>14.10.44</td>
</tr>
<tr>
<td>147920</td>
<td>F/O</td>
<td>K. NEWBY</td>
<td>GD.N.</td>
<td>1660 C.U.</td>
<td>29.09.44</td>
</tr>
<tr>
<td>51331</td>
<td>F/O</td>
<td>D.W. BALE</td>
<td>GD.G.</td>
<td>1690 B.D.T.F.</td>
<td>29.09.44</td>
</tr>
<tr>
<td>145806</td>
<td>F/O</td>
<td>T.S. COOK</td>
<td>GD.G.</td>
<td>1690 B.D.T.F.</td>
<td>29.09.44</td>
</tr>
<tr>
<td>183565</td>
<td>P/O</td>
<td>A.K. JOHNSTONE</td>
<td>GD.B.</td>
<td>44 Sqdn.</td>
<td>14.01.44</td>
</tr>
<tr>
<td>174282</td>
<td>F/O</td>
<td>J. WATSON</td>
<td>GD.G.</td>
<td>1668 C.U.</td>
<td>19.10.44</td>
</tr>
<tr>
<td>174050</td>
<td>P/O</td>
<td>R. WILKINSON</td>
<td>GD.G.</td>
<td>5 LFS.</td>
<td>19.10.44</td>
</tr>
<tr>
<td>172367</td>
<td>F/O</td>
<td>J. SLATER</td>
<td>GD.S.</td>
<td>44 Sqdn.</td>
<td>14.10.44</td>
</tr>
<tr>
<td>J88794</td>
<td>P/O</td>
<td>W.J. DRY</td>
<td>GD.G.</td>
<td>44 Sqdn.</td>
<td>14.10.44</td>
</tr>
</tbody>
</table>

The following Airman Aircrew were posted To the Squadron during October 1944:
Please note that the contents of this disk are protected electronically against unauthorised copying and use. If you are not the owner of the 617 Sqn Operational Record Book CD-ROM or are not using the contents of this disk in accordance with the license you are in breach of the law and should desist immediately. Digitally logged.

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category.</th>
<th>From.</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>NZ.422096</td>
<td>W/O</td>
<td>F. CARWELL</td>
<td>Nav.</td>
<td>44 Sqdn.</td>
<td>14.10.44</td>
</tr>
<tr>
<td>1167680</td>
<td>F/S</td>
<td>F. CHOLERTON</td>
<td>F/Eng.</td>
<td>51 Base.</td>
<td>29.09.44</td>
</tr>
<tr>
<td>1672871</td>
<td>F/S</td>
<td>W. JOHNSON</td>
<td>F/Eng.</td>
<td>5 L.F.S.</td>
<td>19.10.44</td>
</tr>
<tr>
<td>1055312</td>
<td>Sgt</td>
<td>A.T. MacKENZIE</td>
<td>F/Eng.</td>
<td>44 Sqdn.</td>
<td>14.10.44</td>
</tr>
<tr>
<td>1809630</td>
<td>F/S</td>
<td>H.W. FELTON</td>
<td>F/Eng.</td>
<td>5 L.F.S.</td>
<td>19.10.44</td>
</tr>
<tr>
<td>1053024</td>
<td>W/O</td>
<td>J.B. FORSHAW</td>
<td>W/Air.</td>
<td>1654C.U.</td>
<td>19.10.44</td>
</tr>
<tr>
<td>1581768</td>
<td>F/S</td>
<td>F.J. SNEDKER</td>
<td>F/Eng.</td>
<td>44 Sqdn.</td>
<td>14.10.44</td>
</tr>
<tr>
<td>655355</td>
<td>W/O</td>
<td>A.G. LAMMAS</td>
<td>W/Air.</td>
<td>57 Sqdn.</td>
<td>23.10.44</td>
</tr>
<tr>
<td>A.424521</td>
<td>F/S</td>
<td>R.J. EDGE</td>
<td>W/Air.</td>
<td>33 Sqdn.</td>
<td>14.10.44</td>
</tr>
<tr>
<td>1005002</td>
<td>F/S</td>
<td>A.L. WINSTON</td>
<td>F/Eng.</td>
<td>5 L.F.S.</td>
<td>19.10.44</td>
</tr>
<tr>
<td>1737142</td>
<td>F/S</td>
<td>A. V. TIREL</td>
<td>A/G.</td>
<td>5 L.F.S.</td>
<td>19.10.44</td>
</tr>
<tr>
<td>647384</td>
<td>W/O</td>
<td>S.J. WEBB</td>
<td>A/G.</td>
<td>5 L.F.S.</td>
<td>19.10.44</td>
</tr>
<tr>
<td>1493916</td>
<td>Sgt</td>
<td>S.J. VANCE</td>
<td>A/G.</td>
<td>5 L.F.S.</td>
<td>19.10.44</td>
</tr>
<tr>
<td>1877167</td>
<td>F/S</td>
<td>D.E. RETTER</td>
<td>A/G.</td>
<td>44 Sqdn.</td>
<td>14.10.44</td>
</tr>
</tbody>
</table>

The following Officers were posted From the Squadron during October 1944:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category.</th>
<th>From.</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>132870</td>
<td>F/O</td>
<td>R.J. ELSEY</td>
<td>GD.B.</td>
<td>1661C.U.</td>
<td>01.10.44</td>
</tr>
<tr>
<td>178002</td>
<td>P/O</td>
<td>E.A. HARTLEY</td>
<td>GD.B.</td>
<td>War Cas.</td>
<td>07.10.44</td>
</tr>
<tr>
<td>104406</td>
<td>F/L</td>
<td>C.J.G.HOWARD</td>
<td>GD.</td>
<td>War Cas.</td>
<td>07.10.44</td>
</tr>
<tr>
<td>177738</td>
<td>P/O</td>
<td>R.D. LUCAN</td>
<td>GD.S.</td>
<td>War Cas.</td>
<td>07.10.44</td>
</tr>
<tr>
<td>126045</td>
<td>F/L</td>
<td>R.H.WILLIAMS</td>
<td>GD.B.</td>
<td>War Cas.</td>
<td>07.10.44</td>
</tr>
<tr>
<td>149930</td>
<td>F/O</td>
<td>D.T. WATKINS</td>
<td>GD.G</td>
<td>War Cas.</td>
<td>07.10.44</td>
</tr>
<tr>
<td>174285</td>
<td>P/O</td>
<td>A. DICKEN</td>
<td>GD.S.</td>
<td>1668 C.U.</td>
<td>15.10.44</td>
</tr>
<tr>
<td>155152</td>
<td>F/O</td>
<td>R.A. ROBERTS</td>
<td>GD.N.</td>
<td>A.C.A.C.</td>
<td>08.10.44</td>
</tr>
<tr>
<td>146998</td>
<td>F/O</td>
<td>B.R. BAYNE</td>
<td>GD.N.</td>
<td>54 Base(N.E)</td>
<td>17.10.44</td>
</tr>
<tr>
<td>J.17557</td>
<td>F/O</td>
<td>F.C. ATKINSON</td>
<td>GD.N.</td>
<td>R.C.A.F. R Dept.</td>
<td>17.10.44</td>
</tr>
<tr>
<td>J.16183</td>
<td>A/F/L</td>
<td>R.E. WOODS</td>
<td>GD.B.</td>
<td>R.C.A.F. R Dept.</td>
<td>17.10.44</td>
</tr>
<tr>
<td>A.425234</td>
<td>P/O</td>
<td>F.W. SNELL</td>
<td>GD.G.</td>
<td>A.C.A.C.</td>
<td>31.10.44</td>
</tr>
<tr>
<td>159883</td>
<td>A/F/L</td>
<td>A.W. FEARN</td>
<td>GD.</td>
<td>1661C.U.</td>
<td>26.10.44</td>
</tr>
<tr>
<td>173273</td>
<td>F/O</td>
<td>G.E. CANSELL</td>
<td>GD.G.</td>
<td>War Cas.</td>
<td>07.10.44</td>
</tr>
<tr>
<td>184075</td>
<td>P/O</td>
<td>F.C. HAWKINS</td>
<td>GD.FE.</td>
<td>War Cas.</td>
<td>07.10.44</td>
</tr>
<tr>
<td>151110</td>
<td>F/O</td>
<td>H.W. HONIG</td>
<td>GD.B.</td>
<td>War Cas.</td>
<td>07.10.44</td>
</tr>
<tr>
<td>111526</td>
<td>F/L</td>
<td>T.J. TATE</td>
<td>GD.NB.</td>
<td>War Cas.</td>
<td>07.10.44</td>
</tr>
<tr>
<td>103028</td>
<td>A/S/L</td>
<td>D.R.C. WYNESSE</td>
<td>GD.</td>
<td>War Cas.</td>
<td>07.10.44</td>
</tr>
<tr>
<td>NZ.412882</td>
<td>F/O</td>
<td>B.J. HOSIE</td>
<td>GD.S.</td>
<td>War Cas.</td>
<td>07.10.44</td>
</tr>
<tr>
<td>142926</td>
<td>F/O</td>
<td>C.A. MacDONALD</td>
<td>GD.N.</td>
<td>A.C.A.C.</td>
<td>08.10.44</td>
</tr>
<tr>
<td>0886194</td>
<td>Lt.</td>
<td>H.C. KNILANS</td>
<td>GD.</td>
<td>U.S.A.A.F.</td>
<td>15.10.44</td>
</tr>
<tr>
<td>173079</td>
<td>F/O</td>
<td>R.J.A. TELFER</td>
<td>GD.FE.</td>
<td>5 L.F.S.</td>
<td>17.10.44</td>
</tr>
<tr>
<td>J.17535</td>
<td>F/O</td>
<td>D.A. BELL</td>
<td>GD.N.</td>
<td>R.C.A.F. R Dept.</td>
<td>17.10.44</td>
</tr>
<tr>
<td>C.19569</td>
<td>P/O</td>
<td>C.A. MANTZ</td>
<td>Radar.</td>
<td>72 Base.</td>
<td>31.10.44</td>
</tr>
<tr>
<td>A.13751</td>
<td>F/O</td>
<td>K.C. MORIESON</td>
<td>GD.B.</td>
<td>54 Base(N/E)</td>
<td>21.10.44</td>
</tr>
<tr>
<td>117696</td>
<td>F/L</td>
<td>J.E.R.WILLIAMS</td>
<td>GD.</td>
<td>1660C.U.</td>
<td>26.10.44</td>
</tr>
</tbody>
</table>

The following Airman Aircrew were posted From the Squadron during October 1944:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category.</th>
<th>To.</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>650027</td>
<td>F/S</td>
<td>T. HORROCKS</td>
<td>A/G.</td>
<td>War Cas.</td>
<td>07.10.44</td>
</tr>
<tr>
<td>1332707</td>
<td>W/O</td>
<td>P.E. WOODS</td>
<td>A/G.</td>
<td>War Cas.</td>
<td>07.10.44</td>
</tr>
</tbody>
</table>

478
The following personnel were appointed to commissions during the month of October:-

931477  F/Sgt.  E.G. TILBY  A/B.  w.e.f.  25.08.44
A.424774  F/Sgt.  G.M. LOVATT  W/Air.  w.e.f.  21.08.44
A.424521  F/Sgt.  R. EDGE  W/Air.  w.e.f.  26.08.44
1055312  Sgt.  A.T. MacKENZIE  F/Eng.  w.e.f.  05.09.44
A.414740  F/Sgt.  E.W. WEAVER  A/B.  w.e.f.  16.08.44

The following personnel were awarded decorations during October 1944:

A.427006  A/F/O  P.H. MARTIN  GD.  -  D.F.C.
1604670  F/Sgt.  D.P. PEIRSON  A/G.  -  D.F.M.
55855  P/O  P.W. DERHAM  GD.G.  -  D.F.M.
168674  F/O  J.A. SANDERS  GD.  -  Bar to D.F.C.
J.26647  F/O  W.A. DANIEL  GD.B.  -  D.F.C.
157126  A/F/L  D.J. ORAM  GD.  -  D.F.C.
109371  F/L  B.J. DOBSON  GD.  -  D.F.C.
33291  W/C  J.B. TAIT  GD.  -  Bar to D.F.C.

The following Officers were promoted during October 1944:

135020  F/O  T.A. BENNETT  GD.N.  -  A/F/L  w.e.f.  08.08.44
172515  P/O  K.C. KIRK  GD.G.  -  F/O  w.e.f.  11.09.44
128539  F/L  T.C. IVESON  GD.  -  A/S/L  w.e.f.  08.10.44
176401  P/O  J.T. JACKSON  GD.N.  -  F/O  w.e.f.  14.08.44
176945  P/O  A.F. MacKELLAR  GD.G.  -  F/O  w.e.f.  16.09.44

(Certified that the above Form 540 contains extracts from Personnel Occurrence Reports.)

DETAIL OF WORK CARRIED OUT
BY No. 617 Squadron
FOR THE MONTH OF OCTOBER 1944

DATE:  03.10.44
AIRCRAFT TYPE & NUMBER:  Mosquito IV. NT.205 (L)
CREW:  W/C J.B. TAIT. PILOT
      F/O B.R. BAYNE. NAV.
DUTY:  PILOT
TIME:  UP.  1401
        DOWN.  1554
DETAILS OF SORTIE OF FLIGHT:
Bombing WESTKAPELLE Sea Wall. 2 x 500 lb. Smoke. Over Target from 1455 hrs till 1505 hrs.
Reached Target at 1455 hrs. Bombing by the Main Force was still proceeding. The wall was already breached and water had flooded inland to a distance of about 1 mile into streets of Westkapelle. After consultation with the Deputy Leader I decided that the job was done and ordered the Force to return.

DATE: 03.10.44
AIRCRAFT TYPE & NUMBER: Mosquito IV. DZ.415 (A)
CREW:
S/L G.E.FAWKE.
F/O T.A.BENNETT.
DUTY:
PILOT
NAV.
TIME: UP. DOWN.
1409 1600

DETAILS OF SORTIE OF FLIGHT:
Bombing WESTKAPELLE Sea Wall. Sortie Abandoned.

DATE: 03.10.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.555 (C)
CREW:
S/L J.V.COCKSHOTT.
F/S FRYER.R.C.
F/S GOSLING.L.E.
P/O BOOTH.E.
F/S BATES.A.S.
F/S BRADBURY.G.R.
AUS.W/O BIRCH.L.J.
F/O M.B.FLATMAN.
DUTY:
PILOT
F/ENG.
NAV.
A/B.
W/AIR
MU/GUNNER
R/GUNNER
PASSENGER
TIME: UP. DOWN.
1327 1617

DATE: 03.10.44
AIRCRAFT TYPE & NUMBER: Lancaster III. LM.489 (A)
CREW:
F/L L.S.GOODMAN
SGT. BURNETT.W.
F/O H.WATKINSON
F/O H.A.HAYWARD
SGT. BOOTH.M.J.
SGT. LEWIS.R.
DUTY:
AS SHOWN ABOVE

480
SGT. HULBERT. A.S.

**TIME:**

**UP.** | **DOWN.**
--- | ---
1343 | 1612

**DETAILS OF SORTIE OF FLIGHT:**

Bombing WESTKAPELLE Sea Wall. Sortie Abandoned.

---

**DATE:** 03.10.44  
**AIRCRAFT TYPE:** Lancaster I. ME.554  
**NUMBER:** (F)  
**CREW:**  
F/L T.T. IVESON  
SGT. PHILLIPS J.D.  
F/O J.D. HARRISON  
F/S CHANCE F.R.  
F/O A. TITTLE  
SGT. SMITH A.L.  
SGT. WASS E.A.

**TIME:**

**UP.** | **DOWN.**
--- | ---
1345 | 1610

**DETAILS OF SORTIE OF FLIGHT:**

Bombing WESTKAPELLE Sea Wall. Sortie Abandoned.

---

**DATE:** 03.10.44  
**AIRCRAFT TYPE:** Lancaster III. PB.415  
**NUMBER:** (S)  
**CREW:**  
S/L D.R. WYNESS  
SGT. ROSS R.M.  
F/L R.H. WILLIAMS  
F/O H.W. HONIG  
F/O R.D. LUCAN  
F/S HORROCKS T.  
P/O G.E. CANSELL

**TIME:**

**UP.** | **DOWN.**
--- | ---
1332 | 1617

**DETAILS OF SORTIE OF FLIGHT:**

Bombing WESTKAPELLE Sea Wall. Sortie Abandoned.

---

**DATE:** 03.10.44  
**AIRCRAFT TYPE:** Lancaster I. DV.402  
**NUMBER:** (X)  
**CREW:**  
F/L J.L. SAYERS (AUS)  
**DUTY:** AS SHOWN ABOVE
P/O V.L.JOHNSON  
F/O E.G.STROMM (AUS)  
F/S WEAVER.E.W.  
F/S HOWKINS.F.E.  
P/O R.P.BARRYM (AUS)  
P/O B.F.KENT

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1344</td>
<td>1611</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing WESTKAPELLE Sea Wall. Sortie Abandoned.

---

**DATE: 03.10.44**  
**AIRCRAFT TYPE: & NUMBER:**  
Lancaster I. DV.393 (T)

**CREW:**  
F/O A.W.JOPLIN  
SGT. TILLEY.F.L.  
F/S FISH.C.D.R.  
F/S HEBBARD.L.  
SGT. COOKE.G.  
SGT. LAMBELL.N.F.  
P/O R.B.YATES

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1334</td>
<td>1602</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing WESTKAPELLE Sea Wall. Sortie Abandoned.

---

**DATE: 03.10.44**  
**AIRCRAFT TYPE: & NUMBER:**  
Lancaster I. DV.385 (V)

**CREW:**  
F/O J.CASTAGNOLA  
SGT. HENDERSON.S.J.  
F/O CORRINGE.F.J.  
P/O N.EVANS  
F/S EAVES.W.T.  
F/S SALTER.R.E.  
P/O J.K.RONALD  
F/L J.F.D.CHAPMAN  
DUTY:  
AS SHOWN ABOVE  
PASSENGER

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1333</td>
<td>1607</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing WESTKAPELLE Sea Wall. Sortie Abandoned.
DATE: 03.10.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME.562 (K)

CREW:
F/O.H.MARTIN (AUS)
SGT. BLAGBROUGH.J.
F/S JACKSON.A.
F/S DAY.D.A.
P/O LOVATT.G.M. (AUS)
SGT. TREBILCOCK.T.J.
SGT. MAYOH.H.

DUTY:
AS SHOWN ABOVE

TIME: UP. DOWN.
1337  1608

DETAILS OF SORTIE OF FLIGHT:
Bombing WESTKAPELLE Sea Wall. Sortie Abandoned.

DATE: 07.10.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. EE.146(D)

CREW:
W/O.J.B.TAIT
F/S.GALLAGHER.A.E.
F/O.B.R.BAYNE
CAN.F/O.W.A.DANIEL
F/O.A.J.WARD
AUS.F/L.J.F.D.CHAPMAN
W/O.VAUGHAN.H.D.

DUTY:
AS SHOWN ABOVE

TIME: UP. DOWN.
1320  1930

DETAILS OF SORTIE OF FLIGHT:
Bombing RHINE BARRAGE, North of Basle. 1 x Tallboy. 1651 hrs. 600ft. Weather was touch and go near the target, but the target itself was clear of cloud below bombing height and visibility was good. The high force had bombed before I reached the target and all traces of the bursts had disappeared, so that I could not assess the high bombing and there appeared to be no damage to the target. All of the sluices were closed. Our bomb landed in the correct position ten yards short of the target. It did not bounce.

DATE: 07.10.44
AIRCRAFT TYPE: & NUMBER: Lancaster III. LM.492 (W)

CREW:
S/L.J.V.COCKSHOTT
F/S.FRYER.R.C.
F/S.GOSLING.L.E.
P/O.E.BOOTH
F/S.BATES.A.S.

DUTY:
AS SHOWN ABOVE

483
F/S.BRADBURY.G.R.
W/O.BIRCH.L.J.(AUS)

TIME: UP. DOWN.
1307  1956

DETAILS OF SORTIE OF FLIGHT:
Bombing RHINE BARRAGE, North of Basle. 1 x Tallboy. 1654 hrs. 600ft. Our bomb fell on west bank of river. A slight overshoot due to getting in slipstream of D. Another bomb fell ten yards in front of target. Two overshoots in water.

DATE: 07.10.44
AIRCRAFT TYPE & NUMBER: Lancaster I. EE.923(M)
CREW: S/L.G.E.FAWKE
DUTY: AS SHOWN ABOVE
F/S.CHERRINGTON.A.W.
F/L.T.BENNETT
F/L.R.E.WOODS (CAN)
F/O.M.ELLWOOD
F/L.E.N.ARMSTRONG
P/O.R.M.MEGGIE
G/CAPT.M.G.PHILPOTT

TIME: UP. DOWN.
1309  1959

DETAILS OF SORTIE OF FLIGHT:
Bombing RHINE BARRAGE, North of Basle. 1 x Tallboy. 1705 hrs. 8,100ft. Bomb hung up for five seconds after release, and fell on west bank of river. We had to do three runs before the bomb came off. We saw one direct hit and low level bombing appeared good.

DATE: 07.10.44
AIRCRAFT TYPE: Lancaster I. ME.562 (K)
CREW: F/O.J.A.SANDERS
DUTY: AS SHOWN ABOVE
SGT.NUTLEY.T.H.
P/O.J.B.BARRON
P/O.H.G.ALLEN (CAN)
F/S.WARD.A.
F/S.BRIARS.R.A.
F/S.MACHIN.R.
F/S.PEIRSON.D.P.

TIME: UP. DOWN.
1311  1950

DETAILS OF SORTIE OF FLIGHT:
Bombing RHINE BARRAGE, North of Basle. 1 x Tallboy. 1655 hrs. 600ft. Our bomb fell just over the barrage dropping down the far side. No other results observed.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>07.10.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster III. LM.485 (N)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/O.F.H.A.WATTS</td>
</tr>
<tr>
<td></td>
<td>SGT..LUCK.H.</td>
</tr>
<tr>
<td></td>
<td>P/O.C.H.HOUSDEN</td>
</tr>
<tr>
<td></td>
<td>P/O.M.L.MCKAY (CAN)</td>
</tr>
<tr>
<td></td>
<td>P/O.D.COOPER</td>
</tr>
<tr>
<td></td>
<td>F/O.K.S.JEWEILL (AUS)</td>
</tr>
<tr>
<td></td>
<td>F/S.MATTHEWS.G.</td>
</tr>
<tr>
<td></td>
<td>F/O.G.A.WITHERICK</td>
</tr>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>TIME:</td>
<td>1319</td>
</tr>
<tr>
<td>UP.</td>
<td>1953</td>
</tr>
<tr>
<td>DOWN.</td>
<td></td>
</tr>
<tr>
<td>DETAILS OF SORTIE OF FLIGHT:</td>
<td>Bombing RHINE BARRAGE, North of Basle. 1 x Tallboy. 1644 hrs. 6,000ft. Our bomb was an overshoot - about 50 yards. One direct hit seen.</td>
</tr>
</tbody>
</table>

---

<table>
<thead>
<tr>
<th>DATE:</th>
<th>07.10.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. DV.393 (T)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/O A.W.JOPLIN (NZ)</td>
</tr>
<tr>
<td></td>
<td>SGT. TILLEY F.L.</td>
</tr>
<tr>
<td></td>
<td>F/S FISH.C.D.R.</td>
</tr>
<tr>
<td></td>
<td>F/S HEBBARD L. (NZ)</td>
</tr>
<tr>
<td></td>
<td>P/O R.B.YATES</td>
</tr>
<tr>
<td></td>
<td>SGT. LAMBELL N.F.</td>
</tr>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>TIME:</td>
<td>1319</td>
</tr>
<tr>
<td>UP.</td>
<td>1953</td>
</tr>
<tr>
<td>DOWN.</td>
<td></td>
</tr>
<tr>
<td>DETAILS OF SORTIE OF FLIGHT:</td>
<td>Bombing RHINE BARRAGE, North of Basle. 1 x Tallboy. 1649 hrs. 7,500ft. Our bomb fell just on the down river edge of the Barrage, close to the second pier from the left. One direct hit seen.</td>
</tr>
</tbody>
</table>

---

<table>
<thead>
<tr>
<th>DATE:</th>
<th>07.10.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. DV.482 (X)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/L J.L.SAYERS (AUS)</td>
</tr>
<tr>
<td></td>
<td>P/O V.L.JOHNSON</td>
</tr>
<tr>
<td></td>
<td>F/O E.G.STROM (AUS)</td>
</tr>
<tr>
<td></td>
<td>F/S WEAVER E.W. (AUS)</td>
</tr>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
</tbody>
</table>

---

485
P/O F.E. HAWKINS
P/O B.F. KENT
P/O R.P. BARRY (AUS)

TIME: UP. DOWN.
1312  2001

DETAILS OF SORTIE OF FLIGHT:
Bombing RHINE BARRAGE, North of Basle. 1 x Tallboy. 1704 hrs. 7,300ft. Opened bomb doors and bomb fell out immediately, buckling door as it went.

DATE: 07.10.44
AIRCRAFT TYPE & NUMBER: Lancaster III. LM. 489 (A)

CREW:
F/O J. GINGLES
F/S ROOKE S.
F/S JOHNSON H.
W/O HAZELL L.J.
W/O RILEY G.H.
F/L R.F. SCOTT-KIDDIE
F/S HUNNISETTE R.W.
F/O M.B. FLATMAN

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1318  2005

DETAILS OF SORTIE OF FLIGHT:
Bombing RHINE BARRAGE, North of Basle. 1 x Tallboy. 1704 hrs. 8,300ft. Our bomb fell on the railway line. Only one other bomb seen to explode. This also was an overshoot in the same area.

DATE: 07.10.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.554 (F)

CREW:
F/L T.C. IVESON
SGT. PHILLIPS J.D.
F/O J.D. HARRISON
F/S CHANCE F.R.
F/O A. TITTLE
SGT. SMITH A.L.
SGT. WASS E.A.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1321  1948

DETAILS OF SORTIE OF FLIGHT:
Bombing RHINE BARRAGE, North of Basle. 1 x Tallboy. 1648 hrs. 8,500ft. Our bomb fell on left bank of river about 400 yards South-East of centre of target. The first bomb to go down fell practically on the centre of the Barrage.
DATE: 07.10.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV. 391 (O)

CREW:
F/O PH. MARTIN (AUS)
SGT. BLAGBROUGH J.
F/S JACKSON A.
F/S DAY, D.A.
AUS P/O G.M. LOVATT
SGT. MAYOH H.
SGT. TREBILCOCK T.J.

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1310  1952

DETAILS OF SORTIE OF FLIGHT:
Bombing RHINE BARRAGE, North of Basle. 1 x Tallboy. 1653 hrs. 600ft. Own bomb fell as an overshoot of 30-40 yards. W/Cmdr. Tait’s bomb seen to enter left side of lock.

DATE: 07.10.44
AIRCRAFT TYPE & NUMBER: Lancaster III. PB.416 (V)

CREW:
F/O J.CASTAGNOLA
SGT. HENDERSON S.J.
F/O F.J. GORRINGE
P/O N.EVANS
F/S EAVES W.T.
F/S SALTER R.E.
P/O J.K. RONALD

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1317  1947

DETAILS OF SORTIE OF FLIGHT:
Bombing RHINE BARRAGE, North of Basle. 1 x Tallboy. 1648 hrs. 17,900ft. Our bomb fell on target between first and second pier. One bomb fell left bank to S.W. of Barrage.

DATE: 07.10.44
AIRCRAFT TYPE & NUMBER: Lancaster III. LM.482 (Q)

CREW:
F/L C.J.G. HOWARD
P/O F.C. HAWKINS
F/L T.J. TATE
P/O L. HARTLEY
P/O R.D. LUCAN
W/O WOODS P.E.
F/S CLARKE J.

DUTY: AS SHOWN ABOVE
<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1308</td>
<td></td>
<td>missing</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing RHINE BARRAGE, North of Basle. 1 x Tallboy. Missing. Aircraft believed to have been shot down over target area. *(The Tallboy did not release on the first run and this aircraft was seen to turn for another run. It was then hit by light flak and crashed at Efringen-Kirchen, a small village just inside the German border killing all of the crew. Howard was the third son of Hon. Geoffrey William Algernon Howard)*

**DATE:** 07.10.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster III. PB. 415 (NG 180) (S)  
**CREW:**  
S/L D.R.WYNNESS  
F/S HURDISS T.J.  
F/L R.H.WILLIAMS  
F/O H.W.HONIG  
F/O B.J.HOSIE (NZ)  
F/S HORROCKS T.  
F/O G.E.CANSELL  
**TIME:**  
<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1310</td>
<td>missing</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing RHINE BARRAGE, North of Basle. 1 x Tallboy. Missing. Aircraft believed to have been shot down over target area. *(This aircraft was hit by flak at 600’ approaching the target, it flew North and ditched in the Rhine at Chalampe.)*

**DATE:** 28.10.44  
**AIRCRAFT TYPE: & NUMBER:** Lancaster I. NG. 180 (S)  
**CREW:**  
W/O J.B.TAIT  
F/S GALLAGHER A.E.  
F/O H.ELLIS  
F/O W.A.DANIEL (CAN)  
F/O A.J.WARD  
W/O VAUGHAN H.D.  
**TIME:**  
<table>
<thead>
<tr>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0110</td>
<td>1420</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing TIRPITZ. 1 x Tallboy. 0754 hrs. 13,000ft. Ship seen early on approach but obscured by cloud when bombs dropped.
<table>
<thead>
<tr>
<th>DATE:</th>
<th>28.10.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. DV.405 (J)</td>
</tr>
<tr>
<td>CREW:</td>
<td>S/L G.E. FAWKE</td>
</tr>
<tr>
<td></td>
<td>F/S CHERRINGTON A.W.</td>
</tr>
<tr>
<td></td>
<td>F/O T. BENNETT</td>
</tr>
<tr>
<td></td>
<td>F/O C.G. ROGERS</td>
</tr>
<tr>
<td></td>
<td>F/O M. ELLWOOD</td>
</tr>
<tr>
<td></td>
<td>P/O R.M. HEGGIE</td>
</tr>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td></td>
<td>0103</td>
</tr>
<tr>
<td>DETAILS OF SORTIE OF FLIGHT:</td>
<td>Bombing TIRPITZ. 1 x Tallboy. 0751 hrs. 13,400ft. Bomb overshoot - otherwise results unobserved.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE:</th>
<th>28.10.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. ME.554 (F)</td>
</tr>
<tr>
<td>CREW:</td>
<td>S/L IVESON</td>
</tr>
<tr>
<td></td>
<td>SGT. PHILLIPS J.D.</td>
</tr>
<tr>
<td></td>
<td>F/O J.D. HARRISON</td>
</tr>
<tr>
<td></td>
<td>F/S CHANCE F.R.</td>
</tr>
<tr>
<td></td>
<td>F/O A. TITTLE</td>
</tr>
<tr>
<td></td>
<td>SGT. SMITH A.L.</td>
</tr>
<tr>
<td></td>
<td>F/O M.B. FLATMAN</td>
</tr>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td></td>
<td>0122</td>
</tr>
<tr>
<td>DETAILS OF SORTIE OF FLIGHT:</td>
<td>Bombing TIRPITZ. 1 x Tallboy. 0750 hrs. 15,000ft. Results unobserved.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE:</th>
<th>28.10.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. PB. 415 (O)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/L R.E. KNIGHTS</td>
</tr>
<tr>
<td></td>
<td>F/O E. TWELLS</td>
</tr>
<tr>
<td></td>
<td>F/O T.H.J. PLAYFORD</td>
</tr>
<tr>
<td></td>
<td>F/O A.B. WALKER</td>
</tr>
<tr>
<td></td>
<td>F/S BATES A.S.</td>
</tr>
<tr>
<td></td>
<td>W/O PENGELLY W.H.</td>
</tr>
<tr>
<td>DUTY:</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP.</td>
</tr>
<tr>
<td></td>
<td>0106</td>
</tr>
<tr>
<td>DETAILS OF SORTIE OF FLIGHT:</td>
<td></td>
</tr>
</tbody>
</table>
Bombing TIRPITZ. 1 x Tallboy. 0752 hrs. 13,200ft. Bomb seen to enter water and explode about 20 yards off starboard bow and ship rocked considerably. Made several circuits after bombing and saw thick brown smoke billowing from vicinity of mid-ships. Shortly after bomb exploded, observed explosion from starboard bow, followed by thick black smoke.

DATE: 28.10.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. PD. 233 (G)
CREW: F/L M.D.HAMILTON
       F/S ROOKE L.S.
       P/O J.T.JACKSON
       P/O BOOTH E.
       F/S THOMPSON J.T.
       F/S HAMILTON D.
DUTY: AS SHOWN ABOVE
TIME: UP. DOWN.
      0137  1341

DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. 0800 hrs. 16,000ft. Own bomb believed direct hit on bows followed by big flash. Saw two bombs, followed by another, drop close to Tirpitz, believed to be near mid-ships.

DATE: 28.10.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. LM. 492 (W)
CREW: F/L H.J. PRYOR
       F/S WINSTON A.L.
       F/O R.L. PINDER (CAN)
       P/O G. HOYLAND
       P/O A. HEPWORTH
       F/S COLYER M.A.
DUTY: AS SHOWN ABOVE
TIME: UP. DOWN.
      0126  1405

DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. Did not bomb. Target obscured by smoke.

DATE: 28.10.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV. 402 (X)
CREW: F/L J.L.SAYERS (AUS)
       P/O V.L.JOHNSON
       F/O E.G.STROM (AUS)
       P/O E.W.WEAVER (AUS)
       P/O F.E.HOWKINS
DUTY: AS SHOWN ABOVE
P/O R.P. BARRY (AUS)

<table>
<thead>
<tr>
<th>TIME</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0128</td>
<td></td>
<td>1407</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing TIRPITZ. 1 x Tallboy. 0751 hrs. 14,200ft. Saw big flash from ship, believed to be bomb burst, otherwise results unobserved.

---

**DATE:** 28.10.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. ED.763 (Z)  
**CREW:**  
F/L D.J. ORAM  
F/S R.P. HAYWOOD  
F/O F.R. BRAND (CAN)  
P/O J.B. COLE (CAN)  
W/O J.B. FORSHAW  
F/S D.P. PIERSON

<table>
<thead>
<tr>
<th>TIME</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0128</td>
<td></td>
<td>1407</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing TIRPITZ. 1 x Tallboy. 0749 hrs. 15,500ft. Results unobserved.

---

**DATE:** 28.10.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. DV. 391 (Y)  
**CREW:**  
F/L I.M. MARSHALL  
F/S F. CHOLERTON  
F/O K. NEWBY  
F/O J.L. RUMGAY  
F/O H.J. RIDING  
F/O D.W. BALE

<table>
<thead>
<tr>
<th>TIME</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0120</td>
<td></td>
<td>1510</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing TIRPITZ. 1 x Tallboy. 0759 hrs. 13,900ft. One bomb seen to enter water just outside beam on starboard side of ship. Otherwise results unobserved.

---

**DATE:** 28.10.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. DV. 380 (P)  
**CREW:**  
F/L B.A. GUMBLEY (NZ)

<table>
<thead>
<tr>
<th>TIME</th>
<th>UP.</th>
<th>DOWN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0120</td>
<td></td>
<td>1510</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing TIRPITZ. 1 x Tallboy. 0759 hrs. 13,900ft. One bomb seen to enter water just outside beam on starboard side of ship. Otherwise results unobserved.
DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. After four runs over target decided that cloud made accurate bombing impossible. This decision was approved by Force Leader. Did not bomb.

DATE: 28.10.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. EE. 131 (B)
CREW: F/L L.S.GOODMAN
SGT. BURNETT W.
F/O H.WATKINSON
F/O H.A.HAYWARD
SGT. BOOTH H.J.C.
F/S HULBERT A.S.

TIME: UP. DOWN.
0210 1431

DATE: 28.10.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. LM.489 (A)
CREW: F/O J.GINGLES
F/S JOHNSON W.
F/S JOHNSON H.
W/O HAZELL L.J.
W/O RILEY G.H.
F/L R.F.SCOTT-KIDDIE

TIME: UP. DOWN.
0140 1455

DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. 0830 hrs. 13,400ft. Results unobserved.

DATE: 28.10.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV. 385 (V)
CREW: F/O J.CASTAGNOLA  DUTY: AS SHOWN ABOVE
Sgt. HENDERSON S.J.
F/O F.J.GORRINGE
P/O N.EVANS
F/S EAVES W.T.
P/O J.K.RONALD

TIME: 
UP.  DOWN.  
0126  1402

DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. 0759 hrs. 14,450ft. Saw bomb fall towards Tirpitz followed shortly afterwards by flash and column of smoke.

DATE: 28.10.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. PD. 238 (H)

CREW:
F/O P.H.MARTIN (AUS)  DUTY: AS SHOWN ABOVE
SGT. BLAGBROUGH J.
F/S JACKSON A.
F/S DAY D.A.
P/O G.M. LOVATT (AUS)
SGT. MAYOH H.

TIME: 
UP.  DOWN. 
0204  1508

DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. 0758 hrs. 15,000ft. Direct hit seen on stern of ship. Bombed on third run after trying runs from East and South West.

DATE: 28.10.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME. 462 (K)

CREW:
F/O J.A.SANDERS  DUTY: AS SHOWN ABOVE
F/S NUTLEY T.H.
P/O J.B.BARRON
P/O H.G.ALLEN (CAN)
F/S WARD A.
F/S BRIARS R.A.

TIME: 
UP.  DOWN. 
0112  1410

DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. 0805 hrs. 15,000ft. Results unobserved.
<table>
<thead>
<tr>
<th>DATE</th>
<th>AIRCRAFT TYPE: &amp; NUMBER</th>
<th>CREW</th>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>28.10.44</td>
<td>Lancaster I. ME.561</td>
<td>F/O A.W.JOPLIN (NZ)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SGT. TILLEY F.L.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S FISH C.D.R.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S HEBBARD L. (NZ)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SGT. COOKE G.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O R.B.YATES</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>TIME:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>UP.</td>
<td>DOWN.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0107</td>
<td>1654</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DETAILS OF SORTIE OF FLIGHT:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bombing TIRPITZ. 1 x Tallboy. 0757 hrs.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>13,420ft.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Saw what was believed to be bomb burst on</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>forward end of ship followed by explosion</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>and brown smoke.</td>
<td></td>
</tr>
<tr>
<td>28.10.44</td>
<td>Lancaster I. LM. 695</td>
<td>F/O F.H.A.WATTS</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/L K.J.RYALL</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>P/O C.H.HOUDESSEN</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>P/O M.L.MACKAY (CAN)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>P/O D.COOPER</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S MATTHEWS G.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O J.H.LEAVITT</td>
<td>PASSENGER</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TIME:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>UP.</td>
<td>DOWN.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0205</td>
<td>1450</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DETAILS OF SORTIE OF FLIGHT:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bombing TIRPITZ. 1 x Tallboy. 0800 hrs.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>15,800ft.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Results not observed.</td>
<td></td>
</tr>
<tr>
<td>28.10.44</td>
<td>Lancaster I. NG. 181</td>
<td>F/O A.E.KELL (AUS)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>P/O J.SOILLEUX</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S GOSLING L.E.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/L C.K.ASTBURY (AUS)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O D.E.FREEMAN</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>P/O R.WILKINSON</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>TIME:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>UP.</td>
<td>DOWN.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0000</td>
<td></td>
</tr>
</tbody>
</table>
DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. Brought back to base. Did not bomb.

DATE: 28.10.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. NF. 920 (E)
CREW: F/O D.W.CAREY (AUS)  F/S FRANKS L.
       F/S FRANKS L.  F/O A.M.MCKEE
       P/O D.H.MCLENNAN (CAN)  F/O A.M.MCKEE
       F/S YOUNG A.E.  F/S YOUNG A.E.
       F/O G.A.WITHERICK

TIME: UP.  DOWN. 0114  missing

DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. This aircraft is believed to have attacked and was last seen heading for Sweden. Missing. (Carey's aircraft was hit by flak and his starboard outer engine stopped, his fuel tanks punctured, he had no option but to run for safe ground. Before doing so however he made six runs to try and get a good shot at the Tirpitz but in the end bombed almost blind. Hit again by a Swedish flak gun he crash landed in a Swedish bog near Porjis on two engines and the crew were interned.)

OPERATIONS RECORD BOOK
No. 617 Squadron

WOODHALL SPA
01.11.44
Night flying programme carried out.

02.11.44
Very little flying carried out.

03.11.44
Very little flying carried out.

04.11.44
Nineteen aircraft detailed for operations. Aircraft were despatched to an advanced base in Lossiemouth. Gale warning announced in the evening.

05.11.44
Operations cancelled through adverse weather conditions and aircraft returned to own base.

06.11.44
Very little flying carried out.
07.11.44
Flying training programme carried out. Gale warning announced.

08.11.44
No flying. Station Commander's parade held. All crew attended.

09.11.44
Flying training programme carried out. Gale and frost warning announced.

10.11.44
Flying training programme carried out. Preparations for operations detailed next day.

11.11.44
Eighteen aircraft, plus F/Lt. Gavin in spare aircraft, took off to fly to advanced base for special operation.

12.11.44
Eighteen aircraft took off from advanced base to attack the German Battleship "Tirpitz". Weather: Fine at first becoming cloudy. Visibility poor. Fog forming at dawn clearing slowly.

13.11.44
Ten aircraft returned to own base. Confirmed "Tirpitz" sunk. Crews welcomed by ground staffs and the band of the Border Regiment.

14.11.44
Remainder of aircraft returned to own base. Several messages of congratulation received. W/Cmdr. J.B. Tait D.S.O., D.F.C., flew to London to make a broadcast on the attack.

15.11.44
W/Cmdr. Tait returned from London. Sir Archibald Sinclair, Secretary of State for Air, visited the station, and lunched at the Officers Mess. He addressed the aircrew personnel in the briefing room in the afternoon. W/Cmdr. Tait returned to London. All aircrew granted a forty eight hour pass. More congratulatory messages received.

16.11.44
No flying.

17.11.44
No flying.

18.11.44
Bad weather limited flying.

19.11.44
Bad weather limited flying. Organized games arranged for crews, but cancelled owing to adverse weather.

20.11.44
Very little flying. Bad weather.

21.11.44
"Loran" flying training programme carried out.

22.11.44
Small amount of flying. Station Commander's parade attended by all aircrew. The Regimental Band of the Border Regiment provided martial music.

23.11.44
Night flying training programme carried out.

24.11.44
Operations ordered. Cancelled through adverse weather.

25.11.44
No flying. Adverse weather.

26.11.44
Flying programme carried out.

27.11.44
Flying programme carried out.

28.11.44
Flying training carried out.

29.11.44
Flying training carried out. Station Commander's parade attended by all aircrew.

30.11.44
Flying training carried out.

SUMMARY

During the month of November 1944, eighteen Lancaster Operational sorties were dispatched, consisting of 225.55 Night operations flying. A total of 453.05 hrs Day and 55.00 hrs Night Flying Training was carried out. A total weight of 96 1/2 tons of bombs were dropped operationally.

The following Officers were posted To the Squadron during November 1944:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category.</th>
<th>From.</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>171205</td>
<td>F/O</td>
<td>R.L. HAYTER</td>
<td>GD.S.</td>
<td>1661C.U.</td>
<td>21.10.44</td>
</tr>
<tr>
<td>88647</td>
<td>F/L(A/S/L)</td>
<td>C.W.C. HAMILTON</td>
<td>GD.</td>
<td>625Sqn.</td>
<td>09.11.44</td>
</tr>
<tr>
<td>129548</td>
<td>F/L</td>
<td>J.H. BENISON</td>
<td>GD.N.</td>
<td>1652C.U.</td>
<td>09.11.44</td>
</tr>
<tr>
<td>175295</td>
<td>F/O</td>
<td>G. DALE</td>
<td>GD.G.</td>
<td>1652C.U.</td>
<td>09.11.44</td>
</tr>
<tr>
<td>174040</td>
<td>F/O</td>
<td>H.E. WAKEFIELD</td>
<td>GD.FE.</td>
<td>1652C.U.</td>
<td>09.11.44</td>
</tr>
<tr>
<td>185025</td>
<td>P/O</td>
<td>J.B. KNIGHT</td>
<td>GD.N.</td>
<td>44 Sqn.</td>
<td>20.11.44</td>
</tr>
<tr>
<td>67678</td>
<td>F/L(A/S/L)</td>
<td>J.F.BROOKES</td>
<td>GD.</td>
<td>22O.T.U.</td>
<td>21.11.44</td>
</tr>
<tr>
<td>132755</td>
<td>F/L</td>
<td>A.G. FARTHING</td>
<td>GD.G.</td>
<td>22O.T.U.</td>
<td>21.11.44</td>
</tr>
<tr>
<td>141764</td>
<td>F/O</td>
<td>D.W. JUDGE</td>
<td>GD.S.</td>
<td>22O.T.U.</td>
<td>21.11.44</td>
</tr>
<tr>
<td>A435095</td>
<td>F/O</td>
<td>L. BURROWS</td>
<td>GD.G.</td>
<td>51 Base.</td>
<td>31.10.44</td>
</tr>
<tr>
<td>A429437</td>
<td>F/O</td>
<td>T.K. REDDAN</td>
<td>GD.G.</td>
<td>51 Base.</td>
<td>31.10.44</td>
</tr>
<tr>
<td>A408185</td>
<td>F/L</td>
<td>H.V. GAVIN</td>
<td>GD.</td>
<td>51 Base.</td>
<td>31.10.44</td>
</tr>
<tr>
<td>160752</td>
<td>F/O</td>
<td>D.H. BARLEYCORN</td>
<td>GD.N.</td>
<td>5 L.F.S.</td>
<td>25.11.44</td>
</tr>
<tr>
<td>J.17159</td>
<td>F/O</td>
<td>F.L. ENGLISH</td>
<td>GD.G.</td>
<td>5 L.F.S.</td>
<td>25.11.44</td>
</tr>
<tr>
<td>J.15596</td>
<td>F/L</td>
<td>G.W. LANCEY</td>
<td>GD.</td>
<td>5 L.F.S.</td>
<td>25.11.44</td>
</tr>
</tbody>
</table>
Please note that the contents of this disk are protected electronically against unauthorised copying and use. If you are not the owner of the 617 Sqn Operational Record Book CD-ROM or are not using the contents of this disk in accordance with the license you are in breach of the law and should desist immediately. Digitally logged.

<table>
<thead>
<tr>
<th>Date</th>
<th>Rank</th>
<th>Name</th>
<th>Category</th>
<th>Unit to</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>177034</td>
<td>F/O</td>
<td>R.L. KERR</td>
<td>GD.N.</td>
<td>54 Base.(N.E)</td>
<td>24.11.44</td>
</tr>
<tr>
<td>151975</td>
<td>F/O</td>
<td>C.T.C. LEWIS</td>
<td>GD.B.</td>
<td>463 Sqdn.</td>
<td>01.11.44</td>
</tr>
<tr>
<td>62699</td>
<td>S/L</td>
<td>C.C. CALDER</td>
<td>GD.</td>
<td>1652C.U.</td>
<td>09.11.44</td>
</tr>
<tr>
<td>131949</td>
<td>F/O</td>
<td>C.B. CRAFER</td>
<td>GD.B.</td>
<td>1652C.U.</td>
<td>09.11.44</td>
</tr>
<tr>
<td>175489</td>
<td>F/O</td>
<td>F.W. GARGET</td>
<td>GD.S.</td>
<td>1652C.U.</td>
<td>09.11.44</td>
</tr>
<tr>
<td>176499</td>
<td>P/O</td>
<td>A.H. ATKINSON</td>
<td>GD.G.</td>
<td>1658C.U.</td>
<td>09.11.44</td>
</tr>
<tr>
<td>122384</td>
<td>F/L</td>
<td>E.A. BALDWIN</td>
<td>GD.B.</td>
<td>22O.T.U.</td>
<td>21.11.44</td>
</tr>
<tr>
<td>148091</td>
<td>F/O</td>
<td>R.B. DENWETT</td>
<td>GD.G.</td>
<td>19O.T.U.</td>
<td>21.11.44</td>
</tr>
<tr>
<td>142988</td>
<td>F/O</td>
<td>J.H. JONES</td>
<td>GD.N.</td>
<td>220.T.U.</td>
<td>21.11.44</td>
</tr>
<tr>
<td>A400896</td>
<td>F/O</td>
<td>F.E. WITTMER</td>
<td>GD.N.</td>
<td>54 Base.</td>
<td>02.11.44</td>
</tr>
<tr>
<td>A434376</td>
<td>P/O</td>
<td>A.G. BUXTON</td>
<td>GD.N.</td>
<td>51 Base.</td>
<td>31.10.44</td>
</tr>
<tr>
<td>A428794</td>
<td>F/O</td>
<td>N.E. SAINSBURY</td>
<td>GD.S.</td>
<td>51 Base.</td>
<td>31.10.44</td>
</tr>
<tr>
<td>A405693</td>
<td>F/O</td>
<td>W.R. LEE</td>
<td>GD.</td>
<td>54 Base.(N/E)</td>
<td>29.10.44</td>
</tr>
<tr>
<td>120849</td>
<td>F/L</td>
<td>R.M. HORSLEY</td>
<td>GD.</td>
<td>5 L.F.S.</td>
<td>25.11.44</td>
</tr>
<tr>
<td>J86849</td>
<td>P/O</td>
<td>S.K. JENNISON</td>
<td>GD.G.</td>
<td>5 L.F.S.</td>
<td>25.11.44</td>
</tr>
<tr>
<td>A.13751</td>
<td>F/O</td>
<td>K.C. MORIESON</td>
<td>GD.B.</td>
<td>54 Base.(N/E)</td>
<td>22.11.44</td>
</tr>
</tbody>
</table>

The following Airmen N.C.O.'s were posted To the Squadron during November 1944:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank</th>
<th>Name</th>
<th>Category</th>
<th>From.</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>744611</td>
<td>F/Sgt</td>
<td>L. FORD</td>
<td>A/G.</td>
<td>12 O.T.U.</td>
<td>31.10.44</td>
</tr>
<tr>
<td>578497</td>
<td>Sgt</td>
<td>F.H. BROWN</td>
<td>F/Eng.</td>
<td>51 Base.</td>
<td>31.10.44</td>
</tr>
<tr>
<td>1314661</td>
<td>F/Sgt</td>
<td>J.E. BAKER</td>
<td>W/Op.</td>
<td>54 Base(N/E)</td>
<td>27.10.44</td>
</tr>
<tr>
<td>A426150</td>
<td>W/O</td>
<td>M. PASK</td>
<td>W/Op.</td>
<td>625 Sqdn.</td>
<td>17.11.44</td>
</tr>
<tr>
<td>911473</td>
<td>Sgt</td>
<td>H. FARINO</td>
<td>A/G.</td>
<td>5 L.F.S.</td>
<td>25.11.44</td>
</tr>
<tr>
<td>1079926</td>
<td>F/Sgt</td>
<td>E.W. ARMSTRONG</td>
<td>F/Eng.</td>
<td>5 L.F.S.</td>
<td>25.11.44</td>
</tr>
<tr>
<td>1431055</td>
<td>Sgt</td>
<td>C.E. BUNSELL</td>
<td>F/Eng.</td>
<td>5 L.F.S.</td>
<td>25.11.44</td>
</tr>
<tr>
<td>1815594</td>
<td>Sgt</td>
<td>D.M. WILSON</td>
<td>A/B.</td>
<td>5 L.F.S.</td>
<td>25.11.44</td>
</tr>
<tr>
<td>A422359</td>
<td>F/Sgt</td>
<td>D.W. ROBIN</td>
<td>Nav.</td>
<td>5 L.F.S.</td>
<td>25.11.44</td>
</tr>
<tr>
<td>1394282</td>
<td>F/Sgt</td>
<td>J.P. FLYNN</td>
<td>A/G.</td>
<td>41 Group.</td>
<td>04.11.44</td>
</tr>
<tr>
<td>2209334</td>
<td>F/Sgt</td>
<td>A. CROSBY</td>
<td>A/G.</td>
<td>54 Base (N/E).</td>
<td>06.11.44</td>
</tr>
<tr>
<td>A408471</td>
<td>F/Sgt</td>
<td>W.M. WHITE</td>
<td>A/B.</td>
<td>51 Base.</td>
<td>31.10.44</td>
</tr>
<tr>
<td>546883</td>
<td>W/O</td>
<td>E.C. TEMPLE</td>
<td>A/B.</td>
<td>1660C.U.</td>
<td>25.11.44</td>
</tr>
<tr>
<td>1021077</td>
<td>Sgt</td>
<td>P.F. DUROSE</td>
<td>W/Op.</td>
<td>5 L.F.S.</td>
<td>25.11.44</td>
</tr>
<tr>
<td>1171770</td>
<td>Sgt</td>
<td>L. NEALE</td>
<td>A/G.</td>
<td>5 L.F.S.</td>
<td>25.11.44</td>
</tr>
<tr>
<td>1668619</td>
<td>Sgt</td>
<td>J.H.E. SAVILLE</td>
<td>W/Op.</td>
<td>5 L.F.S.</td>
<td>25.11.44</td>
</tr>
<tr>
<td>A417882</td>
<td>F/Sgt</td>
<td>G.L. PERRY</td>
<td>A/B.</td>
<td>5 L.F.S.</td>
<td>25.11.44</td>
</tr>
</tbody>
</table>

The following Officers were posted From the Squadron during November 1944:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank</th>
<th>Name</th>
<th>Category</th>
<th>Unit to</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>55810</td>
<td>P/O</td>
<td>A.M. McKIE</td>
<td>GD.N.</td>
<td>War Cas.</td>
<td>29.10.44</td>
</tr>
<tr>
<td>55855</td>
<td>P/O</td>
<td>A.W. DERHAM</td>
<td>GD.G.</td>
<td>A.C.A.C.Brack.</td>
<td>03.11.44</td>
</tr>
<tr>
<td>135020</td>
<td>F/L</td>
<td>T. BENNETT</td>
<td>GD.N.</td>
<td>54 Base.</td>
<td>30.10.44</td>
</tr>
<tr>
<td>A413582</td>
<td>F/O</td>
<td>J.L. HAGER</td>
<td>GD.N.</td>
<td>A.C.A.C.Brack.</td>
<td>03.11.44</td>
</tr>
<tr>
<td>A415680</td>
<td>P/O</td>
<td>R.A. LEARMONTH</td>
<td>GD.G.</td>
<td>54 Base.</td>
<td>31.10.44</td>
</tr>
<tr>
<td>51070</td>
<td>F/O</td>
<td>G.A. WITHERICK</td>
<td>GD.G.</td>
<td>War Cas.</td>
<td>29.10.44</td>
</tr>
<tr>
<td>137275</td>
<td>F/O(A/S/L)</td>
<td>J.V. COCKSHOTT</td>
<td>GD.D.</td>
<td>54 Base(N/E.)</td>
<td>23.10.44</td>
</tr>
<tr>
<td>J87492</td>
<td>P/O</td>
<td>D.H. McLennan</td>
<td>GD.B.</td>
<td>War Cas.</td>
<td>29.10.44</td>
</tr>
<tr>
<td>A416650</td>
<td>F/O</td>
<td>D.W. CAREY</td>
<td>GD.</td>
<td>War Cas.</td>
<td>29.10.44</td>
</tr>
<tr>
<td>127057</td>
<td>F/L</td>
<td>R.F. SCOTT-KIDDIE</td>
<td>GD.G.</td>
<td>54 Base.</td>
<td>15.11.44</td>
</tr>
</tbody>
</table>
The following Airmen N.C.O.'s were posted from the Squadron during November 1944:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank</th>
<th>Name</th>
<th>Category</th>
<th>Unit To.</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1435327</td>
<td>Sgt</td>
<td>D. JONES</td>
<td>W/OP.</td>
<td>54 Base(N.E)</td>
<td>14.10.44</td>
</tr>
<tr>
<td>1575094</td>
<td>F/S</td>
<td>L.W. FRANKS</td>
<td>F/Eng.</td>
<td>War Cas.</td>
<td>29.10.44</td>
</tr>
<tr>
<td>1385771</td>
<td>F/Sgt</td>
<td>A.E. YOUNG</td>
<td>W/OP.</td>
<td>War Cas.</td>
<td>29.10.44</td>
</tr>
<tr>
<td>1377477</td>
<td>F/Sgt</td>
<td>J.J. BLANCHE</td>
<td>A/G.</td>
<td>227 Sqdn.</td>
<td>13.11.44</td>
</tr>
<tr>
<td>1701244</td>
<td>F/Sgt</td>
<td>N.F. LAMBE</td>
<td>A/G.</td>
<td>227 Sqdn.</td>
<td>13.11.44</td>
</tr>
<tr>
<td>1458303</td>
<td>F/Sgt</td>
<td>R.W. HUNNISETTE</td>
<td>A/G.</td>
<td>A.C.A.C.</td>
<td>28.11.44</td>
</tr>
<tr>
<td>841729</td>
<td>F/Sgt</td>
<td>H. LUCK</td>
<td>F/Eng.</td>
<td>A.C.A.C.Brack.</td>
<td>28.11.44</td>
</tr>
</tbody>
</table>

The following personnel have been awarded decorations during November 1944:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank</th>
<th>Name</th>
<th>Category</th>
<th>Unit To.</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>111547</td>
<td>F/L (A/S/L)</td>
<td>G.E. FAWKE</td>
<td>GD.</td>
<td>-</td>
<td>D.S.O.</td>
</tr>
<tr>
<td>A414844</td>
<td>F/O (A/F/L)</td>
<td>J.L. SAYERS</td>
<td>GD.</td>
<td>-</td>
<td>D.F.C.</td>
</tr>
</tbody>
</table>

The following Officers have been promoted during November 1944:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank</th>
<th>Name</th>
<th>Category</th>
<th>Unit To.</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>173865</td>
<td>P/O</td>
<td>S.V. GRIMES</td>
<td>GD.S. - F/O</td>
<td>w.e.f.</td>
<td>24.09.44</td>
</tr>
<tr>
<td>130623</td>
<td>F/O(A/F/L)</td>
<td>M.L. HAMILTON</td>
<td>GD. - F/L</td>
<td>w.e.f.</td>
<td>25.09.44</td>
</tr>
<tr>
<td>162964</td>
<td>F/O</td>
<td>J.L. RUMGAY</td>
<td>GD.B. - A/F/L</td>
<td>w.e.f.</td>
<td>18.10.44</td>
</tr>
<tr>
<td>176447</td>
<td>P/O(A/F/L)</td>
<td>J. GINGLES</td>
<td>GD. - F/O.</td>
<td>w.e.f.</td>
<td>05.10.44</td>
</tr>
<tr>
<td>131999</td>
<td>F/O</td>
<td>H.A. HAYWARD</td>
<td>GD.B. - F/L</td>
<td>w.e.f.</td>
<td>09.10.44</td>
</tr>
<tr>
<td>135020</td>
<td>F/O</td>
<td>T. BENNETT</td>
<td>GD.N. - F/L</td>
<td>w.e.f.</td>
<td>14.10.44</td>
</tr>
</tbody>
</table>

The following airmen have been granted a commission during November 1944:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank</th>
<th>Name</th>
<th>Unit To.</th>
<th>w.e.f.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1003227</td>
<td>F/Sgt</td>
<td>G. BELL</td>
<td>w.e.f.</td>
<td>01.9.44</td>
</tr>
</tbody>
</table>

(Certified that the above Form 540 contains extracts from Personnel Occurrence Reports.)

DETAIL OF WORK CARRIED OUT
BY No. 617 Squadron
FOR THE MONTH OF NOVEMBER 1944

DATE: 12.11.44
AIRCRAFT TYPE & NUMBER: Lancaster I. EE. 146 (D)
CREW:
W/C TAIT J.B. PILOT
F/S GALLAGHER A.E. F/ENG.
F/O H.ELLIS NAV.
F/O J.H. DANILO (CAN) A/B.
F/O A.J. WARD W/OP.
W/O VAUGHAN H.D. R/GUNNER.

TIME: UP. 0315 DOWN. 1545
**DETAILS OF SORTIE OF FLIGHT:**
Bombing TIRPITZ. 1 x Tallboy. 0841 hrs. 13,000ft. We did not see our bomb burst, but the initial bombing was concentrated on the vessel. When we arrived there was steam coming from the funnel.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>12.11.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER:</td>
<td>Lancaster I. ME.554 (F)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>S/L IVESON T.C.</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>SGT. PHILLIPS J.D.</td>
<td></td>
</tr>
<tr>
<td>F/O J.D. HARRISON</td>
<td></td>
</tr>
<tr>
<td>F/S CHANCE F.R.</td>
<td></td>
</tr>
<tr>
<td>F/O A. TITTLE</td>
<td></td>
</tr>
<tr>
<td>SGT. WASS E.A.</td>
<td></td>
</tr>
<tr>
<td>F/L GAVIN H.V. (AUS)</td>
<td>Passenger.</td>
</tr>
<tr>
<td>TIME: UP. &amp; DOWN.</td>
<td>0315 1528</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing TIRPITZ. 1 x Tallboy. 0842 hrs. 13,000ft. Our bomb fell in the centre of the smoke pall which covered the ship when we attacked.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>12.11.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER:</td>
<td>Lancaster I. LM. 492 (W)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/L J.L. SAYERS (AUS)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>P/O V.L. JOHNSON</td>
<td></td>
</tr>
<tr>
<td>F/O E.G. STROM (AUS)</td>
<td></td>
</tr>
<tr>
<td>P/O E.W. WEAVER (AUS)</td>
<td></td>
</tr>
<tr>
<td>P/O F.E. HOWKINS</td>
<td></td>
</tr>
<tr>
<td>P/O B.F. KENT</td>
<td></td>
</tr>
<tr>
<td>TIME: UP. &amp; DOWN.</td>
<td>0300 1620</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing TIRPITZ. 1 x Tallboy. 0845 hrs. 14,200ft. We followed our bomb nearly down to the ship when it was lost in the smoke. It was either a hit on the bows or a very near miss.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>12.11.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER:</td>
<td>Lancaster I. DV. 391 (Y)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY:</td>
</tr>
<tr>
<td>F/L I.M.MARSHALL</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S CHOLERTON F.</td>
<td></td>
</tr>
<tr>
<td>F/O K.NEWBY</td>
<td></td>
</tr>
<tr>
<td>P/O E.BOOTH</td>
<td></td>
</tr>
</tbody>
</table>

500
F/O H.J. RIDING  
F/O D.W. BALE

**TIME:** | **UP.** | **DOWN.**
---|---|---
0322 | 1550

**DETAILS OF SORTIE OF FLIGHT:**
Bombing TIRPITZ. 1 x Tallboy. 0843 hrs. 14,800ft. Our bomb fell in the main concentration which appeared to be on or around the Tirpitz. The ship was covered in smoke and a fire was seen on board.

---

**DATE:** 12.11.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. PD. 371 (Z)  
**CREW:**  
F/L B.J. DOBSON  
P/O A.T. MCKENZIE  
W/O ANDERSON S.R.  
P/O A.K. JOHNSTONE  
P/O R.J. EDGE (AUS)  
P/O W.J. DRY (CAN)  
**TIME:** | **UP.** | **DOWN.**
---|---|---
0310 | 1659

**DETAILS OF SORTIE OF FLIGHT:**
Bombing TIRPITZ. 1 x Tallboy. 0843 hrs. 15,600ft. Our bomb fell into smoke concentration over Target. Bombing appeared very accurate.

---

**DATE:** 12.11.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. ED. 763 (Z)  
**CREW:**  
F/L S.A. ANNING  
F/S SNEDEKER F.J.  
W/O CARDWELL F.  
F/O R. VALENTINE  
F/O J. SLATER  
F/S RETTER D.E.  
**TIME:** | **UP.** | **DOWN.**
---|---|---
0307 | 1555

**DETAILS OF SORTIE OF FLIGHT:**
Bombing TIRPITZ. 1 x Tallboy. 0844 hrs. 16,000ft. Ship was covered by smoke and our bomb fell in the centre of the smoke concentration. There was a big explosion on the ship at 0851 hrs.

---

**DATE:** 12.11.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. PB. 415 (O)
CREW: DUTY:
F/L R.E.KNIGHTS AS SHOWN ABOVE
F/O E.TWELLS
F/O T.H.PLAYFORD
F/O A.B.WALKER
F/O R.L.HAYTER
W/O PENGELLY W.H.

TIME: UP. DOWN.
0308  1539

DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. 0842 hrs. 13,400ft. Our bomb fell about ten yards off port quarter. We saw the first four bombs go down as follows: On or near starboard quarter; starboard bow; port bow and near funnel. We remained near target area until end of attack and saw large explosion at 0851 hrs. and a smaller one at 0853 hrs. Before we left we saw the Tirpitz listing heavily to port. Bombing by 617 was concentrated and accurate. Four of 9 Squadron’s bombs (using Mk. 14 Bombsight) fell approx. 200 yards, 500 yards, 3/4 mile, 1 mile.

DATE: 12.11.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV. 405 (J)
CREW: DUTY:
F/L B.A.GUMBLEY AS SHOWN ABOVE
F/O E.A.BARNETT
F/O K.GILL
F/O J.C.RANDON
F/O S.V.GRIMES
F/S PENSWICK J.

TIME: UP. DOWN.
0319  1537

DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. 0843 hrs. 15,400ft. One seen to enter the water about twenty yards off the Tirpitz. A dull red glow was observed well forward of the port bow.

DATE: 12.11.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. NG. 181 (M)
CREW: DUTY:
F/O A.E. KELL (AUS) AS SHOWN ABOVE
P/O J. SOILLEUX
F/S GOSLING L.E.
F/L C.K. ASTBURY.
F/O D.E. FREEMAN
F/O R. WILKINSON.

TIME: UP. DOWN.
0259  1614
DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. 0843 hrs. 12,850 ft. We bombed along the length of the ship turning to starboard and running in on the bows. Our bomb which registered a hit or a very near miss fell in the centre of the smoke coming up from just in front of the superstructure. We saw at least one direct hit which was followed by a big column of reddish brown smoke. (Kell's bomb aimer fell downstairs and fractured his skull. He was told that unless he could find an SAB qualified replacement he could not fly. He managed to track down Astbury who was tour expired and about to join ship for a return to Australia. Astbury went AWL and flew the raid.)

DATE: 12.11.44
AIRCRAFT TYPE & NUMBER: Lancaster I. LM. 489 (A)
CREW: F/O J. GINGLES
F/S FELTON H.W.
F/S JOHNSON H.
W/O HAZELL L.J.
W/O RILEY G.H.
F/S TIREL A.D.
TIME: UP. DOWN.
0302 1602

DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. 0842 hrs. 13,200 ft. Centre of ship. We think we obtained a direct hit. We did not see further results as we were hit by flak and had to turn away.

DATE: 12.11.40
AIRCRAFT TYPE & NUMBER: Lancaster I. PD. 233 (G)
CREW: F/O M.B.FLATMAN
SGT. ROSS R.M.
F/O G.MACKIE
F/O G.E.KELLY
SGT. HARWOOD A.S.
F/O K.C.KIRK
TIME: UP. DOWN.
0318 1447

DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. 0843 hrs. 13,600 ft. Our bomb is estimated to have fallen 25 yards aft of the funnel. We also saw a very near miss near the port quarter of the ship. Immediately after the first bombs fell a red glow appeared followed by a big column of black smoke.

DATE: 12.11.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME. 555 (C)
CREW:  DUTY:
DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. 0843 hrs. 14,600ft. The after part of ship was obscured by smoke when we bombed. Our bomb hit on or very close to the bows.

DATE: 12.11.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME. 561 (T)
CREW:
F/O A.W.JOPLIN (NZ) AS SHOWN ABOVE
SGT. TILLEY F.L.
F/S FISH C.D.R.
F/S HEBBARD L. (NZ)
SGT. COOKE G.
F/O R.B.YATES.
TIME: UP. DOWN.
0301  1459

DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. 0842 hrs. 15,200ft. Our bomb fell in the smoke which covered the ship. One direct hit and two near misses were seen.

DATE: 12.11.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV. 385 (V)
CREW:
F/O J.CASTAGNOLA AS SHOWN ABOVE
SGT. HENDERSON S.J.
F/O F.J.GORRINGE
P/O N.EVANS
F/S EAVES W.T.
P/O J.K.RONALD
TIME: UP. DOWN.
0325  1546

DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. 0842 hrs. 12,650ft. Our bomb fell on the centre of the superstructure. There was a direct hit at the same time a cloud of smoke followed and the ship became completely obscured by it.
<table>
<thead>
<tr>
<th>DATE:</th>
<th>12.11.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. LM. 485 (U)</td>
</tr>
</tbody>
</table>
| CREW: | F/O F.H.A. WATTS  
F/S CHERINGTON  
P/O C.H. HOUSDEN  
CAN/P/O M.L. MCKAY  
SGT. BOOTH H.J.C.  
F/S MATTHEWS G. |
| DUTY: | AS SHOWN ABOVE |
| TIME: | UP.  
0313 |
| DOWN. | 1607 |

DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. 0842 hrs. 13 800ft. We did not see our own bomb burst but saw one possible direct hit, one overshoot, one undershoot and two wide.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>12.11.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. ME. 562 (K)</td>
</tr>
</tbody>
</table>
| CREW: | F/O J.A. SANDERS  
F/S NUTLEY T.H.  
P/O J.B. BARRON  
P/O H.G. ALLEN (CAN)  
F/SWARD A.  
F/S MACHIN R. |
| DUTY: | AS SHOWN ABOVE |
| TIME: | UP.  
0317 |
| DOWN. | 1514 |

DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. 0842 hrs. 14,000ft. Two bombs, one of which was ours, went down together and both appeared to hit the edge of the ship near its centre. Bombing appeared generally concentrated. Only one wide bomb.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>12.11.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. DV. 393 (R)</td>
</tr>
</tbody>
</table>
| CREW: | F/O J.H. LEAVITT  
SGT. GRIFFIN H.  
F/O R.F. WOTHAMS  
SGT. OLDHAM D.A.  
SGT. COLE C.  
SGT. GOLDIE P. |
| DUTY: | AS SHOWN ABOVE |
| TIME: | UP.  
0317 |
| DOWN. | 1514 |
DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. 0843 hrs. 15,600ft. Our bomb went down into centre of smoke over Tirpitz. Bombing very well concentrated on and round vessel. Heavy explosion seen.

DATE: 12.11.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. DV. 380 (P)
DUTY: AS SHOWN ABOVE
TIME: UP. DOWN.
0302 1530

DETAILS OF SORTIE OF FLIGHT:
Bombing TIRPITZ. 1 x Tallboy. 0842 hrs. 14,400ft. The ship was obscured by smoke just after we bombed. Our bomb went straight down into the centre of the smoke. All bombing we saw appeared very well concentrated and firing from the ship ceased after the first bombs went down.

OPERATIONS RECORD BOOK
No. 617 Squadron
WOODHALL SPA
01.12.44
Flying Training Programme ordered but cancelled through adverse weather. Operations ordered next day, cancelled through bad weather.

02.12.44
Flying Training Programme carried out.

03.12.44
No Flying. Gale in progress. Operations again ordered for next day but cancelled through adverse weather.

04.12.44
Gale still in progress.

05.12.44
Restricted flying programme carried out.

06.12.44
Station Commander’s Parade cancelled. Navigators played the Air Gunners at soccer in the afternoon. Nine aircraft carried out early morning flying. Nineteen aircraft detailed for operations cancelled later.
07.12.44
Nineteen aircraft again detailed. Postponed until a.m.

08.12.44
617 Squadron played S.H.Q. Woodhall at soccer. The game ended in favour of the Squadron 2-1.

08.12.44
Nineteen aircraft took off for operations. Diverted on return - operations not completed. (“V”, “T”, and “P” returned damaged). (An operation to bomb the Urft dam but the cloud was thick and what little bombing took place was inaccurate.)

09.12.44
Sixteen aircraft returned to base.

10.12.44
Seventeen aircraft detailed for early morning operations. Cancelled.

11.12.44
Seventeen aircraft took off for operations 1300 hrs. Squadron dance in Boston. S/L. Hamilton proceeded to Ingham for Bomber Command Tactical School Course. (Operation to breach Urft Dam. Several hits but no breach.)

12.12.44
No operations.

13.12.44
617 Squadron attended Station Commander's Parade. Sixteen aircraft detailed for operations, later cancelled.

14.12.44
Weather bad. Organised games in the afternoon.

15.12.44
Seventeen aircraft detailed for operations. Operation completed. Several aircraft damaged. S/L. Calder made emergency landing at Woodbridge. (Operation to the U boat pens at Ijmuiden but a good smokescreen hampered bombing. Six hits battered the pens. Calder’s aircraft was hit by flak.)

16.12.44
No flying. Weather too bad.

17.12.44
Limited flying. Fourteen aircraft detailed for operations for 18th. December.

18.12.44
Operations scrubbed on account of weather. W/Cmdr. Tait away for day.

19.12.44
Operations again detailed. Very bad weather, again scrubbed. Fogged in at Woodhall in the afternoon.

20.12.44
Weather u/s all day.

21.12.44
Squadron operated at night, 16 aircraft. F/O. Joplin crashed on return near Binbrook. F/O. Walker and F/O. Yates killed. F/S. Cooke dangerously injured, F/O. Joplin and F/Sgt. Tilley seriously injured. (The weather for this operation to bomb a synthetic oil plant at Politz was very poor and although the raid caused substantial damage to the plant the returning aircraft were diverted, in 617's case to Ludford Magna where FIDO gear was available to assist in a landing through the fog. Joplin allowed his wing to touch the ground on approach and the aircraft cartwheeled into the ground at 0240 at Tealby, 3 miles ENE of Market Rasen.)

22.12.44
No flying possible.

23.12.44
No flying possible.

24.12.44
Party at the Petwood. No flying, weather unfit.

25.12.44
No flying. Station stood down from 1030 hrs.

26.12.44
No flying, weather u/s.

27.12.44
Squadron standby.

28.12.44
Wing Commander Tait and Group Captain Philpott's farewell party. Our new Squadron Commander Group Captain Fauquier introduced. W/Cmdr. Tait awarded third bar to D.S.O.

29.12.44
Squadron operated. Sixteen aircraft. (The new CO, Group Captain Fauquier led this raid to the E Boat pens at Rotterdam.)

30.12.44
Squadron operated. Thirteen aircraft. (To bomb the U Boat Pens at Ijmuiden but the operation was cancelled after take off due to the poor weather.)

31.12.44
Squadron operated. Twelve aircraft. Party held at Petwood to see the New Year in. (A strange operation to drop flares and bombs on cruisers in Oslo Fjord. No ships were hit but it is believed that one ran aground. Having seen the efforts taken to save Tallboys in the past this seems like an extravagant use of them but the Ardennes offensive was not due to start until 1st Jan and it was widely believed prior to this that the war was almost over.)

SUMMARY

During the month of December 1944, 81 Day and 27 Night operational sorties were dispatched, consisting of 271.55 and 227.20 hours. A total of 151.05 hrs. Day and 9.35 hrs. Night Flying Training was carried out. The following bombs were dropped on operations: 69 x Tallboy, 6 x T.O., 8 x Photo Flash.

The following Officers were posted to the Squadron during December 1944:
<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category.</th>
<th>From.</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>137275</td>
<td>F/L(A/S/L)</td>
<td>COCKSHOTT</td>
<td>GD.P.</td>
<td>54 Base</td>
<td>26.11.44</td>
</tr>
<tr>
<td>146998</td>
<td>F/O</td>
<td>BAYNE</td>
<td>GD.N.</td>
<td>54 Base</td>
<td>29.11.44</td>
</tr>
<tr>
<td>103039</td>
<td>F/L(A/S/L)</td>
<td>POWELL</td>
<td>GD.P.</td>
<td>20 O.T.U.</td>
<td>05.12.44</td>
</tr>
<tr>
<td>55810</td>
<td>P/O</td>
<td>McKIE</td>
<td>GD.N.</td>
<td>1 P.H.U.</td>
<td>24.11.44</td>
</tr>
<tr>
<td>115308</td>
<td>F/L</td>
<td>MCLOUGHLIN</td>
<td>GD.P.</td>
<td>5 L.F.S.</td>
<td>08.12.44</td>
</tr>
<tr>
<td>148768</td>
<td>F/O</td>
<td>HEATH</td>
<td>GD.B.</td>
<td>5 L.F.S.</td>
<td>08.12.44</td>
</tr>
<tr>
<td>134015</td>
<td>F/O</td>
<td>CARROLL</td>
<td>GD.G.</td>
<td>5 L.F.S.</td>
<td>08.12.44</td>
</tr>
<tr>
<td>169045</td>
<td>F/O</td>
<td>BAILEY</td>
<td>GD.G.</td>
<td>5 L.F.S.</td>
<td>08.12.44</td>
</tr>
<tr>
<td>173560</td>
<td>P/O</td>
<td>HILL</td>
<td>GD.N.</td>
<td>5 L.F.S.</td>
<td>08.12.44</td>
</tr>
<tr>
<td>163530</td>
<td>F/O</td>
<td>MERCHANT</td>
<td>GD.B.</td>
<td>5 L.F.S.</td>
<td>09.12.44</td>
</tr>
<tr>
<td>51070</td>
<td>F/O</td>
<td>WITHERICK</td>
<td>GD.G.</td>
<td>1 P.H.U.</td>
<td>24.11.44</td>
</tr>
<tr>
<td>174895</td>
<td>F/O</td>
<td>SUMNER</td>
<td>GD.B.</td>
<td>55 Base.</td>
<td>10.12.44</td>
</tr>
<tr>
<td>172559</td>
<td>F/O</td>
<td>MUHL</td>
<td>GD.B.</td>
<td>55 Base.</td>
<td>30.12.44</td>
</tr>
<tr>
<td>173061</td>
<td>F/O</td>
<td>LLOYD</td>
<td>GD.G.</td>
<td>56 Base.</td>
<td>31.12.44</td>
</tr>
<tr>
<td>J.87492</td>
<td>P/O</td>
<td>McLennan</td>
<td>GD.B.</td>
<td>R.C.A.F. R Depot</td>
<td>02.12.44</td>
</tr>
<tr>
<td>J.19531</td>
<td>F/L</td>
<td>PRICE</td>
<td>GD.P.</td>
<td>5 L.F.S.</td>
<td>09.12.44</td>
</tr>
<tr>
<td>C.86059</td>
<td>P/O</td>
<td>SHORT</td>
<td>GD.E.</td>
<td>76 Base.</td>
<td>08.12.44</td>
</tr>
<tr>
<td>A.416650</td>
<td>F/O</td>
<td>CAREY</td>
<td>GD.P.</td>
<td>1 P.H.U.</td>
<td>18.12.44</td>
</tr>
<tr>
<td>A.21639</td>
<td>F/O</td>
<td>SPEIRS</td>
<td>GD.P.</td>
<td>467 Sqdn.</td>
<td>26.12.44</td>
</tr>
<tr>
<td>J.11442</td>
<td>S/L</td>
<td>ELLWOOD</td>
<td>GD.N.</td>
<td>Skipton</td>
<td>31.12.44</td>
</tr>
</tbody>
</table>

* = (N/E Sick)

The following Officers were posted From the Squadron during December 1944:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category.</th>
<th>From.</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>179606</td>
<td>P/O</td>
<td>COOPER</td>
<td>GD.S.</td>
<td>R.A.F. Hurn</td>
<td>01.12.44</td>
</tr>
<tr>
<td>176447</td>
<td>F/O</td>
<td>GINGLES</td>
<td>GD.P.</td>
<td>R.A.F. Hurn</td>
<td>01.12.44</td>
</tr>
<tr>
<td>133731</td>
<td>F/O</td>
<td>PLAYFORD</td>
<td>GD.N.</td>
<td>R.A.F Hurn</td>
<td>01.12.44</td>
</tr>
<tr>
<td>171180</td>
<td>F/O</td>
<td>TWELLS</td>
<td>GD.E.</td>
<td>R.A.F. Hurn</td>
<td>01.12.44</td>
</tr>
<tr>
<td>155224</td>
<td>F/O(A/F/L)</td>
<td>KNIGHTS</td>
<td>GD.P.</td>
<td>R.A.F. Hurn</td>
<td>01.12.44</td>
</tr>
<tr>
<td>160752</td>
<td>F/O</td>
<td>BARLEYCORN</td>
<td>GD.N.</td>
<td>54 Base</td>
<td>28.11.44</td>
</tr>
<tr>
<td>176401</td>
<td>F/O</td>
<td>JACKSON</td>
<td>GD.N.</td>
<td>54 Base</td>
<td>09.12.44</td>
</tr>
<tr>
<td>111547</td>
<td>F/L(A/S/L)</td>
<td>FAWKE</td>
<td>GD.P.</td>
<td>Merryfield</td>
<td>22.12.44</td>
</tr>
<tr>
<td>J.86512</td>
<td>P/O</td>
<td>BRAND</td>
<td>GD.N.</td>
<td>R.C.A.F. R Depot</td>
<td>04.12.44</td>
</tr>
<tr>
<td>A.405693</td>
<td>F/O</td>
<td>LEE</td>
<td>GD.P.</td>
<td>26 O.T.U.</td>
<td>14.12.44</td>
</tr>
<tr>
<td>NZ.424044</td>
<td>F/O</td>
<td>JOPLIN</td>
<td>GD.P.</td>
<td>54 Base</td>
<td>22.12.44</td>
</tr>
</tbody>
</table>

* = (N/E Sick)

The following Airmen N.C.O.'s were posted To the Squadron during December 1944:

<table>
<thead>
<tr>
<th>No.</th>
<th>Rank.</th>
<th>Name.</th>
<th>Category.</th>
<th>From.</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1385771</td>
<td>F/S</td>
<td>YOUNG</td>
<td>WO/Air</td>
<td>1 P.H.U.</td>
<td>24.11.44</td>
</tr>
<tr>
<td>577148</td>
<td>F/S</td>
<td>VENTON</td>
<td>F/E</td>
<td>5 L.F.S.</td>
<td>08.12.44</td>
</tr>
<tr>
<td>1162797</td>
<td>W/O</td>
<td>RIES</td>
<td>WO/Air</td>
<td>5 L.F.S.</td>
<td>08.12.44</td>
</tr>
<tr>
<td>624406</td>
<td>W/O</td>
<td>HARTLEY</td>
<td>F/E</td>
<td>5 L.F.S.</td>
<td>08.12.44</td>
</tr>
<tr>
<td>1867094</td>
<td>Sgt</td>
<td>POCOCK</td>
<td>WO/Air</td>
<td>5 L.F.S.</td>
<td>08.12.44</td>
</tr>
<tr>
<td>1898281</td>
<td>Sgt</td>
<td>SARGISON</td>
<td>A/G</td>
<td>5 L.F.S.</td>
<td>09.12.44</td>
</tr>
<tr>
<td>1898552</td>
<td>Sgt</td>
<td>AVEY</td>
<td>A/G</td>
<td>5 L.F.S.</td>
<td>09.12.44</td>
</tr>
<tr>
<td>1575094</td>
<td>F/S</td>
<td>FRANKS</td>
<td>F/E</td>
<td>No. 1 P.H.U.</td>
<td>12.12.44</td>
</tr>
<tr>
<td>R.194461</td>
<td>Sgt</td>
<td>KOHL</td>
<td>Nav.</td>
<td>No. 5 L.F.S.</td>
<td>09.12.44</td>
</tr>
</tbody>
</table>
The following Airmen N.C.O.'s were posted From the Squadron during December 1944:

<table>
<thead>
<tr>
<th>Airmen Code</th>
<th>Rank</th>
<th>Name</th>
<th>A.E.</th>
<th>Base</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1299161</td>
<td>Sgt</td>
<td>BRIARS</td>
<td>A/G</td>
<td>54 Base*</td>
<td>29.11.44</td>
</tr>
<tr>
<td>966665</td>
<td>W/O</td>
<td>RILEY</td>
<td>WO/Air</td>
<td>Finningley</td>
<td>14.12.44</td>
</tr>
<tr>
<td>1314255</td>
<td>F/S</td>
<td>THOMPSON</td>
<td>WO/Air</td>
<td>54 Base*</td>
<td>22.12.44</td>
</tr>
<tr>
<td>1519711</td>
<td>F/S</td>
<td>FISH</td>
<td>Nav.</td>
<td>54 Base*</td>
<td>22.12.44</td>
</tr>
<tr>
<td>1549747</td>
<td>F/S</td>
<td>COOKE</td>
<td>WO/Air</td>
<td>54 Base*</td>
<td>22.12.44</td>
</tr>
<tr>
<td>1869272</td>
<td>Sgt</td>
<td>TILLEY</td>
<td>F/E</td>
<td>54 Base*</td>
<td>22.12.44</td>
</tr>
</tbody>
</table>

* = (N/E Sick)

The following personnel have been awarded decorations during December 1944:

<table>
<thead>
<tr>
<th>Airmen Code</th>
<th>Rank</th>
<th>Name</th>
<th>A.E.</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1320179</td>
<td>W/O</td>
<td>HAZELL</td>
<td>A/B</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>155224</td>
<td>F/O(A/F/L)</td>
<td>KNIGHTS</td>
<td>GD.P.</td>
<td>D.S.O.</td>
</tr>
<tr>
<td>183084</td>
<td>P/O</td>
<td>EVANS</td>
<td>GD.B.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>133731</td>
<td>F/O</td>
<td>PLAYFORD</td>
<td>GD.N.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>139686</td>
<td>F/O</td>
<td>WALKER</td>
<td>GD.B.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>A.412969</td>
<td>F/O</td>
<td>KELL</td>
<td>GD.P.</td>
<td>1st Bar D.F.C.</td>
</tr>
</tbody>
</table>

The following Officers have been promoted during December 1944:

<table>
<thead>
<tr>
<th>Airmen Code</th>
<th>Rank</th>
<th>Name</th>
<th>A.E.</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>131949</td>
<td>F/O</td>
<td>CRAFER</td>
<td>GD.B. - F/L</td>
<td>w.e.f. 31.10.44</td>
</tr>
<tr>
<td>133731</td>
<td>F/O</td>
<td>PLAYFORD</td>
<td>GD.N. - F/L</td>
<td>w.e.f. 06.11.44</td>
</tr>
<tr>
<td>175799</td>
<td>P/O</td>
<td>BOOTH</td>
<td>GD.B. - F/O</td>
<td>w.e.f. 09.11.44</td>
</tr>
<tr>
<td>146998</td>
<td>F/O</td>
<td>BAYNE</td>
<td>GD.N. - A/F/L</td>
<td>w.e.f. 01.11.44</td>
</tr>
<tr>
<td>176492</td>
<td>P/O</td>
<td>ATKINSON</td>
<td>GD.G. - F/O</td>
<td>w.e.f. 12.11.44</td>
</tr>
<tr>
<td>134558</td>
<td>F/O(A/F/L)</td>
<td>PRYOR</td>
<td>GD.P. - F/L</td>
<td>w.e.f. 20.11.44</td>
</tr>
<tr>
<td>134673</td>
<td>F/O</td>
<td>RANDON</td>
<td>GD.B. - F/L</td>
<td>w.e.f. 20.11.44</td>
</tr>
<tr>
<td>141764</td>
<td>F/O</td>
<td>JUDGE</td>
<td>GD.S. - F/L</td>
<td>w.e.f. 30.11.44</td>
</tr>
<tr>
<td>137275</td>
<td>F/O (A/S/L)</td>
<td>COCKSHOT</td>
<td>GD.P. - F/L</td>
<td>w.e.f. 31.10.44</td>
</tr>
<tr>
<td>177034</td>
<td>P/O</td>
<td>KERR</td>
<td>GD.N. - F/O</td>
<td>w.e.f. 18.11.44</td>
</tr>
<tr>
<td>J.86733</td>
<td>P/O</td>
<td>COLE</td>
<td>GD.B. - GD.B.</td>
<td>w.e.f. 15.11.44</td>
</tr>
<tr>
<td>C.86059</td>
<td>P/O</td>
<td>SHORT</td>
<td>GD.E. - F/O</td>
<td>w.e.f. 06.11.44</td>
</tr>
<tr>
<td>1024890</td>
<td>F/S</td>
<td>HAMILTON</td>
<td>A/G. - T/W/O</td>
<td>w.e.f. 04.12.44</td>
</tr>
<tr>
<td>1497486</td>
<td>F/S</td>
<td>PENSWICK</td>
<td>A/G - T/W/O</td>
<td>w.e.f. 05.12.44</td>
</tr>
<tr>
<td>571886</td>
<td>Sgt</td>
<td>HENDERSON</td>
<td>F/E - T/F/S</td>
<td>w.e.f. 06.12.44</td>
</tr>
<tr>
<td>1542847</td>
<td>Sgt</td>
<td>HARWOOD</td>
<td>WO/Air - T/F/S</td>
<td>w.e.f. 21.12.44</td>
</tr>
</tbody>
</table>

The following airmen have been granted a commission during December 1944:

<table>
<thead>
<tr>
<th>Airmen Code</th>
<th>Rank</th>
<th>Name</th>
<th>A.E.</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>744881</td>
<td>Sgt</td>
<td>E.A. WASS</td>
<td>A/G.</td>
<td>w.e.f. 08.11.44</td>
</tr>
</tbody>
</table>

(Certified that the above Form 540 contains extracts from Personnel Occurrence Reports.)
BY No. 617 Squadron
FOR THE MONTH OF DECEMBER 1944

DATE: 08.12.44
AIRCRAFT TYPE & NUMBER: Lancaster III. NG.181 (D)

CREW:
W/C J.B.TAIT PILOT
F/S GALLAGHER A.E. F/ENG.
F/O B.R.BAYNE NAV.
F/O W.A.DANIEL (CAN) A/B.
F/L J.F.CHAPMAN (AUS) MU/GUNNER
F/O F.J.WARD W/OP.
W/O VAUGHAN H.D. R/GUNNER

TIME: UP. DOWN.
0917 1315

DETAILS OF SORTIE OF FLIGHT:
Bombing, URFT DAM. 1 x Tallboy. 10/10 cloud obscured the target and there was no chance of a break. The force orbited for some time marking runs in various directions but it was impossible to bomb although the target could be glimpsed occasionally and was definitely identified. Water was overflowing down the spillway. There was no flak in target area, but a solitary gun was firing somewhat North of the target. I therefore recalled the force at 1140 hrs.

DATE: 08.12.44
AIRCRAFT TYPE & NUMBER: Lancaster I. NG. 181 (M)

CREW:
S/L C.C.CALDER AS SHOWN ABOVE
F/O H.E.WAKEFIELD
F/L J.H.BENISON
F/L C.B.CRAFER
F/O F.W.GARGET
P/O A.H.ATKINSON
F/O G.DALE

TIME: UP. DOWN.
0929 1312

DETAILS OF SORTIE OF FLIGHT:
Bombing, URFT DAM. 1 x Tallboy. Each time we ran over, we saw the target, but too late. Did not bomb.

DATE: 08.12.44
AIRCRAFT TYPE & NUMBER: Lancaster I. PD. 238 (H)

CREW:
S/L J.V. COCKSHOTT AS SHOWN ABOVE
F/S FRYER R.C.
W/O GOSLING L.E.
P/O E.BOOTH
F/S BATES A.S.
F/S BRADBURY G.R.
W/O BIRCH L.J. (AUS)

TIME:  UP.  DOWN.
0925  1317

DETAILS OF SORTIE OF FLIGHT:
Bombing, URFT DAM.  1 x Tallboy.  Saw target twice, but couldn’t make a run.

DATE:  08.12.44
AIRCRAFT TYPE: & NUMBER:               Lancaster I. ME. 554       (F)
CREW:       DUTY:
S/L T.C.IVESON            AS SHOWN ABOVE
SGT. PHILLIPS J.D.
F/O J.D.HARRISON
F/S CHANCE F.R.
F/O A.TITTLE
SGT. WASS E.A.
SGT. SMITH A.L.

TIME:  UP.  DOWN.
0923  1306

DETAILS OF SORTIE OF FLIGHT:
Bombing, URFT DAM.  1 x Tallboy.  Target identified visually but unable to bomb.

DATE:  08.12.44
AIRCRAFT TYPE: & NUMBER:               Lancaster I. DV. 385       (V)
CREW:       DUTY:
S/L J.F.BROOKES            AS SHOWN ABOVE
SGT. BUSNELL C.E.
F/O J.H.JONES
F/L E.A.BALDWIN
F/O D.W.JUDGE
F/O R.B.DENWETT
F/L A.G.FARTHING

TIME:  UP.  DOWN.
0919  1339

DETAILS OF SORTIE OF FLIGHT:
Bombing, URFT DAM.  1 x Tallboy.  Aircraft hit by heavy flak over Dunkirk. Did not bomb.

DATE:  08.12.44
AIRCRAFT TYPE: & NUMBER:               Lancaster I. DV. 380       (P)

512
CREW:  S/L C.W.C. HAMILTON  DUTY:  AS SHOWN ABOVE
         F/S ROOKE L.S.
         F/O F.E. WITTMER (AUS)
         F/O C.T.C. LEWIS
         W/O PASK M. (AUS)
         F/S DADGE J.A.
         W/O HAMILTON D.

TIME:  UP.  DOWN.
       0936  1336

DETAILS OF SORTIE OF FLIGHT:
Bombing, URFT DAM.  1 x Tallboy.  Aircraft hit by flak.  Did not bomb.

DATE:  08.12.44
AIRCRAFT TYPE & NUMBER:  Lancaster I. ED. 763 (Z)
CREW:  F/L D.J. ORAM  DUTY:  AS SHOWN ABOVE
         F/S HAYWOOD R.P.
         W/O CARDWELL F. (NZ)
         F/O C.G. ROGERS
         W/O FORSHAW J.B.
         F/S FLYNN J.P.
         F/S PEIRSON D.P.

TIME:  UP.  DOWN.
       0930  1302

DETAILS OF SORTIE OF FLIGHT:
Bombing, URFT DAM.  1 x Tallboy.  Bomb was seen an overshoot.

DATE:  08.12.44
AIRCRAFT TYPE & NUMBER:  Lancaster I. LM. 485 (U)
CREW:  F/L H.J. PRYOR  DUTY:  AS SHOWN ABOVE
         F/S WINSTON A.L.
         F/O R.L. PINDER (CAN)
         F/O G.A. KEDRICK
         P/O A. HEPWORTH
         F/O A.J. PATTERSON
         F/S COLYER A.J.

TIME:  UP.  DOWN.
       0930  1300

DETAILS OF SORTIE OF FLIGHT:
**DETAILS OF SORTIE OF FLIGHT:**
Bombing, URFT DAM. 1 x Tallboy. If we had been fifteen mins. earlier or had another fifteen mins. we could have bombed.

<table>
<thead>
<tr>
<th>DATE: 08.12.44</th>
<th>AIRCRAFT TYPE: &amp; NUMBER: Lancaster I. DV. 402 (X)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY: AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/L J.L. SAYERS (AUS)</td>
<td>P/O V.L. JOHNSON</td>
</tr>
<tr>
<td>F/O E.G. STROM (AUS)</td>
<td>P/O E.W. WEAVER (AUS)</td>
</tr>
<tr>
<td>P/O E.W. HOWKINS</td>
<td>P/O B.F. KENT</td>
</tr>
<tr>
<td>P/O R.P. BARRY (AUS)</td>
<td></td>
</tr>
<tr>
<td>TIME: UP. DOWN.</td>
<td>0933 1515</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, URFT DAM. 1 x Tallboy. Target identified visually but unable to make a run.

<table>
<thead>
<tr>
<th>DATE: 08.12.44</th>
<th>AIRCRAFT TYPE: &amp; NUMBER: Lancaster I. DV. 391 (Y)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY: AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/L I.M. MARSHALL</td>
<td>P/O K. NEWBY</td>
</tr>
<tr>
<td>F/S CHOLERTON F.</td>
<td>F/L J.L. RUMGAY</td>
</tr>
<tr>
<td>P/O H.J. RIDING</td>
<td>F/O T.S. COOKE</td>
</tr>
<tr>
<td>F/O D.W. BALE</td>
<td></td>
</tr>
<tr>
<td>TIME: UP. DOWN.</td>
<td>0932 1307</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OF FLIGHT:**
Bombing, URFT DAM. 1 x Tallboy. Did not bomb.
SGT. HULBERT A.S.

TIME: UP. DOWN.
0926 1342

DETAILS OF SORTIE OF FLIGHT:
Bombing, URFT DAM. 1 x Tallboy. We made about six orbits of the target and saw target twice, but not long enough for a bombing run. Had to home to target most times on GEE.

DATE: 08.12.44
AIRCRAFT TYPE & NUMBER: Lancaster I. LM. 489 (A)
CREW:
F/L H.V. GAVIN AUS
SGT. BROWN F.H.
F/O BUXTON A.G. (AUS)
F/S WHITE W.M. (AUS)
F/O N.E. SAINSBURY. (AUS)
F/O T.K. REDDAN (AUS)
F/O L. BURROWS (AUS)

TIME: UP. DOWN.
0921 1322

DETAILS OF SORTIE OF FLIGHT:
Bombing, URFT DAM. 1 x Tallboy. Saw target on first run, but not later runs and couldn’t bomb.

DATE: 08.12.44
AIRCRAFT TYPE & NUMBER: Lancaster I. PD. 371 (S)
CREW:
F/L B.J. DOBSON
P/O A.T. MCKENZIE
P/O J.B. KNIGHT
P/O A.K. JOHNSTONE
P/O R.J. EDGE (AUS)
F/S SNAPE A.V.
P/O W.J. DRY (CAN)

TIME: UP. DOWN.
0927 1311

DETAILS OF SORTIE OF FLIGHT:
Bombing, URFT DAM. 1 x Tallboy. Saw target once or twice from directly overhead, but could not bomb.

DATE: 08.12.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV. 405 (J)
CREW:

DUTY:
F/L B.A. GUMBLEY (NZ) AS SHOWN ABOVE
F/O E.A. BARNETT
F/O K. GILL
F/O J.C. RANDON
F/O S.V. GRIMES
F/S PENSWICK J.
P/O G. BELL

TIME: UP. DOWN.
0934 1310

DETAILS OF SORTIE OF FLIGHT:
Bombing, URFT DAM. 1 x Tallboy. Saw target once or twice, but could not make a run.

DATE: 08.12.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. PB. 415 (O)

CREW: DUTY:
F/O J.A. SANDERS AS SHOWN ABOVE
F/S NUTLEY T.H.
P/O J.B. BARRON
P/O H.G. ALLEN (CAN)
F/S WARD A.
F/L E.N. ARMSTRONG.
F/S MACHIN R.

TIME: UP. DOWN.
0922 1255

DETAILS OF SORTIE OF FLIGHT:
Bombing, URFT DAM. 1 x Tallboy. Saw target about three times, but couldn’t get a run.

DATE: 08.12.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. LM. 695 (N)

CREW: DUTY:
F/O J.H. LEAVITT AS SHOWN ABOVE
SGT. GRIFFIN M.
F/O R.F. WITHAMS
SGT. OLDMAN D.A.
F/S COLE C.
SGT. DALEY J.
SGT. GOLDIE P.

TIME: UP. DOWN.
0923 1312

DETAILS OF SORTIE OF FLIGHT:
Bombing, URFT DAM. 1 x Tallboy. Caught glimpse of target but couldn’t make a run.
DATE: 08.12.44
AIRCRAFT TYPE & NUMBER: Lancaster I. DV. 393 (R)
CREW:
F/O P.H. MARTIN (AUS)
SGT. BLAGBROUGH J.
W/O JACKSON A.
F/S DAY D.A.
P/O G.M. LOVATT (AUS)
F/S MAYOH H.
F/S TREBILCOCK T.J.
DUTY: AS SHOWN ABOVE
TIME: UP. DOWN.
0929 1313
DETAILS OF SORTIE OF FLIGHT:
Bombing, URFT DAM. 1 x Tallboy. Saw target area.

DATE: 08.12.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME. 555 (C)
CREW:
F/O M.B. FLATMAN
SGT. ROSS R.M.
F/O G. MACKIE
F/O G. KELLY
SGT. HARWOOD A.S.
W/O BENSON G.
P/O K.C. KIRK
DUTY: AS SHOWN ABOVE
TIME: UP. DOWN.
0947 1321
DETAILS OF SORTIE OF FLIGHT:
Bombing, URFT DAM. 1 x Tallboy. Saw target once or twice, but could not get a bombing run.

DATE: 08.12.44
AIRCRAFT TYPE & NUMBER: Lancaster I. ME. 561 (T)
CREW:
F/O A.W. JOPLIN (NZ)
SGT. TILLEY F.L.
F/S FISH C.D.R.
F/S HEBBARD L. (NZ)
F/S COOK G.
F/O R.B. YATES
F/S THOMPSON J.T.
DUTY: AS SHOWN ABOVE
TIME: UP. DOWN.
DETAILS OF SORTIE OF FLIGHT:
Bombing, URFT DAM. 1 x Tallboy. Aircraft hit by heavy flak over target. Target seen but, unable to make a run.

DATE: 11.12.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME. 146 (D)
CREW: W/C TAIT
F/S GALLAGHER
F/O BAYNE
F/O WARD
F/L CHAPMAN (AUS)
F/O DANIEL (CAN)
W/O VAUGHAN

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1241 1802

DETAILS OF SORTIE OF FLIGHT:
Bombing, URFT DAM. 1 x Tallboy. 1549 hrs. 6,000ft. Bomb hit the centre of the apron. We saw one overshoot to the right.

DATE: 11.12.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME. 555 (C)
CREW: S/L BROOKES
SGT. BUNSELL
F/O JONES
F/L BALDWIN
F/O R.B. DENWETT
F/L A.G. FARTHING
F/O.D.W. JUDGE

DUTY: AS SHOWN ABOVE

TIME: UP. DOWN.
1249 1806

DETAILS OF SORTIE OF FLIGHT:
Bombing, URFT DAM. 1 x Tallboy. 1529 hrs. 10,000ft. Bomb overshot to right (150 yards). The target became obscured by brown smoke.

DATE: 11.12.44
AIRCRAFT TYPE: & NUMBER: Lancaster I. ME. 554 (F)
CREW: S/L T.C. IVESON.
SGT. PHILLIPS, J.D.

DUTY: AS SHOWN ABOVE
F/O. J.D. HARRISON.
F/O. A. TITTLE.
F/S CHANCE F.R.
SGT. SMITH. A.L
F/S SHARPE A.W.

**TIME:**  **UP.**  **DOWN.**  
1245  1740

**DETAILS OF SORTIE OF FLIGHT:**
1526. 8400’ URFT DAM 1 x Tallboy. Bomb believed to have exploded just to the left of the overflow about one third of the way down. First bomb that exploded hit the dam itself quarter of the way down. One other bomb seemed to fall to the left of the overflow about twice as far away as ours and about the same height. Our bomb fell into the water and did not explode. Another overshoot in the water and did explode. Just as aircraft left the target area an explosion was seen right on aiming point.

**DATE:**  11.12.44
**AIRCRAFT TYPE: & NUMBER:**  Lancaster I. ME. 181  (M)
**CREW:**
S/L G G CAULDER  
F/O H E WAKEFIELD  
F/L J H BENSON  
F/L C B CRAFTER  
F/O F.W. GARDET  
P/O A T ATKINSON  
F/O G DALE
**DUTY:**  AS SHOWN ABOVE

**TIME:**  **UP.**  **DOWN.**  
1243  1755

**DETAILS OF SORTIE OF FLIGHT**
1542 1/2. 8750’ Bombing URFT DAM. 1 x Tallboy. bomb appeared to hit at base of apron and slightly to the left.

**DATE:**  11.12.44
**AIRCRAFT TYPE: & NUMBER:**  Lancaster I. FD238  (H)
**CREW:**
S/L J V COCKSHOTT  
F/S FRER R.C.  
W.O GOSLING L.E.  
P/O E.Booth  
F/S Bates A.S.  
F/S BRADBURY G.R.  
W/O BIRCH L.J..  
**DUTY:**  AS SHOWN ABOVE

**TIME:**  **UP.**  **DOWN.**  
1253  1807

**DETAILS OF SORTIE OR FLIGHT**
Bombing, URFT DAM 1 x Tallboy. We made five runs, but cloud interfered each time. After 35 minutes we packed up. Bomb sight u/s.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>11.12.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER</td>
<td>Lancaster 111 ED.763 (Z)</td>
</tr>
</tbody>
</table>
| CREW:       | F/L D J ORAM  
|             | F/S HAYWOOD R.P.  
|             | W/O CARDWELL F  
|             | F/O C G ROGERS  
|             | W/O FORSHAW J.B.  
|             | F/S FLYNN J.P.  
|             | F/S PEIRSON D.P.  |
| TIME:       | UP.  
|             | 1300  
|             | DOWN.  
|             | 1721  |

DETAILS OF SORTIE OR FLIGHT
1519. 8000’ Bombing. Target URFT DAM. Our bomb hit N.E. end of dam, we did not see it burst. No other results observed as we were first to bomb. B/L x Tallboy.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>11.12.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER</td>
<td>Lancaster 1. DV 391 (X)</td>
</tr>
</tbody>
</table>
| CREW:       | F/L I.M. MARSHALL  
|             | F/S CHOLERTON F.  
|             | P/O K NEWBY  
|             | F/L J L RUMGAY  
|             | R/O H J RIDING  
|             | F/O R M HEGGIE  
|             | F/O D W BAILE  |
| TIME:       | UP.  
|             | 1244  
|             | DOWN.  
|             | 1817  |

DETAILS OF SORTIE OR FLIGHT
16.05 7000’ Bombing. Target URFT DAM 1 x Tallboy. Could not see our bomb burst. May have burst near S edge of slipway.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>11.12.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE: &amp; NUMBER</td>
<td>Lancaster 111 LM 483 (U)</td>
</tr>
</tbody>
</table>
| CREW:       | F/L H J PRYOR  
|             | F/S WINSTON A.L.  
|             | F/O R L PINDER  
|             | F/O G A KENDRICK  |
P/O A HEPWORTH  
F/O A J PATTERSON  
F/S COLYER A J  

**TIME:**  
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1246</td>
<td>1808</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**  
1522. 8400’ Bombing. Target URFT DAM. 1 x Tallboy. Could not see bomb strike. Saw four undershoots, 2 - 300 yds West of Dam.

---

**DATE:** 11.12.44  
**AIRCRAFT TYPE: & NUMBER**  
Lancaster 1 NF 992(B)

**CREW:**  
F/L L S GOODMAN  
SGT BURNETT W.  
F/O H WATKINSON  
F/L H A HAYWARD  
F/S BOOTH H.J.  
STG. LEWIS R.  
STG. HULBERT AS.

**TIME:**  
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1238</td>
<td>1747</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**  
1531 1/4. 8000’ Bombing, URFT DAM. 1 x Tallboy. Could not observe bomb burst but rear gunner saw large burst near centre of crest of slipway which was probably ours.

---

**DATE:** 11.12.44  
**AIRCRAFT TYPE: & NUMBER**  
Lancaster I. PO 371 (S)

**CREW:**  
F/L B J DOBSON  
P/O A T MACKENZIE  
P/O J B KNIGHT  
P/O A K JOHNSTONE  
F/S SNAPE A.V.  
P/O W J. DRY (CAN)  
P/O R J EDGE (AUS)

**TIME:**  
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1239</td>
<td>1750</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**  
1531 1/2, 9400’ Bombing, URFT DAM. 1 x Tallboy. Bomb fell about 50 yards short Saw one or two missing on the landward side of dam.
<table>
<thead>
<tr>
<th>DATE:</th>
<th>11.12.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1 (J)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/L GUMBLEY NZ</td>
</tr>
<tr>
<td></td>
<td>F/O E A BURNETT</td>
</tr>
<tr>
<td></td>
<td>F/O K GILL</td>
</tr>
<tr>
<td></td>
<td>F/O J C RANDON</td>
</tr>
<tr>
<td></td>
<td>F/O S V GRIMES</td>
</tr>
<tr>
<td></td>
<td>F/S PENSWICK. J</td>
</tr>
<tr>
<td></td>
<td>F/O WATSON J</td>
</tr>
<tr>
<td>TIME:</td>
<td>1251</td>
</tr>
<tr>
<td></td>
<td>1819</td>
</tr>
<tr>
<td>DETAILS OF SORTIE OR FLIGHT</td>
<td>1559 3/4, 6000' Bombing, URFT DAM. 1 x Tallboy. We could not see our bomb burst owing to cloud. No direct hits seen.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE:</th>
<th>11.12.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1 LM 489 (A)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/L H V GAVIN (AUS)</td>
</tr>
<tr>
<td></td>
<td>GT BROWN F.H.</td>
</tr>
<tr>
<td></td>
<td>F/O BUXTON A G (AUS)</td>
</tr>
<tr>
<td></td>
<td>F/S WHITE W M (AUS)</td>
</tr>
<tr>
<td></td>
<td>F/O N E SAINSBURY (AUS)</td>
</tr>
<tr>
<td></td>
<td>F/O T K REDDAN (AUS)</td>
</tr>
<tr>
<td></td>
<td>F/O L BURROWS (AUS)</td>
</tr>
<tr>
<td>TIME:</td>
<td>12.49</td>
</tr>
<tr>
<td></td>
<td>18.10</td>
</tr>
<tr>
<td>DETAILS OF SORTIE OR FLIGHT</td>
<td>1554. 6000' Bombing, target URFT DAM 1 x Tallboy. Our bomb overshot due to partial hang up. (Manual release). Unable to see result owing to cloud. We were on target 35 mins and did 8 runs.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE:</th>
<th>11.12.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1 DV.393 (R)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/O P H MARTIN (AUS)</td>
</tr>
<tr>
<td></td>
<td>SGT BLAGBOROUGH J</td>
</tr>
<tr>
<td></td>
<td>W/O JACKSON A</td>
</tr>
<tr>
<td></td>
<td>F/S DAY D.A.</td>
</tr>
<tr>
<td></td>
<td>P/O G M LOVATT (AUS)</td>
</tr>
<tr>
<td></td>
<td>F/S MAYOH H</td>
</tr>
<tr>
<td></td>
<td>F/S BREBILCOCK T J</td>
</tr>
</tbody>
</table>

522
<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>12.50</td>
<td>17.32</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
1531 1/2. 8600’ Bombing, URFT DAM. 1 x Tallboy. Our bomb went down on left hand corner of Dam. The first bomb hit the centre of the apron. Several undershoots and two over shoots seen.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>11.12.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1 DV.402 (X)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/O A W JOPLIN (NZ)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>STG. TILLEY F.L.</td>
<td></td>
</tr>
<tr>
<td>F/S FISH</td>
<td></td>
</tr>
<tr>
<td>F/S HEBBARD L (NZ)</td>
<td></td>
</tr>
<tr>
<td>F/S COOK G</td>
<td></td>
</tr>
<tr>
<td>F/O R B YATES</td>
<td></td>
</tr>
<tr>
<td>F/S THOMPSON J T</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
</tr>
<tr>
<td></td>
<td>1255</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
1528. 9800’ Bombing, URFT DAM. 1 x Tallboy. Our bomb overshot to left due to too short a run and wind vector error. We saw hit close to base of apron.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>11.12.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1 LM 695 (N)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/O J H LEAVITT</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>SGT GRIFFIN H</td>
<td></td>
</tr>
<tr>
<td>F/O R F WITHAMS</td>
<td></td>
</tr>
<tr>
<td>SGT OLDMAN D.A.</td>
<td></td>
</tr>
<tr>
<td>F/S COLE C</td>
<td></td>
</tr>
<tr>
<td>SGT DALEY J</td>
<td></td>
</tr>
<tr>
<td>SGT GOLDIE P</td>
<td></td>
</tr>
<tr>
<td>F/L K J RYALL</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
</tr>
<tr>
<td></td>
<td>1326</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
1530. 9400’ Bombing, URFT DAM. 1 x Tallboy. Bomb overshot by about 50 yards into the water.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>11.12.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1 PB415 (O)</td>
</tr>
</tbody>
</table>
CREW:     DUTY
F/O J A SANDERS   AS SHOWN ABOVE
F/S NUTLEY T H
P/O J B BARRON
P/O H G ALLEN  (CAN)
F/L E N ARMSTRONG
F/S MACHIN R

TIME:     UP     DOWN
          1240  1751

DETAILS OF SORTIE OR FLIGHT
Bombing. URFT DAM. 1 x Tallboy. Made first run at 1515hrs. On first run we could have bombed but smoke from
main force bombs obscured the aiming point. We made five more runs at 9500 ft and then one at 6000 ft but cloud
prevented a good run each time. Squadron Commander ordered us back to base.

DATE:  11.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1  PD.233   (G)

CREW:     DUTY
F/O M B FLATMAN   AS SHOWN ABOVE
SGT ROSS R M
F/O G MACKIE
F/O G KELLY
SGT HARWOOD A S
W/O BENSON G
P/O K C KIRK

TIME:     UP     DOWN
          1250  1804

DETAILS OF SORTIE OR FLIGHT
1529. 8600’ Bombing, URFT DAM. 1 x Tallboy. We did not see our bomb burst. We saw two bursts to the left of
the apron and two overshoots.

DATE:  15.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1  ME 146   (D)

CREW:     DUTY
W/C J B TAIT   AS SHOWN ABOVE
F/S GALLAGHER A E
F/O B R BAYNE
F/O W A DANIEL  (CAN)
F/O F J WARD
F/L J F CHAPMAN  (AUS)
W/O VAUGHAN H D

TIME:     UP     DOWN
          1333  1631

524
### DETAILS OF SORTIE OR FLIGHT
1510 3/4. 9300’ Bombing, U-Boat pens IJ MUIDEN. 1 x Tallboy. Our bomb fell on South end of pens, near the centre. We saw an overshoot on the East side of the docks and one at entrance to pens.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>15.12.44</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster 1 DV 391 (X)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td></td>
<td>DUTY</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>S/L J P BROOKES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P/O H R SHORT</td>
<td>(CAN)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O J H JONES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/L E A BALDWIN</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O D W JUDGE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O R B BENNETT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/L A G FARTHING</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
<td>UP  DOWN</td>
<td>1345 1628</td>
</tr>
</tbody>
</table>

### DETAILS OF SORTIE OR FLIGHT
Bombing, U-Boat pens IJ MUIDEN. 1 x Tallboy. We had a hang up over the target. The gyro toppled and we were under the impression that the bomb had gone. We then circled S.W. of the target for 15 mins waiting for the gyro to settle but without effect. We were eventually instructed to return to base. We endeavoured to recock the bomb but it slipped and the bomb fell in the sea about 3-5 miles west of the target at 1529 hrs. 9500 ft. (Position 5230 N. 1410 E)

<table>
<thead>
<tr>
<th>DATE:</th>
<th>15.12.44</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster 1 PD.238 (H)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td></td>
<td>DUTY</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>S/L J V COCKSHOTT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/S FRYER R C</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W/O GOSLING L E</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P/O E BOOTH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/S BATES A S</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/S BRADBURY G R</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W/O BIRCH L J</td>
<td>(AUS)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W/O LAMMAS A J</td>
<td></td>
<td>PASSENGER</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
<td>UP  DOWN</td>
<td>1344 1605</td>
</tr>
</tbody>
</table>

### DETAILS OF SORTIE OR FLIGHT
1503. 9500’ Bombing, U-Boat pens IJ MUIDEN 1 x Tallboy. Our bomb fell off on SW corner of pens, along with three others. Later we saw several direct hits.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>15.12.44</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster 1 ME.554 (F)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>CREW:</th>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>S/L T C IVESON</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>SGT PHILLIPS J D</td>
<td></td>
</tr>
<tr>
<td>F/O J D HARRISON</td>
<td></td>
</tr>
<tr>
<td>F/S CHANCE R F</td>
<td></td>
</tr>
<tr>
<td>F/O A TITTLE</td>
<td></td>
</tr>
<tr>
<td>SGT SMITH A L</td>
<td></td>
</tr>
<tr>
<td>P/O E A WASS</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1312</td>
<td>1611</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

1503 1/2. 9400’ Bombing, U-Boat pens IJ MUIDEN. 1 x Tallboy. We did not see our bomb burst owing to smoke but saw two slightly overshoots and 1 direct hit, also two undershoots.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>15.12.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1  PB.415 (O)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CREW:</th>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>S/L C C CALDER</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/O H E WAKEFIELD</td>
<td></td>
</tr>
<tr>
<td>F/L J H BENISON</td>
<td></td>
</tr>
<tr>
<td>F/L C B CRAFER</td>
<td></td>
</tr>
<tr>
<td>F/O F W GARGET</td>
<td></td>
</tr>
<tr>
<td>F/O A H ATKINSON</td>
<td></td>
</tr>
<tr>
<td>F/O G DALE</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1330</td>
<td>1553</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

1510. 8950’. Bombing, U-Boat pens, IJMUIDEN. 1 x Tallboy. Results not observed. Aircraft hit by light flak. Damage to starboard main spar.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>15.12.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1 NF.992(B)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CREW:</th>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/L L S GOODMAN</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>SGT BURNETT W</td>
<td></td>
</tr>
<tr>
<td>F/O H WATKINSON</td>
<td></td>
</tr>
<tr>
<td>F/L H A HAYWARD</td>
<td></td>
</tr>
<tr>
<td>F/S BOOTH H J</td>
<td></td>
</tr>
<tr>
<td>SGT LEWIS R</td>
<td></td>
</tr>
<tr>
<td>SGT HULBERT A S</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1337</td>
<td>1625</td>
</tr>
</tbody>
</table>
DETAILS OF SORTIE OR FLIGHT
1503 1/2.  9500’. Bombing, U-BOAT PENS IJMUIDEN. 1 x Tallboy. Our bomb hit the N.W. corner of target, one other direct hit seen.

DATE:  15.12.44
AIRCRAFT TYPE & NUMBER:  Lancaster 1 DV.380  (F)
CREW:
F/L B A GUMBLEY  (NZ)
F/O E A BARNETT
F/O K GILL
F/O J C RANDON
F/O S V GRIMES
F/S PENSWICK J
F/O WATSON J

TIME:  UP  DOWN
1334  1610

DETAILS OF SORTIE OR FLIGHT
1503 1/4.  10000’ Bombing, U-BOAT PENS IJMUIDEN. 1 x Tallboy. Our bomb hit the F N.W. corner of the pens. We also saw a near miss on the N.W. side.

DATE:  15.12.44
AIRCRAFT TYPE & NUMBER:  Lancaster 1 LM 483  (U)
CREW:
F/L H J PRYOR    AS SHOWN ABOVE
F/S WINSTON A.O.
F/O H ELLIS
F/O G A KENDRICK
P/O A HEPWORTH
F/O A J PATTERSON
F/S COLYER  A J

TIME:  UP  DOWN
1339  1617

DETAILS OF SORTIE OR FLIGHT
1507.  9400’ Bombing. U-BOAT PENS IJMUIDEN. 1 x Tallboy. No results seen - obscured by smoke.

DATE:  15.12.44
AIRCRAFT TYPE & NUMBER:  Lancaster 1 ED.763  (Z)
CREW:
F/L D J ORAM    AS SHOWN ABOVE
F/S HAYWOOD R P
W.O CARDWELL F
F/O C G ROGERS
W/O FORSHAW J B  
F/S FLYNN J P  
F/S PIERSON D P  

TIME: 

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1341</td>
<td>1623</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT

DATE: 15.12.44  
AIRCRAFT TYPE & NUMBER: Lancaster 1 DV.402 (X)  
CREW:   
F/L I. M. MARSHALL   DUTY  
F/S CHOLERTON F.  
F/O K. NEWBY  
F/L J. L. RUMGAY  
F/O J. H. RIDING  
F/O R. M. HEGGIE  
R/O D. W. BALE  

TIME: 

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1338</td>
<td>1637</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Bombing. U-BOAT PENS IJMUIDEN. 1 x Tallboy. Bomb brought back. Hit by heavy flak. Starboard inner u/s. Nos. 1 & 2 tanks in port side holed. Other damage N.Y.A. A/c was hit during first run over target. A second run was made but bomb failed to release.

DATE: 15.12.44  
AIRCRAFT TYPE & NUMBER: Lancaster 1 PD 371 (S)  
CREW:   
F/O CASTAGNOLA   DUTY  
F/S HENDERSON S J  
F/O F J GORRINGE  
P/O N EVANS  
F/S EAVES W T  
F/S SALTER R E  
F/S TIREL A D  

TIME: 

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1335</td>
<td>1596</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
1503. 9500’ Bombing. U-BOAT PENS IJMUIDEN. 1 x Tallboy. Our bomb overshot by approx. 15 yds. At least one direct hit seen.
DATE: 15.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 PD.233 (G)

CREW:
F/O M B FLATMAN
SGT. ROSS R M
F/O G MACKIE
F/O G KELLY
F/O K C KIRK

TIME: UP DOWN
1339  1641

DETAILS OF SORTIE OR FLIGHT
Bombing. U-BOAT PENS IJMUIDEN. 1 x Tallboy. Our bomb hung up and after doing two runs we turned as for a third run. We opened the bomb doors about 2 miles out to sea and the bomb fell out. We saw a near miss in front of the entrance to pens and one overshoot. On the second run we tried to jettison as the light went out but without success.

DATE: 15.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 ME555 (C)

CREW:
F/O I S ROSS
F/S WALTER W
F/O T O'BRIEN
P/O E G TILBY
F/O M ELLWOOD
F/S GRIFFITHS L D
F/O A F MCKELLAR

TIME: UP DOWN
1331  1557

DETAILS OF SORTIE OR FLIGHT
1503. 9900' Bombing. U-BOAT PENS IJMUIDEN. 1 x Tallboy. Our bomb fell just off the entrance to pens about 20 yds. We saw some bombs fall on the right hand corner of the docks and one over shot on East side.

DATE: 15.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 LM 489 (A)

CREW:
F/O A W JOPLIN NZ
SGT TILLEY F L
F/S FISH C D R
F/S HEBBARD L NZ
F/S COOK G
F/O R B YATES
F/S THOMPSON J T
<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1340</td>
<td>1603</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

1503 1/2. 9100’
Bombing. U-BOAT PENS IJMUIDEN. 1 x Tallboy. One bomb seen to N of target and one seen to hit in centre of the pens.

---

**DATE:** 15.4.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1 DV.393 (R)  
**CREW:**  
F/O P H MARTIN  AUS  
SGT BLAGBOROUGH J  
W/O JACKSON A  
F/S DAY D A  
P/O G M LOVETT  AUS  
F/S MAYOH H  
F/S TREBILCOCK T J  

**TIME:**  
UP 1343  
DOWN 1612

**DETAILS OF SORTIE OR FLIGHT**

Bombing. U-BOAT PENS IJMUIDEN. 1 x Tallboy. 9400’. Own bomb in S.W. corner of target. Two direct hits seen possibly a further hit.

---

**DATE:** 15.12.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1 NG.181 (M)  
**CREW:**  
F/O A E KELL  AUS  
P/O J SOILLEUS  
P/O R L KERR  
F/O K C MORIESON  
F/O D E FREEMAN  
W/O WEBB D E  
R/O R WILDINSON  

**TIME:**  
UP 1325  
DOWN 1615

**DETAILS OF SORTIE OR FLIGHT**

1503 1/4. 8950’
Bombing. U-BOAT PENS LKMUIDEN. 1 x Tallboy. Our bomb disappeared into the smoke, which covered the target. One slight overshoot seen and remainder obscured by smoke.

---

**DATE:** 15.12.44

530
AIRCRAFT TYPE & NUMBER: Lancaster 1  LM.695  (N)

CREW:
F/O F N A WATTS  DUTY  AS SHOWN ABOVE
F/S CHERRINGTON A W
F/O C H HOUSDEN
F/O M L MACKAY
F/O R L HAYTER
F/O K S JEWELL AUS
F/S MATTHEWS G

TIME: UP  DOWN
1336  1617

DETAILS OF SORTIE OR FLIGHT
Bombing. U-BOAT PENS IJMUIDEN. 1 x Tallboy. Tallboy bought back to base. Hit in front turret and pilots windscreen both at port and sides blacked out.

DATE:  21.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1  PD.238  (H)

CREW:
S/L J V COCKSHOTT  DUTY  AS SHOWN ABOVE
F/S FRYER R C
W/O GOSLING L E
P/O E BOOTH
F/S BATES A S
F/S BRADBURY G R
W/O BIRCH L J AUS

TIME: UP  DOWN
1646  0216

DETAILS OF SORTIE OR FLIGHT
Bombing, POLITZ. 1 x Tallboy. 22.10 1/4. 16270’. Couldn’t see our bomb. Attack seemed very scattered. Most bombs fell to the North of the target, second run found cloud, third run gyro toppled. Fourth was a good one and we bombed.

DATE:  21.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1  ME.554  (F)

CREW:
S/L T C IVESON  DUTY  AS SHOWN ABOVE
SGT PHILLIPS J D
F/O J D HARRISON
F/S CHANCE R F
F/O A TITTLE
P/O E A WASS
SGT SMITH A L

531
DETAILS OF SORTIE OR FLIGHT
Bombing, POLITX. 1 x Tallboy. Over target from 2151 - 2205 Saw many yellow T.I.’s. Did not see the flashing V. Bomb sight toppled on first run. Target not identified, and decided not to bomb after three orbits.

DATE: 21.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 LM 489 (A)
CREW: S/L J F BROOKES
       P/O J R SHORT CAN
       F/O J H JONES
       F/L E A BALDWIN
       F/O D W JUDGE
       F/O R B DENWETT
       F/L A G FARTHING
DUTY AS SHOWN ABOVE

TIME: UP DOWN
1659  0253

DETAILS OF SORTIE OR FLIGHT
Bombing, POLITZ. 1 x Tallboy. 2208. 16850’ Could not see bomb burst. Aircraft hit by heavy flak.

DATE: 21.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 PD.371 (S)
CREW: F/L I M MARSHALL
       F/S CHOLERTON F
       F/O K NEWBY
       W/O CLARKE G K AUS
       F/O H J RIDING
       F/O T S COOK
       F/O D W BALE
DUTY AS SHOWN ABOVE

TIME: UP DOWN
1656  0326

DETAILS OF SORTIE OR FLIGHT
Bombing POLITZ. 1 x Tallboy. Did not bomb.

DATE: 21.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 DV.380 (P)
CREW: F/L H J PRYOR
       F/S WINSTON
DUTY PILOT F/ENG
F/O H ELLIS       NAV
F/O G A KENDRICK  A/B
P/O A HEPWORTH    WO/AIR
F/O A J PATTERSON M.U.
W/O TEMPLE        R.G.

TIME:       UP  DOWN
            1651  0252

DETAILS OF SORTIE OR FLIGHT
Bombing, POLITZ. 1 x Tallboy. 2201 1/2. 18500’ Bomb seen to explode, but couldn’t be assessed. Run was good. Saw two bursts in the target.

DATE: 21.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 ED.763 (Z)
CREW:
F/L D J ORAM       DUTY
F/S HAYWOOD R P
W/O CARDWELL F NZ
F/O O G RODERS
W/O FORSHAW J B
F/S FLYNN J P
F/S PIERSON D.P

TIME:       UP  DOWN
            1655  0241

DETAILS OF SORTIE OR FLIGHT
Bombing, POLITZ. 1 x Tallboy. 2157. 156800’ Bomb seen to fall 100 yds North of A.P. One other Tallboy seen in S.W. corner of target and one 200 yds North.

DATE: 21.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 NF.992 (B)
CREW:
F/L L S GOODMAN       DUTY
SGT BURNETT W
F/O H WATKINSON
F/L H A HAYWARD
F/S BOOTH H J
SGT LEWIS R
SGT HULBERT A S

TIME:       UP  DOWN
            1653  0215

DETAILS OF SORTIE OR FLIGHT
Bombing. POLITZ. 1 x Tallboy. 2150. 16100’ Couldn’t see our bomb owing to ice.
DATE: 21.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 DV.405 (J)

CREW:
F/L B E GUMBLEY NZ
F/O E A BARNETT
F/O K GILL
F/O J C RANDON
F/O S V GRIMES
F/S PENSWICK J
P/O G BELL

TIME: UP DOWN
1700 0245

DETAILS OF SORTIE OR FLIGHT
Bombing, POLITZ. 1 x Tallboy. 2200 1/2. 16900' We could not see our bomb burst. The target area was very smoky. Impossible to assess bombing. The flares gave good illumination but not over the A.P.

DATE: 21.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 MG.181 (M)

CREW:
F/O A E KELL AUS
F/S SNEDKER F J
F/O F E WITTMER AUS
F/O A E MORIESON AUS
F/O D E FREEMAN
W.O WEBB D E
F/O R WILKINSON

TIME: UP DOWN
1649 0246

DETAILS OF SORTIE OR FLIGHT
Bombing, POLITZ. 1 x Tallboy. 2204. 16350' Impossible to assess bombing. T.I.s were very scattered. Target area very smoky from flares. We made two runs. The flares were too far East. We could not pick out the actual target. The yellow T.I.s were on the edge of the forest to the South and the reds and greens to the North. So we chose a point in between the two. We bombed on the third run.

DATE: 21.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 IM.695 (N)

CREW:
F/O F H A WATTS
F/S CHERRINGTON A W
P/O C H HOUSDEN
P/O M L MCKAY
F/O R L HAYTER

DUTY
AS SHOWN ABOVE
F/O K S JEWELL  
F/S MATTHEWS G

TIME:  UP        DOWN  
1657        0227  

DETAILS OF SORTIE OR FLIGHT  
Bombing, POLITZ. 1 x Tallboy. Returned early from position. 56.00 N. 15.50. E. owing to unserviceable bombsight. The fault was such as to prevent its use even as a fixed sight.

DATE:  21.12.44  
AIRCRAFT TYPE & NUMBER:  Lancaster 1 PD.233 (G)  
CREW:  DUTY  
F/O M B FLATMAN   PILOT  
SGT ROSS R M   F/ENG  
F/O G MACKIE   NAV  
F/O G KELLY   A/B  
F.S HARWOOD A S   W/OP.  
W.O BENSON G   M.U.  
F/O K C KIRK   R.G.

TIME:  UP        DOWN  
1702        0317  

DETAILS OF SORTIE OR FLIGHT  
Bombing, POLITZ. 1 x Tallboy. 2200. 17600’ We made two runs. First was a dummy run as we were too late in seeing. A.P. to get a good run.

DATE:  21.12.44  
AIRCRAFT TYPE & NUMBER:  Lancaster 1 ME.555 (C)  
CREW:  DUTY  
F/O I S ROSS   AUS AS SHOWN ABOVE  
F/S WALTER W   AS SHOWN ABOVE  
F/O E G STROM   AUS  
P/O E G TILBY   AS SHOWN ABOVE  
F/O M ELLWOOD   AS SHOWN ABOVE  
F/S GRIFFITHS L D  
F/O A F MOKELLAR  

TIME:  UP        DOWN  
1644        0217  

DETAILS OF SORTIE OR FLIGHT  
Bombing, POLITZ. 1 x Tallboy. 2153 1/2. 17200’ We had partial hang-up and had to release manually. We saw a big explosion at 2135 and fires were taking a good hold when we left.

DATE:  21.12.44
<table>
<thead>
<tr>
<th>AIRCRAFT TYPE &amp; NUMBER</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Lancaster 1 LM 492</td>
<td>(W)</td>
</tr>
</tbody>
</table>

**CREW:**
- F/O J CASTAGNOLA
- F/S HENDERSON S.J.
- F/O F J GORRINGE
- P/O N EVANS
- F/S EAVES W T
- F/S SALTER R E
- F/L E N ARMSTRONG

**TIME:**
- UP 1644
- DOWN 0217

**DETAILS OF SORTIE OR FLIGHT**
Bombing, POLITZ. 1 x Tallboy. 2002 1/2. 17400’ We estimate our bomb fell in the works. The yellow markers were North of the target and the bombing appeared to be South of the Markers, and in the target area.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>21.12.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1 DV.393 (E)</td>
</tr>
</tbody>
</table>

**CREW:**
- F/O P H MARTIN AUS
- SGT BLAGBOROUGH J
- W/O JACKSON
- F/S DAY D A
- P/O G M LOVATT AUS
- F/S MAYOH H
- F/S TREBILCOCK T J

**TIME:**
- UP 1701
- DOWN 0226

**DETAILS OF SORTIE OR FLIGHT**
Bombing, POLITZ. 1 x Tallboy. 2206. 15950’ Very difficult to assess attack owing to smoke - possibly from smoke screen. Big explosion observed in target area at 2212 followed by sheet of flame.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>21.12.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1 ME.561 (T)</td>
</tr>
</tbody>
</table>

**CREW:**
- F/O A W JOPLIN NZ
- SGT TILLEY F L
- F/S FISH C B R
- F/O A J WALKER
- F/S COOKE G
- F/O R B YATES
- F/S THOMPSON J T

**TIME:**
- UP 1701
- DOWN 0226
**DETAILS OF SORTIE OR FLIGHT**

Aircraft crashed on return at approx. 02.45 hours near Market Rasen. Sortie completed.

<table>
<thead>
<tr>
<th>DATE</th>
<th>21.12.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1 EE.146 (D)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>S/L C C CALDER</td>
<td>PILOT</td>
</tr>
<tr>
<td>F/O H E WAKEFIELD</td>
<td>F/ENG</td>
</tr>
<tr>
<td>F/L J H BENISON</td>
<td>NAV</td>
</tr>
<tr>
<td>F/L C B CRAFER</td>
<td>A/B</td>
</tr>
<tr>
<td>F/O F W GARGET</td>
<td>W/OP</td>
</tr>
<tr>
<td>F/O A H ATKINSON</td>
<td>M/U</td>
</tr>
<tr>
<td>F/O G DALE</td>
<td>R.G.</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP 1647  DOWN 1950 (at Milltown)</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

Abortive - Mission abandoned at position 5400 N 0210 E Port Inner engine failed on take-off. Did not bomb. Sortie not completed.

<table>
<thead>
<tr>
<th>DATE</th>
<th>29.12.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1 ME.554 (F)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>S/L C C CALDER</td>
<td>PILOT</td>
</tr>
<tr>
<td>F/O H E WAKEFIELD</td>
<td>F/ENG</td>
</tr>
<tr>
<td>F/L J H BENISON</td>
<td>NAV</td>
</tr>
<tr>
<td>F/L C B CRAFER</td>
<td>A/B</td>
</tr>
<tr>
<td>F/O F W GARGET</td>
<td>W/OP</td>
</tr>
<tr>
<td>F/S TIREL A D</td>
<td>M.U.</td>
</tr>
<tr>
<td>F/O G DALE</td>
<td>R.G.</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP 1317  DOWN 1624</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

Bombing, E-BOAT Pens, ROTTERDAM. 1 x Tallboy. 1457. 17000’ Could not identify own bomb. Direct hit S.W. and one on entrance S.W.

<table>
<thead>
<tr>
<th>DATE</th>
<th>29.12.44</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1 NG.118 (V)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>S/L J F BROOKES</td>
<td>PILOT</td>
</tr>
<tr>
<td>P/O H R SHORT</td>
<td>M/U</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP 1317  DOWN 1624</td>
</tr>
</tbody>
</table>
F/O J H JONES  
F/O E A BALDWIN  
F/O D W JUDGE  
F/O R B DENWETT  
F/L A G FARTHING

**TIME:**  
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1308</td>
<td>1635</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**  
Bombing, E-Boat Pens, ROTTERDAM. 1 x Tallboy. 1457. 18000’ We had direct hit on centre of pens at North end.

---

**DATE:** 29.12.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1 PD.238 (H)

**CREW:**  
S/L J V COCKSHOTT  
F/S FRYER R C  
W/O GOSLING L E  
P/I E BOOTH  
F/S BATES A S  
F/S BRADBURY G.R.  
W/O BIRCH L J. AUS

**TIME:**  
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1314</td>
<td>1611</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**  
Bombing, E-Boat Pens, ROTTERDAM. 1 x Tallboy. 1457 1/2. 16400’ On second run over middle of target appeared to have a hole in centre. Some bombs dropped in water.

---

**DATE:** 29.12.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1 DV.380 (P)

**CREW:**  
S/L C W C HAMILTON  
F/S JOHNSON W  
F/O F E WITTMER AUS  
F/O C T C LEWIS  
W/O PASK M AUS  
F/S DADGE J A  
F/S HAMILTON D

**TIME:**  
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1325</td>
<td>1619</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**  
Bombing, ROTTERDAM. 1 x Tallboy. 1458. 16100’ Three direct hits.

---

538
DATE: 29.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 LM.485 (U)

CREW:
F/L H J PRYOR
F/S FINSTON A L
F/O H ELLIS
P/O H G ALLEN CAN.
P/O A HEPWORTH
F/L E N ARMSTONG
W/O TEMPLE E.C.

DUTY
AS SHOWN ABOVE

TIME: UP DOWN
1324 1603

DETAILS OF SORTIE OR FLIGHT
Bombing, E-Boat Pens, ROTTERDAM. 1 x Tallboy. 1457. 17700’ One bomb undershot by 200 yards and one was to the West. Rest hit the targets.

DATE: 29.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 DV.405 (J)

CREW:
F/L B A GUMBLEY NZ
F/O E A BARNETT
F/O K GILL
F/O J C RANDON
F/O S V GRIMES
W/O PENSWICK J
P/O G BELL

DUTY
AS SHOWN ABOVE

TIME: UP DOWN
1334 1623

DETAILS OF SORTIE OR FLIGHT
Bombing, E-Boat Pens, ROTTERDAM. 1 x Tallboy. 1457 1/2. 16660’ Bomb unobserved owing to smoke. A good many near misses. No direct hit seen.

DATE: 29.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 PD.371 (S)

CREW:
F/L B J DOBSON
P/O A T KCKENZIE
P/O J B KNIGHT
P/O A K JOHNSTONE
P/O R J EDGE AUS
F/S SNAPE A V
P/O W J DRY CAN

DUTY
PILOT
F/ENG
NAV
A/B
W/OP
M.U.
R.G.
DETAILED RECORD OF FLIGHT

Bombing, E-Boat Pens, ROTTERDAM. 1 x Tallboy. 1505. 17100’ Two bombs observed target in our first run. We went round again and our bomb overshot by about 40 yards. About three direct hits. A few scattered bombs to East.

DATE: 29.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 LM.489 (A)
CREW: DUTY
F/L H GAVIN AUS AS SHOWN ABOVE
SGT BROWN FH
P/O A G BUXTON AUS
F/S WHITE W.M. AUS
F/O N E SAINSBURY AUS
F/O T K REDDAN AUS
F/O L BURROWS AUS

TIME: UP DOWN
1322 1630

DETAILS OF SORTIE OR FLIGHT
Bombing, E-Boat Pens, ROTTERDAM. 1 x Tallboy. 1456. 17400’ Our bomb was on entrance side of pen. One direct hit West centre of pens and another over entrance near N.W corner.

DATE: 29.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 NF 992 (B)
CREW: DUTY
F/L L S GOODMAN AS SHOWN ABOVE
SGT BURNETT W
F/O H WATKINSON
F/L H A HAYWARD
F/S BOOTH H J
SGT LEWIS R
SGT HULBERT A S

TIME: UP DOWN
1309 1614

DETAILS OF SORTIE OR FLIGHT
Bombing, E-Boat Pens, ROTTERDAM. 1457. 17650’ Bombs appeared to be undershooting.

DATE: 29.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 ED.769 (E)
CREW: DUTY
F/L D J ORAM AS SHOWN ABOVE
F/S HAYWOOD R P
F/S ROBIN D.W. AUS
F.O C G ROGERS
W/O FORSHAW J B
F/S FLYNN J P
F/S PIERSON D P

TIME: UP DOWN
1318 1622

DETAILS OF SORTIE OR FLIGHT
Bombing, E-Boat Pens, ROTTERDAM. 1 x Tallboy. 1458 1/2. 17380' Could not observe own bomb. 2 direct hits seen

DATE: 29.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 PD.233(G)
Crew: F/O M G FLATMAN AS SHOWN ABOVE
F/S ARMSTRONG E W
F/O G MACKIE
F/O G KELLY
F/S HARWOOD A S
W/O BENSON G
F/O K C KIRK

TIME: UP DOWN
1315 1636

DETAILS OF SORTIE OR FLIGHT
Bombing, E-Boat Pens, Rotterdam. 1 x Tallboy. 1456. 17200' Two bombs fell together. One just clear of entrance side and one direct hit on centre of roof. Ours could have been either. We saw a definite break on entrance side (West) after smoke had cleared on our second run with aircraft S.

DATE: 29.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 ME.555 (C)
Crew: F/O I S ROSS AUS AS SHOWN ABOVE
F/S WALTER W
P/O J L HILL
P/O E G TILBY
F/O M ELLWOOD
F/S GRIFFITHS L D
F/O A F MCKELLAR

TIME: UP DOWN
1316 1605

DETAILS OF SORTIE OR FLIGHT
Bombing, E-BOAT Pens, ROTTERDAM. 1 x Tallboy. 1457. 1800’ One on edge of pens. Ours on pens.

**DATE:** 29.12.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1 NG.181 (M)  
**CREW:**  
F/O A E KELL AUS PILOT  
F/S SNEDKER F J F/ENG  
W/O CARDWELL F NZ NAV  
F/O K C MORIESON AUS A/B  
F/O D E FREEMAN W/OP  
W/O WEBB D E M.U.  
F/O R WILKINSON R.G.  
**TIME:**  
UP 1336  
DOWN 1626  

**DETAILS OF SORTIE OR FLIGHT**  
Bombing, E-Boat Pens, ROTTERDAM. 1 x Tallboy. 1458 1/2. 16700’ Could not observe our bomb. Two or three direct hits.

**DATE:** 29.12.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1 DV.393 (R)  
**CREW:**  
F/O J H LEAVITT AS SHOWN ABOVE  
SGT GRIFFIN H  
F/O R F WITHAMS  
F/S OLMAN D A  
F/S COLE C  
SGT DALEY J  
SGT GOLDIE P  
**TIME:**  
UP 1310  
DOWN 1613  

**DETAILS OF SORTIE OR FLIGHT**  
Bombing, E-Boat Pens, ROTTERDAM. 1 x Tallboy. 1457 1/2. 16000’ Our bomb fell 100 yds East of target.

**DATE:** 29.12.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1 LM.695 (N)  
**CREW:**  
F/O F H A WATTS AS SHOWN ABOVE  
F/S CHERRINGTON AW  
P.O C H HOUSEDEN  
P/O M L MCKAY CAN  
F/O R L HAYTER  
F/S FORD L  

542
### Details of Sortie or Flight

**F/S MATTHEWS G**

<table>
<thead>
<tr>
<th>TIME</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1348</td>
<td>1609</td>
</tr>
</tbody>
</table>

**Details of Sortie or Flight**

Bombing, E-Boat Pens, ROTTERDAM. 1 x Tallboy. 1457 1/2. 17100’ Saw no bombs land.

**Date:** 29.12.44  
**Aircraft Type & Number:** Lancaster 1 LM.492 (W)  
**Crew:**  
- F/O J CASTAGNOLA  
- F/S HENDERSON S.J.  
- F/O GORRINGE  
- P/O N EVANS  
- F/S EAVES W T  
- F/S SALTER R E  
- P/O J K RONALD  

<table>
<thead>
<tr>
<th>TIME</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1311</td>
<td>1608</td>
</tr>
</tbody>
</table>

**Details of Sortie or Flight**

Bombing, e-Boat Pen, ROTTERDAM. 1 x Tallboy. 1457. 17900’ Our bomb hit the West edge of roof.

**Date:** 30.12.44  
**Aircraft Type & Number:** Lancaster 1. ME.554 (F)  
**Crew:**  
- S/L C C CALDER  
- F/O H E WAKEFIELD  
- F/L J H BENISON  
- F/L C B CRAFER  
- F/O F W GARGET  
- F/O A H ATKINSON  
- F/O G DALE  

<table>
<thead>
<tr>
<th>TIME</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1451</td>
<td>1717</td>
</tr>
</tbody>
</table>

**Details of Sortie or Flight**

Bombing, E-Boat Pens, IJMUIDEN. 1 x Tallboy. I went down to 4000’ just out from the target and found the low cloud just covering the target. It was moving and and I decided that it was no use waiting for a clearance as the cloud stretched as far North as one could see. I told the Force to return to Base. Did not bomb.

**Date:** 30.12.44  
**Aircraft Type & Number:** Lancaster 1 NG.118 (V)
CREW: S/L J F BROOKES  P/O H R SHORT  CAN.  F/O J H JONES  F/L E A BALDWIN  F/O D W JUDGE  F/O R B DENWETT  F/L A G FARTHING

DUTY: AS SHOWN ABOVE

TIME:  UP  DOWN
1449  1718

DETAILS OF SORTIE OR FLIGHT
Bombing, E-Boat Pens, IJMUIDEN.  1 x Tallboy.  Did not bomb.

DATE:  30.12.44
AIRCRAFT TYPE & NUMBER:  Lancaster 1  DV.390  (P)

CREW: S/L C W C HAMILTON  F/S JOHNSON W  F/O E WITTMER  AUS  F/O C T C LEWIS  W/O PASK M  AUS  F/S DADGE J A  F/S HAMILTON D

DUTY: PILOT  F/ENG.  NAV.  A/B  W/OP  M.U.  R.G.

TIME:  UP  DOWN
1508  1700

DETAILS OF SORTIE OR FLIGHT
Bombing, E-Boat Pens, IJMUIDEN.  1 x Tallboy.  Did not bomb.

DATE:  30.12.44
AIRCRAFT TYPE & NUMBER:  Lancaster 1  LM.485  (U)


DUTY: AS SHOWN ABOVE

TIME:  UP  DOWN
1446  1710

DETAILS OF SORTIE OR FLIGHT

Bombing, E-Boat Pens, IJMUIDEN. 1 x Tallboy. Did not bomb.

**DATE:** 30.12.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1 DV.405 (J)  
**CREW:**  
F/L B A GUMBLEY NZ  
F/O E A BARNETT  
F/O K GILL  
F/O J C RANDON  
F/O S V GRIMES  
W/O PENSWICK J  
P/O G BELL  

**TIME:**  
**UP**  
1449  
**DOWN**  
1708

**DETAILS OF SORTIE OR FLIGHT**  
Bombing, E-Boat Pens, IJMUIDEN. 1 x Tallboy. Did not bomb.

---

**DATE:** 30.12.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1 LM.489 (A)  
**CREW:**  
F/L H GAVIN AUS  
F/S BENTON S J  
P/O A G BUXTON AUS  
F/S WHITE W.M. AUS  
F/O N E SAINSBURY AUS  
F/O T K REDDAN AUS  
P/O L BURROWS AUS  

**TIME:**  
**UP**  
1448  
**DOWN**  
1719

**DETAILS OF SORTIE OR FLIGHT**  
Bombing, E-Boat Pens, IJMUIDEN. 1 x Tallboy. Did not bomb.

---

**DATE:** 30.12.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1 NF.992 (B)  
**CREW:**  
F/L L S GOODMAN  
SGT BURNETT W  
F/O H WATKINSON  
F/L H A HAYWARD  
F/S BOOTH H J  

**DETAILS OF SORTIE OR FLIGHT**  
Bombing, E-Boat Pens, IJMUIDEN. 1 x Tallboy. Did not bomb.
SGT LEWIS R  
SGT HULBERT A S  

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1456</td>
<td>1711</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**  
Bombing, E-Boat Pens, IJMUIDEN. 1 x Tallboy. Did not bomb.

---

**DATE:** 30.12.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1 ED.763 (E)  

**CREW:**  
F/L D J ORAM  
F/S HAYWOOD R P  
F/S ROBIN D.W. AUS  
F/O C G ROGERS  
W/O FORSHAW J B  
F/S FLYNN J P  
F/S PIerson D P  

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1450</td>
<td>1706</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**  
Bombing, E-Boat Pens, IJMUIDEN. 1 x Tallboy. Did not bomb.

---

**DATE:** 30.12.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1 PD.233 (G)  

**CREW:**  
F/O M G FLATMAN  
F/S ARMSTRONG E W  
F/O G MACKIE  
F/O G KELLY  
F/S HARWOOD A S  
W/O BENSON G  
F/O K C KIRK  

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1459</td>
<td>1722</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**  
Bombing, E-Boat Pens, IJMUIDEN. 1 x Tallboy. Did not bomb.

---

**DATE:** 30.12.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1 ME.555 (C)
**CREW:**
F/O I S ROSS AUS  
F/S WALTER W  
P/O J L HILL  
P/O E G TILBY  
F/O M ELLWOOD  
F/S GRIFFITHS L D  
F/O A F MCKELLAR  

**TIME:**
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1440</td>
<td>1702</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Bombing, E-Boat Pens, IJMUIDEN. 1 x Tallboy. Did not bomb.

---

**DATE:** 30.12.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1 DV.393 (R)  

**CREW:**
F/O J H LEAVITT  
SGT GRIFFIN H  
F/O R F WITHAMS  
F/S OLDMAN D A  
F/S COLE C  
SGT DALEY J  
SGT GOLDIE P  

**TIME:**
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1444</td>
<td>1712</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Bombing, E-Boat Pens, IJMUIDEN. 1 x Tallboy. Did not bomb.

---

**DATE:** 30.12.44  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1 LM.695 (N)  

**CREW:**
F/O F H A WATTS  
F/S CHERRINGTON AW  
P/O C H HOUSDEN  
P/O M L MCKAY CAN  
F/O R L HAYTER  
F/S FORD L  
F/S MATTHEWS G  

**TIME:**
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1439</td>
<td>1703</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Bombing, E-Boat Pens, IJMUIDEN. 1 x Tallboy. Did not bomb.
<table>
<thead>
<tr>
<th>DATE</th>
<th>30.12.44</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster 1 DV.402 (X)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW</td>
<td></td>
<td>F/O J CASTAGNOLA</td>
<td>DUTY</td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S HENDERSON S.J.</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O GORRINGE</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>P/O A K JOHNSTONE</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S EAVES W T</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S TIREL A D</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>P/O J K RONALD</td>
<td></td>
</tr>
<tr>
<td>TIME</td>
<td></td>
<td>1445</td>
<td>1705</td>
</tr>
<tr>
<td>DETAILS OF SORTIE OR FLIGHT</td>
<td></td>
<td>Bombing, E-Boat Pens, IJMUIDEN. 1 x Tallboy. Did not bomb.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE</th>
<th>31.12.44</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster 1 EE.146 (D)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW</td>
<td></td>
<td>G/C J E FAUQUIER CAN</td>
<td>DUTY</td>
</tr>
<tr>
<td></td>
<td></td>
<td>W/O HARTLEY G E</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>S/L G B ELLWOOD CAN</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O W A DANIEL CAN</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S EAVES W T</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O J WATSON</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O N H LLOYD</td>
<td></td>
</tr>
<tr>
<td>TIME</td>
<td></td>
<td>1952</td>
<td>0312</td>
</tr>
<tr>
<td>DETAILS OF SORTIE OR FLIGHT</td>
<td></td>
<td>Bombing, Shipping, OSLO FIORD, 1 x Tallboy. 0010. 8000’ The bomb burst approx. 100 yds to port of ship. After bomb burst, ship made off in N. direct at high speed. One stick of flares was dropped over target and I have instructions for Force to orbit to N. &amp; to begin continuous illuminations &amp; bombing within 2 mins, &amp; that this ship was midway between island &amp; mainland. The most flares dropped at N. end of Rano Island. Bombing was eventually carried out without flares.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE</th>
<th>31.12.44</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster 1 ME.554 (F)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW</td>
<td></td>
<td>S/L C C CALDER</td>
<td>DUTY</td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O H E WAKEFIELD</td>
<td>PILOT</td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/L J H BENISON</td>
<td>F/ENG</td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/L C B CRAFER</td>
<td>NAV.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>A/B.</td>
</tr>
</tbody>
</table>
F/O F W GARGET    W/OP.
F/O A H ATKINSON   M.U.
F/O G DALE    R.G.

**TIME:**

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955</td>
<td>0350</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

Bombing, Shipping, OSLO FIORD. 1 x Tallboy. 0037 1/2. 9500’ Bomb burst approx. 100 yds to starboard of ship. Someone called up to say ship was at posn. 4 & they dropped a Wanja Flare over it. Later they said ship was under way & dropped flares over it. We could not identify it & could only see wake - flares proved very blinding. I ordered yellow force to posn. 9 where a cruiser had already been identified. Later, I was able to identify a cruiser in posn. C so I cancelled previous order & ordered yellow force to attack this cruiser.

---

**DATE:** 31.12.44

**AIRCRAFT TYPE & NUMBER:** Lancaster 1. NG.118 (V)

**CREW:**

S/L J.F. BROOKS    AS SHOWN ABOVE
F/O H.R. SHORT (CAN)
F/O J.H. JONES
F/L E.A. BALDWIN
F/O D.W. JUDGE
F/O R.R. DENWETT
F/L A.G. FARTHING

**TIME:**

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>0339</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

Bombing, Shipping, OSLO FIORD. 1 x Tallboy. 0030 1/2. 10000’. Ship was turning at time of bombing. Aimed short by length of ship. Bomb burst approx. 80 yds. astern of ship. One other burst seen approx. 120 yds away.

---

**DATE:** 31.12.44

**AIRCRAFT TYPE & NUMBER:** Lancaster 1 PD.238 (H)

**CREW:**

S/L J V COCKSHOTT    AS SHOWN ABOVE
F/S FRYER R C
W.O GOSLING L E
F/O E BOOTH
W/O LAMMAS A J
F.S BRADBURY G R
W/O BIRCH L J AUS
F/L R M HORSLEY    FRONT GUNNER

**TIME:**

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>0256</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Bombing, Shipping, OSLO FJORD. 1x Tallboy. 0014 1/2. 11400’. Four bursts seen. None very near to ship. Ship believed to be at Northern end of Rano Island and moving North.

DATE: 31.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 DV.391 (Y)
CREW: DUTY
F/L H J PRYOR AS SHOWN ABOVE
F/S WINSTON A L
F/O H ELLIS
P/O H G ALLEN CAN.
P/O A HEPWORTH
F/L E N ARMSTONG
W/O TEMPLE E.C.

TIME: UP DOWN
2007 0305

DETAILS OF SORTIE OR FLIGHT
Bombing, Shipping, OSLO FJORD. 1x Tallboy. Over target from 0001-0030. We made six runs but bomb aimer could not see target. By that time we were ordered home. Did not bomb.

DATE: 31.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 DV.405 (J)
CREW: DUTY
F/L B A GUMBLEY NZ AS SHOWN ABOVE
F/O E A BARNETT
F/O K GILL
F/O J C RANDON
F/O S V GRIMES
W/O PENSWICK J
P/O G BELL

TIME: UP DOWN
1959 0345

DETAILS OF SORTIE OR FLIGHT
Bombing, Shipping, OSLO FJORD. 1x Tallboy. 0051. 10200’ Bomb was near miss off port side of ship. Immediately after bombing the ship appeared to swing to starboard and then stop.

DATE: 31.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1. NF.992 (B)
CREW: DUTY
F/L L S GOODMAN AS SHOWN ABOVE
SGT BURNET W
F/O H WATKINSON

550
F/L H A HAYWARD
F/S BOOTH H J
SGT LEWIS R
SGT HULBERT A S

TIME: UP DOWN
2002 0324

DETAILS OF SORTIE OR FLIGHT
Bombing, Shipping OSLO FIORD. 1 x Tallboy. 0046. 10375’ Our bomb fell close to ship. We circled for 20 mins. then we were told to bomb ship in C section, missed it & came round again. On 2nd run, flares were out, so we ran in on the flak. Flak packed up. Bomb Aimer ran in on ship & bombed it, but when bomb had gone off, Emden opened up, so we realised we had bombed wrong ship.

DATE: 31.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1 PD.233 (G)

CREW:
F/O M G FLATMAN PILOT
F/S ARMSTRONG E W F/ENG
F/O G MACKIE NAV.
F/O G KELLY A/B.
F/S HARWOOD A S W/OP.
W/O BENSON G M.U.
F/O K C KIRK R.G.

TIME: UP DOWN
2005 0347

DETAILS OF SORTIE OR FLIGHT
Bombing, Shipping. OSLO FIORD. 1 x Tallboy. Over target 2358. It got a bit murky and we couldn’t see well enough to bomb. Ship was taking violent evasive action. Did not bomb.

DATE: 31.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1. ED.763 (Z)

CREW:
F/L D J ORAM AS SHOWN ABOVE
F/S HAYWOOD R P
W.O CARDWELL F. NZ.
F.O C G ROGERS
W/O FORSHAW J B
F/S FLYNN J P
F/S PIERSON D P

TIME: UP DOWN
2008 0248

DETAILS OF SORTIE OR FLIGHT
Bombing, Shipping, OSLO FIORD. 1 x Tallboy. 0015. 12300’ We saw three near misses. Ours was just S.E. of stern. We made two runs graticule, went off on first at 11800’ On second run, we climbed to 12500’ and got a good run uninterrupted by flak.

DATE: 31.12.44
AIRCRAFT TYPE & NUMBER: Lancaster ME.555 (C)
CREW:
F/O I S ROSS  AUS
F/S WALTER W
F/O J F CORRINGE
P/O E G TILBY
F/O M ELLWOOD
F/S GRIFFITHS L D
F/O A F MCKELLAR
TIME: UP  DOWN
2008  0314

DETAILS OF SORTIE OR FLIGHT
Bombing, Shipping, OSLO FIORD. 1 x Tallboy. 0038. 10600’ Could not observe our burst. Saw about 4 quite near misses, one about 40 yds from ship’s port beam. Ship was firing near Horten & Controller said “That’s the Emden” and called us in. Some flares appeared over her. We circled for 30 mins. before we were called, by which time there were no more flares, so we made a visual run. First was dummy run, second was a good one.

DATE: 31.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1. DV.393 (E)
CREW:
F/O J H LEAVITT  AS SHOWN ABOVE
SGT GRIFFIN H
F/O R F WITHAMS
F/S OLDMAN D A
F/S COLE C
SGT DALEY J
SGT GOLDIE P
TIME: UP  DOWN
1957  0340

DETAILS OF SORTIE OR FLIGHT
Bombing, shipping, OSLO FIORD. 1 x Tallboy. 0036. 10800’ Our bomb undershot by about 100 yds. Saw one very near miss. This stopped ship which swung W. due E of Helen. While over Joclen we saw Emden putting up flak. Did one dummy run, then made second one bearing off 010 degrees. Ship was doing about 30 knots and was showing a long wake.

DATE: 31.12.44
AIRCRAFT TYPE & NUMBER: Lancaster 1. LM.695 (M)
CREW:  
F/O A E KELL   AUS  
F/S SNEDKER   F J  
F/S ROBIND W   AUS.  
F/O K C MORIESON   AUS  
F/O D E FREEMAN  
W/O WEBB D E  
F/O R WILKINSON  

DUTY  
AS SHOWN ABOVE  

TIME:  
UP  
DOWN  
2012  
0342  

DETAILS OF SORTIE OR FLIGHT  
Bombing, Shipping, OSLO FIORD.  1 x Tallboy.  0046 1/2.  10970.  Our bomb undershot.  We saw one miss when the ship had stopped for a time.  We made about 12-15 runs.  On first run, there were flares but they went out before we could bomb.  Ship was steaming N. taking evasive action, and zig-zagged round Ranc. Island.  On our last run, I took a chance, but just undershot.

OPERATIONS RECORD BOOK  
No. 617 Squadron

WOODHALL SPA  

01.01.45  
No flying today, bad visibility.  G/C. Fauquier and Section Leaders to Coningsby for conference.

02.01.45  
Operations detailed, subsequently cancelled.  Squadron Commander had lunch with W.O.C.

03.01.45  
No operations.

04.01.45  
Seventeen aircraft laid on for operations a.m. 5th, subsequently cancelled.

05.01.45  
Operations detailed for a.m. 6th, subsequently cancelled.

06.01.45  
Operations detailed for a.m. 7th, subsequently cancelled.

07.01.45  
Bad weather prevented flying.

08.01.45  
No flying.

09.01.45  
No flying.

10.01.45
No flying.

11.01.45
No flying owing to bad weather. Runways cleared of snow for operations. Operations detailed early morning, cancelled owing to weather conditions.

12.01.45
Sixteen Lancasters and one Mosquito took off for operations. Two crews missing - F/L. Pryor, F/O. Ross. Three members of S/L. Iveson's crew baled out (F/O. Tittle, P/O. Wass and Sgt. Smith). F/O. Ross and crew ditched, believed to have boarded airborne lifeboat.
(Operations on this day were for 9 and 617 Sqns to bomb the U boat pens and shipping in Bergen harbour. 4 aircraft were lost, 3 from 617, and the Germans told the locals that 11 aircraft had been brought down. 23 Tallboys penetrated the U boat pens causing severe damage and the minesweeper M1 was sunk with the German Cargo ship Olga Simers being beached. German casualites were 22 with 20 coming from the minesweeper's crew. There were no civilian casualties. Fighters intercepted the raid and shot down the three aircraft. Pryor was first in the initial strike followed by Ross who spiralled into the sea with No. three engine stopped. Iveson was also attacked and three crew baled out but he made it back. Ross and his crew all made it into the lifeboat and a little later an ASR Warwick dropped an airborne lifeboat to them. There are reports that they were then shot up and killed on the water by fighters. Whatever the truth they were all missing except Ellwood who was washed ashore dead on the 13th March, and they now rest in Nesna cemetery. Only the one body was recovered. Ellwood had taken part in the daylight Augsburg raid earlier in the war and this was his sixty third raid. Pryor crashed at Lille Landon in Austerheim, Norway. Kendrick died on the 15th Jan from wounds to his scalp and back after baling out of the aircraft but hit his head on exit and his chute did not open. The remainder of the crew were made POWs.)

13.01.45
No operations. Weather restricted training.

14.01.45
No operations.

15.01.45
No operations.

16.01.45
No operations.

17.01.45
No operations. Boat dropping exercise carried out by Squadron aircraft at Exeter.

18.01.45
No operations. Gales prevented flying training.

19.01.45
No operations. Extensive flying training.

20.01.45
Bad weather restricted flying. Squadron Commander lectured all Pilots, Navigators and Air Bombers. Lord Trenchard addressed all aircrew.

21.01.45
Fifteen aircraft detailed for 'gaggle' practice.
22.01.45
Heavy fall of snow.

23.01.45
No flying.

24.01.45
No flying.

25.01.45
No flying.

26.01.45
No flying.

27.01.45
Another heavy fall of snow restricted flying.

28.01.45
No flying.

29.01.45
Six aircraft flown to Lossiemouth for storage. Heavy fall of snow during night.

30.01.45
No flying.

31.01.45
No flying.

SUMMARY

During the month of January 1945, 17 day operational sorties were dispatched consisting of 125.30 hours. A total of 257.05 hrs. Day and 3.50 hrs. Night Flying Training was carried out. The following bombs were dropped on operations: 10 Tallboys.

The following Officers were posted To the Squadron during January 1945:

<table>
<thead>
<tr>
<th>Number</th>
<th>Rank</th>
<th>Name</th>
<th>Group</th>
<th>Location</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>160752</td>
<td>F/O</td>
<td>BARLEYCORN</td>
<td>GD.N.</td>
<td>54 Base</td>
<td>19.12.44</td>
</tr>
<tr>
<td>50041</td>
<td>F/L</td>
<td>ALLEN</td>
<td>GD.B.</td>
<td>5 L.F.S.</td>
<td>01.01.45</td>
</tr>
<tr>
<td>103544</td>
<td>F/L</td>
<td>BEARMONT</td>
<td>GD.P.</td>
<td>5 L.F.S.</td>
<td>01.01.45</td>
</tr>
<tr>
<td>187145</td>
<td>P/O</td>
<td>VAGNOLINI</td>
<td>GD.S.</td>
<td>61 Sqn.</td>
<td>04.01.45</td>
</tr>
<tr>
<td>171783</td>
<td>F/O</td>
<td>SCOTT</td>
<td>GD.G.</td>
<td>189 Sqn.</td>
<td>09.01.45</td>
</tr>
<tr>
<td>J.23838</td>
<td>F/O(A/F/L)</td>
<td>HILL</td>
<td>GD.P.</td>
<td>61 Sqn.</td>
<td>04.01.45</td>
</tr>
<tr>
<td>J.27400</td>
<td>F/O</td>
<td>KELLY</td>
<td>GD.B.</td>
<td>61 Sqn.</td>
<td>04.01.45</td>
</tr>
<tr>
<td>A.429605</td>
<td>P/O</td>
<td>MURRAY</td>
<td>GD.N.</td>
<td>61 Sqn.</td>
<td>04.01.45</td>
</tr>
<tr>
<td>T.223176</td>
<td>LT</td>
<td>ADAMS</td>
<td>GD.P.</td>
<td>630 Sqn.</td>
<td>16.01.45</td>
</tr>
<tr>
<td>186440</td>
<td>P/O</td>
<td>COLLINS</td>
<td>GD.N.</td>
<td>630 Sqn.</td>
<td>16.01.45</td>
</tr>
<tr>
<td>131129</td>
<td>F/L</td>
<td>FOULKES</td>
<td>GD.B.</td>
<td>630 Sqn.</td>
<td>16.01.45</td>
</tr>
<tr>
<td>140945</td>
<td>F/O</td>
<td>SUMPTER</td>
<td>GD.B.</td>
<td>85 O.T.U.</td>
<td>22.01.45</td>
</tr>
</tbody>
</table>
The following Officers were posted From the Squadron during January 1945:

177034  F/O  KERR  GD.N.  54 Base  *  21.12.44
139645  F/O(A/F/L) CURTIS  GD.S.  A.C.A.C.  31.12.44
33291  W/C  TAIT  GD.P.  H.Q. 100 Group  28.12.44
151366  F/O  O’BRIEN  GD.N.  10 O.T.U.  14.01.45
54410  F/O  HEGGIE  GD.G.  A.C.A.C.  15.01.45
173075  F/O  PATTERSON  GD.G.  54 Base.  22.01.45
182667  P/O  SOILLEIX  GD.FE.  46 Squadron.  25.01.45
A.412969  F/O  KELL  GD.P.  11 P.D.R.C.  16.01.45
J.22426  F/O  PINDER  GD.N.  RCAF "R" Depot  16.01.45
A.424774  P/O  LOVATT  GD.S.  54 Base  *  21.01.45
54542  F/O  ELLWOOD  GD.S.  War Cas.  **  13.01.45
176945  F/O  McKELLAR  GD.G.  War Cas.  **  13.01.45
184159  P/O  TILBY  GD.B.  War Cas.  **  13.01.45
126555  F/L  ARMSTRONG  GD.G.  War Cas.  **  13.01.45
148467  F/O  ELLIS  GD.N.  War Cas.  **  13.01.45
179600  F/O  HEPWORTH  GD.S.  War Cas.  **  13.01.45
135033  F/O  KENDRICK  GD.B.  War Cas.  **  13.01.45
134558  F/L  PRYOR  GD.P.  War Cas.  **  13.01.45
159173  F/O  TITTLE  GD.S.  War Cas.  **  13.01.45
187849  P/O  WASS  GD.G.  War Cas.  **  13.01.45
A.18839  F/O  ROSS  GD.P.  War Cas.  **  13.01.45

* = (N/E Sick)
** = (N/E Accts Depot)

The following Airmen N.C.O.’s were posted To the Squadron during January 1945:

1338074  W/O  GAIT  Nav.  5 L.F.S.  01.01.45
1824489  Sgt  HAGARTY  A/G  5 L.F.S.  01.01.45
2221681  Sgt  MAY  A/G  5 L.F.S.  01.01.45
3010574  Sgt  BELSHAW  F/E  5 L.F.S.  01.01.45
1851756  Sgt  GOSS  F/E  61 Sqdn.  04.01.45
710130  F/S  BANNING  A/G  630 Sqdn.  16.01.45
1581432  F/S  PRATT  WO/Air  630 Sqdn.  16.01.45
1586062  F/S  SCAWTHORN  A/G  630 Sqdn.  16.01.45
1821568  F/S  SWANN  F/E  630 Sqdn.  16.01.45
1299165  F/S  BRIARS  A/G  54 Base  13.01.45
1519711  F/S  FISH  Nav  54 Base  13.01.45
1429489  F/S  IVES  F/E  54 Base  18.01.45
1874807  Sgt  GARROD  F/E  467 Sqdn.  24.01.45
A.434043  F/S  STREET  WO/Air  5 L.F.S.  01.01.45

The following Airmen N.C.O.’s were posted From the Squadron during January 1945:

1320179  W/O  HAZELL  A/B  A.C.A.C.  30.12.44
1457383  F/S  JENKINSON  WO/Air  20 O.T.U.  14.01.45
Please note that the contents of this disk are protected electronically against unauthorised copying and use. If you are not the owner of the 617 Sqn Operational Record Book CD-ROM or are not using the contents of this disk in accordance with the license you are in breach of the law and should desist immediately. Digitally logged.

<table>
<thead>
<tr>
<th>Number</th>
<th>Name</th>
<th>Rank</th>
<th>Unit</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1720145</td>
<td>SALTER</td>
<td>A/G</td>
<td>29 O.T.U.</td>
<td>19.01.45</td>
</tr>
<tr>
<td>1575094</td>
<td>FRANKS</td>
<td>F/E</td>
<td>14 O.T.U.</td>
<td>23.01.45</td>
</tr>
<tr>
<td>1457709</td>
<td>JOHNSON</td>
<td>Nav.</td>
<td>46 Sqdn.</td>
<td>25.01.45</td>
</tr>
<tr>
<td>540011</td>
<td>ROOKIE</td>
<td>F/E</td>
<td>26 O.T.U.</td>
<td>23.01.45</td>
</tr>
<tr>
<td>548866</td>
<td>MATTHEWS</td>
<td>A/G</td>
<td>11 O.T.U.</td>
<td>28.01.45</td>
</tr>
<tr>
<td>546883</td>
<td>TEMPLE</td>
<td>A/G</td>
<td>War Cas. **</td>
<td>13.01.45</td>
</tr>
<tr>
<td>1005002</td>
<td>WINSTON</td>
<td>F/E</td>
<td>War Cas. **</td>
<td>13.01.45</td>
</tr>
<tr>
<td>1098277</td>
<td>ANDERSON</td>
<td>Nav.</td>
<td>War Cas. **</td>
<td>13.01.45</td>
</tr>
<tr>
<td>1378504</td>
<td>SMITH</td>
<td>A/G</td>
<td>War Cas. **</td>
<td>13.01.45</td>
</tr>
<tr>
<td>1580829</td>
<td>GRIFFITHS</td>
<td>A/G</td>
<td>War Cas. **</td>
<td>13.01.45</td>
</tr>
<tr>
<td>1866667</td>
<td>WALTER</td>
<td>F/E</td>
<td>War Cas. **</td>
<td>13.01.45</td>
</tr>
</tbody>
</table>

** = (N/E Accts Depot)

The following personnel have been awarded decorations during January 1945:

- A.414740 P/O WEAVER GD.B. - D.F.C.
- 182412 P/O KENT GD.G. - D.F.C.
- 1578716 F/S EAVES WO/Air - Mention in Despatches

The following Officers have been promoted during January 1945:

- 51331 F/O BALE GD.G. - F/L w.e.f. 04.12.44
- 160719 F/O WARD GD.S. - A/F/L w.e.f. 31.12.44
- 1.87339 P/O ALLEN GD.B. - F/O w.e.f. 11.12.44
- 1314255 F/S THOMPSON WO/Air - T/W/O w.e.f. 07.01.45
- 577140 F/S VENTON F/E - T/W/O w.e.f. 11.01.45
- 1005002 F/S WINSTON F/E - T/W/O w.e.f. 11.01.45
- R.194461 Sgt KOHL Nav. - T/F/S w.e.f. 10.09.44
- A.417882 F/S PERRY A/B - T/W/O w.e.f. 22.01.45
- A.422359 F/S ROBIN Nav. - T/W/O w.e.f. 22.01.45
- A.434043 F/S STREET WO/Air - T/W/O w.e.f. 22.01.45

(Certified that the above Form 540 contains extracts from Personnel Occurrence Reports.)

DATE: 12.1.45
AIRCRAFT TYPE & NUMBER: Mosquito VI. NT.205 (L)
CREW: G/C J E FAUQUIR CAN PILOT
       S/L G B ELLWOOD CAN NAV.
TIME: UP DOWN 0841 1609

DETAILS OF SORTIE OR FLIGHT
Bombing, BERGEN (Shipping & U-Ship Pens). 1258/1347. Average height 7000’ The Floating Dock was only visible from above although runs were made from various directions, and as smoke from the pens was drifting North, I ordered the dock forces to attack shipping. One motor vessel was seen to receive a direct hit and sank within two
minutes. Two other ships were attacked but not hit, and there was no visible damage. I had previously placed the force on the pens under the control of S/Ldr Brookes.

DATE: 12.1.45
AIRCRAFT TYPE & NUMBER: Lancaster I. LM.492 (W)

CREW:
F/O J CASTAGNOLA PILOT
F/S HENDERSON S.J. F/ENG.
F/O F J GORRINGE NAV.
P/O G HOYLAND A/B
F/S EAVES W T W/OP
F/S TIREL A D M.U.
P/O J K RONALD R.G.

TIME: UP DOWN
0841 1613

DETAILS OF SORTIE OR FLIGHT
Bombing, BERGEN (Shipping). 1 x Tallboy. 1309. 14850’. Our bomb fell on the stern of a vessel which started to sink immediately. Approx. 3 minutes later the boiler (or something) blew up. The ship rolled over on its side and went down. The first bomb to fall on the sub. pens was an overshoot.

DATE: 12.1.45
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.380 (P)

CREW:
F/O J H LEAVITT AS SHOWN ABOVE
SGT GRIFFIN H
F/O R F WITHAMS
F/S OLDMAN D A
F/S COLE C
SGT DALEY J
SGT GOLDIE P

TIME: UP DOWN
0830 1616

DETAILS OF SORTIE OR FLIGHT
Bombing, BERGEN (U-Boat Pens). 1 x Tallboy. 1304 1/2. 15000’. Bomb went down into smoke and not seen to burst. Two fires in target area end of attack just North and West of Pens.

DATE: 12.1.45
AIRCRAFT TYPE & NUMBER: Lancaster I. NG.181 (M)

CREW:
S/L T C IVESON AS SHOWN ABOVE
SGT. PHILLIPS J D
F/O J D HARRISON
<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>0909</td>
<td></td>
<td>1454</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

Bombing, BERGEN (U Boat Pens). 1 x Tallboy. Jettisoned fused over uninhabited area near target due to attack by enemy aircraft and heavy accurate flak. Port Inner engine caught fire, port tailplane, port rudder and rear turret u/s. Rear turret guns jammed. No elevator or rudder trim - only slight elevator control. Captain warned crew to prepare to abandon aircraft. Rear Gunner, M.U. Gunner and W.Operator baled out over land near target area. Enemy Aircraft broke off attack and we were able to get away without interference. We were hit by heavy flak as we left target area.

**DATE:** 12.1.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. NG.228 (V)

**CREW:**
- S/L J F BROOKES  
- P/O H R SHORT  
- F/O J H JONES  
- F/L E A BALDWIN  
- F/O D W JUDGE  
- F/O R B DENWETT  
- F/L A G FARTHING

**TIME:**  
- UP 0825  
- DOWN 1614

**DETAILS OF SORTIE OR FLIGHT**

Bombing, BERGEN, (U-Boat Pens). 1 x Tallboy. 1258. 16000’ Our bomb hit the South corner of the pens. No other result observed, as smoke quickly obscured the target.

**DATE:** 12.1.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. LM.485 (U)

**CREW:**
- F/L B J DOBSON  
- P/O A T MCKENZIE  
- P/O J B KNIGHT  
- P/O A K JOHNSTONE  
- P/O R J EDGE  
- F/S FOWLE L A  
- P/O W J DRY

**DUTY**
- PILOT  
- F/ENG  
- NAV.  
- A/B  
- W/OP.  
- M.U.  
- R.G.

**TIME:**  
- UP 0915  
- DOWN 1602
DETAILS OF SORTIE OR FLIGHT
Bombing, BERGEN (U-Boat Pens). 1300/1340. 15800’ 1 x Tallboy. We were unable to bomb because the target was obscured by smoke. We made 5 runs, but target area did not clear. Bomb returned to base. No result observed, due to smoke.

DATE: 12.1.45
AIRCRAFT TYPE & NUMBER: Lancaster I. PB.391(Y)
CREW: DUTY
F/L I M MARSHALL AS SHOWN ABOVE
F/S CHOLERTON F
F/O K NEWBY
F/L J L RUMGAY
F/O H J RIDING
F/S SHARP A W
F/O T S COOK

TIME: UP DOWN
0834  1604

DETAILS OF SORTIE OR FLIGHT
Bombing, BERGEN. (U-Boat Pens). 1 x Tallboy. 1308. 15250’ Bomb disappeared into smoke over target. One bomb, the first to go down, overshot left by 150 yards.

DATE: 12.1.45
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.402 (X)
CREW: DUTY
F/L L S GOODMAN AS SHOWN ABOVE
SGT BURNETT W
F/O H WATKINSON
F/L H A HAYWARD
F/S BOOTH H J
SGT LEWIS R
SGT HULBERT A S

TIME: UP DOWN
0837  1617

DETAILS OF SORTIE OR FLIGHT
Bombing, BERGEN. (U-Boat Pens). 1 x Tallboy. 1300/1338. 16220’ Made 4 or 5 dummy runs, trying to use bombsight, as fixed sight, but on all runs, except the first, target obscured by smoke. A first run could have bombed, if bombsight had been serviceable.

DATE: 12.1.45
AIRCRAFT TYPE & NUMBER: Lancaster I. ME.562 (K)
CREW: DUTY
F/L H GAVIN AUS AS SHOWN ABOVE
SGT BROWN F H  
P/O A G BUXTON   AUS  
F/S WHITE W.M.   AUS  
F/O N E SAINSBURY   AUS  
F/O T K REDDAN   AUS  
F/O L BURROWS   AUS

TIME:  
UP  DOWN  
0844  1619

DETAILS OF SORTIE OR FLIGHT
Bombing, BERGEN. (U-Boat Pens).  1 x Tallboy.  Brought back to Base.  We made 5 runs, but on all occasions, the target was obscured by smoke from previous bombings.

DATE:  12.1.45  
AIRCRAFT TYPE & NUMBER:  Lancaster I. LM.489   (A)

CREW:  
F/O J A SANDERS   
F/S NUTLEY T H   
P/O J B BARRON   
P/O H G ALLEN   CAN   
F/S WARD A   
F/S CROSBY A   
F/S MACHIN R

TIME:  
UP  DOWN  
0835  1606

DETAILS OF SORTIE OR FLIGHT
Bombing, BERGEN (Floating Dock).  1 x Tallboy.  1332.  15000’ We were unable to identify dock in spite of making 5 runs. Our bomb was a near miss.

DATE:  12.1.45  
AIRCRAFT TYPE & NUMBER:  Lancaster I. DV.393   (R)

CREW:  
F/O P H MARTIN   AUS   AS SHOWN ABOVE  
SGT BLAGBROUGH J   
W/O JACKSON A   
F/S DAY D A   
P/O G M LOVATT   AUS   
F/S MAYOH H   
F/S TREMILCOCK T J

TIME:  
UP  DOWN  
1838  1621

DETAILS OF SORTIE OR FLIGHT
Bombing, BERGEN (Floating dock). 1 x Tallboy. 1338. 15000’ Our bomb overshot by about 100 yards.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>12.1.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. NF.992(B)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/O I S ROSS   AUS</td>
<td>PILOT</td>
</tr>
<tr>
<td>F/S WALTER W</td>
<td>F/ENG.</td>
</tr>
<tr>
<td>W/O ANDERSON S R</td>
<td>NAV.</td>
</tr>
<tr>
<td>P/O E G TILBY</td>
<td>A/B.</td>
</tr>
<tr>
<td>F/O M ELLWOOD</td>
<td>W/OP.</td>
</tr>
<tr>
<td>F/S GRIFFITHS L D</td>
<td>M.U.</td>
</tr>
<tr>
<td>F/O A F MCKELLAR</td>
<td>R.G.</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td>0846</td>
<td>15000’ MISSING</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Bombing, BERGEN. (Shipping). 1 x Tallboy. Nothing heard from this aircraft after take-off, but it is believed that this aircraft was one reported by several others to have ditched in position approx. 62. 40 N; 04.20 E. (This aircraft ditched at approx 1315 off the Norwegian coast. An ASR Warwick dropped an airborne lifeboat but none of the crew appear to have reached it, all missing except for Ellwood whose body was washed ashore near Trondheim on the 13th March 1945. He now rests in the Trondheim (Stavne) Cemetery.)

<table>
<thead>
<tr>
<th>DATE:</th>
<th>12.1.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. PD.238(H)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L G R PRICE   CAN</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>W/O HARTLEY G E</td>
<td>CAN</td>
</tr>
<tr>
<td>F.S KOHL H</td>
<td>CAN</td>
</tr>
<tr>
<td>F/O T W L MERCHANT</td>
<td></td>
</tr>
<tr>
<td>SGT POCOCK K</td>
<td></td>
</tr>
<tr>
<td>SGT AVEY C G</td>
<td></td>
</tr>
<tr>
<td>SGT SARGISON D V</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td>0831</td>
<td>1611</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Bombing, BERGEN (U-Boat Pens). 1 x Tallboy. 1300/1335. 16390’ Made 4 runs - on 1st because of smoke screen saw target too late for bombing and on subsequent runs target was obscured by smoke. Smoke screen from North of target drifted over target after first run. Saw smoke from about 4 bombs and seemed slight overshoots.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>12.1.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. LM.695 (N)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>S/O J L POWELL</td>
<td>AS SHOWN ABOVE</td>
</tr>
</tbody>
</table>
F/S FENTON H W  
F/L B R BAYNE  
F/O R BARRON  
F/O J SLATER  
F/O J WATSON  
W/O PENGELLY W H  

TIME: UP DOWN  
0832 1615  

DETAILS OF SORTIE OR FLIGHT  
Bombing, BERGEN. (U-Boat Pens). 1 x Tallboy. 1304/1341. 1540’ One bomb was seen to burst on a hillside about six miles due west of target and two bursts seen approx. 300 yards due south of target. Tallboy returned to Base. Target could be not attached as it was smoke obscured.

DATE: 12.1.45  
AIRCRAFT TYPE & NUMBER: Lancaster I. PD.233 (G)  
CREW:  
F/L H J PRYOR AS SHOWN ABOVE  
F/S WINSTON A L  
F/O H ELLIS  
F/O G A KENDRICK  
P/O A HEPWORTH  
F/L E N ARMSTONG  
W/O TEMPLE E.C.  

TIME: UP DOWN  
0840 Missing  

DETAILS OF SORTIE OR FLIGHT  
Bombing, BERGEN. (Floating Dock). 1 x Tallboy. Nothing heard of this aircraft since take-off.

DATE: 12.1.45  
AIRCRAFT TYPE & NUMBER: Lancaster I. EE.146 (D)  
CREW:  
S/L C W C HAMILTON AS SHOWN ABOVE  
F/S JOHNSON W  
F/O F E WITTMER AUS  
F/O C T C LEWIS  
W/O PASK M AUS  
F/S DADGE J A  
W/O HAMILTON D  

TIME: UP DOWN  
0836 1705  

DETAILS OF SORTIE OR FLIGHT
Bombing, BERGEN. (U-Boat Pens). 1 x Tallboy. 1300/1328. 15200’ Bomb hung-up. Identified Pens on 1st run, but on 2nd run, bomb hung-up. By the time we made a 3rd run, the pens were obscured by smoke from bombing.

**DATE:** 12.1.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. DV.405 (J)  
**CREW:**  
F/O F H A WATTS  
F/S CHERRINGTON A W  
P/O C H HOUSDEN  
P/O M L MCKAY CAN  
F/O R L HAYTER  
F/S VANCE S J  
F/O K S JEWEL AUS  
**DUTY** AS SHOWN ABOVE

**TIME:**  
**UP** 0836  
**DOWN** 1705

**DETAILS OF SORTIE OR FLIGHT**  
Bombing, BERGEN (Shipping). 1 x Tallboy. 1315. 15000’. Our bomb fell about 50/75 yds to port of the ship. No other results observed. We followed a damaged aircraft which was attacked by a fighter - we endeavoured to engage the fighter without success - the Lancaster ditched at 1337 hours. 60.02N 04.20 E. We orbited for 2 hrs at 5000’ & sent a message to NF/DF & Group. The aircraft was still afloat when we left. The crew appeared to be unhurt. We landed at Milltown fuel exhausted.

---

**OPERATIONS RECORD BOOK**  
No. 617 Squadron  

WOODHALL SPA  

01.02.45  
Flying Training programme carried out.

02.02.45  
Flying Training programme carried out.

03.02.45  
Eighteen aircraft detailed for operations target attacked. Operations highly successful.  
*An operation against the U Boat pens at Poortershaven from where it was believed German midget submarines were operating. Much damage to the pens during this raid.*

04.02.45  
Flying Training programme carried out.

05.02.45  
F/L. Girvan reported from No. 106 Squadron to fill post of Squadron Gunnery Leader.

06.02.45  
Seventeen aircraft detailed for operations. Target area reached but bombs returned owing to 10/10 cloud.
07.02.45
No operations. Gales prevented extensive training. Stand by.

08.02.45
(This raid effectively finished the U boat pens at Ijmuiden bringing down large portions of the roof and blocking the remaining pens inside.)

09.02.45
No operations. Extensive training.

10.02.45
Stand by for operations.

11.02.45
Bad weather restricts flying training.

12.02.45
Stand by for operations.

13.02.45
Operations cancelled.

14.02.45
Nineteen aircraft took off on operations. (This raid was to the Bielefeld Viaduct but cloud caused its cancellation.)

15.02.45
No special events.

16.02.45
Nineteen aircraft detailed for operations. Scrubbed.

17.02.45
No operations.

18.02.45
No operations.

19.02.45
No operations.

20.02.45
No operations.

21.02.45
Air Chief Marshall Sir. A. Tedder G.C.B addressed 617 Squadron aircrew personnel. No operations.

22.02.45
Eighteen aircraft detailed for operations.  
(Target the Bielefeld Viaduct. This raid had been planned for the 6th or 14th Feb but cancelled due to bad weather. The squadron felt sure that this operation had brought down a large part of the viaduct as at least one very close miss
was seen (a close miss was theoretically much more effective than a direct hit) but they were on this occasion mistaken. The viaduct was seriously damaged but the organization Todt workmen soon repaired the damage and had it working again.)

23.02.45
No operations. Squadron stand down.

24.02.45
(A further raid against the now again repaired Dortmund-Emms canal, but this had to be cancelled due to cloud over the target.)

25.02.45
No operations.
Group Captain at engineering conference at Group.

26.02.45
No operations.

27.02.45
No operations - extensive training.

28.02.45
Operations cancelled early morning.

SUMMARY

During the month of February 1945, 105 Day operational sorties were dispatched, consisting of 432.45 hours. A total of 422.50 hours day 1.00 hour Night Flying Training was carried out. The following bombs were dropped on operations: 51 Tallboys.

The following Officers were posted To the Squadron during February 1945:

<table>
<thead>
<tr>
<th>Officer</th>
<th>Rank</th>
<th>Sqn</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>124913</td>
<td>F/L GIRVAN</td>
<td>GD.G.</td>
<td>106 Sqdn</td>
</tr>
<tr>
<td>128951</td>
<td>F/L(A/S/L) GORDON</td>
<td>GD.P.</td>
<td>189 Sqdn</td>
</tr>
<tr>
<td>1425543</td>
<td>F/O(A/F/L) RAWES</td>
<td>GD.P.</td>
<td>5 L.F.S.</td>
</tr>
<tr>
<td>185829</td>
<td>P/O LANGSTON</td>
<td>GD.N.</td>
<td>189 Sqdn</td>
</tr>
<tr>
<td>153643</td>
<td>F/O SHIRLEY</td>
<td>GD.B.</td>
<td>189 Sqdn</td>
</tr>
<tr>
<td>125628</td>
<td>F/L HODGKINSON</td>
<td>GD.N.</td>
<td>5 L.F.S.</td>
</tr>
<tr>
<td>54936</td>
<td>P/O PAIN</td>
<td>GD.G.</td>
<td>5 L.F.S.</td>
</tr>
<tr>
<td>183096</td>
<td>P/O ROBERTS</td>
<td>GD.B.</td>
<td>5 L.F.S.</td>
</tr>
<tr>
<td>53823</td>
<td>P/O ROSS</td>
<td>GD.S.</td>
<td>5 L.F.S.</td>
</tr>
<tr>
<td>54604</td>
<td>F/O SINCLAIR</td>
<td>GD.E.</td>
<td>1668 C.U.</td>
</tr>
<tr>
<td>179675</td>
<td>P/O COTTRELL</td>
<td>GD.N.</td>
<td>5 L.F.S.</td>
</tr>
<tr>
<td>149249</td>
<td>F/O DUFF</td>
<td>GD.E.</td>
<td>5 L.F.S.</td>
</tr>
<tr>
<td>142490</td>
<td>F/O EVANS</td>
<td>GD.S.</td>
<td>5 L.F.S.</td>
</tr>
<tr>
<td>113836</td>
<td>F/L QUINTON</td>
<td>GD.P.</td>
<td>5 L.F.S.</td>
</tr>
<tr>
<td>179340</td>
<td>F/O BROOM</td>
<td>GD.S.</td>
<td>17 O.T.U</td>
</tr>
<tr>
<td>176283</td>
<td>F/O(A/F/L) TRENT</td>
<td>GD.P.</td>
<td>625 Sqdn</td>
</tr>
<tr>
<td>179861</td>
<td>P/O ARTHUR</td>
<td>GD.G.</td>
<td>625 Sqdn</td>
</tr>
</tbody>
</table>
The following Officers were posted From the Squadron during February 1945:

<table>
<thead>
<tr>
<th>Officer ID</th>
<th>Rank</th>
<th>Name</th>
<th>Serial No</th>
<th>Unit</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>174895</td>
<td>F/O</td>
<td>SUMNER</td>
<td>227 Sqdn.</td>
<td>04.02.45</td>
<td></td>
</tr>
<tr>
<td>171766</td>
<td>F/O</td>
<td>HUCKERBY</td>
<td>1660 C.U.</td>
<td>18.02.45</td>
<td></td>
</tr>
<tr>
<td>151975</td>
<td>F/O</td>
<td>LEWIS</td>
<td>9 Sqdn.</td>
<td>18.02.45</td>
<td></td>
</tr>
<tr>
<td>128539</td>
<td>F/L(A/S/L)</td>
<td>IVESON</td>
<td>6 L.V.F.</td>
<td>16.02.45</td>
<td></td>
</tr>
<tr>
<td>J.87339</td>
<td>F/O</td>
<td>ALLEN</td>
<td>R.C.A.F. R Depot</td>
<td>01.02.45</td>
<td></td>
</tr>
<tr>
<td>183084</td>
<td>P/O</td>
<td>EVANS</td>
<td>E.E.A.S.</td>
<td>14.02.45</td>
<td></td>
</tr>
<tr>
<td>55810</td>
<td>P/O</td>
<td>McKIE</td>
<td>1654 C.U.</td>
<td>26.02.45</td>
<td></td>
</tr>
</tbody>
</table>

The following Airmen N.C.O.'s were posted To the Squadron during February 1945:

<table>
<thead>
<tr>
<th>Officer ID</th>
<th>Rank</th>
<th>Name</th>
<th>Serial No</th>
<th>Unit</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1395237</td>
<td>Sgt</td>
<td>MORFITT</td>
<td>5 L.F.S.</td>
<td>06.02.45</td>
<td></td>
</tr>
<tr>
<td>1803495</td>
<td>F/S</td>
<td>BAILEY</td>
<td>5 L.F.S.</td>
<td>06.02.45</td>
<td></td>
</tr>
<tr>
<td>1456311</td>
<td>Sgt</td>
<td>ENOCH</td>
<td>189 Sqdn.</td>
<td>06.02.45</td>
<td></td>
</tr>
<tr>
<td>1595280</td>
<td>F/S</td>
<td>DOBSON</td>
<td>189 Sqdn.</td>
<td>06.02.45</td>
<td></td>
</tr>
<tr>
<td>1603517</td>
<td>F/S</td>
<td>GATLAND</td>
<td>189 Sqdn.</td>
<td>06.02.45</td>
<td></td>
</tr>
<tr>
<td>1897038</td>
<td>F/S</td>
<td>CARDWELL</td>
<td>189 Sqdn.</td>
<td>06.02.45</td>
<td></td>
</tr>
<tr>
<td>1212752</td>
<td>W/O</td>
<td>BIRD</td>
<td>5 L.F.S.</td>
<td>13.02.45</td>
<td></td>
</tr>
<tr>
<td>1316418</td>
<td>F/S</td>
<td>YOUNGS</td>
<td>5 L.F.S.</td>
<td>13.02.45</td>
<td></td>
</tr>
<tr>
<td>1029258</td>
<td>W/O</td>
<td>WARREN</td>
<td>85 O.T.U.</td>
<td>14.02.45</td>
<td></td>
</tr>
<tr>
<td>1006635</td>
<td>F/S</td>
<td>DICKENSON</td>
<td>12 O.T.U.</td>
<td>16.02.45</td>
<td></td>
</tr>
<tr>
<td>533273</td>
<td>F/S</td>
<td>LEES</td>
<td>57 Sqdn.</td>
<td>28.01.45</td>
<td></td>
</tr>
<tr>
<td>1579020</td>
<td>F/S</td>
<td>LEES</td>
<td>57 Sqdn.</td>
<td>28.01.45</td>
<td></td>
</tr>
<tr>
<td>1862944</td>
<td>F/S</td>
<td>COKER</td>
<td>57 Sqdn.</td>
<td>28.01.45</td>
<td></td>
</tr>
</tbody>
</table>

The following Airmen N.C.O.'s were posted From the Squadron during February 1945:

<table>
<thead>
<tr>
<th>Officer ID</th>
<th>Rank</th>
<th>Name</th>
<th>Serial No</th>
<th>Unit</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>645430</td>
<td>F/S</td>
<td>MASON</td>
<td>1661 C.U.</td>
<td>12.02.45</td>
<td></td>
</tr>
</tbody>
</table>

The following personnel have been awarded decorations during February 1945:

A.418424 | F/O  | JEWELL       | GD.G.     | D.F.C.     |
169585    | F/O  | CASTAGNOLA   | GD.P.     | 1st Bar to D.F.C. |
128539    | F/O(LA/S/L) | IVESON     | GD.P.     | D.F.C.     |
51070     | F/L  | WITHERICK    | GD.G.     | D.F.C.     |
136403    | F/L  | ANNING       | GD.P.     | D.F.C.     |
109371    | F/L  | DOBSON       | GD.P.     | 1st Bar to D.F.C. |
130623    | F/L  | HAMILTON     | GD.P.     | D.F.C.     |

The following Officers have been promoted during February 1945:

567
The following airmen have been granted a commission during February 1945:

139224  F/S  F.R. CHANCE  A/B.  w.e.f.  05.01.45

(Certified that the above Form 540 contains extracts from Personnel Occurrence Reports.)

___________________________________________________________________________

DATE:  3.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. NG.455 (E)

CREW:
G/C J E FAUQUIER  CAN  PILOT
F/S IVES G F  F.ENG
S/L ELLWOOD G B  CAN  NAV.
F/L J L RUMGAY  A.B.
F/L A J WARD  W/OP
W/O VAUGHAN  H.D.  M.U.
W/O J B SCANNELL  R.G.

TIME:  UP  DOWN
1400  1657

DETAILS OF SORTIE OR FLIGHT
U Boat Pens, POORTERSHAVEN. 1 x Tallboy. 1551.45. 14600’ The gaggle formation was good. All bombs went on the first runs. Bombing looked very concentrated.

___________________________________________________________________________

DATE:  3.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. PD.238 (H)
CREW: S/L J V COCKSHOTT  DUTY  AS SHOWN ABOVE
F/S FRYEER R C
W/O GOSLING L E
F/O E BOOTH
F/S BATES A S
F/S BRADBURY G R
W/O BIRCH L J AUS

TIME: UP DOWN
1412  1703

DETAILS OF SORTIE OR FLIGHT
Midget Submarine Shelters. POORTERSHAVEN 1 x Tallboy. 1552 13400’ Good concentration of bombs at the Eastern end of the shelters.

DATE:  3.2.45
AIRCRAFT TYPE & NUMBER:  Lancaster I. PB.415 (O)

CREW:  DUTY  AS SHOWN ABOVE
F/L L S GOODMAN
SGT. BURNETT W
F/O H WATKINSON
F/L H A HAYWOOD
F/S BOOTH H J
SGT LEWIS R
SGT. HULBERT

TIME: UP DOWN
1408  1659

DETAILS OF SORTIE OR FLIGHT
Midget submarine Shelters. POORTERSHAVEN. 1 x Tallboy. 1551 12700’ Our bomb fell on the North West end of the target. Bombing appeared to be accurate, but it was difficult to assess results owing to smoke.

DATE:  3.2.45
AIRCRAFT TYPE & NUMBER:  Lancaster I. ME 554 (F)

CREW:  DUTY  AS SHOWN ABOVE
F/L R M HORSLEY
F/S ARMSTRONG EW
F/O D H BARLETSCORN
SGT WILSON D M
SGT DUROSE P F
SGT NEALE L
SGT FARINO H

TIME: UP DOWN
1404  1712
DETAILS OF SORTIE OR FLIGHT
Midget Submarine Shelters, POORTERSHAVEN. 1 x Tallboy. 1552. 13100’. Our own bomb disappeared into cloud of smoke over target. Good concentration of bombs on target.

DATE: 3.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. EE.146(D)
CREW: DUTY
F/O M B FLATMAN AS SHOWN ABOVE
SGT ROSS R M
F/L G MACKIE
F/O G KELLEY
F/SGT HARWOOD A S
W/O BENSON G
P/O K C KIRK

TIME: UP DOWN
1405 1712

DETAILS OF SORTIE OR FLIGHT
Midget Submarine Shelters, POORTERSHAVEN. 1 x Tallboy. 1552. 13200’ Bomb bursts seen in water close to and outside breakwater, one on railway to north, three or four in water near pen entrance and on infield about two hundred yards North of aiming point. Our bombs seemed to fall almost on aiming point.

DATE: 3.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. LM.489 (A)
CREW: DUTY
F/L H V GAVIN AUS AS SHOWN ABOVE
SGT BROWN F H
P/O A G BUXTON AUS
F/SGT WHITE W M AUS
F/O N E SAINSBURY AUS
F/O T K REDDAN AUS
F/O L BURROWS AUS

TIME: UP DOWN
1411 1717

DETAILS OF SORTIE OR FLIGHT
Midget Submarine Shelters. POORTERSHAVEN. 1 x Tallboy. 1552. 13000’ The target was obscured by smoke as we realised there were three or four bombs bursting at the same time but believe ours overshot by about 30 to 40 yards.

DATE: 3.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.405 (J)
CREW: DUTY
F/L B A GUMBLEY NW PILOT
F/O E A BARNETT  F/ENG.
F/O K GILL  NAV.
F/L J C RANDON  A/B
F/O S V GRIMES  W/OP
F/O R WILKINSON  M.U.
F/O G BELL  R.G.

TIME:  UP          DOWN
       1418          1710

DETAILS OF SORTIE OR FLIGHT
Midget Submarine Shelters. POORTERSHAVEN 1 x Tallboy. 1552. 13500’ Saw first bombs fall near aiming point, one in water near pen entrance, one on railway line on northern edge and one on southern edge of pens. Own bomb with two others seen to fall into smoke over aiming point.

DATE:  3.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. DV.380 (P)
CREW:     DUTY
F/O G R PRICE CAN  AS SHOWN ABOVE
W/O HARTLEY G E
F/SGT KOHL H CAN
F/O T W L MERCHANT
SGT POOCOCK K
SGT AVEY C G
SGT SARGISON D V

TIME:  UP          DOWN
       1414          1700

DETAILS OF SORTIE OR FLIGHT
Midget Submarine Shelters. POORTERSHAVEN 1 x Tallboy. 1552. 13000’ Our bomb fell on the target - a direct hit. The first bomb fell about five hundred yards north. The second bomb fell in the water just west – north/west of the target (behind the pier). Several other bombs seen to burst on and very near the target.

DATE:  3.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. LM 695 (N)
CREW:     DUTY
F/O F H A WATTS AS SHOWN ABOVE
F/SGT CHERRINGTON A W
F/O C H HOUSDEN
P/O M L MCKAY CAN
F/L R L HAYTER
F/SGT LORD L
P/O K S JEWELL AUS

TIME:  UP          DOWN
       1416          1713
### DETAILS OF SORTIE OR FLIGHT
Midget Submarine Shelters. POORTERSHAVEN 1 x Tallboy. 1553. 13700’ The target was obscured by smoke as we released and our bomb fell into the base of the target. The first bomb fell rather wide to the north, but on the whole bombing appeared to be well concentrated around the target.

<table>
<thead>
<tr>
<th>DATE</th>
<th>3.2.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. DV 393 (R)</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/O P H MARTIN AUS</td>
</tr>
<tr>
<td></td>
<td>F/Sgt BLABBOUGH J</td>
</tr>
<tr>
<td></td>
<td>W/O JACKSON A</td>
</tr>
<tr>
<td></td>
<td>F/Sgt DAY D A</td>
</tr>
<tr>
<td></td>
<td>W/O RIESE O A</td>
</tr>
<tr>
<td></td>
<td>F/Sgt MAYOH H</td>
</tr>
<tr>
<td></td>
<td>F/Sgt TREBLECOCK T J</td>
</tr>
<tr>
<td>TIME:</td>
<td>1413</td>
</tr>
<tr>
<td></td>
<td>DOWN 1704</td>
</tr>
</tbody>
</table>

### DETAILS OF SORTIE OR FLIGHT
Midget Submarine Shelters. POORTERSHAVEN 1 x Tallboy. 1552. 13700’ Direct hit on eastern half of target. A good concentration of bombs on the target. Some overshoots to east of target.

<table>
<thead>
<tr>
<th>DATE</th>
<th>3.2.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. NG.228 (V)</td>
</tr>
<tr>
<td>CREW:</td>
<td>S/L J F BROOKS CAN</td>
</tr>
<tr>
<td></td>
<td>F/O H R SHORT</td>
</tr>
<tr>
<td></td>
<td>F/O JH JONES</td>
</tr>
<tr>
<td></td>
<td>F/O E A BALDWIN</td>
</tr>
<tr>
<td></td>
<td>F/L DW JUDGE</td>
</tr>
<tr>
<td></td>
<td>F/O RR DENNETT</td>
</tr>
<tr>
<td></td>
<td>F/L AG FARTHING</td>
</tr>
<tr>
<td>TIME:</td>
<td>1406</td>
</tr>
<tr>
<td></td>
<td>DOWN 1707</td>
</tr>
</tbody>
</table>

### DETAILS OF SORTIE OR FLIGHT
Midget Submarine Shelters POORTERSHAVEN 1 x Tallboy. 1552. 14000’ About three bombs fell together and though we believe our bomb was a direct hit and is reported as such by 617s, it is impossible for us to be certain.

<table>
<thead>
<tr>
<th>DATE</th>
<th>3.2.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. PD.371(S)</td>
</tr>
<tr>
<td>CREW:</td>
<td>S/L JL POWELL</td>
</tr>
<tr>
<td></td>
<td>F/Sgt FELTON H W</td>
</tr>
<tr>
<td>DUTY</td>
<td>AS SHOWN ABOVE</td>
</tr>
</tbody>
</table>
F/L B R BAYNE
F/O H BARON
F/O J SLATER
F/O J WTSON
W/O PENGELLY W H

TIME:  UP       DOWN
       1405      1714

DETAILS OF SORTIE OR FLIGHT
Midget Submarine Shelters  POORTERSHAVEN  1 x Tallboy.  1552.  13200’ Own bomb was a direct hit. Two
other direct hits besides our own.  Main concentration of bombs appeared on the Eastern half of the pens.

DATE:  3.2.45
AIRCRAFT TYPE & NUMBER:  Lancaster (?)  763 (Z)

CREW:        DUTY
F/L D J ORAM    PILOT
F/SGT HEYWOOD R P   F/ENG.
P/O A M MCKIE    NAV.
P/C G ROGERS      A/B
W/O FORSHAW J S   W/OP
F/SGT FLYNN J P   M.U.
F/SGT PIERSON D P  R.G.

TIME:  UP       DOWN
       1410      1706

DETAILS OF SORTIE OR FLIGHT
Midget Submarine Shelters  POORTERSHAVEN  1 x Tallboy.  1554.  13500’ Estimated that four were at least direct
hits.  Our bomb fell in the centre of smoke over the aiming point.

DATE:  3.2.45
AIRCRAFT TYPE & NUMBER:  Lancaster I. DV 391 (Y)

CREW:        DUTY
F/L I M MARSHALL    AS SHOWN ABOVE
F/S CHOLERTON F
P/O K NEWBY
F/O L J SUMTER
F/O H J RIIOTIS
F/O B S COOKE
F/O D W BALE

TIME:  UP       DOWN
       1402      1654

DETAILS OF SORTIE OR FLIGHT
Midget Submarine Shelters POORTERSHAVEN 1 x Tallboy. 1552. 13700’ The target was covered by smoke just as our bomb was released - this was seen to fall into the smoke and is believed to have been direct hit. No other results observed.

DATE: 3.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. LM 485 (U)
CREW:
F/L C W BARCLAY
W/O WENTON S J
W/O ROBIN D W
W/O PERRY G L
SGT SAVILLE J H
P/O S N JENISON
F/O F L ENGLISH CAN
TIME: UP DOWN
1407  1658

DETAILS OF SORTIE OR FLIGHT
Midget Submarine Shelters POORTERSHAVEN 1 x Tallboy. 1552. 14000’ Aiming point covered with smoke and our bomb fell into smoke on estimated position of aiming point. Bombing was well concentrated.

DATE: 3.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. DV 385 (T)
CREW:
P/O J CASTAGONIA
F/SGT HEWISON S J
P/O P J GORRINGE
P/O G HOYLAND
F/SGT EAVES W T
F/SGT TIMMS A D
P/O J K RONALD
TIME: UP DOWN
1408  1651

DETAILS OF SORTIE OR FLIGHT
Midget Submarine Shelters POORTERSHAVEN 1 x Tallboy. 1551. 14000’ Our bomb overshot by about 50/75 yards and fell on the railway to the north. Only three other bombs seen to burst. These all fell just inside the breakwater due west of the target.

DATE: 3.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. NG.489 (M)
CREW:
S/L C C CALDER
F/O N E WAKEFIELD
TIME: UP DOWN
1408  1651

574
F/L J N HENSON  
F/SGT C B CRAFER  
F/O F W GARGET  
F/O A W ATKINSON  
F/O G DALE

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1417</td>
<td>1702</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**  
Midget Submarine Shelters POORTERSHAVEN 1 x Tallboy. 1551. 13700’ Two near misses seen and one on the railway line.

---

**DATE:** 3.2.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. ME 562 (K)  
**CREW:**  
<table>
<thead>
<tr>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/O J A SANDERS</td>
</tr>
<tr>
<td>F/S NUTLEY T H</td>
</tr>
<tr>
<td>F/S J B BARRON</td>
</tr>
<tr>
<td>F/O H C MORRIESON</td>
</tr>
<tr>
<td>F/S WARD A</td>
</tr>
<tr>
<td>F/O R T SCOTT</td>
</tr>
<tr>
<td>F/S R A BRIERS</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1401</td>
<td>1653</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**  
Midget Submarine Shelters POORTERSHAVEN 1 x Tallboy. 1552. 13500’ Saw one burst on northern edge of pens. Own bomb fell into water near pen entrance. No results seen.

---

**DATE:** 6.2.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. MG 443 (E)  
**CREW:**  
<table>
<thead>
<tr>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>G/C J E FAUQUIER</td>
</tr>
<tr>
<td>F/S IVES G F</td>
</tr>
<tr>
<td>S/L ELLWOOD G B CAN</td>
</tr>
<tr>
<td>F/O W A DANIEL</td>
</tr>
<tr>
<td>F/L A J WARD</td>
</tr>
<tr>
<td>W/O VAUGHAN H.D.</td>
</tr>
<tr>
<td>W/O J B SCANNELL</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0814</td>
<td>1353</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**  
Bielefeld Abortive. 1 x Tallboy. 1 Tallboy returned to base not required.

575
<table>
<thead>
<tr>
<th>DATE:</th>
<th>6.2.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. NG 489 (M)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>S/L C C CALDER</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/O N E WAKEFIELD</td>
<td></td>
</tr>
<tr>
<td>F/L J N HENSON</td>
<td></td>
</tr>
<tr>
<td>F/Sgt C B CRAFTER</td>
<td></td>
</tr>
<tr>
<td>F/O F W GARGET</td>
<td></td>
</tr>
<tr>
<td>F/O A W ATKINSON</td>
<td></td>
</tr>
<tr>
<td>F/O G DALE</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
</tr>
<tr>
<td>UP</td>
<td>0818</td>
</tr>
<tr>
<td>DOWN</td>
<td>1349</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Bielefeld Abortive. 1 x Tallboy. Tallboy returned to base.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>6.2.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. ED 238 (H)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>S/L J V COCKSHOTT</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S Fryer R C</td>
<td></td>
</tr>
<tr>
<td>W/O Gosling L E</td>
<td></td>
</tr>
<tr>
<td>F/O E Booth</td>
<td></td>
</tr>
<tr>
<td>F/S Bates A S</td>
<td></td>
</tr>
<tr>
<td>F/S Bradbury G R</td>
<td></td>
</tr>
<tr>
<td>W/O Birch L J AUS</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
</tr>
<tr>
<td>UP</td>
<td>0819</td>
</tr>
<tr>
<td>DOWN</td>
<td>1354</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Abortive abandoned mission Bielefeld. 1 x Tallboy. 1035. 13000’ Tallboy abortive.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>6.2.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster I. NG. 228 (V)</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>S/L J F Brooks</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/O H R Short CAN</td>
<td></td>
</tr>
<tr>
<td>F/O J H Jones</td>
<td></td>
</tr>
<tr>
<td>F/L E A Baldwin</td>
<td></td>
</tr>
<tr>
<td>F/L D W Judge</td>
<td></td>
</tr>
<tr>
<td>F/Sgt Vance S J</td>
<td></td>
</tr>
<tr>
<td>F/O R B Bennett</td>
<td></td>
</tr>
</tbody>
</table>

576
DATE: 6.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. PB.415

CREW:
S/L J F BROOKS     PILOT
F/O H R SHORT   CAN
F/O J H JONES
F/L E A BALDWIN
F/L D W JUDGE
F/SGT VANCE S J
F/O R B BENNETT

TIME: UP DOWN
0816  1339

DETAILS OF SORTIE OR FLIGHT
Abortive abandoned mission Bielefeld. 1 x Tallboy. 1035. 13810' Tallboy abortive.

DATE: 6.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. (? ) 239 (G)

CREW:
F/O ?.S.?     PILOT
SGT ? R.M.   F/ENG
P/O ?     NAV
F/S ?     A/B
F/O ?     W/OP
F/O BENSON    M.U.
F/O KIRK     R.G.

TIME: UP DOWN
0820  1350

DETAILS OF SORTIE OR FLIGHT
Bielefeld Abortive. 1055. 1 x Tallboy. 1 x Tallboy returned to base not required.

DATE: 6.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. LM. 489 (A)

CREW:
F/L M.V. GAVIN (US)     AS SHOWN ABOVE
SGT. BROWN. E.H.
P/O A.C. BARTON  
F/S WHITE  
F/S SAINSBURY  
F/O T.K.H?  
F/O BURROWS

**TIME:** | **UP** | **DOWN**  
---|---|---  
0825 | 1346

**DETAILS OF SORTIE OR FLIGHT**  
Bielefeld Abortive. 1 x Tallboy. 1036. 1 Tallboy returned to base not required.

---

**DATE:** 6.2.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. DV 405 (J)

**CREW:**  
F/L B.A. GURNEY N.Z  
F/O E.A.  
F/O K. GILL  
F/L J RANKIN  
F/O S.N. GRIMES  
F/S R. WILKINSON  
F/O G BULL.

**TIME:** | **UP** | **DOWN**  
---|---|---  
0815 | 1359

**DETAILS OF SORTIE OR FLIGHT**  
Bielefeld Abortive. 1 x Tallboy. 1035. 1 Tallboy returned to base not required.

---

**DATE:** 6.2.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster I. DV 3?? (P)

**CREW:**  
F/O G R PRICE CAN  
W/O HARTLEY G. E.  
F/SGT KOHL H CAN  
F/O T W L MERCHANT  
SGT POOCOCK K  
SGT AVEY C. G.  
SGT SARGISON D. V.

**TIME:** | **UP** | **DOWN**  
---|---|---  
0823 | 1400

**DETAILS OF SORTIE OR FLIGHT**  
Bielefeld Abortive. 1 x Tallboy. 1055. 1 Tallboy returned to base not required.

---

**DATE:** 6.2.45  

---

578
**AIRCRAFT TYPE & NUMBER:** Lancaster I. ME 554

**CREW:**
- F/O J A SANDERS
- F/S NUTLEY T H
- F/S J B BARRON
- F/O H C MORRIESON
- F/S WARD A
- F/O R T SCOTT
- F/S R A BRIARS

**TIME:**
- **UP:** 0816
- **DOWN:** 1341

**DETAILS OF SORTIE OR FLIGHT**
Bielefeld Abortive. 1 x Tallboy. 1055. One Tallboy returned to base not required.

**DATE:** 6.2.45

**AIRCRAFT TYPE & NUMBER:** Lancaster I. LM 695 (N)

**CREW:**
- F/S F.H.A. WATTS
- F/S W/O
- P/O M.G. MCKAY
- F/O R.L. HAYTER
- F/S FORD, L.
- F/O K.S. JEWELL

**TIME:**
- **UP:** 0829
- **DOWN:** 1355

**DETAILS OF SORTIE OR FLIGHT**
Bielefeld Abortive. 1 x Tallboy. 10.55. One Tallboy returned to base not required.

**DATE:** 6.2.45

**AIRCRAFT TYPE & NUMBER:** Lancaster I. DV. 393 (R)

**CREW:**
- F/O M B FLATMAN
- SGT ROSS R M
- F/L G MACKIE
- F/O G KELLEY
- F/SGT HARWOOD A S
- W/O BENSON G
- P/O K C KIRK

**TIME:**
- **UP:** 0820
- **DOWN:** 1348
DETAILS OF SORTIE OR FLIGHT
Bielefeld Abortive. 1 x Tallboy. 1055 Tallboy returned to base not required.

DATE: 6.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. DV 391 (Y)
CREW:
S/L J L POWELL
F/Sgt FELTON H W
F/L B R BAYNE
F/O H BARON
F/O J SLATER
F/O J WATSON
W/O PENGELLY W H
DUTY
AS SHOWN ABOVE

TIME:
UP  DOWN
0824  1351

DETAILS OF SORTIE OR FLIGHT
Bielefeld Abortive. 1 x Tallboy. 1035 One Tallboy returned to base not required.

DATE: 6.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. LM 492 (W)
CREW:
F/L B A GUMBLEY NW
F/O E A BARNETT
F/O K GILL
F/L J C RANDON
F/O S V GRIMES
F/O R WILKINSON
F/O G BELL
DUTY
AS SHOWN ABOVE

TIME:
UP  DOWN
0829  1345

DETAILS OF SORTIE OR FLIGHT
Bielefeld Abortive. 1 x Tallboy. 1035 One Tallboy returned to base not required.

DATE: 6.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. BD 371 (S)
CREW:
F/L H A DOBSON
P/O A T MCKENZIE
P/O J B KNIGHT
P.O A K JOHNSON
P/O R J EDGE
F/S SNAPE A V
DUTY
AS SHOWN ABOVE
P/O J DRY

TIME:   UP          DOWN
       0828          1358

DETAILS OF SORTIE OR FLIGHT
Bielefeld Abortive. 1 x Tallboy. 1055. One Tallboy returned to base not required.

DATE:  6.2.45
AIRCRAFT TYPE & NUMBER:  Lancaster I. LM 485 (U)
CREW:  DUTY
F/L C W BARCLAY  AS SHOWN ABOVE
W/O WENTON S J
W/O ROBIN D W
W/O PERRY G L
SGT SAVILLE J H
P/O S N JENISON
F/O F L ENGLISH  CAN

TIME:   UP          DOWN
       0825          1357

DETAILS OF SORTIE OR FLIGHT
Bielefeld Abortive. 1 x Tallboy. 1055. One Tallboy returned to base not required.

DATE:  6.2.45
AIRCRAFT TYPE & NUMBER:  Lancaster I. DV 385 (T)
CREW:  DUTY
P/O J CASTAGONIA  AS SHOWN ABOVE
F/SGT HEWISON S J
P/O P J GORRINGE
F/S CHANCE F R
F/SGT DAVIS W
F/SGT. TYRELL A D
P/O J K RONALD

TIME:   UP          DOWN
       1817          1342

DETAILS OF SORTIE OR FLIGHT
Bielefeld Abortive. 1 x Tallboy. 1055. One Tallboy returned to base not required.

DATE:  8.2.45
AIRCRAFT TYPE & NUMBER:  Lancaster I. NG 445 (E)
CREW:  DUTY
G/C J E FAUQUIER  CAN
PILOT
F/S IVES G F  F.ENG
S/L ELLWOOD G B  CAN  NAV.
F/O W A DANIEL  A.B.
F/L A J WARD  W/OP
W/O VAUGHAN H.D.  M.U.
W/O J B SCANNELL  R.G.

TIME:  UP  DOWN
0815  1041

DETAILS OF SORTIE OR FLIGHT
U-Boat Pens - IJMUIDEN.  1 x Tallboy.  933.20.  14500’ Two hits seen and one near miss.

DATE:  8.2.45
AIRCRAFT TYPE & NUMBER:  Lancaster I.  NG. 489  (M)
CREW:     DUTY
S/L C C CALDER  AS SHOWN ABOVE
F/O N E WAKEFIELD
F/L J N HENSON
F/SGT C B CRAFTER
F/O F W GARGET
F/O A W ATKINSON
F/O G DALE

TIME:  UP  DOWN
0756  1042

DETAILS OF SORTIE OR FLIGHT
U-Boat Pens - IJMUIDEN.  1 x Tallboy.  0932.25.  14800’ Two bursts seen. One direct hit and one near miss.

DATE:  8.2.45
AIRCRAFT TYPE & NUMBER:  Lancaster I.  DV 385  (T)
CREW:     DUTY
F/O J CASTAGONIA  AS SHOWN ABOVE
F/SGT HEWISON S J
P/O P J GORRINGE
F/S WEYLAND
F/SGT EAVES W T
F/SGT. TYRELL A D
P/O J K RONALD

TIME:  UP  DOWN
0757  1030

DETAILS OF SORTIE OR FLIGHT
U-Boat Pens - IJMUIDEN.  1 x Tallboy.  0932.  16000’ One direct hit on N W corner.
DATE: 8.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. ME 562 (K)

CREW: DUTY
F/O J A SANDERS AS SHOWN ABOVE
F/S NUTLEY T H
F/S J B BARRON
F/O H C MORRIESON
F/S WARD A
F/O R T SCOTT
F/S R A BRIERS

TIME: UP DOWN
0754 1032

DETAILS OF SORTIE OR FLIGHT
U-Boat Pens - IJMUIDEN. 1 x Tallboy. 0933.15. 15000’ Our bomb was seen to fall on the N.E. corner of the target and burst. Two other bombs were seen to burst slightly to the south of the target. No other results observed.

DATE: 8.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. BB 415 (O)

CREW: DUTY
F/O P H MARTIN AUS AS SHOWN ABOVE
F/SGT BLAGBOROUGH J
W/O JACKSON A
F/SFT DAY D A
W/O RIESE O A
F/SGT MAYOH H
F/SGT TREBLECOCK T J

TIME: UP DOWN
0807 1029

DETAILS OF SORTIE OR FLIGHT
U-Boat Pens - IJMUIDEN. 1 x Tallboy. 0935.5 15000’ Three very near misses seen.

DATE: 8.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. LM695 (N)

CREW:
F/O F H A WATTS AS SHOWN ABOVE
F/SGT CHERRINGTON A W
F/O C H HOUSDEN
P/O M L MCKAY CAN
F/L R L HAYTER
F/SGT LORD L
P/O K S JEWELL AUS

583
DETAILS OF SORTIE OR FLIGHT
U-Boat Pens - IJMUIDEN. 1 x Tallboy. 0933.25 14700’ Our own bomb not seen to burst. No results observed.

DATE: 8.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. PF.233 (C)
CREW:
F/O M B FLATMAN
SGT ROSS R M
F/L G MACKIE
F/O G KELLEY
F/SGT HARWOOD A S
W/O BENSON G
P/O K C KIRK
TIME: UP DOWN
0811  1044

DETAILS OF SORTIE OR FLIGHT
U-Boat Pens - IJMUIDEN. 1 x Tallboy. 0939.5. 14200’ Three bombs were seen to explode, two of which were near misses and one an overshoot.

DATE: 8.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. LM.485 (U)
CREW:
F/L C W BARCLAY
W/O WENTON S J
W/O ROBIN D W
W/O PERRY G L
SGT SAVILLE J H
P/O S N JENNISON
F/O F L ENGLISH CAN
TIME: UP DOWN
0804  1603

DETAILS OF SORTIE OR FLIGHT
U-Boat Pens - IJMUIDEN. 1 x Tallboy. 0933.20 15700’ Three bombs were seen to explode, all of which were near misses.

DATE: 8.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. DV405 (J)
CREW:
DUTY
F/L B A GUMBLEY NW  
F/O E A BARNETT  
F/O J D HARRISON  
F/L J C RANDON  
F/O S V GRIMES  
F/O R WILKINSON  
F/O G BELL

**TIME:**  
**UP**  
0808  
**DOWN**  
1045

**DETAILS OF SORTIE OR FLIGHT**  
U-Boat Pens - IJMUIDEN.  1 x Tallboy.  0936.5.  14000’ We did not see where our bomb fell, as we turned off after bombing we saw one hit on the right hand corner of the target and one miss to the left. The attack seemed successful.

---

**DATE:**  8.2.45  
**AIRCRAFT TYPE & NUMBER:**  Lancaster I.  LE 492

**CREW:**  
F/L D J ORAM  
F/SGT HEYWOOD R P  
F/O F E WHITMAN  
P/O C G ROGERS  
W/O FORSHAW J S  
F/SGT FLYNN J P  
F/SGT PIERSON D P

**TIME:**  
**UP**  
0805  
**DOWN**  
1043

**DETAILS OF SORTIE OR FLIGHT**  
U-Boat Pens - IJMUIDEN.  1 x Tallboy.  0933  15000’ Our bomb was not seen. Two bombs were seen to burst - one on the northern end and one on the southern tip of the target.

---

**DATE:**  8.2.45  
**AIRCRAFT TYPE & NUMBER:**  Lancaster I.  PD 238  

**CREW:**  
S/L J V COCKSHOTT  
F/S FRYER R C  
W/O GOSLING L E  
F/O E BOOTH  
F/S BATES A S  
F/S BRADBURY G R  
W/O BIRCH L J

**TIME:**  
**UP**  
0806  
**DOWN**  
1037
DETAILS OF SORTIE OR FLIGHT
U-Boat Pens - IJMUIDEN. 1 x Tallboy. 0933.20. 14000’ One direct hit and two near misses seen.

| DATE:     | 8.2.45 |
| AIRCRAFT TYPE & NUMBER: | Lancaster I. NG 228 (V) |
| CREW:     |         |
| S/L J F BROOKS |         |
| F/O H R SHORT | CAN |
| F/O J H JONES |         |
| F/L E A BALDWIN |         |
| F/L D W JUDGE |         |
| F/SGT VANCE S J |         |
| F/O R B BENNETT |         |
| TIME:     | UP | DOWN |
|           | 0758 | 1036 |

DETAILS OF SORTIE OR FLIGHT
U-Boat Pens - IJMUIDEN. 1 x Tallboy. 0933.20. 15700’ Our bomb fell on the centre of the northern half of the target. Two bombs were seen to burst - one on the northern end and one on the southern end of the target.

| DATE:     | 8.2.45 |
| AIRCRAFT TYPE & NUMBER: | Lancaster I. NG 340 |
| CREW:     |         |
| F/L L S GOODMAN |         |
| SGT. BURNETT W |         |
| F/O H WATKINSON |         |
| F/L H A HAYWOOD |         |
| F/S BOOTH H J |         |
| SGT LEWIS R |         |
| SGT. HULBERT |         |
| TIME:     | UP | DOWN |
|           | 0810 | 1038 |

DETAILS OF SORTIE OR FLIGHT
U-Boat Pens - IJMUIDEN. 1 x Tallboy. 0933.18. 15300’ No observation of results.

| DATE:     | 8.2.45 |
| AIRCRAFT TYPE & NUMBER: | Lancaster I. RD.763 (Z) |
| CREW:     |         |
| F/L B J DOBSON |         |
| P/O A T MCKENZIE |         |
| P/O J B KNIGHT |         |
| DUTY:     | AS SHOWN ABOVE |

586
P/O A K JOHNSTONE
P/O R J EDGE
F/S SNAPE A V
P/O W J DRY

TIME: UP DOWN
0759 1054

DETAILS OF SORTIE OR FLIGHT
U-Boat Pens - IJMUIDEN. 1 x Tallboy. 0933.30 14700’ Own bomb seen to burst on southern end of the target. Five others seen to burst - two on Southern end, two on northern end and one a bit away to the South West.

DATE: 8.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. DV 380 (P)
CREW: DUTY
F/L G R PRICE
P/O HARTLEY G.E.
F/S KOHL H
F/O T W L MERCHANT
SGT POCOCK K
SGT AVEY C G
SGT SARGISON D V

TIME: UP DOWN
0755 1035

DETAILS OF SORTIE OR FLIGHT
U-Boat Pens - IJMUIDEN. 1 x Tallboy. 0933.45. 15600’ Two near misses seen.

DATE: 14.2.45
AIRCRAFT TYPE & NUMBER: Lancaster I. DV 763 (Z)
CREW: DUTY
F/L D J ORAM PILOT
F/SGT HEYWOOD R P F/ENG.
F/O F E WHITMAN NAV.
P/O C G ROGERS A/B
W/O FORSHAW J S W/OP
F/SGT FLYNN J P M.U.
F/SGT PIERSON D P R.G.

TIME: UP DOWN
0844 1338

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Abortive. 1x Tallboy. Did not bomb.

DATE: 14.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. DV391 (Y)

CREW:  
F/L L.M. MARSHALL  
F/S CHOLERTON P  
F/O K NEWBY  
F/O H J SUMPTER  
P/O ARTHUR  
W/O WEBB D.E.

TIME:  
UP  DOWN  
08.33  13.26

DETAILS OF SORTIE OR FLIGHT  
Bielefeld. Abortive. 1x Tallboy. Did not bomb.

DATE: 14.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. DV403 (X)

CREW:  
F/L J.L. SAYERS  
F/O V.L. JOHNSON  
F/O E.G. STROM  
P/O H.W. WEAVER  
F/O F.E. HOWKINS  
P/O B.F. KENT  
F/O R. I. BARRY

TIME:  
UP  DOWN  
08.47  13.31

DETAILS OF SORTIE OR FLIGHT  
Bielefeld. Abortive. 1x Tallboy. Did not bomb.

DATE: 14.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. DV492 (W)

CREW:  
F/L S.A. FANNING  
F/S SNEDKER F.J.  
F/O CARDWELL F.  
F/L RVALENTINE  
W.O PASK M.  
P/S VINCE S.J.  
P/O C.V. PAIN

TIME:  
UP  DOWN  
08.49  13.43
DETAILS OF SORTIE OR FLIGHT

Bielefeld. Abortive. 1 x Tallboy. Did not bomb.

DATE: 14.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. DV385 (V)

CREW:
S/L J.F. BROOKS
F/O J. R. SHORT. CAN.
F/O J.H. JONES
F/L E.A. BALDWIN
F/O D.W. JUDGE
F/O R.B. BENNETT
W/O BIRD

DUTY
AS SHOWN ABOVE

TIME: UP DOWN
08.41 13.49

DETAILS OF SORTIE OR FLIGHT

Bielefeld. Abortive. 1 x Tallboy. Did not bomb.

DATE: 14.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. LM485 (U)

CREW:
F/L G W LANCY
SGT. BUNSELL C.H.
W/O ROBIN D.
W/O PERRY G.L.
SGT. SAVILL J.H.
P/O S.K. JENNISON
F/O F.L. ENGLISH

DUTY
AS SHOWN ABOVE

TIME: UP DOWN
08.33 13.44

DETAILS OF SORTIE OR FLIGHT

Bielefeld. Abortive. 1 x Tallboy. Did not bomb.

DATE: 14.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NE561 (T)

CREW:
F/O J CASTAGONIA
F/SGT HENDERSON S J
P/O P J GORRINGE
F/S WEYLAND
F/SGT EAVES W T
F/SGT. TYRELL A D

DUTY
AS SHOWN ABOVE
<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>08.34</td>
<td>13.28</td>
<td></td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Bielefeld. Abortive. 1 x Tallboy. Did not bomb.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>14.2.45</th>
</tr>
</thead>
</table>

**AIRCRAFT TYPE & NUMBER:**
Lancaster 1. DV380 (F)

**CREW:**
- F/L G.R. PRICE (CAN) PILOT
- P/O HARTLEY G.E. F/L
- F/S KOHL H (CAN) NAV
- F/O T W L MERCHANT A.B.
- SGT POCCOCK K W/OP
- SGT AVEY C G M.U.
- SGT SARGISON D V R.G.

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>08.39</td>
<td>13.47</td>
<td></td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Bielefeld. Abortive. 1 x Tallboy. Did not bomb.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>14.2.45</th>
</tr>
</thead>
</table>

**AIRCRAFT TYPE & NUMBER:**
Lancaster 1. PB.415 (O)

**CREW:**
- F/O J.H. LEAVITT AS SHOWN ABOVE
- SGT. GRIFFIN H.
- F/O R F WITHAM S
- F/S OLDHAM D.A.
- F/S COLE C.
- F/S DALEY J.
- F/S GOLDIE P.

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>08.38</td>
<td>13.33</td>
<td></td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Bielefeld. Abortive. 1 x Tallboy. Did not bomb.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>14.2.45</th>
</tr>
</thead>
</table>

**AIRCRAFT TYPE & NUMBER:**
Lancaster 1. LM.695 (N)

**CREW:**
- F/O F.H. WATTS AS SHOWN ABOVE
F/O R. SINCLAIR
F/O C.H. HOUSDEN
P/O M.L. MCKAY
F/O R.L. HAYTER
F/S FORD L.
F/O K.S. JENNELL

TIME: UP DOWN
08.48 13.39

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Abortive. 1 x Tallboy. Did not bomb.

DATE: 14.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG181 (M)
CREW: DUTY
S/L C.C. CALDER AS SHOWN ABOVE
F/O H.E. WAKEFIELD
F/L J H HENSON
F/SGT C B CRAFTER
F/O F W GARGET
F/O A W ATKINSON
F/O G DALE

TIME: UP DOWN
08.32 13.41

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Abortive. 1 x Tallboy. Did not bomb.

DATE: 14.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG340 (L)
CREW: DUTY
F/L B J DOBSON AS SHOWN ABOVE
P/O A T MCKENZIE
P/O J B KNIGHT
P/O A K JOHNSTONE
P/O R J EDGE
F/S SNAPE A V
P/O W J DRY

TIME: UP DOWN
08.46 13.53

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Abortive. 1 x Tallboy. Did not bomb.
### Details of Sortie or Flight

**DATE:** 14.2.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. DV405 (J)  
**CREW:**  
- F/L B A GUMBLEY NW  
- F/O E A BARNETT  
- F/O K. GILL  
- F/L J C RANDON  
- F/O S V GRIMES  
- F/O R WILKINSON  
- F/O G BELL  
**DUTY**  
- AS SHOWN ABOVE  
**TIME:**  
- **UP** 08.42  
- **DOWN** 13.29  

**DETAILS OF SORTIE OR FLIGHT**  
Bielefeld. Abortive. 1 x Tallboy. Did not bomb.

---

**DATE:** 14.2.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. FD238 (H)  
**CREW:**  
- S/L J V COCKSHOTT  
- F/S FRYER R C  
- W/O GOSLING L E  
- F/O E BOOTH  
- F/S BATES A S  
- F/S BRADBURY G R  
- W/O BIRCH L J AUS  
**DUTY**  
- AS SHOWN ABOVE  
**TIME:**  
- **UP** 08.35  
- **DOWN** 13.46  

**DETAILS OF SORTIE OR FLIGHT**  
Bielefeld. Abortive. 1 x Tallboy. Did not bomb.

---

**DATE:** 14.2.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD233 (G)  
**CREW:**  
- F/O M B FLATMAN PILOT  
- SGT ROSS R M F/E  
- F/L G MACKIE NAV  
- F/O G KELLEY A/B  
- F/SGT HARWOOD A S W/OP  
- W/O BENSON G M.U.  
- P/O K C KIRK R.G.  
**DUTY**  
- PILOT  
- F/E  
- NAV  
- A/B  
- W/OP  
- M.U.  
- R.G.  
**TIME:**  
- **UP** 08.36  
- **DOWN** 13.35
DETAILS OF SORTIE OR FLIGHT
Bielefeld. Abortive. 1 x Tallboy. Did not bomb.

DATE: 14.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. ME554 (F)
CREW:
F/L L S GOODMAN
SGT. BURNETT W
F/O H WATKINSON
F/L H A HAYWOOD
F/S BOOTH H J
SGT LEWIS R
SGT. HULBERT B.S.

TIME: UP DOWN
  08.40  13.34

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Abortive. 1 x Tallboy. Did not bomb.

DATE: 14.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NF992 (B)
CREW:
F/O D.W. CAREY
F/S GALLAGHER A.
F/S FISH C.R.
F/O D.H. MCLENNAN
W/O LAMMAS A.J.
F/S SHARP A.W.
F/L G.A. WITHERICK

TIME: UP DOWN
  08.43  13.36

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Abortive. 1 x Tallboy. Did not bomb.

DATE: 14.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. ME562 (K)
CREW:
F/L G.L. BEAUMONT
SGT. BELSHAW D.
W/O GAIT F.P.
F/L G.T. ALLEN
W/O STREET R.A.J.
DUTY
AS SHOWN ABOVE

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Abortive. 1 x Tallboy. Did not bomb.
SGT. HARGARTY. T.
SGT. MAY R.E.

TIME: UP DOWN
08.37 13.48

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Abortive. 1 x Tallboy. Did not bomb.

DATE: 22.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.445 (E)
CREW:
G/C J E FAUQUIER CAN
F/L K.J. RYALL
S/L ELLWOOD G B CAN
F/O W A DANIEL
F/O D.E. FREEMAN
F/O R.R. BAILEY
W/O J B SCANNELL

TIME: UP DOWN
13.38 18.15

DETAILS OF SORTIE OR FLIGHT
RAILWAY VIADUCT BIELEFELD. 1 x Tallboy. 16.05/16.10. 13,600. Bombed on second run. Own bomb overshot 50 yards N.E. end. Seemed to have only trucks across short gap in viaduct.

DATE: 22.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.494 (B)
CREW:
F/O D.W. CAREY
F/S GALLAGHER A.
F/S FISH C.R.
F/O D.H. MCLENNAN
W/O LAMMAS A.J.
F/S SHARP A.W.
F/L G.A. WITHERICK

TIME: UP DOWN
13.46 18.17

DETAILS OF SORTIE OR FLIGHT
RAILWAY VIADUCT BIELEFELD. 1 x Tallboy. 16.04/16.05. 13,470’. Own bomb undershot by some 30/40 yards. Possible direct hit at northern end and several near misses.

DATE: 22.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. BN.554 (F)
CREW:     DUTY
F/L L S GOODMAN   PILOT
SGT. BURNETT W   F/L
F/O H WATKINSON   NAV
F/L H A HAYWOOD   A/B
F/S BOOTH H J    W/OP
SGT LEWIS R    M/U.
SGT. HULBERT B.S.   R.G.

TIME:     UP     DOWN
          13.45   18.42

DETAILS OF SORTIE OR FLIGHT
RAILWAY VIADUCT BIELEFELD.  1 x Tallboy.  15.57/16.20.  13,070.  Our bomb fell very close to the western side of the centre of the viaduct.

DATE:   22.2.45
AIRCRAFT TYPE & NUMBER:   Lancaster 1.  BN.405 (J)
CREW:     DUTY
F/L B A GUMBLEY NW   AS SHOWN ABOVE
F/O E A BARNETT
F/O K. GILL
F/L J C RANDON
F/O S V GRIMES
F/O C.V. PAIN
F/O G BELL

TIME:     UP     DOWN
          13.47   18.18

DETAILS OF SORTIE OR FLIGHT
RAILWAY VIADUCT BIELEFELD.  1 x Tallboy. 15.57/16.10. 13,700. Our bomb fell just west of the centre of the viaduct. Bombing seemed rather scattered.

DATE:   22.2.45
AIRCRAFT TYPE & NUMBER:   Lancaster 1.  DV.391 (Y)
CREW:     DUTY
F/L (?)
F/S (?)
P/O (?)
F/O (?)
F/O (?)
F/O (?)
(?)/O (?)

TIME:     UP     DOWN
          13.53   18.16
DETAILS OF SORTIE OR FLIGHT
RAILWAY VIADUCT BIELEFELD. 1 x Tallboy. 15.58. 14,500'. Our bomb fell on Northern edge at far end of Viaduct. One bomb seen to fall on trucks near bridge at S.W. end of viaduct.

DATE: 22.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.489 (H)
CREW: DUTY
S/L C.C. CALDER AS SHOWN ABOVE
F/O H.E. WAKEFIELD
F/L J.H. BENSON
F/SGT C.B. CARTER
F/O F. W. GARGET
F/O A. W. ATKINSON
F/O G. DALE

TIME: UP DOWN
13.40  18.10

DETAILS OF SORTIE OR FLIGHT
RAILWAY VIADUCT BIELEFELD. 1 x Tallboy. 15.37. 13,750'. Own bomb believed to be a direct hit. Three other bursts seen but none of them were hits.

DATE: 22.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. LM.695 (M)
CREW: DUTY
F/O F. H. WATTS AS SHOWN ABOVE
F/SGT CHERRINGTON A W
F/O C H HOUSDEN
P/O M L MCKAY CAN
F/L R L HAYTER
F/SGT LORD L
P/O K S JEWELL AUS

TIME: UP DOWN
13.54  18.15

DETAILS OF SORTIE OR FLIGHT
RAILWAY VIADUCT BIELEFELD. 1 x Tallboy. 15.57. 13,500'. Our bomb along with three or four others, fell just west of the centre of the viaduct. One bomb fell very close to the N. End.

DATE: 22.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PB 415 (O)
CREW: DUTY
F/O J.H. LEAVITT AS SHOWN ABOVE
SGT. GRIFFIN H.

596
F/O R F WITHAMAS  
F/S OLDHAM D.A.  
F/S COLE C.  
F/S DALEY J.  
F/S GOLDIE P.  

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>13.54</td>
<td>18.15</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

RAILWAY VIADUCT BIELEFELD.  1 x Tallboy. Our bomb undershot. One of the sections of the Western portion of the viaduct was definitely breached, a number of other bombs fell very close but no hits seen.

---

**DATE:** 22.2.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1.  FD 238  
**CREW:**  
F/L G R PRICE  
P/O HARTLEY G.E.  
F/S KOHL H  
F/O T W L MERCHANT  
SGT POCOCK K  
SGT AVEY C G  
SGT SARGISON D V  

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>13.44</td>
<td>18.14</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

RAILWAY VIADUCT BIELEFELD.  1 x Tallboy. 16.11 – 16.44 14,500’ Bombed on third run. Our bomb overshot slightly. Quite a few near misses.

---

**DATE:** 22.2.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1.  DV. 385  
**CREW:**  
F/O J CASTAGONIA  
F/SGT HENDERSON S J  
P/O P J GORRINGE  
F/S HEBBARD L. (NZ)  
F/O D.A. BROOM  
F/SGT. TYRELL A D  
P/O J K RONALD  

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>13.31</td>
<td>18.06</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

RAILWAY VIADUCT BIELEFELD.  1 x Tallboy. 16.04/16.50 13,700’
We thought our bomb hit the north end (or a very near miss). Bombing seemed pretty good, although no direct hits seen. We bombed on second run.

**DATE:** 22.2.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. LM. 489 (A)

<table>
<thead>
<tr>
<th>CREW</th>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/L H V GAVIN (AUS)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>GT BROWN F.H.</td>
<td></td>
</tr>
<tr>
<td>F/O BUXTON A G (AUS)</td>
<td></td>
</tr>
<tr>
<td>F/S WHITE W M (AUS)</td>
<td></td>
</tr>
<tr>
<td>F/O N E SAINSbury (AUS)</td>
<td></td>
</tr>
<tr>
<td>F/O T K REDDAN (AUS)</td>
<td></td>
</tr>
<tr>
<td>F/O L BURROWS (AUS)</td>
<td></td>
</tr>
</tbody>
</table>

**TIME:**  
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.31</td>
<td>18.06</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**  
RAILWAY VIADUCT BIELEFELD. 1 x Tallboy. 16.05/16.20. 14,000. Our bomb undershot about 40 yds. Possible direct hits seen on north end of viaduct. Several undershoot on west side. Also two undershoots of 100 yards on east side.

---

**DATE:** 22.2.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. NG. 228 (V)

<table>
<thead>
<tr>
<th>CREW</th>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>S/L J.L. POWELL</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S FENTON H</td>
<td></td>
</tr>
<tr>
<td>P/O J.L. HILL</td>
<td></td>
</tr>
<tr>
<td>F/O R. BARRON</td>
<td></td>
</tr>
<tr>
<td>F/O J. SLATER</td>
<td></td>
</tr>
<tr>
<td>W/O PENGELLY W.H.</td>
<td></td>
</tr>
<tr>
<td>F/O J. WATSON</td>
<td></td>
</tr>
</tbody>
</table>

**TIME:**  
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.48</td>
<td>18.22</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**  
RAILWAY VIADUCT BIELEFELD. 1 x Tallboy. 15.57/15.59 13,000’. Our bomb fell on the eastern edge of the embankment at South of the viaduct. One bomb seen to hit at same point of eastern side.

---

**DATE:** 22.2.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. LM. 492 (W)

<table>
<thead>
<tr>
<th>CREW</th>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/L S.A. ANNING</td>
<td>AS SHOWN ABOVE</td>
</tr>
</tbody>
</table>

598
F/S SNEKDER F.J.
F/O (?).F
F/O R. VALLENTINE
W/O PASK M. (AUS)
F/S VINCE S.J.
F/S DADGE J.

**TIME:**

- **UP:** 13.51
- **DOWN:** 16.45

**DETAILS OF SORTIE OR FLIGHT**

RAILWAY VIADUCT BIELEFELD. 1 x Tallboy. 15.55/16.10. 12,500.

Our bomb fell on road under viaduct near two other bombs. 2 large craters on N.E. end of viaduct. Bombed on first run.

---

**DATE:** 22.2.45

**AIRCRAFT TYPE & NUMBER:** Lancaster 1. DV.402 (X)

**CREW:**

- **DUTY**
  - F/L J.L. SAYERS
  - F/O V.L. JOHNSON
  - F/O E.G. STROM
  - P/O H.W. WEAVER
  - F/O F.E. HOWKINS
  - P/O B.F. KENT
  - F/O R. I. BARRY

**TIME:**

- **UP:** 13.52
- **DOWN:** 18.29

**DETAILS OF SORTIE OR FLIGHT**

RAILWAY VIADUCT BIELEFELD. 1 x Tallboy. 16.06/16.10. 13,000.

Our bomb undershot by approximately 40 yards. Smoke observed. Further observation but two bombs are believed to have scored hits.

---

**DATE:** 22.2.45

**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.371 (S)

**CREW:**

- **DUTY**
  - F/L B J DOBSON
  - P/O A T MCKENZIE
  - P/O J B KNIGHT
  - P/O A K JOHNSTONE
  - P/O R J EDGE
  - F/S SNAPE A V
  - P/O W J DRY

**TIME:**

- **UP:** 13.43
- **DOWN:** 18.27
DETAILS OF SORTIE OR FLIGHT
RAILWAY VIADUCT BIELEFELD. 1 x Tallboy. 15.57. 13,700.
Our bomb fell approximately 50 yards from viaduct. One possible hit seen and several near misses.

DATE: 22.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. ME.562

CREW: DUTY
F/O J.A. SANDERS AS SHOWN ABOVE
F/S NUTLEY T.H.
F/O J.B. BARRON
F/O H.C. MORIESON
F/S (?)
F/O R.T. SCOTT
F/L R. GIRVAN

TIME: UP DOWN
13.41 18.20

DETAILS OF SORTIE OR FLIGHT
RAILWAY VIADUCT BIELEFELD. 1 x Tallboy. 16.04.5 13,200’.
Bomb believed to have undershot by 50 yards. One bomb seen to burst about midway along the viaduct – probably a direct hit.

DATE: 22.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.340 (L)

CREW: DUTY
F/O F.H. MARTIN AS SHOWN ABOVE
F/S BLAGBOROUGH J.
W/O JACKSON A.
F/S DAY D.A.
P/O G.N. LOVATT (AUS)
F/S MAYOH H.
F/S TREBILCOCK T.J.

TIME: UP DOWN
13.49 18.12

DETAILS OF SORTIE OR FLIGHT
RAILWAY VIADUCT BIELEFELD. 1 x Tallboy. 15.57/15.17 13,000’.
Bombing – some well concentrated but also some scattered. Our bomb fell near viaduct. Track out N.E. end of viaduct and damage to N.W. side where road passes under viaduct.

DATE: 22.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.339 (G)

CREW: DUTY
F/L C.N. HILL (CAN) AS SHOWN ABOVE
SGT. GOSS C.L.V.
F/O J.D. MURRAY
F/O G E KELLY
F/O M.R. VAGNOLINI
F/O HAMILTON D.
F/O G.G. FORBES

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>13.39</td>
<td>18.25</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
RAILWAY VIADUCT BIELEFELD. 1 x Tallboy. 16.13. 13,100'.
Own bomb overshot. One possible direct hit seen at Northern end of viaduct. Bombed on third run.

DATE: 24.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.445 (E)

CREW:
G/C J E FAUQUIER CAN
F/L K.J. RYALL
S/L ELLWOOD G B CAN
F/O W A DANIEL
F/O D.E. FREEMAN
W/O VAUGHAN D.H.
W/O J B SCANNELL

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>13.46</td>
<td>18.27</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
DORTMUND EMS CANAL. 1 x Tallboy. Abortive. Did not bomb.

DATE: 24.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.494 (B)

CREW:
F/O D.W. CAREY
F/S GALLAGHER A.
F/S FISH C.R.
F/O D.H. MCLENNAN
W/O LAMMAS A.J.
F/S SHARP A.W.
F/L G.A. WITHERICK

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>13.57</td>
<td>18.32</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
DORTMUND EMS CANAL. 1 x Tallboy. Abortive. Did not bomb.
DATE: 24.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. DV.405 (J)

CREW: DUTY
F/L B A GUMBLEY NW
F/O E A BARNETT
F/O K. GILL
F/L J C RANDON
F/O S V GRIMES
W/O PENSWICK
F/O G BELL

TIME: UP DOWN
13.52  18.29

DETAILS OF SORTIE OR FLIGHT
DORTMUND EMS CANAL. 1 x Tallboy. Abortive. Did not bomb.

DATE: 24.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. DV.391 (Y)

CREW: DUTY
F/L L M MARSHALL
F/S CHOLERTON P
F/O K NEWBY
F/O J H SUMPTER
F/O H J RIDING
P/O ARTHUR
W/O WEBB D E.

TIME: UP DOWN
13.56

DETAILS OF SORTIE OR FLIGHT
DORTMUND EMS CANAL. Abortive. Abandoned mission over base. Coolant leak to outer feathered. 1 x Tallboy.

DATE: 24.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. MG.489 (M)

CREW: DUTY
S/L C C CALDER
F/O H E WAKEFIELD
F/L J H BENISON
F/S GT C B CRAFTER
F/O F W GARGET
F/O A W ATKINSON
F/O G DALE
DETAILS OF SORTIE OR FLIGHT
DORTMUND EMS CANAL. Abortive. 1 x Tallboy. Did not bomb.

DATE: 24.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.238 (H)
CREW: F/O F.H. WATTS DUTY
F/O R. SINCLAIR
F/O C.H. HOUSDEN
P/O M.L. MCKAY
F/O R.L. HAYTER
F/S FORD L.
F/L GIRVAN

TIME: UP DOWN
13.51 18.31

DATE: 24.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. HB.415 (O)
CREW: F/O J.H. LEAVITT DUTY
SGT. GRIFFIN H.
F/O R F WITHAMS
F/S OLDHAM D.A.
F/S COLE C.
F/S DALEY J.
F/S GOLDIE P.

TIME: UP DOWN
14.00 19.28

DATE: 24.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. ME.562 (K)
CREW: F/L G.R. PRICE (CAN) DUTY
P/O HARTLEY G.E. PILOT
F/S KOHL H (CAN) F/L

603
DETAILS OF SORTIE OR FLIGHT
DORTMUND EMS CANAL. Abortive. 1 x Tallboy. Did not bomb.

DATE: 24.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. DV.385 (T)
CREW: F/O J CASTAGONIA AS SHOWN ABOVE
       F/SGT HENDERSON S J
       P/O P J GORRINGE
       F/S WEYLAND
       F/SGT EAVES W T
       F/SGT. TYRELL A D
       P/O J K RONALD
TIME:  UP     DOWN
       13.50    18.30

DETAILS OF SORTIE OR FLIGHT
DORTMUND EMS CANAL. Abortive. 1 x Tallboy. Did not bomb.

DATE: 24.2.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. LM.489 (A)
CREW: F/L H.V. GAVIN (AUS) AS SHOWN ABOVE
       SGT BROWN F.H.
       P/O A.G. BUXTON (AUS)
       F/S WHITE W.M. (AUS)
       F/O N.E. SAINSbury (AUS)
       F/O T.K. REDDAN (AUS)
       F/O L. BURROWS (AUS)
       F/O G.G. FORBES
TIME:  UP     DOWN
       13.53    18.51

DETAILS OF SORTIE OR FLIGHT
DORTMUND EMS CANAL. Abortive. 1 x Tallboy. Did not bomb.
AIRCRAFT TYPE & NUMBER: Lancaster 1. LM.485 (U)

CREW:
S/L J.L. POWELL
F/S FELTON H
F/L B.R. BAYNE
F/O R. BARRON
F/O J. SLATER
W/O PENGELLY H.
F/O J. WATSON

DUTY
AS SHOWN ABOVE

TIME: UP DOWN
14.02  18.39

DETAILS OF SORTIE OR FLIGHT
DORTMUND EMS CANAL. Abortive. 1 x Tallboy. Did not bomb.

DATE: 13.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. LM.492 (W)

CREW:
F/L S.A. ANNING
F/S SNEDKER F.J.
P/O CARDWELL F
F/O R. VALLENTINE
W/O PASK M. (AUS)
F/S VANCE S.J.
F/S DADGE J.A.

DUTY
AS SHOWN ABOVE

TIME: UP DOWN
14.03  18.34

DETAILS OF SORTIE OR FLIGHT
DORTMUND EMS CANAL. Abortive. 1 x Tallboy. Did not bomb.

DATE: 13.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. DV.402 (X)

CREW:
F/L J.L. SAYERS (AUS)
F/O V.L. JOHNSON
F/O E.G STROM
P/O E.W. WEAVER (AUS)
P/O F.E. HOWKINS
F/O B.F. KENT
F/O P.R. BARRY (AUS)

DUTY
AS SHOWN ABOVE

TIME: UP DOWN
13.59  18.35
### DETAILS OF SORTIE OR FLIGHT

**DORTMUND EMS CANAL. Abortive. 1 x Tallboy. Did not bomb.**

<table>
<thead>
<tr>
<th>DATE:</th>
<th>19.3.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PD.371 (S)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>PILOT</td>
<td>F/L J.B. DOBSON</td>
</tr>
<tr>
<td>F/ENG</td>
<td>P/O A.T. MCKENZIE</td>
</tr>
<tr>
<td>NAV</td>
<td>P/O J.B. KNIGHT</td>
</tr>
<tr>
<td>A/B</td>
<td>P/O A.K. JOHNSTONE</td>
</tr>
<tr>
<td>W/OP</td>
<td>P/O R J EDGE</td>
</tr>
<tr>
<td>M/U</td>
<td>F/S SNAPE A.V.</td>
</tr>
<tr>
<td>R/G</td>
<td>P/O W.J. DRY</td>
</tr>
<tr>
<td>TIME: UP</td>
<td>13.48</td>
</tr>
<tr>
<td>TIME: DOWN</td>
<td>18.37</td>
</tr>
</tbody>
</table>

### DETAILS OF SORTIE OR FLIGHT

**DORTMUND EMS CANAL. Abortive. 1 x Tallboy. Did not bomb.**

<table>
<thead>
<tr>
<th>DATE:</th>
<th>9.3.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. NG.340 (L)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>PILOT</td>
<td>F/O F.H. MARTIN</td>
</tr>
<tr>
<td>AS SHOWN ABOVE</td>
<td>F/S BLAGBOROUGH J.</td>
</tr>
<tr>
<td>NAV.</td>
<td>W/O JACKSON A.</td>
</tr>
<tr>
<td>A/B</td>
<td>F/S DAY D.A.</td>
</tr>
<tr>
<td>W/OP</td>
<td>W/O KIBS</td>
</tr>
<tr>
<td>M/U</td>
<td>F/S MAYOH H.</td>
</tr>
<tr>
<td>R/G</td>
<td>F/S TREBILCOCK T.J.</td>
</tr>
<tr>
<td>TIME: UP</td>
<td>13.49</td>
</tr>
<tr>
<td>TIME: DOWN</td>
<td>18.31</td>
</tr>
</tbody>
</table>

### DETAILS OF SORTIE OR FLIGHT

<table>
<thead>
<tr>
<th>DATE:</th>
<th>9.3.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. NG.339 (G)</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>PILOT</td>
<td>F/L C.N. HILL (CAN)</td>
</tr>
<tr>
<td>F/ENG</td>
<td>SGT GOSS C.L.V</td>
</tr>
<tr>
<td>NAV.</td>
<td>P/O J.D. MURRAY (AUS)</td>
</tr>
<tr>
<td>A/B</td>
<td>F/O G.E. KELLY</td>
</tr>
<tr>
<td>W/OP</td>
<td>P/O M.R. VAGNOLINI</td>
</tr>
<tr>
<td>M/U</td>
<td>W/O HAMILTON D.</td>
</tr>
<tr>
<td>TIME: UP</td>
<td></td>
</tr>
<tr>
<td>TIME: DOWN</td>
<td></td>
</tr>
</tbody>
</table>
F/O G.G. FORBES  
TIME:  
UP   DOWN  
13.53  18.51

DETAILS OF SORTIE OR FLIGHT
DORTMUND EMS CANAL. Abortive. 1 x Tallboy.  Did not bomb.

DATE:  24.2.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. ME.554 (F)
CREW:
F/L G.L. BEAUMONT  
SGT. BELSHAW D.  
W.O. GAIT F.P.  
F/L G.T. ALLEN  
F/O STREET R.A.J.  
SGT. HAGARTY T.  
SGT. MAY R.E.
DUTY  
AS SHOWN ABOVE

TIME:  
UP   DOWN  
13.54  18.33

DETAILS OF SORTIE OR FLIGHT
DORTMUND EMS CANAL. Abortive. 1 x Tallboy.  Did not bomb.

DATE:  24.2.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. NG.228 (V)
CREW:
S/L J.F. BROOKES  
F/O H.R. SHORT (CAN)  
F/O J.H. JONES  
F/L E.A. BALDWIN  
F/O D.W. JUDGE  
F/O R.B. DENNETT  
W/O BIRD  
DUTY  
AS SHOWN ABOVE

TIME:  
UP   DOWN  
14.01  18.40

DETAILS OF SORTIE OR FLIGHT
DORTMUND EMS CANAL. Abortive. 1 x Tallboy.  Did not bomb.
WOODHALL SPA

01.03.45
No Operations. Extensive Training.

02.03.45
No Operations. Extensive Training.

03.03.45
Operations Cancelled. Early Morning. Enemy Activity in early hours of the morning. (A raid by 70 German aircraft over the whole country this was one of the last forays over the UK by the Luftwaffe. Little damage was caused.)

04.03.45
No Operations. Extensive Training.

05.03.45
No Operations. Extensive Training.
New aircraft PB.997 Tested by Group Captain Fauquier.
(This was the first B1 (spec) modified to carry the new 22,000lbs Grand Slam. The Grand Slam was the big brother of Tallboy which had been kept on the back burner since inception as the Lancaster could not at that stage have carried it for a useful distance. After the invasion of Europe it became obvious that this situation would change and development was recommenced. Requiring enormous research the Grand Slam was supposed to be dropped from 40,000ft to accelerate to its terminal velocity but the Lancaster could only carry it to 20,000’ like the 12,030lbs Tallboy. It was still however a ferocious weapon and one that allowed 617 to attack a range of new and difficult targets.)

06.03.45
No Operations. Extensive Training.

07.03.45
No Operations. Extensive Training.

08.03.45
No Operations. Extensive Training.

09.03.45
(Operation was to the still standing but damaged Bielefeld viaduct. It was aborted due to low cloud over target.)

10.03.45
No Operations. Extensive Training.

11.03.45

12.03.45
No Operations.

13.03.45
Twenty Lancaster - Target - Bielefeld. - Abortive 1st 10 tonner drop by S/L. Calder.
(The first Grand Slam was test dropped that morning over the Wainfleet bombing range leaving a crater 30 ft deep and 124 ft in diameter. The only two Grand Slam bombs in existence were then hung under Calder’s and Fauquier’s aircraft. Neither dropped their Grand Slams on that occasion but returned with them and landed at R.A.F. Carnaby, which had a longer runway. Both landed safely with their bombs (the first off the production line) intact and their ground crews were trucked to Carnaby to service the aircraft for the next day.)

14.03.45
Fifteen aircraft - Target - Bielefeld. Operation Successful. Group Captain attended Conference at Air Ministry.
(Fauquier and Calder carried their bombs back to Bielefeld from Carnaby. Calder’s bomb brought down 260ft of the Viaduct after hitting a few yards to the side of the target. The Bielefeld Viaduct was a major rail bottleneck which had been subjected since the beginning of the war to over 7 million pounds of explosive ordnance dropped from the air. It was damaged but still in use. The bomb was fused for 11 seconds delay giving time for it to come to rest deep in the ground before exploding. Fauquier’s aircraft suffered a broken con rod just prior to take off and although he attempted to swoop aircraft Calder (probably seeing what had happened) was unable to understand the sign language and took off. His bomb fell close to the viaduct and demolished 260ft of the span.)

15.03.45
Two aircraft - Target - Arnsberg.
(The viaduct at Arnsberg was supposed to have been part of the joint raid yesterday but had to be aborted because of the engine seizure on Fauquier’s aircraft. 9 Sqn bombed the target anyway but did not bring the bridge, which had proved very difficult to destroy, down. This raid was no exception and two 617 Grand Slams and an array of Tallboys again failed to drop the viaduct.)

16.03.45
No Operations.
Group Captain Fauquier attended conference at No 5 Group.

17.03.45
No Operations.

18.03.45
No Operations.

19.03.45
Nineteen aircraft - Target - Arnsberg. Operation Successful.
(But this time it succumbed to six Grand Slams and a forty foot gap was blown)

20.03.45
No Operations.

21.03.45
Twenty aircraft - Target - Bremen. F/Lt. Gumbley shot down over target.
(This time to the Arburgen bridge, near Bremen. The bridge was destroyed but Gumbley’s aircraft received a direct flak hit on the run up, instantly becoming a blazing wreck. Price, below, had to swerve to avoid the falling wreckage. The aircraft crashed at Okel, 4km NE of Syke approx 19km South of Bremen. The crew all died and are commemorated on the Runnymede memorial.)

22.03.45
Twenty aircraft - Target - Neinburg.
(Attacking the bridge at Neinburg this raid was successful. The big bombs were being used up at quite a rate and concern was expressed at high level about the supply. Fauquier decided therefore that to save bombs four aircraft
would bomb, results would be observed, and then if required another four would bomb until the target was destroyed. It is a compliment to their accuracy that the squadron could now worry about saving ammunition rather than hitting the target and surviving. They were almost certainly the only Allied unit trying to save ammunition at this stage of the war! The first four aircraft bombed almost in unison, Fauquier dived and observed that the bridge had been destroyed. The bombs apparently hit almost as one.)

23.03.45
Twenty aircraft - Target - Bremen. Attack Successful.
(Attacking a bridge near Bremen believed to be one of the rail bridges. The raid was successful.)

24.03.45
No Operations. Extensive Training.

25.03.45
No Operations.

26.03.45
Operations cancelled immediately prior to take off.

27.03.45
Twenty aircraft detailed for operations. Two early returns (F/Lts. Goodman and Lancey). One did not bomb (F/Lt. Beaumont) -results unknown, but direct hits believed to have been scored.
(This operation was to bomb the new and almost completed U boat pens at Farge on the river Weser near Bremen. The pens had a roof of over 23 ft thick reinforced concrete and was the largest concrete structure in the world, at 1450 ft long by 300 ft wide and 75 ft high. Two Grand Slams penetrated the roof, brought down thousands of tons of rubble and made the pens unusable. Mission successful.)

28.03.45
Twenty aircraft laid on, but operations cancelled at 1000 hrs.

29.03.45
No Operations. Extensive Training.

30.03.45
No Operations. Extensive Training.

31.03.45
No Operations. Extensive Training.

SUMMARY

During the Month of March 1945. 156 Day Operations sorties were dispatched, consisting of 717.25 hours. A total of 283.45 hours Day Flying training were carried out. The following bombs were dropped on operations. 31 Special Stores and 40 Tallboys.

The following Officers were posted To the Squadron during March 1945:

<table>
<thead>
<tr>
<th>Officer Number</th>
<th>Rank</th>
<th>Name</th>
<th>Unit</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>184544</td>
<td>F/O</td>
<td>D.W. HARBOROUGH</td>
<td>GD.S.</td>
<td>19.03.45</td>
</tr>
<tr>
<td>179591</td>
<td>A/F/L</td>
<td>WILSON</td>
<td>GD.P.</td>
<td>10.03.45</td>
</tr>
<tr>
<td>174895</td>
<td>F/O</td>
<td>K.L. SUMNER</td>
<td>GD.B.</td>
<td>24.03.45</td>
</tr>
<tr>
<td>A424774</td>
<td>P/O</td>
<td>G.M. LOVITT</td>
<td>GD.S.</td>
<td>27.02.45</td>
</tr>
</tbody>
</table>

610
The following Officers were posted From the Squadron during March 1945:

132755  F/L.  A.G. FARTHING  GD.G.  54 Base.  25.02.45
145806  F/O  T.S. COOK  GD.G.  1661 C.U.  07.03.45
178709  F/O  J.B. BARRON  GD.N.  17 O.T.U.  16.03.45
171783  F/O  R.T. SCOTT  GD.G.  54 Base  03.03.45
53823   F/O  E.A. BARNETT  GD.F.  War Cas. **  21.03.45
185065  P/O  G. BELL  GD.G.  War Cas. **  21.03.45
155097  F/O  K. GILL  GD.N.  War Cas. **  21.03.45
134673  F/L  J.C. RANDON  GD.B.  War Cas. **  21.03.45
164544  F/O  W. HARBOROUGH  GD.S.  630 Sqn. 22.03.45
A.416624 F/O  R.M. STANFORD  GD.P.  11 P.D.R.C 19.03.45
A13751  F/O  K.C. MORIESON  GD.B.  29 O.T.U.  30.03.45
J.87087  F/O  M.L. MCKAY  GD.B.  R.C.A.F. R Depot 29.03.45
NZ.414614 F/L  B.A. GUMBLEY  GD.P.  War Cas.
51331   F/LT. D.W. BALE  GD.G.  1660 C.U.  07.03.45
179617  F/O  G. HOYLAND  GD.B.  19 O.T.U 08.03.45
168674  F/O  J.A. SANDERS  GD.P.  54 Base. 16.03.45
151090  F/L  C.G. ROGERS  GD.B.  A.C.A.C. 21.03.45
A.414614 F/O  K.S. JEWELL.  GD.G.  19 O.T.U. 18.03.45
A.416000 F/O  J.F.D. CHAPMAN  GD.G.  A.C.A.C. 21.03.45
157126  A/F/L  D.J. ORAM  GD.P.  54 Base. 29.03.45
179679  F/O  C.H. HOUSDEN  GD.N.  17 O.T.U. 29.03.45

** = (N/E Accts. Depot)

The following Airmen N.C.O.'s were posted From the Squadron during March 1945:

577092  F/S  E.R. CULLEY  GD.E.  227 Sqn.  10.03.45
610814  SGT  M.V. BRIAN  GD.F.  227 Sqn. 10.03.45
1605483 F/S  F.S.J. DAWE  GD.N.  227 Sqn. 10.03.45
1871699 F/S  R.F. JENKINS  GD.S.  227 Sqn. 10.03.45
1880229 F/S  W. KNIGHT  GD.G.  227 Sqn. 10.03.45

The following Airmen N.C.O.'s were posted From the Squadron during March 1945:

1578778 F/S  M.A. COLYER  GD.G.  72 Base.  10.03.45
1299165 F/S  R.A. BRIARS  GD.G.  73 Base.  10.03.45
591601  F/S  L.A. FOWLE  GD.G.  A.C.A.C. 10.03.45
1615128 F/S  T.H. NUTLEY  GD.F.  A.C.A.C. 10.03.45
A.425265 W/O  L.J. BIRCH  GD.G.  29 O.T.U. 10.03.45
1578716 F/S  W.T. EAVES  GD.S.  14 O.T.U. 10.03.45
941337  F/S  A.W. CHERRINGTON  GD.F.  72 Base. 10.03.45
1314661 W/O  J.E. BAKER  GD.S.  A.C.A.C. 10.03.45
A.412916 W/O  G.G. CLARKE  GD.B.  A.C.A.C. 10.03.45
1604679 F/S  D.P. PEIRSON  GD.G.  20 O.T.U. 10.03.45
2209334 F/S  A. CROSBY  GD.G.  54 Base. 10.03.45
1578343 F/S  A. WARD  GD.S.  10 O.T.U. 10.03.45
1385771 F/S  A.E. YOUNG  GD.S.  A.C.A.C. 10.03.45
571886  F/S  S.J. HENDERSON  GD.F.  54 Base. 10.03.45
The following personnel have been awarded decorations during March 1945:

172367  F/O  J. SLATER  GD.S.  D.F.C.
170762  F/O  F.H.A. WATTS  GD.P.  D.F.C.
53675  F/O(A/F/L)  K.J. RYALL  GD.F.  D.F.C.
A.416650  F/O  D.W. CAREY  G.D.P.  D.F.C.
A.21639  F/O  J.W. SPEIRS  G.D.P.  D.F.C.

The following Officers have been promoted during March 1945:

151154  F/O  F.J. GORRINGE  GD. N. - F/L w.e.f. 26.01.45
151090  F/O  C.G. ROGERS  GD.B. - F/L w.e.f. 22.01.45
179675  P/O  P.E. COTTERELL  GD.N. - F/O w.e.f. 17.01.45
179861  P/O  F. ARTHUR  GD.G. - F/O w.e.f. 26.01.45
142865  F/O(A/F/L)  I.M. MARSHALL  GD.P. - F/L w.e.f. 23.01.45
137432  F/O  J.H. LEAVITT  GD.P. - F/L w.e.f. 20.01.45
J.17159  F/O  F.L. ENGLISH  GD.G. - F/L w.e.f. 02.02.45
J.87492  P/O  D.H. MCELLENAN  GD.B. - F/O w.e.f. 10.12.44
A.424521  P/O  R.J. EDGE  GD.S. - F/O w.e.f. 26.02.45
A.414740  P/O  E.W. WEAVER  GD.B. - F/O w.e.f. 16.02.45
1021077  Sgt  P.F. DUROSE  GD.S. - F/S w.e.f. 28.12.44
1606819  Sgt  J.H.E. SAVILLE  GD.S. - F/S w.e.f. 27.12.44
1867094  Sgt  K. POCKOCK  GD.S. - F/S w.e.f. 05.02.45
1851576  Sgt  C.L.V. GOSS  GD.F. - F/S w.e.f. 09.03.45
1394282  F/S  J.P. FLYNN  GD.G. - W/O w.e.f. 07.03.45
1429486  F/S  G.F. IVES  GD.F. - W/O w.e.f. 17.03.45
1526933  F/S  A.S. BATES  GD.S. - W/O w.e.f. 21.03.45
1874807  Sgt  A.E. GARROD  GD.F. - F/S w.e.f. 28.03.45

The following airmen have been granted a commission during March 1945:

NZ.422096  W/O  F.A. CARDWELL  Nav. w.e.f. 05.02.45
1383334  W/O  D.E. WEBB  A.G. w.e.f. 28.12.44
533273  F/S  J.B. LEES  A.G. w.e.f. 04.01.45
1583170  F/S  R.P. HAYWOOD  F/Eng. w.e.f. 05.02.45

(Certified that the above Form 540 contains extracts from Personnel Occurrence Reports.)

---

**DATE:** 9.3.45  
**AIRCRAFT TYPE & NUMBER:** Mosquito Mk. Vl. NT.205  
**CREW:**  
G/C J. E FAUQUIER. CAN.  
F/L B.R. BAYNE  
**DUTY**  
Pilot  
Nav.  
**TIME:**  
UP 14.56  
DOWN 17.52  
**DETAILS OF SORTIE OR FLIGHT**
Bielefeld. Abortive.

| DATE:      | 9.3.45 |
| AIRCRAFT TYPE & NUMBER: | Lancaster 1. PD.238 |
| CREW:     | DUTY |
| S/L J V COCKSHOTT   | PILOT |
| F/S FRYER R C     | F/E |
| W/O GOSLING L E   | NAV. |
| F/O E BOOTH       | A/B |
| F/S BATES A S     | W/O |
| F/S BRADBURY G R   | M.U. |
| W/O BIRCH L J    | AUS |
| TIME:       | DOWN |
| UP: 14.37   | 18.15 |
| DETAILS OF SORTIE OR FLIGHT |
| Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required. |

| DATE:      | 9.3.45 |
| AIRCRAFT TYPE & NUMBER: | Lancaster 1. NG.228 |
| CREW:     | DUTY |
| S/L J.F. BROOKES     | AS SHOWN ABOVE |
| F/O H.R. SHORT (CAN) | |
| F/O J.H. JONES       | |
| F/L E.A. BALDWIN     | |
| F/O D.W. JUDGE       | |
| F/O R.B. DENNETT     | |
| F/L. R. GIRVAN       | |
| TIME:       | DOWN |
| UP: 14.35   | 18.17 |
| DETAILS OF SORTIE OR FLIGHT |
| Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required. |

| DATE:      | 9.3.45 |
| AIRCRAFT TYPE & NUMBER: | Lancaster 1. NG.445 |
| CREW:     | DUTY |
| S.L. W.H. GORDON   | AS SHOWN ABOVE |
| SGT. ENOCH C.E.   | |
| P/O J. LANGSTON   | |
| F/O P.W. SHIRLEY  | |
| F/S GATLAND A.H.  | |
| F/S DOBSON F.     | |
| F/S GARDWELL V.A. | |

613
DATE:  9.3.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. LM.489

CREW:  F/L HH.V. GAVIN (AUS)  DUTY
       SGT. BROWN F.H.
       P/O A.G. BUXTON
       F/S WHITE W.M.
       F/O N.E. SAINSBURY
       F/O T.K. REDDAN
       F/O L. BURROWS

TIME:  UP   DOWN
       14.37  18.11

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

DATE:  9.3.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. ME.554

CREW:  F/L J.C. MCLOUGHLIN  DUTY
       SGT. PHILLIPS J.D.
       P/O J.L. HILL
       F/O A.L. HEATH
       W/O RIES O.A.
       F/S MACHIN R.
       F/O H.R. BAILEY

TIME:  UP   DOWN
       14.32  18.08

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

DATE:  9.3.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. NG.496

CREW:  F/L L.S. GOODMAN  DUTY
       SGT. BURNETT W.

TIME:  UP   DOWN
F/O H. WATKINSON
F/L H.A. HAYWARD
F/S BOOTH H.J.
F/S HULBERT B.S.
SGT. LEWIS R.

**TIME:**

<table>
<thead>
<tr>
<th></th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>14.34</td>
<td>18.10</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

---

**DATE:** 9.3.45

**AIRCRAFT TYPE & NUMBER:** Lancaster 1. LM.695

**CREW:**

<table>
<thead>
<tr>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>PILOT</td>
</tr>
<tr>
<td>F/ENG.</td>
</tr>
<tr>
<td>NAV.</td>
</tr>
<tr>
<td>A/B</td>
</tr>
<tr>
<td>W/OP.</td>
</tr>
<tr>
<td>M.U.</td>
</tr>
<tr>
<td>R.G.</td>
</tr>
</tbody>
</table>

**TIME:**

<table>
<thead>
<tr>
<th></th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>14.33</td>
<td>18.14</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

---

**DATE:** 9.3.45

**AIRCRAFT TYPE & NUMBER:** Lancaster 1. NG.489

**CREW:**

<table>
<thead>
<tr>
<th>AS SHOWN ABOVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>W.O. GAIT F.P.</td>
</tr>
<tr>
<td>F/L G.T. ALLEN</td>
</tr>
<tr>
<td>F/O STREET R.A.J.</td>
</tr>
<tr>
<td>SGT. HAGARTY T.</td>
</tr>
<tr>
<td>SGT. MAY R.E.</td>
</tr>
</tbody>
</table>

**TIME:**

<table>
<thead>
<tr>
<th></th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>14.26</td>
<td>18.24</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

---

**DATE:** 9.3.45
### AIRCRAFT TYPE & NUMBER:
- Lancaster 1. DV.380

### CREW:
- **F/L G.R. PRICE (CAN)**: PILOT
- **P/O HARTLEY G.E.**
- **F/S KOHL H (CAN)**: NAV
- **F/O T W L MERCHANT**
- **SGT POCOCK K**
- **SGT AVEY C G**
- **SGT SARGISON D V**

<table>
<thead>
<tr>
<th>TIME</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>14.41</td>
<td>18.09</td>
</tr>
</tbody>
</table>

### DETAILS OF SORTIE OR FLIGHT
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

### AIRCRAFT TYPE & NUMBER:
- Lancaster 1. PB.415

### CREW:
- **F/O F.H. MARTIN**
- **F/S BLAGBOROUGH J.**
- **W/O JACKSON A.**
- **F/S DAY D.A.**
- **P/O G.N. LOVATT (AUS)**
- **F/S MAYOH H.**
- **F/S TREBILCOCK T.J.**

<table>
<thead>
<tr>
<th>TIME</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>14.27</td>
<td>18.06</td>
</tr>
</tbody>
</table>

### DETAILS OF SORTIE OR FLIGHT
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

### AIRCRAFT TYPE & NUMBER:
- Lancaster 1. DV.405

### CREW:
- **F/L J.C. WARBURTON**
- **SGT. COKER**
- **P/O B.A.C.U. STAMLEY**
- **F/O F.S. PALMER**
- **P/O K.A.J. HEWITT**
- **F/S LEES C.H.**
- **P/O J.B. LEES**

<table>
<thead>
<tr>
<th>TIME</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>14.29</td>
<td>18.19</td>
</tr>
</tbody>
</table>
DETAILS OF SORTIE OR FLIGHT
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

DATE: 9.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.371

CREW: DUTY
F/L G.W. LANCEY AS SHOWN ABOVE
SGT. BUNSELL G.E.
W/O ROBIN D.W.
W/O PERRY G.L.
SGT. SAVIOLE J.H.E.
F/O S.K. JENNISON
F/O F.L. ENGLISH (CAN)

TIME: UP DOWN
14.36 18.18

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

DATE: 9.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. LM.485

CREW: DUTY
F/L D.A. RAWES AS SHOWN ABOVE
SGT. MORFITT J.E.
F/L J. HODGKINSON
R/O E.A. ROBERTS
F/O D.E. ROSS
F/S BAILEY G.A.
F/O C.W. PAIN

TIME: UP DOWN
14.28 18.26

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

DATE: 9.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. DV.402

CREW: DUTY
F/L D.J. ORAM PILOT
F/SGT HEYWOOD R.P. F/ENG.
F/O F.E. WITTMER (AUS) NAV.
F/O K.C. MORIESON (AUS) A/B
W/O FORSHAW J.S. W/OP
F/SGT FLYNN J.P. M.U.
F/SGT PIERSON D.P.   R.G.

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.40</td>
<td></td>
<td>18.12</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>9.3.45</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AIRCRAFT TYPE &amp; NUMBER:</strong></td>
<td>Lancaster 1. DV.391</td>
</tr>
<tr>
<td><strong>CREW:</strong></td>
<td><strong>DUTY</strong></td>
</tr>
<tr>
<td>F/L L.M.MARSHALL</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S CHOLERTON P</td>
<td></td>
</tr>
<tr>
<td>F/O K NEWBY</td>
<td></td>
</tr>
<tr>
<td>F/O JHJ SUMPTER</td>
<td></td>
</tr>
<tr>
<td>F/O H J RIDING</td>
<td></td>
</tr>
<tr>
<td>P/O D.E. WEBB</td>
<td></td>
</tr>
<tr>
<td>F/O R. WILKINSON</td>
<td></td>
</tr>
<tr>
<td><strong>TIME:</strong></td>
<td><strong>UP</strong></td>
</tr>
<tr>
<td>14.31</td>
<td>18.11</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>9.3.45</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AIRCRAFT TYPE &amp; NUMBER:</strong></td>
<td>Lancaster 1.ME.562</td>
</tr>
<tr>
<td><strong>CREW:</strong></td>
<td><strong>DUTY</strong></td>
</tr>
<tr>
<td>LT. W ADAMS</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S SWANN A.</td>
<td></td>
</tr>
<tr>
<td>P/O T.H. COLLINS</td>
<td></td>
</tr>
<tr>
<td>F/L R.K. FOULKES</td>
<td></td>
</tr>
<tr>
<td>F/S PRATT G.R.</td>
<td></td>
</tr>
<tr>
<td>F/W SCAWTORNE G.A.</td>
<td></td>
</tr>
<tr>
<td>F/S BANNING F.</td>
<td></td>
</tr>
<tr>
<td><strong>TIME:</strong></td>
<td><strong>UP</strong></td>
</tr>
<tr>
<td>14.35</td>
<td>18.20</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>9.3.45</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AIRCRAFT TYPE &amp; NUMBER:</strong></td>
<td>Lancaster 1. DV.385</td>
</tr>
<tr>
<td><strong>CREW:</strong></td>
<td><strong>DUTY</strong></td>
</tr>
<tr>
<td>F/O J CASTAGONIA</td>
<td>AS SHOWN ABOVE</td>
</tr>
</tbody>
</table>
F/SGT HENDERSON S J
P/O P J GORRINGE
F/S WEWLAND
F/S GT EAVES W T
F/S GT. TYRELL A D
P/O J K RONALD

TIME: UP DOWN
14.25 18.05

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

DATE: 9.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.339

CREW: DUTY
F/O M B FLATMAN PILOT
SGT ROSS R M F/E
F/L G MACKIE NAV
F/O G KELLY A/B
F/Sgt HARWOOD A S W/OP
W/O BENSON G M.U.
F/O K C KIRK R.G.

TIME: UP DOWN
14.30 18.16

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

DATE: 9.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. LM.492

CREW: DUTY
F/L K.L. TRENT AS SHOWN ABOVE
F/S JOHNSON W.
F/O W.S. RICHARDSON
F/L J.L. RUMGAY
F/O J. SLATER
SGT. FARINO H.
F/O F ARTHUR

TIME: UP DOWN
14.38 18.18

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.
DATE: 13.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.119

CREW: DUTY
G/C J.E. FAUQUIER (CAN) AS SHOWN ABOVE
F/S IVES G.F.
S/L G.B. ELLWOOD (CAN)
F/L J.L. RUMGAY
- -
F/O J.B. SCANELL

TIME: UP DOWN
13.30 18.14

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

DATE: 13.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.238

CREW: DUTY
S/L J V COCKSHOTT PILOT
F/S FRYER R C F/E
W/O GOSLING L E NAV.
F/O E BOOTH A/B
F/S BATES A S W/O
F/S FORD L. M.U.
F/S BRADBURY G R R.G.

TIME: UP DOWN
13.33 17.22

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

DATE: 13.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.112

CREW: DUTY
S/L CALDER AS SHOWN ABOVE
F/O H.E. WAKEFIELD
F/L J.H. BENISON
F/L C.B. CRAFER
- -
F/O G. DALE

TIME: UP DOWN
13.31 18.08
### DETAILS OF SORTIE OR FLIGHT

Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

<table>
<thead>
<tr>
<th>DATE</th>
<th>13.3.45</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster 1. NG.228</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td></td>
<td>DUTY</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>S/L J.F. BROOKES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O H.R. SHORT (CAN)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O J.H. JONES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/L E.A. BALDWIN</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O D.W. JUDGE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O R.B. DENNETT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/L R. GIRVAN</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### DETAILS OF SORTIE OR FLIGHT

Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

<table>
<thead>
<tr>
<th>DATE</th>
<th>13.3.45</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster 1. PB.371</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td></td>
<td>DUTY</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>S/L J.L. POWELL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/S FENTON H.W.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/L B.R. BAYNE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O R. BARRON</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O J. SLATER</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W/O PENGELLY W.H.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O J. WATSON</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP: 13.41</td>
<td>DOWN: 18.20</td>
<td></td>
</tr>
</tbody>
</table>

### DETAILS OF SORTIE OR FLIGHT

Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

<table>
<thead>
<tr>
<th>DATE</th>
<th>13.3.45</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster 1. ME.554</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td></td>
<td>DUTY</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/L J.C. MCLoughlin</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SGT. PHILLIPS J.D.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O J.L. HILL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O A.L. HEATH</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

621
W/O RIES O.A.
F/S MACHIN R.
F/O H.R. BAILEY

TIME: UP DOWN
13.39  18.19

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

DATE: 13.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.494
CREW:
F/L L.S. GOODMAN
SGT. BURNETT W.
F/O H. WATKINSON
F/L H.A. HAYWARD
F/S BOOTH H.J.
F/S HULBERT B.S.
SGT. LEWIS R.

TIME: UP DOWN
13.36  18.12

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

DATE: 13.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. LM.489
CREW:
F/L C.N. HILL (CAN) PILOT
F/O A. SINCLAIR F/ENG
P/O J. D. MURRAY (AUS) NAV.
F/O G.E. KELLY A/B
P/O M.R. VAGNOLINI W/OP
W/O DICKENSON G.W. M.U.
F/O C.G. FORGES R.G.

TIME: UP DOWN
13.34  18.09

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

DATE: 13.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. DV.405
<table>
<thead>
<tr>
<th>CREW:</th>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/L B.A. GUMBLEY NZ</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/O E.A. BARNETT</td>
<td></td>
</tr>
<tr>
<td>F/O K. GILL</td>
<td></td>
</tr>
<tr>
<td>F/L J.C. RANDON</td>
<td></td>
</tr>
<tr>
<td>F/O S.V. GRIMES</td>
<td></td>
</tr>
<tr>
<td>W/O PENSWICK J.</td>
<td></td>
</tr>
<tr>
<td>P/O G. BELL</td>
<td></td>
</tr>
</tbody>
</table>

**TIME:**

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.40</td>
<td>18.00</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

---

**DATE:** 13.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. DV.380

<table>
<thead>
<tr>
<th>CREW:</th>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/L J.C. WARBURTON</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>SGT. COKER</td>
<td></td>
</tr>
<tr>
<td>P/O B.A.C.U. STANLEY</td>
<td></td>
</tr>
<tr>
<td>F/O F.S. PALMER</td>
<td></td>
</tr>
<tr>
<td>P/O K.A.J. HEWITT</td>
<td></td>
</tr>
<tr>
<td>F/S LEES C.H.</td>
<td></td>
</tr>
<tr>
<td>P/O J.B. LEES</td>
<td></td>
</tr>
</tbody>
</table>

**TIME:**

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.45</td>
<td>18.19</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

---

**DATE:** 13.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. DV.402

<table>
<thead>
<tr>
<th>CREW:</th>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/L J.J. SAYERS (AUS)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/O V.L. JOHNSON</td>
<td></td>
</tr>
<tr>
<td>F/O F.E. WITTMER (AUS)</td>
<td></td>
</tr>
<tr>
<td>P/O E.W. WEAVER (AUS)</td>
<td></td>
</tr>
<tr>
<td>P/O F.E. HOWKINS</td>
<td></td>
</tr>
<tr>
<td>W/O VAUGHAN D.H.</td>
<td></td>
</tr>
<tr>
<td>F/O P.R. BARRY (AUS)</td>
<td></td>
</tr>
</tbody>
</table>

**TIME:**

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.48</td>
<td>18.28</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.
<table>
<thead>
<tr>
<th>Date</th>
<th>Aircraft Type &amp; Number</th>
<th>Crew</th>
<th>Duty</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.3.45</td>
<td>Lancaster 1. LM.485</td>
<td>F/L G.W. LANCEY</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SGT. BUNSELL G.E.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>W/O ROBIN D.W.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>W/O PERRY G.L.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SGT. SAVIOLE J.H.E.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O S.K. JENNISON</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O F.L. ENGLISH (CAN)</td>
<td></td>
</tr>
<tr>
<td>Time</td>
<td>Up</td>
<td>Down</td>
<td></td>
</tr>
<tr>
<td>13.37</td>
<td>13.37</td>
<td>18.25</td>
<td></td>
</tr>
<tr>
<td>Details of Sortie or Flight</td>
<td>Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date</th>
<th>Aircraft Type &amp; Number</th>
<th>Crew</th>
<th>Duty</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.3.45</td>
<td>Lancaster 1. LM.492</td>
<td>F/L S.A. ANNING</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S SNEDKER F.J.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>P/O D.H. BARLEYCORN</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O R. VALLENTINE</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>W/O PASK M. (AUS)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>SGT. NEALE L.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S DADGE J.A.</td>
<td></td>
</tr>
<tr>
<td>Time</td>
<td>Up</td>
<td>Down</td>
<td></td>
</tr>
<tr>
<td>13.46</td>
<td>13.46</td>
<td>18.22</td>
<td></td>
</tr>
<tr>
<td>Details of Sortie or Flight</td>
<td>Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date</th>
<th>Aircraft Type &amp; Number</th>
<th>Crew</th>
<th>Duty</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.3.45</td>
<td>Lancaster 1.</td>
<td>F/L D.A. RAWES</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SGT. MORFIT J.E.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/L J. HODGKINSON</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>P/O E.A. ROBERTS</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O D.E. ROSS</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S BAILEY G.A.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>P/O C.W. PAIN</td>
<td></td>
</tr>
</tbody>
</table>
**DETAILS OF SORTIE OR FLIGHT**
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>13.3.45</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster 1. ME.562</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td></td>
<td>DUTY</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td></td>
<td>LT. W ADAMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>F/S SWANN A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>P/O T.H. COLLINS</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>F/L R.K. FOULKES</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>F/S PRATT G.R.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>F/W SCAWTORNE G.A.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>F/S BANNING F.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
<td>UP</td>
<td>DOWN</td>
</tr>
<tr>
<td></td>
<td>13.44</td>
<td>17.57</td>
<td></td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>13.3.45</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster 1. NG.339</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td></td>
<td>DUTY</td>
<td>PILOT</td>
</tr>
<tr>
<td></td>
<td>F/O M B FLATMAN</td>
<td></td>
<td>F/E</td>
</tr>
<tr>
<td></td>
<td>SGT ROSS R M</td>
<td></td>
<td>NAV</td>
</tr>
<tr>
<td></td>
<td>F/L G MACKIE</td>
<td></td>
<td>A/B</td>
</tr>
<tr>
<td></td>
<td>F/O G KELLY</td>
<td></td>
<td>W/OP</td>
</tr>
<tr>
<td></td>
<td>F/SGT HARWOOD A S</td>
<td></td>
<td>M.U.</td>
</tr>
<tr>
<td></td>
<td>W/O BENSON G</td>
<td></td>
<td>R.G.</td>
</tr>
<tr>
<td>TIME:</td>
<td></td>
<td>UP</td>
<td>DOWN</td>
</tr>
<tr>
<td></td>
<td>13.32</td>
<td>18.15</td>
<td></td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>13.3.45</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster 1. PB.515</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td></td>
<td>DUTY</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td></td>
<td>F/O F.H. MARTIN</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>F/S BLAGBOROUGH J.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>W/O JACKSON A.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DATE:</td>
<td>13.3.45</td>
<td></td>
<td></td>
</tr>
<tr>
<td>-------</td>
<td>---------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. LM.695</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CREW:</td>
<td>F/O J.W. SPIERS (AUS)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SGT. A.E. GARROD</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>F/O J.D. HARRISON</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>F/O T.G. MUHL</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>W/O WARREN I.S.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>F/O N.H. LLOYD</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>W/O BIRD B.J.D.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP 13.47  DOWN 18.19</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DETAILS OF SORTIE OR FLIGHT</td>
<td>Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE:</th>
<th>13.3.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. DV.385</td>
</tr>
<tr>
<td>CREW:</td>
<td>F/O J CASTAGONIA</td>
</tr>
<tr>
<td></td>
<td>F/S HENDERSON S J</td>
</tr>
<tr>
<td></td>
<td>P/O P J GORRINGE</td>
</tr>
<tr>
<td></td>
<td>F/S HEBBARD L. (NZ)</td>
</tr>
<tr>
<td></td>
<td>F/O D.A. BROOM</td>
</tr>
<tr>
<td></td>
<td>F/S GT. TYRELL A D</td>
</tr>
<tr>
<td></td>
<td>P/O J K RONALD</td>
</tr>
<tr>
<td>TIME:</td>
<td>UP 13.34  DOWN 17.34</td>
</tr>
<tr>
<td>DETAILS OF SORTIE OR FLIGHT</td>
<td>Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE:</th>
<th>13.3.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. NG.489</td>
</tr>
</tbody>
</table>
CREW:     DUTY
F/O D.W. CAREY    AS SHOWN ABOVE
F/S GALLAGHER A.
F/S FISH C.B.R.
P/O D.H. MCLENNAN (CAN)
W/O LAMMAS A.J.
F/S SHARP A.W.
F/L G.A. WITHERICK

TIME:     UP     DOWN
          13.49    18.27

DETAILS OF SORTIE OR FLIGHT
Bielefeld. Mission abandoned. 1 x Tallboy. Tallboy returned to Base not required.

DATE: 14.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.112

CREW:
S/L CALDER    PILOT
F/O H.E. WAKEFIELD    F/ENG.
F/L J.H. BENISON    NAV.
F/L C.B. CRAFER    A/B
-                  W.OP
-                  M.U.
F/O G. DALE    R.G.

TIME:     UP     DOWN
          13.31    18.08

DETAILS OF SORTIE OR FLIGHT
Bielefeld. 1 x Special Stores 1628.25 hrs 11,965 ft. Our bomb was a 30 yds. Under-shoot. We saw one direct hit and one 50 yds. Overshoot.

DATE: 14.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.228

CREW:     DUTY
S/L J.F. BROOKES    AS SHOWN ABOVE
F/O H.R. SHORT (CAN)
F/O J.H. JONES
F/L E.A. BALDWIN
F/O D.W. JUDGE
F/O R.B. DENNETT
F/L. R. GIRVAN

TIME:     UP     DOWN
          13.46    18.39
DETAILS OF SORTIE OR FLIGHT
Bielefeld. 1 x Tallboy. 1628½ hrs. 12,000. Bombing very concentrated. Our bomb was either a direct hit or very near miss three other bombs including the “Special Stores” fell on or very close.

DATE:  14.3.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PD.371
CREW:  DUTY
S/L J.L. POWELL  AS SHOWN ABOVE
F/S FENTON H.W.
F/L B.R. BAYNE
F/O R. BARRON
F/O J. SLATER
W/O PENGELLY W.H.
F/O J. WATSON
TIME:  UP   DOWN
13.41   19.00

DETAILS OF SORTIE OR FLIGHT
Bielefeld. 1 x Tallboy. 1629½ hrs. 11,000 ft. Our bomb disappeared into smoke. Special Store burst some 60 yds. From Viaduct.

DATE:  14.3.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. NG.494
CREW:  DUTY
F/L L.S. GOODMAN  AS SHOWN ABOVE
SGT. BURNETT W.
F/O H. WATKINSON
F/L H.A. HAYWARD
F/S BOOTH H.J.
F/S HULBERT B.S.
SGT. LEWIS R.
TIME:  UP   DOWN
13.50   18.48

DETAILS OF SORTIE OR FLIGHT
Bielefeld. 1 x Tallboy 1628.58 hrs. 11,670 ft. A direct hit claimed on railway just by road crossing, several other explosions seen in same way.

DATE:  14.3.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. LM.489
CREW:  DUTY
F/L C.N. HILL (CAN)  AS SHOWN ABOVE
F/O A. SINCLAIR
P/O J.D. MURRAY (AUS)
F/O G.E. KELLY
P/O M.R. VAGNOLINI
W/O DICKENSON G.W.
F/O G.G. FORBES

TIME:  UP  DOWN
13.51  18.47

DETAILS OF SORTIE OR FLIGHT
Bielefeld. 1 x Tallboy. 1628.30 hrs. 11,400 ft. We believe our bomb to have made a direct hit. Bombing appeared to be accurate.

DATE:  14.3.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. DV.405
CREW:
F/L B.A. GUMBLEY NZ  DUTY
F/O E.A. BARNETT
F/O K. GILL
F/L J.C. RANDON
F/O S.V. GRIMES
W/O PENSWICK J.
P/O G. BELL

TIME:  UP  DOWN
13.43  19.44

DETAILS OF SORTIE OR FLIGHT
Bielefeld. 1 x Tallboy. 1628 hrs. 11,600 ft. Our bomb believed direct hit. Two others seen to burst in almost same spot.

DATE:  14.3.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. DV.380
CREW:
F/L J.C. WARBURTON  DUTY
SGT. COKER
P/O B.A.C.U. STANLEY
F/O F.S. PALMER
P/O K.A.J. HEWITT
F/S LEES C.H.
P/O J.B. LEES

TIME:  UP  DOWN
13.45  19.57

DETAILS OF SORTIE OR FLIGHT
Bielefeld. 1 x Tallboy. 1629.47 hrs. 11,900 ft. Our bomb fell just west of the Viaduct, bombing in the main appeared accurate.
<table>
<thead>
<tr>
<th>DATE:</th>
<th>14.3.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. DV.402</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>F/L J.L. SAYERS (AUS)</td>
<td></td>
</tr>
<tr>
<td>F/O V.L. JOHNSON</td>
<td></td>
</tr>
<tr>
<td>F/O F.E. WITTMER (AUS)</td>
<td></td>
</tr>
<tr>
<td>P/O E.W. WEAVER (AUS)</td>
<td></td>
</tr>
<tr>
<td>P/O F.E. HOWKINS</td>
<td></td>
</tr>
<tr>
<td>W/O VAUGHAN D.H.</td>
<td></td>
</tr>
<tr>
<td>F/O P.R. BARRY (AUS)</td>
<td></td>
</tr>
<tr>
<td>TIME: UP DOWN</td>
<td>13.55 19.09</td>
</tr>
<tr>
<td>DETAILS OF SORTIE OR FLIGHT</td>
<td>Bielefeld. 1 x Tallboy. We opened the bomb doors to bomb at 1612 ft. and the bomb fell off. The bomb spun as it went but as far as would be seen it was in one piece. The bomb doors were damaged.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE:</th>
<th>14.3.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. LM.485</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>F/L G.W. LANCEY</td>
<td></td>
</tr>
<tr>
<td>SGT. BUNSELL G.E.</td>
<td></td>
</tr>
<tr>
<td>W/O ROBIN D.W.</td>
<td></td>
</tr>
<tr>
<td>W/O PERRY G.L.</td>
<td></td>
</tr>
<tr>
<td>SGT. SAVILLE J.H.E.</td>
<td></td>
</tr>
<tr>
<td>F/O S.K. JENNISON</td>
<td></td>
</tr>
<tr>
<td>F/O F.L. ENGLISH (CAN)</td>
<td></td>
</tr>
<tr>
<td>TIME: UP DOWN</td>
<td>13.53 19.03</td>
</tr>
<tr>
<td>DETAILS OF SORTIE OR FLIGHT</td>
<td>Bielefeld. 1 x Tallboy. 1628½ hrs. 11,900 ft. Bomb burst within 50 yds on E. side. One possible hit seen in much the same position. Bombing generally very well concentrated.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE:</th>
<th>14.3.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. LM.492</td>
</tr>
<tr>
<td>CREW:</td>
<td></td>
</tr>
<tr>
<td>F/L S.A. ANNING</td>
<td></td>
</tr>
<tr>
<td>F/S SNEDKER F.J.</td>
<td></td>
</tr>
<tr>
<td>P/O D.H. BARLEYCORN</td>
<td></td>
</tr>
<tr>
<td>F/O R. VALLENTINE</td>
<td></td>
</tr>
<tr>
<td>W/O PASK M. (AUS)</td>
<td></td>
</tr>
<tr>
<td>SGT. NEALE L.</td>
<td></td>
</tr>
<tr>
<td>F/S DADGE J.A.</td>
<td></td>
</tr>
</tbody>
</table>
**DETAILS OF SORTIE OR FLIGHT**
Bielefeld. 1 x Tallboy. 1628.45 hrs. 11,100 ft. Our bomb fell 10 yds overshoot to the west. A 22000 lb. Made a very near miss on the southern end of the Viaduct. On the whole bombing was good.

**DATE:** 14.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. DV.391  
**CREW:**  
- F/L D.A. RAWES  
- SGT. MORFITT J.E.  
- F/L J. HODGKINSON  
- P/O E.A. ROBERTS  
- F/O D.E. ROSS  
- F/S BAILEY G.A.  
- P/O C.W. PAIN  
**DUTY**  
- AS SHOWN ABOVE

**TIME:**  
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.48</td>
<td>18.53</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Bielefeld. 1 x Tallboy. 1637.20 hrs. 11470 ft. We ran up and could not see the target. So did another run from Bielefeld and followed the road to the South of the target and did not realise we were on the wrong track until after the bomb had gone. It fell on the cross roads 750 yds S.W. of the target. We saw the Oboe on first run up about 300 yds S.S.W.

**DATE:** 14.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. NG.339  
**CREW:**  
- F/O M B FLATMAN  
- SGT ROSS R M  
- F/L G MACKIE  
- F/O G KELLY  
- F/SGT HARWOOD A S  
- W/O BENSON G  
- F/O K C KIRK  
**DUTY**  
- PILOT  
- F/E  
- NAV  
- A/B  
- W/OP  
- M.U.  
- R.G.  
**TIME:**  
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.52</td>
<td>18.51</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Bielefeld. 1 x Tallboy. 1628.40 hrs. 11,900 ft. We think we got a hit just where the road went under the viaduct. 5 Arches on the N. end of the Viaduct appeared to be down. We was the Oboe Marker which appeared to be about 500 yards S. of the target bearing 140°.
DATE: 14.3.45  
AIRCRAFT TYPE & NUMBER: Lancaster 1. PB.415  

CREW:  
F/O F.H. MARTIN  
F/S BLAGBOROUGH J.  
W/O JACKSON A.  
F/S DAY D.A.  
P/O G.N. LOVATT (AUS)  
F/S MAYOH H.  
F/S TREBILCOCK T.J.  

DUTY  
AS SHOWN ABOVE  

TIME: UP DOWN  
13.44 18.42  

DETAILS OF SORTIE OR FLIGHT  
Bielefeld. 1 x Tallboy. 1628.25 hrs. 11,800 ft. Our bomb slightly overshot. We saw three bombs on or very near. The large bomb undershot slightly.

DATE: 14.3.45  
AIRCRAFT TYPE & NUMBER: Lancaster 1. LM.695  

CREW:  
F/O J.W. SPIERS (AUS)  
SGT. A.E. GARROD  
F/O J.D. HARRISON  
F/O T.G. MUHL  
W/O WARREN I.S.  
F/O N.H. LLOYD  
W/O BIRD B.J.D.  

DUTY  
AS SHOWN ABOVE  

TIME: UP DOWN  
13.49 19.05  

DETAILS OF SORTIE OR FLIGHT  
Bielefeld. 1 x Tallboy. 1629.10. 11,500 ft. Our bomb believed to have been on the target, but appeared to coincide with other bursts.

DATE: 14.3.45  
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.489  

CREW:  
F/O D.W. CAREY  
F/S GALLAGHER A.  
F/S FISH C.B.R.  
P/O D.H. MCLENNAN (CAN)  
W/O LAMMAS A.J.  
F/S SHARP A.W.  
F/L G.A. WITHERICK  

DUTY  
AS SHOWN ABOVE  

TIME: UP DOWN  
13.49 19.05  

DETAILS OF SORTIE OR FLIGHT  
Bielefeld. 1 x Tallboy. 1629.10. 11,500 ft. Our bomb believed to have been on the target, but appeared to coincide with other bursts.
DETAILS OF SORTIE OR FLIGHT
Bieldefeld. 1 x Tallboy. Just before we commenced the bombing run, the bombsight went u/s. The Oboe was 300 yards south southwest. 1 x Tallboy returned to base.

DATE:  15.3.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PD.114
CREW:  DUTY
S/L J.V. COCKSHOTT  AS SHOWN ABOVE
F/S FRYER R.C.
W/O GOSLING L.E.
F/O E. BOOTH
-  -
F/S BRADBURY G.R.
TIME:  UP  DOWN
13.09  19.55

DETAILS OF SORTIE OR FLIGHT
Arnsberg. 1 x Special Store. 1656.58. 13.600 ft. One column of smoke just east and two more slightly further east of a/p. One of these columns was from our bomb which was lost in haze. Bombed on fourth run.

DATE:  15.3.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PD.996
CREW:  DUTY
S/L G.C. CALDER  AS SHOWN ABOVE
F/O H.E. WAKEFIELD
F/L J.H. BENNISON
F/L C.B. CRAFER
F/O F.W. GARGET
-  -
F/O G. DALE
TIME:  UP  DOWN
12.53  18.35

DETAILS OF SORTIE OR FLIGHT
Arnsberg. 1 x Special Store. Mission Abandoned. 1 x Special Store returned to base. Not required.

DATE:  19.3.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PD.119
CREW:  DUTY
G/C J.E. FAUQUIER (CAN)  AS SHOWN ABOVE
W/O IVES G.F.
S/L G.B. ELLWOOD (CAN)
F/L J.L. RUMGAY
- 
- 
F/O J.B. SCANNELL

TIME: UP DOWN
07.55 13.41

DETAILS OF SORTIE OR FLIGHT
Arnberg. 1 x Special Store. 1054.10. 13.000 ft. Bombing had tendency to overshoot, but about a third of the viaduct appeared to be down. There were two hits on the embankment to north of bridge.

DATE: 19.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.238

CREW: DUTY
S/L J.V. COCKSHOTT AS SHOWN ABOVE
F/S FRYER R.C.
W/O GOSLING L.E.
F/O E. BOOTH
F/S BATES A.S.
W/O FORD L.
F/S BRADBURY G.R.

TIME: UP DOWN
08.21 13.37

DETAILS OF SORTIE OR FLIGHT
Arnberg. 1 x Tallboy. 1054.30. 13.000 ft. We got a direct hit on the A/P. Bombing was concentrated and the viaduct was down at the A/P end, at the end of the attack.

DATE: 19.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.121

CREW: DUTY
S/L J.L. POWELL AS SHOWN ABOVE
F/S FENTON H.W.
F/L B.R. BAYNE
F/O R. BARRON
F/O J. SLATER
W/O PENGELLY W.H.
F/O J. WATSON

TIME: UP DOWN
08.29 13.53

DETAILS OF SORTIE OR FLIGHT
Please note that the contents of this disk are protected electronically against unauthorised copying and use. If you are not the owner of the 617 Sqn Operational Record Book CD-ROM or are not using the contents of this disk in accordance with the license you are in breach of the law and should desist immediately. Digitally logged.

| DATE:       | 19.3.45 |
| AIRCRAFT TYPE & NUMBER: | Lancaster 1. NG.445 |
| CREW:       | DUTY |
| S/L G.C. CALDER | AS SHOWN ABOVE |
| F/O H.E. WAKEFIELD | |
| F/L J.H. BENNISON | |
| F/L C.B. CRAFER | |
| F/O A.H. ATKINSON | |
| F/O G. DALE | |
| F/O F.W. GARRET | |
| TIME:       | UP   | DOWN |
|             | 08.07 | 13.47 |

**DETAILS OF SORTIE OR FLIGHT**
Arnsberg. 1 x Tallboy. 1054. 12.600 ft. Our bomb fell in the smoke caused by a larger one, so accurate precision cannot be given. When smoke cleared, viaduct had been broken.

| DATE:       | 19.3.45 |
| AIRCRAFT TYPE & NUMBER: | Lancaster 1. PD.126 |
| CREW:       | DUTY |
| F/L B.A. GUMBLEY (NZ) | AS SHOWN ABOVE |
| F/O E.A. BARNETT | |
| F/O K. GILL | |
| F/L J.C. RANDON | |
| W/O PENSWICK J. | |
| P/O G. BELL | |
| TIME:       | UP   | DOWN |
|             | 08.16 | 13.39 |

**DETAILS OF SORTIE OR FLIGHT**
Arnsberg. 1 x Special Store. 1112.15. 13.235 ft. Our bomb fell as a 70 yard overshoot to the North Northwest. The first three bombs fell slightly to the N. West of the target. The next appeared to be a direct hit, and the bombs that fell before ours in the second run were near misses to the N. west.

| DATE:       | 19.3.45 |
| AIRCRAFT TYPE & NUMBER: | Lancaster 1. LM.489 |
| CREW:       | DUTY |
| F/L J.C. WARBURTON | AS SHOWN ABOVE |
| F/O D. DUFF | |
| P/O B.A.C.U. STANLEY | |
| TIME:       | |
|             | |

635
F/O F.S. PALMER  
P/O K.A.J. HEWITT  
W/O FLYNN J.P.  
P/O J.B. LEES  

TIME:  UP  DOWN  
08.00  13.58  

DETAILS OF SORTIE OR FLIGHT  
Arnsberg. 1 x Tallboy. 1055.05. 12,500 ft. Our bomb fell at the same time as several others, and no accurate position can be given. When the smoke had cleared, at least 3 spans of the viaduct had been brought down.

DATE:  19.3.45  
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PD.997  
CREW:  DUTY  
F/L J.L. SAYERS (AUS)  AS SHOWN ABOVE  
F/O V.L. JOHNSON  
F/O E.G. STROM  
P/O E.W. WEAVER (AUS)  
F/O B.F. KENT  
P/O P.R. BARRY (AUS)  

TIME:  UP  DOWN  
08.09  14.00  

DETAILS OF SORTIE OR FLIGHT  
Arnsberg. 1 x Tallboy. 1035. 14,000 ft. Made two runs but could not affect a bomb drop. Bomb hung up.

DATE:  19.3.45  
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PD.998  
CREW:  DUTY  
F/L S.A. ANNING  AS SHOWN ABOVE  
F/S SNEDKER F.J.  
P/O F.A. CARDWELL  
F/O R. VALLENTINE  
-  
F/S VANCE S.  
F/S DADGE J.A.  

TIME:  UP  DOWN  
08.13  13.55  

DETAILS OF SORTIE OR FLIGHT  
Arnsberg. 1 x Tallboy. 1054.20. 13,000 ft. Our bomb estimated as falling about 20 yards north of A/P. One direct hit seen on eastern end of viaduct which was definitely breached in the middle.

DATE:  19.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NC.113

CREW:            DUTY
F/L D.A. RAWES    AS SHOWN ABOVE
SGT. MORFITT J.E.
F/L J. HODGKINSON
P/O E.A. ROBERTS
-            
F/S BAILEY H.R.
P/O C.W. PAYNE

TIME:          UP       DOWN
08.04          13.51

DETAILS OF SORTIE OR FLIGHT
Arnsberg. 1 x Tallboy. 1054.34. 13,500 ft. Do not estimate a direct hit. The first 4 bombs were slight overshoots. Bombing was well concentrated.

DATE:  19.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.116

CREW:            DUTY
F/L J.B. DOBSON    PILOT
P/O A.T. MCKENZIE   F/ENG
P/O J.B. KNIGHT    NAV
P/O A.K. JOHNSTONE   A/B
-            
F/S SNAPE A.V.    M/U
P/O W.J. DRY    R/G

TIME:          UP       DOWN
08.05          14.05

DETAILS OF SORTIE OR FLIGHT
Arnsberg. 1 x Tallboy. 1108.10. 13,500 ft. Our bomb was a direct hit on the viaduct.

DATE:  19.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. LM.485

CREW:            DUTY
F/L K.L. TRENT    AS SHOWN ABOVE
F/S JOHNSON W.
F/O W.S. RICHARDSON
F/O W.A. DANIEL
W/O FORSHAW J.B.
W/O BIRD B.J.D.
F/O F. ARTHUR

TIME:          UP       DOWN
08.14          13.48
DETAILS OF SORTIE OR FLIGHT
Arnsberg. 1 x Tallboy. 1054.30. 11.000 ft. Bombing well concentrated, but no direct hits seen. Part of viaduct (West side) definitely down at end of attack.

DATE: 19.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.131
CREW:
F/L H.V. GAVIN (AUS)  DUTY
F/S BROWN F.H.
F/O F.E. WHITMER
F/S WHITE W.M.
F/O T.K. FEDDEN
F/O L. BURROWS

TIME: UP DOWN
08.12  13.49

DETAILS OF SORTIE OR FLIGHT
Arnsberg. 1 x Special Store. 1034. 12.700 ft. Saw our bomb fall in centre of smoke from about five bombs. One second run about 25 yards of viaduct over A/P down. Last bomb fell about 100 yards west and first about 50 yards southwest.

DATE: 19.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.130
CREW:
F/L L.S. GOODMAN  DUTY
SGT. BURNETT W.
F/O H. WATKINSON
F/L H.A. HAYWARD
- F/S HULBERT B.S.
SGT. LEWIS R.

TIME: UP DOWN
08.12  13.49

DETAILS OF SORTIE OR FLIGHT
Arnsberg. 1 x Special Store. 1054.35. 11.800 ft. Estimate that our bomb fell on A/P. Five bombs exploded together and were all round A/P. About quarter of viaduct broken down. One wide bomb quarter mile south of target on second run.

DATE: 19.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.118
CREW:
F/L C.N. HILL (CAN)  DUTY

F/L C.N. HILL (CAN)  AS SHOWN ABOVE

638
F/O A. SINCLAIR
P/O J.D. MURRAY (AUS)
F/O G.E. KELLY
- W/O DICKENSON G.W.
F/O G.G. FORBES

TIME: UP DOWN
08.06 13.59

DETAILS OF SORTIE OR FLIGHT
Arnsberg. 1 x Tallboy. 1055.35. 11.300 ft. We estimate a slight overshoot. We saw 4 others in the same spot, and one direct hit. There was a second direct hit later.

DATE: 19.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.129
CREW: F/O M B FLATMAN DUTY AS SHOWN ABOVE
SGT ROSS R M
F/L G MACKIE
F/O G KELLY
- W/O BENSON G
F/O K C KIRK
TIME: UP DOWN
08.15 13.42

DETAILS OF SORTIE OR FLIGHT
Arnsberg. 1 x Special Store. 1053.58. 12.500 ft. Our bomb fell about 30 yards to left of viaduct. One direct seen and three on embankment on west side of river. There appeared to be at least two arches of the viaduct down at the end of the attack.

DATE: 19.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.152
CREW: F/O D.W. CAREY (AUS) DUTY AS SHOWN ABOVE
F/S GALLAGHER A.
F/S FISH C.V.R.
P/O D.H. MCLENNAN (CAN)
- F/S SHARP A.W.
F/L G.A. WITHERICK
TIME: UP DOWN
09.10 14.02

DETAILS OF SORTIE OR FLIGHT
Arnsberg. 1 x Tallboy. 1054.36. 12.690 ft. Bombing was excellent, and our bomb fell in the centre of the concentration. The bridge was definitely breached at the end of the attack.

DATE: 19.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PG.996  
**CREW:**  
F/O F.H. MARTIN  
F/S BLAGBOROUGH J.  
W/O JACKSON A.  
F/S DAY D.A.  
-  
F/S MAYOH H.  
F/S TREBBLECOCK L.  
**TIME:**  
UP 07.59  
DOWN 13.38

**DETAILS OF SORTIE OR FLIGHT**  
Arnsberg. 1 x Special Store. 1054.07. 12.700 ft. Our bomb fell 30 yards north west of target on the river bank. Two or three near misses were seen, and though no direct hits were actually seen the first 4 bombs to drop destroyed about 100 ft of the viaduct.

DATE: 19.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.415  
**CREW:**  
F/O J.W. SPIERS (AUS)  
SGT. A.E. GARROD  
F/O J.D. HARRISON  
F/O T.G. MUHL  
W/O WARREN I.S.  
F/O N.H. LLOYD  
F/L A.D.W. CARROLL  
**TIME:**  
UP 08.20  
DOWN 13.04

**DETAILS OF SORTIE OR FLIGHT**  
Arnsberg. 1 x Tallboy. 1107.59. 12.000 ft. We got a direct hit on the right side of the bridge at tunnel end.

DATE: 19.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. ME.562  
**CREW:**  
L.T. ADAMS W. (USA)  
F/S SWANN A.  
P/O T.H. COLLINS  
F/L R.K. FOU LKS  
**DUTY**  
AS SHOWN ABOVE

640
F/S PRATT G.B.
F/S SCAWTHORNE G.A.
F/S BANNING F.

**TIME:**

<table>
<thead>
<tr>
<th></th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>08.18</td>
<td>13.52</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

Arnsberg. 1 x Tallboy. 1055.05. 12,700 ft. Our bomb fell in the middle of smoke from other bombs, but target was clear when we released. Viaduct down near A/P i.e. 2 spans and supporting pillars. One bomb fell about 250 yards west of A.P.

---

**DATE:** 21.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.119

**CREW:**

G/C J.E. FAUQUIER (CAN)  
F/S IVES G.F.  
S/L G.B. ELLWOOD (CAN)  
F/O W.A. DANIEL  
-  
F/O G. DALE

**TIME:**

<table>
<thead>
<tr>
<th></th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>07.57</td>
<td>12.29</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

Dreys. 1 x Tallboy. 1005.40. 14,000 ft. One bomb seen to fall along North side of bridge, and one on railway track at Southwest end. Our bomb fell about 200 yards North. No direct hit seen on bridge. P.B.I. u/s on bombing run.

---

**DATE:** 21.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PB.996

**CREW:**

S/L G.C. CALDER  
F/O H.E. WAKEFIELD  
F/L J.H. BENNISON  
F/L C.B. CRAFER  
-  
F/O G. DALE

**TIME:**

<table>
<thead>
<tr>
<th></th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>07.41</td>
<td>12.33</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

Dreys. 1 x Special Store. 1005.30. 13,690 ft. One bomb fell on Railway line about 30 yards short of bridge. We saw one burst in the water west of the bridge.
DATE: 21.3.45  
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.115

CREW:  
S/L W.H. GORDON  
SGT. ENOCH C.E.  
P/O J LANGSTON  
F/O P.W. SHIRLEY  
-  
-  
F/S CARDWELL V.

TIME:  
UP  
DOWN  
07.51  
12.39

DETAILS OF SORTIE OR FLIGHT
Dreys. 1 x Tallboy. 1005.30. 13.000 ft. Our bomb not seen to strike. Some bombs seen to fall on viaduct end to south, and three bursts in the river on west side of bridge. R/G reports hole in middle of bridge, but not definite that bridge was broken.

DATE: 21.3.45  
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.114

CREW:  
S/L J.V. COCKSHOTT  
F/S FRYER R.C.  
W/O GOSLING L.E.  
F/O E. BOOTH  
-  
-  
F/S BRADBURY G.R.

TIME:  
UP  
DOWN  
07.44  
12.43

DETAILS OF SORTIE OR FLIGHT
Dreys. 1 x Tallboy. 1005.50 12.900 ft. Our bomb fell very close to the first stanchion of the bridge. No direct hits observed.

DATE: 21.3.45  
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.116

CREW:  
F/L H.V. GAVIN (AUS)  
F/S BROWN F.H.  
F/O F.E. WHITMER  
F/S WHITE W.M.  
F/O T.K. FEDDEN  
F/O L. BURROWS

DUTY  
AS SHOWN ABOVE

642
DETAILS OF SORTIE OR FLIGHT
Dreys. 1 x Tallboy.  1005.35  13.500 ft.  Our bomb presumed to be wide as bombsight went u/s just after run started, so followed other aircraft and released manually. Port outer on fire also just after run started. Bombs seen to fall very closely.

DATE:  21.3.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PB.996
CREW:  DUTY
F/L L.S. GOODMAN  AS SHOWN ABOVE
SGT. BURNETT W.
F/O H. WATKINSON
F/L H.A. HAYWARD
- 
SGT. LEWIS R.

DETAILS OF SORTIE OR FLIGHT
Dreys. 1 x Tallboy.  1005.48  13.800 ft.  Our bomb fell about 40 yards west of target. Several near misses were seen which caused smoke but no actual direct hits were observed.

DATE:  21.3.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. NG.494
CREW:  DUTY
F/L C.N. HILL (CAN)  AS SHOWN ABOVE
F/S GOSS C.L.V.
P/O J.D. MURRAY (AUS)
F/O G.E. KELLY
P/O M.R. VAGNOLINI
W/O DICKENSON G.W.
F/O G.G. FORBES

DETAILS OF SORTIE OR FLIGHT
Dreys. 1 x Tallboy.  1005.48.  13.195 ft.  Our bomb fell about 15 yards from bridge in river to starboard.

DATE:  21.3.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PD.117
CREW:  DUTY
F/L B.A. GUMBLEY (NZ)  AS SHOWN ABOVE
F/O E.A. BARNETT
F/O K. GILL
F/L J.C. RANDON
-  -
P/O G. BELL

TIME: UP DOWN
07.45  -

DETAILS OF SORTIE OR FLIGHT
Dreys. 1 x Tallboy. This aircraft was hit by H/F in the T/A and seen to go down in flames and exploded as it hit the ground. (The aircraft was hit at approx 10.00 hrs and crashed at 10.04 at Okel, 2 m NE Syke. The crew have no known graves)

DATE: 21.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD 118
CREW: DUTY
F/L G.R. PRICE (CAN)  AS SHOWN ABOVE
W/O HARTLEY G.E.
F.S KOHE H.
P/O F.R. CHANCE
-  -
SGT. SARGISON D.V.

TIME: UP DOWN
07.49  12.26
Dreys. 1 x Tallboy. 1005.30 13.300 ft. Our bomb believed slight overshoot. One believed direct hit on North end of bridge. Other bombing well concentrated. Our run affected by aircraft shot down ahead of us, but pilot managed to get in to correct heading again.

DATE: 21.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD 128
CREW: DUTY
F/L J.C. WARBURTON  AS SHOWN ABOVE
SGT. PHILLIPS J.D.
P/O B.A.C.U. STANLEY
F/O F.S. PALMER
-  -
P/O J.V. LEES

TIME: UP DOWN
07.54  12.40

DETAILS OF SORTIE OR FLIGHT
Dreys. 1 x Tallboy. 1006. 14.100 ft. We could not see our own bombing. We saw one burst just short of the bridge on the south side.

---

**DATE:** 21.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.133  
**CREW:**  
- S/L J.L. POWELL  
- F/S FELTON H.W.  
- F/L B.R. BAYNE  
- F/O R. BARRON  
- F/O J. WATSON  
**TIME:** 07.52  
**UP DOWN:** 07.52 12.46

**DETAILS OF SORTIE OR FLIGHT**  
Dreys. 1 x Tallboy. 1006.30 13.500 ft. Result of bombing not observed. Target obscured by smoke from bomb bursts. Three very near misses in river observed.

---

**DATE:** 21.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.130  
**CREW:**  
- F/L J.B. DOBSON  
- P/O A.T. MCKENZIE  
- P/O J.B. KNIGHT  
- S/L A.J. MOODY  
- F/S SNAPE A.V.  
**TIME:** 07.48  
**UP DOWN:** 07.48 12.38

**DETAILS OF SORTIE OR FLIGHT**  
Dreys. 1 x Tallboy. 1006.40. 13.500 ft. Our bomb fell in smoke caused by others which had just fallen around the A/P. Most of the bursts observed appeared to be in the river or slightly to west of A/P.

---

**DATE:** 21.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.113  
**CREW:**  
- F/L D.A. RAWES  
- SGT. MORFITT J.E.  
- F/L HODGINSON J.  
- P/O E.A. ROBERTS  
**TIME:** 12.38  
**UP DOWN:** 12.38

---

645
P/O C.W. PAIN

TIME:

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>07.43</td>
<td>12.37</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT

Dreys. 1 x Tallboy. 1005.45. 13.500 ft. We did not see our bomb burst as it was obscured by smoke. A number of bombs fell very close to the north end of the bridge.

DATE: 21.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.445
CREW:
F/L J.L. SAYERS (AUS) DUTY
F/O V.L. JOHNSON
F/O E.G. STROM
P/O E.W. WEAVER (AUS)
P/O F.E. HOSKINS
F/O B.F. KENT
F/O P.R. BARRY (AUS)

TIME:

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>07.59</td>
<td>12.45</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT

Dreys. 1 x Tallboy. 1006. 14.200 ft. One run in slip stream from south affected run so aimed at railway junction to north. Our bomb probably fell short north of junction.

DATE: 21.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. LM.695
CREW:
F/L S.A. ANNING
F/S SNEDKER F.J.
P/O F.A. CARDWELL
F/O R. VALLENTINE
W/O PASK M. (AUS)
F/S VANCE S.
F/S DADGE J.A.

TIME:

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>07.58</td>
<td>12.48</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT

Dreys. 1 x Tallboy. 1005.50. 13.000. Our bomb seen to fall about 10 yards south west of A/P on viaduct. Bombing well concentrated. Not seen whether bridge down because of smoke. Viaduct on land seen to be breached.
DATE: 21.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.238
CREW:
F/L K.L. TRENT
F/S JOHNSON W.
F/L J.L. RUMGAY
F/O R.J. EDGE
F/S RETTER D.
F/O F. ARTHUR
DUTY
AS SHOWN ABOVE
TIME:
UP:
07.55
DOWN:
12.44
DETAILS OF SORTIE OR FLIGHT
Dreys. 1 x Tallboy. 1005.37. 13,200 ft. Bombing seemed fairly concentrated, but no direct hits observed.

DATE: 21.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.489
CREW:
F/L G.W. LANCEY
SGT. BUNSELL G.E.
W/O ROBIN D.W.
W/O PERRY G.L.
SGT. SAVILLE J.H.E.
F/O S.K. JENNISON
F/O F.L. ENGLISH (CAN)
DUTY
AS SHOWN ABOVE
TIME:
UP:
07.57
DOWN:
12.29
DETAILS OF SORTIE OR FLIGHT
Dreys. 1 x Tallboy. 1005.20. 14,000 ft. Our bomb not seen to strike but had very good run up. One Tallboy undershot 150 to 160 yards south. Another seen to fall to the east well wide. No direct hit seen but target was covered with smoke.

DATE: 21.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.339
CREW:
F/O M. B. FLATMAN
SGT ROSS R.M.
F/L G. MACKIE
F.O G. KELLY
F/S HARWOOD F.S.
W/O BENSON G.
F/O K. C. KIRK
DUTY
AS SHOWN ABOVE
DETAILS OF SORTIE OR FLIGHT
Dreys. 1 x Tallboy. 1005.20. 13.700 ft. Our bomb was an overshoot by 20 yards. The first G-B was a 70 yards overshoot. Although no direct hits were seen, the centre of the bridge was obscured by smoke and spray from bomb bursts. There was a large fire or explosion on the south approach to the bridge, about 100 yards short of the bridge.

DATE: 21.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PB.997
CREW:
F/O D.W. CAREY (AUS)  DUTY
F/S GALLAGHER A.
F/S FISH C.V.R.
P/O D.H. MCLLENAN (CAN)
- -
F/S SHARP A.W.

TIME: UP DOWN
07.53  12.25

DETAILS OF SORTIE OR FLIGHT
Dreys. 1 x Tallboy. 1005.42. 13.600 ft. Our bomb overshot about 10 to 15 yards. The two large bombs overshot 50 to 60 yards. Bombing seen concentrated but direct hits seen.

DATE: 21.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.129
CREW:
F/O J.W. SPEIRS  DUTY
SGT. GARROD A.E.
F/O J.D. HARRISON
F/O T.G. MUHL
- -
F/L A.D.W. CARROLL

TIME: UP DOWN
07.57  12.55

DETAILS OF SORTIE OR FLIGHT
Dreys. 1 x Tallboy 1006.09. 13.700 ft. Results of bombing not observed due to smoke. Many near misses seen but due to smoke no direct hits or damage observed.

DATE: 22.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.445
CREW:  
G/C J.E. FAUQUIER (CAN)  
W/O IVES G.F.  
S/L G.B. ELLWOOD (CAN)  
F/L J.L. RUMGAY  
F/O D.E. FREEMAN  
W/O VAUGHAN D.H.  
F/O J.B. SCANNELL  

DUTY  
AS SHOWN ABOVE  

TIME:  
UP  
11.42  
DOWN  
16347  

DETAILS OF SORTIE OR FLIGHT  
Neinburg. 1 x Tallboy. 14.04.05. 10.000 ft. We saw one bomb on eastern end and two others on centre. There were several near misses.

DATE:  22.3.45  
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PD.115  

CREW:  
S/L G.C. CALDER  
F/O H.E. WAKEFIELD  
F/L J.H. BENNISON  
F/L C.B. CRAFER  
F/O G. DALE  

DUTY  
AS SHOWN ABOVE  

TIME:  
UP  
11.38  
DOWN  
16.55  

DETAILS OF SORTIE OR FLIGHT  
Neinburg. 1 x Tallboy. 1404.05. 9.560 ft. Our bomb probably overshot by 40 yards. Bridge destroyed.

DATE:  22.3.45  
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PB.996  

CREW:  
S/L W.H. GORDON  
SGT. ENOCH C.E.  
P/O J LANGSTON  
F/O P.W. SHIRLEY  
F/S CARDWELL V.  

DUTY  
AS SHOWN ABOVE  

TIME:  
UP  
11.55  
DOWN  
16.55  

DETAILS OF SORTIE OR FLIGHT
Neinburg. 1 x Special Store. 1404.10. 9.000 ft. Our Bomb was a very near miss. Bombing well concentrated within 50 yards and the bridge has collapsed at the end of the attack.

<table>
<thead>
<tr>
<th>DATE</th>
<th>22.3.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PD.114</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>S/L J.V. COCKSHOTT</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S FRYER R.C.</td>
<td></td>
</tr>
<tr>
<td>W/O GOSLING L.E.</td>
<td></td>
</tr>
<tr>
<td>F/O E. BOOTH</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
<tr>
<td>F/S BRADBURY G.R.</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td>11.48</td>
<td>16.56</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Neinburg. 1 x Special Store. 1404.14. 9.200 ft. We got a direct hit on the eastern end of bridge. The bridge was down before the end of the attack.

<table>
<thead>
<tr>
<th>DATE</th>
<th>22.3.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PD.112</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>S/L J.L. POWELL</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S FELTON H.W.</td>
<td></td>
</tr>
<tr>
<td>F/L B.R. BAYNE</td>
<td></td>
</tr>
<tr>
<td>F/O R. BARRON</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
<tr>
<td>F/O J. WATSON</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td>11.49</td>
<td>16.44</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Neinburg. 1 x Special Store. As per arrangement forth and eighth row of gaggle did not bomb on first and second runs, by which time the target was destroyed and we therefore brought our bomb to base.
F/O L. BURROWS

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>11.47</td>
<td>16.52</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Neinburg. 1 x Special Store. Own bomb believed first exploded about 10 yards short of A/P. After 2 to 3 bombs had gone off east end was detached. On leaving the whole bridge was down.

**DATE:**  22.3.45  
**AIRCRAFT TYPE & NUMBER:**  Lancaster 1. PD.135  
**CREW:**  
F/L G.R. PRICE (CAN)  
W/O HARTLEY G.E.  
F/S KOHE H.  
P/O F.R. CHANCE  
SGT. SARGISON D.V.  

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>11.47</td>
<td>16.52</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Neinburg. 1 x Tallboy. 1416. 9600 ft. Own bomb probably on bridge. Centre of bridge seen to fall in water.

**DATE:**  22.3.45  
**AIRCRAFT TYPE & NUMBER:**  Lancaster 1. PD.415  
**CREW:**  
F/L L.S. GOODMAN  
SGT. BURNETT W.  
F/O H. WATKINSON  
F/L H.A. HAYWARD  
F/S BOOTH H.J.  
F/SGT HULBERT H.J.  
SGT. LEWIS R.  

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>11.45</td>
<td>16.46</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Neinburg. 1 x Tallboy. 1404.05 9.300 ft. 4 or 5 bombs burst all around the bridge. On second run the whole bridge was seen to be submerged.

**DATE:**  22.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.494

CREW:
F/L C.N. HILL (CAN)
F/S GOSS C.L.V.
P/O J.D. MURRAY (AUS)
F/O G.E. KELLY
P/O M.R. VAGNOLINI
W/O DICKENSON G.W.
F/O G.G. FORBES

DUTY AS SHOWN ABOVE

TIME: UP DOWN
11.52  17.00

DETAILS OF SORTIE OR FLIGHT
Neinburg. 1 x Tallboy. 1404.05 9.700 ft. Own bomb hit bridge, which was seen to be completely destroyed.

DATE: 22.3.45

AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.128

CREW:
F/L J.C. WARBURTON
SGT. PHILLIPS J.D.
P/O B.A.C.U. STANLEY
F/O F.S. PALMER
-
-
P/O J.V. LEES

DUTY AS SHOWN ABOVE

TIME: UP DOWN
11.42  16.53

DETAILS OF SORTIE OR FLIGHT
Neinburg. 1 x Tallboy. 1404. 9.800 ft. We could not see our own bomb burst, but bombing was accurate and the bridge was down at the end of the attack.

DATE: 22.3.45

AIRCRAFT TYPE & NUMBER: Lancaster 1. PB.997

CREW:
F/L D.A. RAWES
SGT. MORFITT J.E.
F/L HODGINSON J.
P/O E.A. ROBERTS
-
-
P/O C.W. PAIN

DUTY AS SHOWN ABOVE

TIME: UP DOWN
11.44  16.51
DETAILS OF SORTIE OR FLIGHT
Neinburg. 1 Special Store. 1405.58. 10.300 ft. We think our bomb went through the eastern end of the bridge which had collapsed at the end of the attack.

DATE: 22.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.132
CREW: DUTY
F/L J.L. SAYERS (AUS) AS SHOWN ABOVE
F/O V.L. JOHNSON
F/O E.G. STROM
P/O E.W. WEAVER (AUS)
- -
F/O B.F. KENT
TIME: UP DOWN
11.43 16.49

DETAILS OF SORTIE OR FLIGHT
Neinburg. 1 x Tallboy. 1404.15. 9.500 ft. Our bomb was a 20 yard undershoot. We saw 2 direct hits on the first run and two on the second. The bridge had collapsed at the end of the attack.

DATE: 22.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.639
CREW: DUTY
F/L S.A. ANNING AS SHOWN ABOVE
F/S SNEDKER F.J.
P/O F.A. CARDWELL
F/O R. VALLENTINE
- -
F/S DADGE J.A.
TIME: UP DOWN
11.46 16.48

DETAILS OF SORTIE OR FLIGHT
Neinburg. 1 x Special Store. 1404. 10.000 ft. Our bomb fell 40 yards overshoot, and went off on impact. Bridge destroyed.

DATE: 22.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. LM.485
CREW: DUTY
F/L K.L. TRENT AS SHOWN ABOVE
F/S JOHNSON W.
F/O W.S. RICHARDSON
F/O W.A. DANIELS
W/O BATES A.S.
F/SGT VANCE S.
F/O F. ARTHUR

TIME: UP DOWN
11.50  16.54

DETAILS OF SORTIE OR FLIGHT
Neinburg. 1 x Tallboy. 1416.10. 10.090 ft. Own bomb seen to hit centre of bridge and blow it up. Bridge completely demolished.

DATE: 22.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.489
CREW: F/L G.W. LANCEY DUTY AS SHOWN ABOVE
F/SGT BUNSELL G.E.
W/O ROBIN D.W.
W/O PERRY G.L.
W/O BATES A.S.
F/O S.K. JENNISON
F/O F.L. ENGLISH (CAN)

TIME: UP DOWN
11.53  17.02

DETAILS OF SORTIE OR FLIGHT
Neinburg. 1 x Tallboy. 1404.15. 9.300 ft. Our bomb fell very close to bridge in water. Bridge completely smashed.

DATE: 22.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.238
CREW: F/L R.M. HORSLEY DUTY AS SHOWN ABOVE
F/O D.H. BARLEYCORN
SGT. WILSON E.M.H.
F/S DUROSE P.F.
SGT. NEALE L.G.
SGT. FARANO H.B.

TIME: UP DOWN
11.51  17.06

DETAILS OF SORTIE OR FLIGHT
Neinburg. 1 x Tallboy. 1403.50. 9.700 ft. Our bomb probably slight overshoot. Bridge seen to collapse into water. Direct hit on second run.
DATE: 22.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. LM.695

CREW:
F/O M. B. FLATMAN
SGT ROSS R.M.
F/L G. MACKIE
F/O G. KELLY
F/S HARWOOD F.S.
W/O BENSON G.
F/O K. C. KIRK

DUTY
AS SHOWN ABOVE

TIME: UP DOWN
11.41 16.45

DETAILS OF SORTIE OR FLIGHT
Neinburg. 1 x Tallboy. 14.03.57. 9.150 ft. Our bomb fell in water close to the eastern end of bridge. The first large bomb hit the bridge on the aiming point, and blow the bridge up, and it collapsed into the water at the eastern end. There was a further direct hit in centre.

DATE: 22.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.131

CREW:
F/O D.W. CAREY (AUS)
F/S GALLAGHER A.
F/S FISH C.V.R.
P/O D.H. MCLENNAN (CAN)
F/L A.D.W. CARROLL

DUTY
AS SHOWN ABOVE

TIME: UP DOWN
11.45 17.09

DETAILS OF SORTIE OR FLIGHT
Neinburg. 1 x Tallboy. 1404.21. 9.000 ft. Our bomb undershot 10 yards from east end of bridge. We saw the bridge collapse after a hit by a special stores.

DATE: 22.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.121

CREW:
F/O J.W. SPEIRS
SGT. GARRAD A.E.
F/O J.D. HARRISON
F/O T.G. MUHL

DUTY
AS SHOWN ABOVE
F/O N.H. LLOYD

DETAILS OF SORTIE OR FLIGHT
Neinburg. 1 x Tallboy. As per arrangement 4th and 8th row of gaggle did not bomb on first and second runs by which time the target was destroyed, and so therefore brought our bomb back to base.

DATE: 22.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.225
CREW: DUTY
S/L J.F. BROOKES PILOT
F/O H.R. SHORT F.ENG
F/O J.H. JONES NAV
F/L E.A. BALDWIN A/B
- W/OP
F/O R.B. DENWETT M/U
F/O A. FOREMAN R/G

TIME: UP DOWN
11.54 17.05

DETAILS OF SORTIE OR FLIGHT
Neinburg. 1 x Tallboy. As per arrangement 4th and 8th row of gaggle did not bomb on first and second runs by which time the target was destroyed and so therefore brought our bomb back to base.

DATE: 23.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.119
CREW: DUTY
G/C J.E. FAUQUIER (CAN) AS SHOWN ABOVE
W/O IVES G.F.
S/L G.B. ELLWOOD (CAN)
F/L J.L. RUMGAY
- 
- 
F/O J.B. SCANNELL

TIME: UP DOWN
06.59 11.42

DETAILS OF SORTIE OR FLIGHT
Bremen. 1 x Special Store. 1004.10. 16,500 ft. Our bomb not seen to strike. Saw 2 direct hits. Results could not be ascertained because of smoke and debris.

DATE: 23.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PB.996
CREW: S/L L. POWELL  
F/S FELTON H.W.  
F/L B.R. BAYNE  
F/O R. BARRON  
F/O J. WATSON  

DUTY: AS SHOWN ABOVE  

TIME: UP  DOWN  
07.10  09.27  

DETAILS OF SORTIE OR FLIGHT  
Bremen. 1 x Special Stores. Return early from gaining height over base – 07.30 hrs. 10.000 ft. due to starboard outer C.S. and (control leakage) loose which meant aircraft was unable to maintain gaggle speed. Captain proceeded to jettison area.  

DATE: 23.3.45  
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.112  

CREW: S/L C.C. CALDER  
F/O H.E. WAKEFIELD  
F/L J.H. BENNISON  
F/L C.B. CRAFER  
F/O G. DALE  

DUTY: AS SHOWN ABOVE  

TIME: UP  DOWN  
06.51  11.41  

DETAILS OF SORTIE OR FLIGHT  
Bremen. 1 x Special Store. 1004.37. 16.805 ft. Clear vision panel shattered so no results observed.  

DATE: 23.3.45  
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.133  

CREW: S/L J.F. BROOKES  
F/O H.R. SHORT  
F/O J.H. JONES  
F/L E.A. BALDWIN  
F/O R.B. DENWETT  

DUTY: AS SHOWN ABOVE  

TIME: UP  DOWN  
06.57  11.52  

657
DETAILS OF SORTIE OR FLIGHT
Bremen. 1 x Tallboy. 1005.30. 16.100 ft. Saw first 3 direct on bridge and 2 more near misses just south. One of these 5 was ours. Could not ascertain whether bridge down or not, because of bomb smoke and debris.

DATE: 23.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PB.998

CREW:
S/L W.H. GORDON
SGT. ENOCH C.E.
P/O J LANGSTON
F/O P.W. SHIRLEY
- 
F/S DOBSON F.
F/S CARDWELL V.A.

TIME: UP DOWN
07.45 11.51

DETAILS OF SORTIE OR FLIGHT
Bremen. 1 x Tallboy. 1004.30. 17.000 ft. Our bomb at the same time as three others which all appeared to hit the targets. No damage observed as smoke obscured target.

DATE: 23.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PB.114

CREW:
S/L J.V. COCKSHOTT
F/S FRYER R.C.
W/O GOSLING L.E.
F/O E. BOOTH
- 
W/O FORD L.
F/S BRADBURY G.R.

TIME: UP DOWN
07.05 11.53

DETAILS OF SORTIE OR FLIGHT
Bremen. 1 x Special Store. 1005.35. 16.200 ft. Our bomb hit the north end of the bridge. About the 3rd bomb hit the bridge in the centre. There were 2 near misses.

DATE: 23.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.134

CREW:
F/L H.V. GAVIN (AUS)
F/S BROWN F.H.

DUTY
AS SHOWN ABOVE
PO J.B. KNIGHT  
F/S WHITE W.M.  
-  
F/O L. BURROWS

**TIME:**  
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>07.16</td>
<td>12.04</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**  
Bremen. 1 x Special Store. 1004.20. 17,400 ft. Our bomb fell about 5 yards from target point and scored a direct hit on the bridge. No damage seen due to smoke. 3 other direct hits seen.

---

**DATE:** 23.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.113

**CREW:**  
F/L G.R. PRICE (CAN)  
W/O HARTLEY G.E.  
F/S KOHE H.  
P/O T.W.L. MERCHANT  
-  
SGT. AVEY P.G.

**TIME:**  
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>07.04</td>
<td>11.50</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**  
Bremen. 1 x Tallboy. 1005.35. 16,490 ft. Our bomb undershot and hit the bridge on north side near north bank, saw ours and 2 more make direct hits. Could not see whether bridge down or not.

---

**DATE:** 23.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PB.415

**CREW:**  
F/L L.S. GOODMAN  
SGT. BURNETT W.  
F/O H. WATKINSON  
F/L H.A. HAYWARD  
F/S BOOTH H.J.  
F/SGT HULBERT H.J.  
SGT. LEWIS R.

**TIME:**  
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>07.07</td>
<td>11.52</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**  
Bremen. 1 x Tallboy. 1004.50. 16,250 ft. Our bomb hung up for 15 seconds after red light, so although not seen to strike must have overshot. Bombing was good. Saw no direct hits and no results ascertained.
<table>
<thead>
<tr>
<th>DATE</th>
<th>23.3.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER</td>
<td>Lancaster 1. NG.494</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L C.N. HILL (CAN)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S GOSS C.L.V.</td>
<td></td>
</tr>
<tr>
<td>P/O J.D. MURRAY (AUS)</td>
<td></td>
</tr>
<tr>
<td>F/O G.E. KELLY</td>
<td></td>
</tr>
<tr>
<td>P/O M.R. VAGNOLINI</td>
<td></td>
</tr>
<tr>
<td>W/O DICKINSON G.W.</td>
<td></td>
</tr>
<tr>
<td>F/O G.G. FORBES</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP  DOWN</td>
</tr>
<tr>
<td>07.13</td>
<td>12.00</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Bremen. 1 x Tallboy. We did not release as we were unable to be certain of the exact location of the target which became obscured on the run up.

<table>
<thead>
<tr>
<th>DATE</th>
<th>23.3.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER</td>
<td>Lancaster 1. LM.695</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L J.C. WARBURTON</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>SGT. PHILLIPS J.D.</td>
<td></td>
</tr>
<tr>
<td>P/O B.A.C.U. STANLEY</td>
<td></td>
</tr>
<tr>
<td>F/O F.S. PALMER</td>
<td></td>
</tr>
<tr>
<td>P/O J.V. LEES</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP  DOWN</td>
</tr>
<tr>
<td>07.03</td>
<td>12.06</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Bremen. 1 x Tallboy. 1003.47. 16.200 ft. We obtained a direct hit near the centre. All bombing well concentrated.

<table>
<thead>
<tr>
<th>DATE</th>
<th>23.3.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER</td>
<td>Lancaster 1. PD.132</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L J.L. SAYER (AUS)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/O V.L. JOHNSON</td>
<td></td>
</tr>
<tr>
<td>F/O F.E. WHITMER</td>
<td></td>
</tr>
<tr>
<td>P/O E.W. WEAVER</td>
<td></td>
</tr>
<tr>
<td>F/O B.F. KENT</td>
<td></td>
</tr>
</tbody>
</table>
DETAILS OF SORTIE OR FLIGHT
Bremen. 1 x Tallboy. Returned early due to starboard outer engine failure. 1 Tallboy returned to base.

DATE: 23.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.118
CREW: F/L S.A. ANNING DUTY AS SHOWN ABOVE
F/S SNEDKER F.J.
P/O F.A. CARDWELL
F/O R. VALLENTINE
F/S VANCE. S.
TIME: UP DOWN
07.10 11.59

DETAILS OF SORTIE OR FLIGHT
Bremen. 1 x Tallboy. 1004.30. 17,200 ft. Our bomb was a direct hit. The first bomb fell in the water between rail and road bridges in river 30 to 40 yards from target. At least 4 bombs were plastered around target points and were very near misses.

DATE: 23.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.145
CREW: F/L K.L. TRENT DUTY AS SHOWN ABOVE
F/S JOHNSON W.
F/O W.S. RICHARDSON
F/O W.A. DANIELS
F/O F. ARTHUR
TIME: UP DOWN
07.18 09.54

DETAILS OF SORTIE OR FLIGHT
Bremen. 1 x Tallboy. Returned early due to complete failure of oxygen. Pilot abandoned mission in accordance with instructions from the Squadron commander. 1 Tallboy returned to base.

DATE: 23.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.489
CREW:  
F/L G.W. LANCEY  
SGT. BUNSELL G.E.  
W/O ROBIN D.W. (AUS)  
W/O PERRY G.L.  
SGT. SAVILLE J.H.E.  
F/O S.K. JENNISON  
F/O F.L. ENGLISH  

DUTY  
AS SHOWN ABOVE  

TIME:  
UP  
07.08  
12.09  

DETAILS OF SORTIE OR FLIGHT  
Bremen. 1 x Tallboy. 1004.30. 17,450 ft. 10 seconds before bomb time of release we were hit by flak. The air pressure to bombsight was cut so B/S then u/s. We released almost immediately when we had got back on our run. Our bomb would undershoot. No results on bridge seen. No one hurt.  

DATE: 23.3.45  
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PD.238  

CREW:  
F/L R.M. HORSLEY  
F.S ARMSTRONG E.W.  
F/O D.H. BARLEYCORN  
SGT. WILSON E.M.H.  
F/S DUROSE P.F.  
SGT. NEALE L.G.  
SGT. FARINO H.B.  

DUTY  
AS SHOWN ABOVE  

TIME:  
UP  
07.06  
11.50  

DETAILS OF SORTIE OR FLIGHT  
Bremen. 1 x Tallboy. 1005. 16,450 ft. Our bomb was a hit on the south east side of the bridge. 3 bombs burst about the same time and all appeared to be direct hits, also a 4th which fell just afterwards.  

DATE: 23.3.45  
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PB.997  

CREW:  
F/O M. B. FLATMAN  
SGT ROSS R.M.  
F/L G. MACKIE  
F/O G. KELLY  
-  
F/O K. C. KIRK  

DUTY  
AS SHOWN ABOVE  

TIME:  
UP  
07.20  
12.02  

662
**DETAILS OF SORTIE OR FLIGHT**
Bremen. 1 x Special Stores. 1004.42. 16.000 ft. Our bomb undershot slightly and fell by the side of the bridge. The first 2 bombs overshot and fell on the western approaches to the target. Then one fell on the road bridge south of the bridge, followed by a direct hit on the A/B.

**DATE:** 23.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.131

**CREW:**  
F/O D.W. CAREY (AUS)  
F/S GALLAGHER A.  
F/S FISH C.V.R.  
P/O D.H. MCLENNAN (CAN)  
-  
F/L G.A. WITHERICK

**TIME:**  
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>07.12</td>
<td>12.10</td>
</tr>
</tbody>
</table>

**DATE:** 23.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.130

**CREW:**  
F/O J.W. SPEIRS  
SGT. GARRAD A.E.  
F/O J.D. HARRISON  
F/O T.G. MUHL  
-  
F/O N.H. LLOYD

**TIME:**  
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>07.17</td>
<td>12.05</td>
</tr>
</tbody>
</table>

**DATE:** 23.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. LM.492

**CREW:**  
F/O J.H. LEAVITT

**DATE:** 23.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. LM.492

**CREW:**  
F/O J.H. LEAVITT  
AS SHOWN ABOVE
SGT. GRIFFIN H.
F/O R.F. WITHAMS
F/S OLDMAN D.A.
- 
F/S DALEY J.J.F.
F/S GOLDIE P.

TIME: UP DOWN
07.14 11.49

DETAILS OF SORTIE OR FLIGHT
Bremen. 1 x Tallboy. 1005. 16.100 ft. Our bomb not seen to strike. One stick of bomb seen to straddle the target. Bombing was concentrated but no definite results could be ascertained because of bomb smoke and debris.

DATE: 27.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.119
CREW: DUTY
G/C J.E. FAUQUIER (CAN) AS SHOWN ABOVE
W/O IVE S G.F.
S/L G.B. ELLWOOD (CAN)
F/O W.A. DANIEL 
- 
F/O J.B. SCANNELL

TIME: UP DOWN
10.13 14.44

DETAILS OF SORTIE OR FLIGHT
Farge. 1 x Special Store. 1300.44. 16.500 ft. Our bomb fell as an overshoot of about 10 yards. One other bomb seen to fall as an undershoot of about 10 yards. No other results observed. No bombs seen to burst.

DATE: 27.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.118
CREW: DUTY
S/L C.C. CALDER AS SHOWN ABOVE
F/O H.E. WAKEFIELD
F/L J.H. BENSON
F/L C.B. CRAFER 
- 
F/O G. DALE

TIME: UP DOWN
10.15 14.52

DETAILS OF SORTIE OR FLIGHT
Farge. 1 x Special Store. 1301.30. 16.200 ft. Corner of small building on roof about 100 yards east of A/P was seen to burst – a direct hit. One seen to fall in water in front of shelter. No other results observed.

---

**DATE:** 27.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1.

**CREW:**  
S/L J.F. BROOKES  
F/O H.R. SHORT  
F/O J.H. JONES  
F/L E.A. BALDWIN  
-  
F/O A. FOREMAN

**TIME:**  
**UP**  
10.35  
**DOWN**  
15.06

**DETAILS OF SORTIE OR FLIGHT**  
Farge. 1 x Special Store. 1301.30. 15.300 ft. Our bomb believed hit A/P and explode. No other results seen.

---

**DATE:** 27.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.114

**CREW:**  
S/L J.V. COCKSHOTT  
F/S FRYER R.C.  
W/O GOSLING L.E.  
F/O E. BOOTH  
-  
F/S BRADBURY G.R.

**TIME:**  
**UP**  
10.19  
**DOWN**  
13.00

**DETAILS OF SORTIE OR FLIGHT**  
Farge. 1 x Special Store. 1301.45. 16.100 ft. Saw 3 bombs burst just near the A/P. Could not see own bomb strike. No other results seen.

---

**DATE:** 27.3.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.121

**CREW:**  
S/L L. POWELL  
F/S FELTON H.W.  
F/L B.R. BAYNE  
F/O R. BARRON  
-
F/O J. WATSON

TIME: 
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.27</td>
<td>15.08</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Farge. 1 x Special Store. 1301.15. 14,900 ft. Our bomb fell on roof and exploded with another bomb about 100 yards east of A/P. No other results observed.

DATE: 27.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.128
CREW: F/L G.R. PRICE (CAN) DUTY AS SHOWN ABOVE
W/O HARTLEY G.E.
F/S KOHL H.
P/O T.W.L. MERCHANT
- 
SGT. SARGISON D.V.

TIME: 
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.17</td>
<td>15.01</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Farge. 1 x Special Store. 1301.12. 15,100 ft. Saw one bomb explode just near A/P.

DATE: 27.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.228
CREW: F/L L.S. GOODMAN DUTY AS SHOWN ABOVE
SGT. BURNETT W.
F/O H. WATKINSON
F/L H.A. HAYWARD
F/S BOOTH H.J.
F/SGT HULBERT H.J.
SGT. LEWIS R.

TIME: 
<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.29</td>
<td>10.51</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Farge. 1 x Tallboy. Abortive – abandoned over base just after take-off.

DATE: 27.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. LN.485

DUTY AS SHOWN ABOVE

TIME: UP DOWN
10.10  15.03

DETAILS OF SORTIE OR FLIGHT
Farge. 1 x Tallboy. 1301.20. 14.500 ft. Two bombs seen to burst. One special store burst in centre of building and one Tallboy very close.

DATE: 27.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. LM.695


DUTY AS SHOWN ABOVE

TIME: UP DOWN
10.18  14.53

DETAILS OF SORTIE OR FLIGHT
Farge. 1 x Tallboy. 1300.33. 16.300 ft. Our bomb believed to have fallen on A/P. Saw two bombs explode and both were direct hits. No other results observed.

DATE: 27.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.113


DUTY AS SHOWN ABOVE

TIME: UP DOWN
10.31  15.11
DETAILS OF SORTIE OR FLIGHT
Farge. 1 x Special Store. 1301.07. 19.300 ft. did not see bomb fall – no results of bombing observed.

DATE: 27.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.139
CREW: DUTY
F/L S.A. ANNING AS SHOWN ABOVE
F/S SNEDKER F.J.
P/O F.A. CARDWELL
F/O R. VALLENTINE
- -
F/S DADGE J.A.

TIME: UP DOWN
10.30 15.05

DETAILS OF SORTIE OR FLIGHT
Farge. 1 x Special Store. 1301. 14.500 ft. Our bomb fell as a direct hit on north-astern end of the target. Two more believed to have fallen in the water to the west of the target.

DATE: 27.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.116
CREW: DUTY
F/L K.L. TRENT AS SHOWN ABOVE
F/S JOHNSON W.
F/O W.S. RICHARDSON
F/L J.L. RUMGAY
- -
F/O F. ARTHUR

TIME: UP DOWN
10.22 14.59

DETAILS OF SORTIE OR FLIGHT
Farge. 1 x Special Store. 1301. 15.400 ft. One direct hit seen.

DATE: 27.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.571
CREW: DUTY
F/L J.C. MCCLAUGLIN AS SHOWN ABOVE
W/O VENTON S.J.
P/O J.L. HILL
F/O A.L. HEATH
W/O REIS O.A.
W/O FLYNN J.P.
F/O H.R. BAILEY

TIME: | UP | DOWN |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>10.31</td>
<td>15.09</td>
<td></td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Farge. 1 x Tallboy. 1301.4 14.500 ft. We did not see our bomb fall as smoke from previous bombs obscured the target. Presume it fell on target at north end.

DATE: 27.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.238
CREW:
F/L G.L. BEAUMONT
SGT. BELSHAW D.
W/O GAIT F.P.
F/L G.T. ALLEN
W/O STREET R.A.
SGT. HAGARTY T.
SGT. MAY R.E.

TIME: | UP | DOWN |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>10.37</td>
<td>15.13</td>
<td></td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Farge. 1 x Tallboy. We are unable to drop bomb owing to an aircraft being immediately below us at the time of release.

DATE: 27.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.129
CREW:
F/O J.H. LEAVITT
SGT. GRIFFIN H.
F/O R.F. WITHAMS
F/S OLDMAN D.A.
F/S GOLDIE P.

TIME: | UP | DOWN |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>10.25</td>
<td>14.58</td>
<td></td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Farge. 1 x Special Store. 1300.50. 16.900. Two bombs seen to explode both direct hits.
CREW:  
F/L I.M. MARSHALL  
F/S CHOLERTON F.  
F/L F.J. GORRINGE  
F/O L.J. SUNTER  
-  
P/O D.E. WEBB

DUTY  
AS SHOWN ABOVE

TIME:  
UP  
DOWN  
10.15  
14.53

DETAILS OF SORTIE OR FLIGHT
Farge. 1 x Special Store. 1301.01. 15.700 ft. Saw about 3 direct hits. Our bomb on south side of roof. No bombs seen to explode.

DATE: 27.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.996

CREW:  
F/O M. B. FLATMAN  
SGT ROSS R.M.  
F/L G. MACKIE  
F/O G. KELLY  
-  
W/O BENSON G.

DUTY  
AS SHOWN ABOVE

TIME:  
UP  
DOWN  
10.21  
14.55

DETAILS OF SORTIE OR FLIGHT
Farge. 1 x Special Store. 1300.51. 16.000 ft. Two bombs seen to explode. Both direct hits on centre of roof.

DATE: 27.3.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.539

CREW:  
F/O J.W. SPEIRS  
SGT. GARROD A.E.  
F/O J.D. HARRISON  
F/O T.G. MUHL  
W/O WARREN I.S.  
F/O R.H. LLOYD  
F/L A.D.W. CARROLL

DUTY  
AS SHOWN ABOVE

TIME:  
UP  
DOWN  
10.34  
14.57
DETAILS OF SORTIE OR FLIGHT
Farge. 1 x Tallboy. 1300.59. 15,800 ft. Our bomb fell as a direct hit on the centre of the target. Two special stores seen to fall as direct hits. All these three bombs exploded.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>27.3.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PB.997</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/O D.W. CAREY (AUS)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S GALLAGHER A.</td>
<td></td>
</tr>
<tr>
<td>F/S FISH C.V.R.</td>
<td></td>
</tr>
<tr>
<td>P/O D.H. MCLENNAN (CAN)</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
<tr>
<td>F/L G.A. WITHERICK</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td>10.23</td>
<td>15.09</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Farge. 1 x Special Store. 1301.51 14,600 ft. Saw two bombs seemingly explode just near A/P. Our bomb believed to be one of these.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>27.3.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1.</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L G.W. LANCEY</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>SGT. BUNSELL G.E.</td>
<td></td>
</tr>
<tr>
<td>W/O ROBIN D.W. (AUS)</td>
<td></td>
</tr>
<tr>
<td>W/O PERRY G.L.</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
<tr>
<td>F/L F.L. ENGLISH</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td>10.25</td>
<td>12.31</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Farge. 1 x Special Store. Abortive – Abandoned mission over base.
02.04.45
No operations.  Intensive training. Night flying carried out.

03.04.45
No operations.  Intensive training. Night flying carried out.

04.04.45

05.04.45
Eighteen aircraft detailed for operations but cancelled at 0300 hours.

06.04.45
Fifteen aircraft detailed to operations, one cancelled (S/L. Cockshott) intercom trouble. Target shipping in Ijmuiden (abortive 10/10 cloud).
(This raid was to have been against shipping that had broken the Allied blockade around Western Holland where German land forces were cut off.)

07.04.45
Fifteen aircraft detailed for operations, attacked shipping in Ijmuiden. All aircraft returned to Base.
(The raid went ahead today as there was less cloud.)

08.04.45
Sixteen aircraft detailed for operations. Cancelled.

09.04.45
Seventeen aircraft detailed to attack U-boat pens in Hamburg. All aircraft returned safely. Bombing well concentrated, five direct hits observed.
(An attack on the Hamburg U-boat pens. A successful raid with much damage caused.)

10.04.45
No operations.

11.04.45
Nothing to report.

12.04.45
No operations.

13.04.45
Squadron despatched twenty aircraft at 1200 hrs., mission was abandoned owing to adverse conditions, most crews averaged between six and seven hours flying. All aircraft returned to Base.
(This operation was against the German ships Prinz Eugen and Lutzow in Swinemunde harbour. Poor weather over the target dictated an abort.)

14.04.45
Squadron detailed for operations, but cancelled owing to adverse weather.

15.04.45
Twenty aircraft took off on operations but returned some five hours later owing to adverse weather.
16.04.45
Eighteen aircraft operated against a shipping target at Swinemunde. Most aircraft were holed by flak. S/L. Powell failed to return. Aircraft was seen to receive a direct hit and went down out of control. One parachute seen to stream at about 2,000 ft.

(Fauquier felt sure that after the last two abortive raids and the long run in involved that fighters would be ready for them this time. He asked for and obtained a long range fighter escort. There were no fighters but ferocious flak which holed most of the aircraft and downed Powell. Prinz Eugen was not present but there were some close misses on the Lutzow although the results were not clear at the time of the raid. Powell’s port wing was hit and fell off, the aircraft spinning into a wood near the target, killing all the crew. The bodies were buried on the 18th April in the Caseburg Friedhof at Swinemunde but were exhumed in 1949 and reburied at Poznan Old Garrison cemetery.)

17.04.45
Squadron stood down owing to lack of serviceable aircraft.
(A rare event, but the aircraft had all taken a pounding over Swinemunde.)

18.04.45
Nothing to report.

19.04.45
Twenty aircraft took off for operations at about 1430 hours. All the aircraft returned.
(Attacking coastal gun positions at Heligoland, this raid was a success.)

20.04.45
No operations. News came through that the “Lutzow” had been sunk on 16th April.
(Photos of the battleship appeared to show her still afloat, but the near miss at the bows had torn out her bottom and she had settled onto the sea bed, apparently unharmed! The Navy with rather poor grace commented that she was not really sunk as she was not beneath the water.)

21.04.45
Nineteen aircraft detailed for operations but mission cancelled before briefing.

22.04.45
Nothing to report.

23.04.45
Stand down.

24.04.45
Nothing to report.

25.04.45
Sixteen aircraft despatched on operations. Target Berchtesgaden, good weather, all aircraft returned.
(An operation to bomb Hitler’s mountain home. The snow made the target unidentifiable and in fact Hitler was not in residence at the time anyway, being in his Berlin bunker instead. The Squadron identified and bombed instead the SS guards barracks causing much damage. The squadron thought that this raid was not a great success but in fact half of Hitler’s house had been destroyed, Goring and Bormann’s houses were badly damaged as were the SS barracks, the Platterhof, cinema and the workers’ camps. There were only six people killed out of 3,500 sheltering but had they known it at the time 617 would have been very pleased with the result of this raid. The 16 Tallboys dropped on this raid were the last to be dropped operationally.)

26.04.45

673
Nothing to report.

27.04.45
Nothing to report.

28.04.45
W/C. J.E. Grindon assumed command of No. 617 Squadron Vice G/C. J.E. Fauquier.

29.04.45
No operations.

30.04.45
No operations.

SUMMARY

During the month of April 1945, 140 Day operational sorties were dispatched, consisting of 735.05 hours. A total of 239.40 hours Day and 31.40 hours Night Flying Training was carried out. The following bombs were dropped on operations: 8 Special Stores, 73 Tallboys, 48 1000lb.

The following Officers were posted To the Squadron during April 1945:

<table>
<thead>
<tr>
<th>Officer ID</th>
<th>Rank</th>
<th>Name</th>
<th>Unit</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.424247</td>
<td>P/O</td>
<td>WEAVER</td>
<td>GD.B.</td>
<td>29.03.45</td>
</tr>
<tr>
<td>A.418614</td>
<td>F/O(A/F/L)</td>
<td>BULLOCK</td>
<td>GD.P.</td>
<td>03.04.45</td>
</tr>
<tr>
<td>A.428814</td>
<td>F/O(A/F/L)</td>
<td>SHERIDON</td>
<td>GD.P.</td>
<td>03.04.45</td>
</tr>
<tr>
<td>187333</td>
<td>P/O(A/F/O)</td>
<td>WEST</td>
<td>GD.P.</td>
<td>31.03.45</td>
</tr>
<tr>
<td>149514</td>
<td>F/O</td>
<td>ADAMS</td>
<td>GD.P.</td>
<td>01.04.45</td>
</tr>
<tr>
<td>151388</td>
<td>F/L</td>
<td>PREEDY</td>
<td>GD.N.</td>
<td>01.04.45</td>
</tr>
<tr>
<td>68190</td>
<td>F/L</td>
<td>LANGLEY</td>
<td>GD.P.</td>
<td>01.04.45</td>
</tr>
<tr>
<td>162480</td>
<td>F/O</td>
<td>McCANN</td>
<td>GD.N.</td>
<td>01.04.45</td>
</tr>
<tr>
<td>113295</td>
<td>F/L(A/S/L)</td>
<td>WARD</td>
<td>GD.P.</td>
<td>29.03.45</td>
</tr>
<tr>
<td>171443</td>
<td>F/O</td>
<td>FROST</td>
<td>GD.P.</td>
<td>03.04.45</td>
</tr>
<tr>
<td>176779</td>
<td>F/O</td>
<td>BARRENS-MOSS</td>
<td>GD.S.</td>
<td>03.04.45</td>
</tr>
<tr>
<td>151151</td>
<td>F/L</td>
<td>CLARKE</td>
<td>GD.N.</td>
<td>03.04.45</td>
</tr>
<tr>
<td>174008</td>
<td>F/O</td>
<td>COOK</td>
<td>GD.B.</td>
<td>03.04.45</td>
</tr>
<tr>
<td>185669</td>
<td>P/O</td>
<td>LANGLEY</td>
<td>GD.G.</td>
<td>03.04.45</td>
</tr>
<tr>
<td>191126</td>
<td>P/O</td>
<td>BRADY</td>
<td>GD.E.</td>
<td>03.04.45</td>
</tr>
<tr>
<td>89605</td>
<td>F/L</td>
<td>KING</td>
<td>GD.Admin.</td>
<td>04.04.45</td>
</tr>
<tr>
<td>189991</td>
<td>P/O</td>
<td>MATTHEWS</td>
<td>GD.N.</td>
<td>03.04.45</td>
</tr>
<tr>
<td>151609</td>
<td>F/O</td>
<td>MARTIN</td>
<td>GD.N.</td>
<td>10.04.45</td>
</tr>
<tr>
<td>154295</td>
<td>F/O(A/F/L)</td>
<td>BRIAN</td>
<td>GD.P.</td>
<td>11.04.45</td>
</tr>
<tr>
<td>153322</td>
<td>F/O</td>
<td>DEUBERT</td>
<td>GD.N.</td>
<td>11.04.45</td>
</tr>
<tr>
<td>159928</td>
<td>F/O</td>
<td>BARR</td>
<td>GD.N.</td>
<td>20.04.45</td>
</tr>
<tr>
<td>149505</td>
<td>F/O</td>
<td>DUCK</td>
<td>GD.B.</td>
<td>30.04.45</td>
</tr>
<tr>
<td>151892</td>
<td>F/O</td>
<td>COTT</td>
<td>GD.B.</td>
<td>19.04.45</td>
</tr>
<tr>
<td>171176</td>
<td>F/O</td>
<td>CRAVEN</td>
<td>GD.B.</td>
<td>19.04.45</td>
</tr>
<tr>
<td>156319</td>
<td>F/L</td>
<td>BARKER</td>
<td>GD.P.</td>
<td>10.04.45</td>
</tr>
<tr>
<td>186528</td>
<td>P/O</td>
<td>CHRISTIAN</td>
<td>GD.N.</td>
<td>13.04.45</td>
</tr>
<tr>
<td>171783</td>
<td>F/O</td>
<td>SCOTT</td>
<td>GD.G.</td>
<td>10.04.45</td>
</tr>
<tr>
<td>188914</td>
<td>P/O</td>
<td>BROWN</td>
<td>GD.N.</td>
<td>28.04.45</td>
</tr>
</tbody>
</table>
The following Officers were posted from the Squadron during April 1945:

<table>
<thead>
<tr>
<th>Number</th>
<th>Rank</th>
<th>Name</th>
<th>Flight</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>J.88794</td>
<td>P/O</td>
<td>DRY</td>
<td>GD.G.</td>
<td>22 O.T.U.</td>
</tr>
<tr>
<td>170762</td>
<td>F/O</td>
<td>WATTS</td>
<td>GD.P.</td>
<td>54 Base</td>
</tr>
<tr>
<td>A.416650</td>
<td>F/O</td>
<td>CAREY</td>
<td>GD.P.</td>
<td>54 Base</td>
</tr>
<tr>
<td>A.410748</td>
<td>F/O</td>
<td>STROM</td>
<td>GD.N.</td>
<td>29 O.T.U.</td>
</tr>
<tr>
<td>NZ.422096</td>
<td>P/O</td>
<td>CARDWELL</td>
<td>GD.N.</td>
<td>11 O.T.U.</td>
</tr>
<tr>
<td>103039</td>
<td>F/L(S/L)</td>
<td>POWELL</td>
<td>GD.P.</td>
<td>War Cas. **</td>
</tr>
<tr>
<td>151151</td>
<td>F/L</td>
<td>CLARKE</td>
<td>GD.N.</td>
<td>War Cas. **</td>
</tr>
<tr>
<td>148768</td>
<td>F/O</td>
<td>HEATH</td>
<td>GD.B.</td>
<td>War Cas. **</td>
</tr>
<tr>
<td>188618</td>
<td>P/O</td>
<td>HEWITT</td>
<td>GD.S.</td>
<td>War Cas. **</td>
</tr>
<tr>
<td>195713</td>
<td>P/O</td>
<td>KNIGHT</td>
<td>GD.G.</td>
<td>War Cas. **</td>
</tr>
<tr>
<td>174282</td>
<td>F/O</td>
<td>WARSON</td>
<td>GD.G.</td>
<td>War Cas. **</td>
</tr>
<tr>
<td>149249</td>
<td>F/O</td>
<td>DUFF</td>
<td>GD.E.</td>
<td>54 Base (N/E)</td>
</tr>
<tr>
<td>183565</td>
<td>F/O</td>
<td>JOHNSTONE</td>
<td>GD.B.</td>
<td>29 O.T.U.</td>
</tr>
<tr>
<td>C.1399</td>
<td>G/C</td>
<td>FAUQUIER</td>
<td>GD.P.</td>
<td>Air Ministry</td>
</tr>
<tr>
<td>A.424521</td>
<td>F/O</td>
<td>EDGE</td>
<td>GD.S.</td>
<td>11 P.D.R.C.</td>
</tr>
<tr>
<td>161023</td>
<td>F/O</td>
<td>RIDING</td>
<td>GD.S.</td>
<td>619 Sqn.</td>
</tr>
<tr>
<td>109371</td>
<td>F/L</td>
<td>DOBSON</td>
<td>GD.P.</td>
<td>6 L.F.S.</td>
</tr>
<tr>
<td>176492</td>
<td>F/O</td>
<td>ATKINSON</td>
<td>GD.G.</td>
<td>207 Sqn.</td>
</tr>
<tr>
<td>171205</td>
<td>F/O</td>
<td>HAYTER</td>
<td>GD.S.</td>
<td>207 Sqn.</td>
</tr>
<tr>
<td>175489</td>
<td>F/O</td>
<td>GARGET</td>
<td>GD.S.</td>
<td>9 Sqn.</td>
</tr>
<tr>
<td>173865</td>
<td>F/O</td>
<td>GRIMES</td>
<td>GD.S.</td>
<td>9 Sqn.</td>
</tr>
<tr>
<td>112156</td>
<td>F/O(A/F/L)</td>
<td>HUMPHRIES</td>
<td>A&amp;SD.</td>
<td>2 P.D.C.</td>
</tr>
<tr>
<td>42941</td>
<td>F/L</td>
<td>OLIVER</td>
<td>GD.G.</td>
<td>56 Base</td>
</tr>
</tbody>
</table>

** = (N/E Acct. Dept.)

The following Airmen N.C.O.'s were posted to the Squadron during April 1945:

<table>
<thead>
<tr>
<th>Number</th>
<th>Rank</th>
<th>Name</th>
<th>Flight</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.180657</td>
<td>F/S</td>
<td>SMITH</td>
<td>A/B.</td>
<td>5 L.F.S.</td>
</tr>
<tr>
<td>A.408497</td>
<td>F/S</td>
<td>BERRY</td>
<td>W/Op.</td>
<td>463 Sqn.</td>
</tr>
<tr>
<td>A.432087</td>
<td>F/S</td>
<td>BARBER</td>
<td>A/B.</td>
<td>463 Sqn.</td>
</tr>
<tr>
<td>A.436484</td>
<td>F/S</td>
<td>ROPE</td>
<td>Nav.</td>
<td>463 Sqn.</td>
</tr>
<tr>
<td>A.436851</td>
<td>F/S</td>
<td>DAVIS</td>
<td>A/G</td>
<td>463 Sqn.</td>
</tr>
<tr>
<td>A.436865</td>
<td>F/S</td>
<td>DAVIES</td>
<td>A/G</td>
<td>463 Sqn.</td>
</tr>
<tr>
<td>A.410558</td>
<td>W/O</td>
<td>NEILSON</td>
<td>W/Op.</td>
<td>467 Sqn.</td>
</tr>
<tr>
<td>A.428746</td>
<td>W/O</td>
<td>MORGAN</td>
<td>A/B</td>
<td>467 Sqn.</td>
</tr>
<tr>
<td>A.434781</td>
<td>F/S</td>
<td>FERGUSON</td>
<td>A/G</td>
<td>467 Sqn.</td>
</tr>
<tr>
<td>A.522283</td>
<td>W/O</td>
<td>RAYMOND</td>
<td>A/B</td>
<td>467 Sqn.</td>
</tr>
<tr>
<td>2209334</td>
<td>F/S</td>
<td>CROSBY</td>
<td>A/G.</td>
<td>54 Base (N/E)</td>
</tr>
<tr>
<td>1828809</td>
<td>Sgt</td>
<td>MORE</td>
<td>F/E</td>
<td>463 Sqn.</td>
</tr>
<tr>
<td>1574385</td>
<td>Sgt</td>
<td>MILNE</td>
<td>A/G</td>
<td>5 L.F.S.</td>
</tr>
<tr>
<td>1587891</td>
<td>F/S</td>
<td>STOCKWELL</td>
<td>F/E</td>
<td>5 L.F.S.</td>
</tr>
<tr>
<td>1592926</td>
<td>Sgt</td>
<td>KNOX</td>
<td>W/Op.</td>
<td>5 L.F.S.</td>
</tr>
<tr>
<td>1810515</td>
<td>Sgt</td>
<td>McVICAR</td>
<td>A/G</td>
<td>5 L.F.S.</td>
</tr>
<tr>
<td>1383122</td>
<td>F/S</td>
<td>LANSDOWN</td>
<td>A/G</td>
<td>227 Sqn.</td>
</tr>
</tbody>
</table>
The following Airmen N.C.O.'s were posted From the Squadron during April 1945:

<table>
<thead>
<tr>
<th>N°</th>
<th>Rank</th>
<th>Name</th>
<th>Service</th>
<th>From</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1426659</td>
<td>F/S</td>
<td>TREBILCOCK</td>
<td>A/G</td>
<td>54 Base</td>
<td>12.04.45</td>
</tr>
<tr>
<td>995295</td>
<td>F/S</td>
<td>DALEY</td>
<td>A/G</td>
<td>83 Sqn.</td>
<td>21.04.45</td>
</tr>
<tr>
<td>1316418</td>
<td>F/S</td>
<td>YOUNGS</td>
<td>A/G</td>
<td>83 Sqn.</td>
<td>21.04.45</td>
</tr>
<tr>
<td>1290120</td>
<td>W/O</td>
<td>VAUGHAN</td>
<td>A/G</td>
<td>17 O.T.U.</td>
<td>22.04.45</td>
</tr>
<tr>
<td>1493916</td>
<td>F/S</td>
<td>VANGE</td>
<td>A/G</td>
<td>17 O.Y.U.</td>
<td>22.04.45</td>
</tr>
<tr>
<td>1386573</td>
<td>F/S</td>
<td>DAY</td>
<td>A/B</td>
<td>29 O.T.U.</td>
<td>14.04.45</td>
</tr>
<tr>
<td>2209557</td>
<td>F/S</td>
<td>MAYOH</td>
<td>A/G</td>
<td>29 O.T.U.</td>
<td>14.04.45</td>
</tr>
<tr>
<td>1809630</td>
<td>F/S</td>
<td>FELTON</td>
<td>F/E</td>
<td>War Cas. *</td>
<td>17.04.45</td>
</tr>
<tr>
<td>1353837</td>
<td>F/S</td>
<td>SHARP</td>
<td>A/G</td>
<td>85 O.T.U.</td>
<td>14.04.45</td>
</tr>
<tr>
<td>3010574</td>
<td>F/S</td>
<td>BELSHAW</td>
<td>F/E</td>
<td>54 Base (N/E)</td>
<td>10.04.45</td>
</tr>
<tr>
<td>1892966</td>
<td>Sgt</td>
<td>HAYES</td>
<td>W/Op.</td>
<td>57 Sqn.</td>
<td>28.04.45</td>
</tr>
<tr>
<td>646511</td>
<td>Sgt</td>
<td>PIGRAM</td>
<td>A/G</td>
<td>189 Sqn.</td>
<td>28.04.45</td>
</tr>
<tr>
<td>A.426150</td>
<td>W/O</td>
<td>PASK</td>
<td>W/Op.</td>
<td>57 Sqn.</td>
<td>28.04.45</td>
</tr>
<tr>
<td>1162797</td>
<td>W/O</td>
<td>RIES</td>
<td>W/Op.</td>
<td>57 Sqn.</td>
<td>28.04.45</td>
</tr>
<tr>
<td>1867094</td>
<td>F/S</td>
<td>POCOCK</td>
<td>W/Op.</td>
<td>57 Sqn.</td>
<td>28.04.45</td>
</tr>
<tr>
<td>1497486</td>
<td>W/O</td>
<td>PENSWICK</td>
<td>A/G</td>
<td>630 Sqn.</td>
<td>28.04.45</td>
</tr>
<tr>
<td>1574385</td>
<td>Sgt</td>
<td>MILNE</td>
<td>A/G</td>
<td>207 Sqn.</td>
<td>28.04.45</td>
</tr>
<tr>
<td>1810515</td>
<td>Sgt</td>
<td>McVICAR</td>
<td>A/G</td>
<td>619 Sqn.</td>
<td>28.04.45</td>
</tr>
<tr>
<td>1542847</td>
<td>F/S</td>
<td>HARWOOD</td>
<td>W/Op.</td>
<td>44 Sqn.</td>
<td>28.04.45</td>
</tr>
<tr>
<td>647384</td>
<td>W/O</td>
<td>TIREL</td>
<td>A/G</td>
<td>189 Sqn.</td>
<td>28.04.45</td>
</tr>
<tr>
<td>1592926</td>
<td>Sgt</td>
<td>KNOX</td>
<td>W/Op.</td>
<td>189 Sqn.</td>
<td>28.04.45</td>
</tr>
</tbody>
</table>

** = (N/E Acct. Dept.)

The following personnel have been awarded decorations during April 1945:

<table>
<thead>
<tr>
<th>N°</th>
<th>Rank</th>
<th>Name</th>
<th>Service</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>62699</td>
<td>W/C</td>
<td>CALDER</td>
<td>GD.P.</td>
<td>1st Bar to D.S.O.</td>
</tr>
<tr>
<td>151090</td>
<td>F/L</td>
<td>ROGERS</td>
<td>GD.B.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>160719</td>
<td>F/O(A/F/L)</td>
<td>WARD</td>
<td>GD.S.</td>
<td>D.F.C.</td>
</tr>
</tbody>
</table>

676
The following Officers have been promoted during April 1945:

<table>
<thead>
<tr>
<th>Number</th>
<th>Rank</th>
<th>Name</th>
<th>Given Name</th>
<th>Date from</th>
</tr>
</thead>
<tbody>
<tr>
<td>142898</td>
<td>F/O</td>
<td>JONES</td>
<td>GD. N. - F/L</td>
<td>04.03.45</td>
</tr>
<tr>
<td>183565</td>
<td>P/O</td>
<td>JOHNSTONE</td>
<td>GD. B. - F/O</td>
<td>12.02.45</td>
</tr>
<tr>
<td>183881</td>
<td>P/O</td>
<td>HOWKINS</td>
<td>GD. S. - F/O</td>
<td>16.02.45</td>
</tr>
<tr>
<td>142543</td>
<td>F/O(A/F/L)</td>
<td>RAWELS</td>
<td>GD. P. - F/L</td>
<td>09.03.45</td>
</tr>
<tr>
<td>151388</td>
<td>F/O</td>
<td>PREEDY</td>
<td>GD. N. - F/L</td>
<td>05.03.45</td>
</tr>
<tr>
<td>183096</td>
<td>P/O</td>
<td>ROBERTS</td>
<td>GD. B. - F/O</td>
<td>15.02.45</td>
</tr>
<tr>
<td>A.429605</td>
<td>P/O</td>
<td>MURRAY</td>
<td>GD. N. - F/O</td>
<td>01.03.45</td>
</tr>
<tr>
<td>J.17531</td>
<td>F/O(A/F/L)</td>
<td>PRICE</td>
<td>GD. P. - F/L</td>
<td>20.04.45</td>
</tr>
<tr>
<td>A.424774</td>
<td>P/O</td>
<td>LOVATT</td>
<td>GD. S. - F/O</td>
<td>21.02.45</td>
</tr>
<tr>
<td>A.400896</td>
<td>F/O</td>
<td>WITTMER</td>
<td>GD. N. - F/L</td>
<td>28.03.45</td>
</tr>
<tr>
<td>142490</td>
<td>F/O</td>
<td>EVANS</td>
<td>GD. S. - F/L</td>
<td>14.03.45</td>
</tr>
<tr>
<td>185037</td>
<td>P/O</td>
<td>MCKENZIE</td>
<td>GD. E. - F/O</td>
<td>05.03.45</td>
</tr>
<tr>
<td>160220</td>
<td>P/O</td>
<td>STANLEY</td>
<td>GD. N. - F/O</td>
<td>01.03.45</td>
</tr>
<tr>
<td>185025</td>
<td>P/O</td>
<td>KNIGHT</td>
<td>GD. N. - F/O</td>
<td>26.02.45</td>
</tr>
<tr>
<td>183083</td>
<td>P/O</td>
<td>RONALD</td>
<td>GD. G. - F/O</td>
<td>21.02.45</td>
</tr>
<tr>
<td>610814</td>
<td>Sgt</td>
<td>BRIAN</td>
<td>F/Eng. - F/S</td>
<td>03.04.45</td>
</tr>
<tr>
<td>1456311</td>
<td>Sgt</td>
<td>ENOCH</td>
<td>F/Eng. - F/S</td>
<td>03.04.45</td>
</tr>
<tr>
<td>1893581</td>
<td>Sgt</td>
<td>PHILLIPS</td>
<td>F/Eng. - F/S</td>
<td>03.04.45</td>
</tr>
<tr>
<td>NZ.427280</td>
<td>F/S</td>
<td>HEBBARD</td>
<td>A/B. - W/O</td>
<td>01.04.45</td>
</tr>
<tr>
<td>911473</td>
<td>Sgt</td>
<td>FARINO</td>
<td>A/G. - F/S</td>
<td>21.04.45</td>
</tr>
<tr>
<td>1824489</td>
<td>Sgt</td>
<td>HAGARTY</td>
<td>A/G. - F/S</td>
<td>21.04.45</td>
</tr>
<tr>
<td>2221681</td>
<td>Sgt</td>
<td>MAY</td>
<td>A/G. - F/S</td>
<td>21.04.45</td>
</tr>
<tr>
<td>543639</td>
<td>F/S</td>
<td>DADGE</td>
<td>A/G. - W/O</td>
<td>24.04.45</td>
</tr>
<tr>
<td>1171770</td>
<td>Sgt</td>
<td>NEALE</td>
<td>A/G. - F/S</td>
<td>22.04.45</td>
</tr>
<tr>
<td>1825655</td>
<td>Sgt</td>
<td>BURNETT</td>
<td>F/E. - F/S</td>
<td>17.04.45</td>
</tr>
</tbody>
</table>

The following airmen have been granted a commission during April 1945:

<table>
<thead>
<tr>
<th>Number</th>
<th>Rank</th>
<th>Name</th>
<th>Service Number</th>
<th>Date from</th>
</tr>
</thead>
<tbody>
<tr>
<td>1383122</td>
<td>F/S</td>
<td>W.E. LANSDOWN</td>
<td>A/G</td>
<td>06.02.45</td>
</tr>
<tr>
<td>1880229</td>
<td>F/S</td>
<td>W. KNIGHT</td>
<td>A/G</td>
<td>16.02.45</td>
</tr>
</tbody>
</table>

(Certified that the above Form 540 contains extracts from Personnel Occurrence Reports.)
DETAILS OF SORTIE OR FLIGHT
Shipping Ijmuiden. 1 x Tallboy. 0943. 14,500. We arrived over enemy coast. To the north there was about 9/10th st. cu. tops 3/4,00 feet and to the south covering the target was 10/10th cloud at the same height. I called the controller who agreed with me that the weather was hopeless so I said that the mission should be abandoned and the Controller agreed.

DATE:  6.4.45
AIRCRAFT TYPE & NUMBER:   Lancaster 1. PD.128
CREW:    DUTY
S/L GORDON  AS SHOWN ABOVE
F/S ENOCH
P/O LANGSTON
F/O SHIRLEY
-
F/S CARDWELL
TIME:  UP  DOWN
08.11  10.51

DETAILS OF SORTIE OR FLIGHT

DATE:  6.4.45
AIRCRAFT TYPE & NUMBER:   Lancaster 1. PD.132
CREW:    DUTY
F/L ANNING  AS SHOWN ABOVE
F/S SNEDKER
P/O KNIGHT
F/O VALENTINE
-
F/S DADGE
TIME:  UP  DOWN
08.01  10.55

DETAILS OF SORTIE OR FLIGHT

DATE:  6.4.45
AIRCRAFT TYPE & NUMBER:   Lancaster 1. PD.135
CREW: F/L PRICE  W/O HARTLEY  F/S KOHL  F/O MERCHANT  SGT. SARIGSON

DUTY AS SHOWN ABOVE

TIME: UP  DOWN
08.01  10.55

DETAILS OF SORTIE OR FLIGHT

DATE: 6.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.130

CREW: F/L LANCEY  SGT. BUNSELL  W/O ROBIN  W/O PERRY  F/L ENGLISH

DUTY AS SHOWN ABOVE

TIME: UP  DOWN
08.07  11.06

DETAILS OF SORTIE OR FLIGHT

DATE: 6.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PB.997

CREW: F/L HORSLEY  W.O ARMSTRONG  F/O BARLEYCORN  SGT. WILSON  SGT. FARINO

DUTY AS SHOWN ABOVE

TIME: UP  DOWN
08.02  10.56

DETAILS OF SORTIE OR FLIGHT
DATE:  6.4.45  
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PD.238  
CREW:  
F/L BEAUMONT  
SGT BELSHAW  
W/O GAIT  
F/L ALLEN  
W/O STREET  
SGT STREET  
F/S SNAPE  
DUTY  
AS SHOWN ABOVE  
TIME:  UP  DOWN  
08.04  10.54  
DETAILS OF SORTIE OR FLIGHT  

DATE:  6.4.45  
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PD.135  
CREW:  
F/L MCLOUGHLIN  
W/O VENTON  
P/O HILL  
F/O HEATH  
-  
F/O BAILEY  
DUTY  
AS SHOWN ABOVE  
TIME:  UP  DOWN  
08.09  10.53  
DETAILS OF SORTIE OR FLIGHT  

DATE:  6.4.45  
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PD.129  
CREW:  
F/L LEAVITT  
SGT GRIFFIN  
F/O WITHAMS  
F/S OLDMAN  
-  
F/S DALEY  
DUTY  
AS SHOWN ABOVE  

680
DETAILS OF SORTIE OR FLIGHT

DATE: 6.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.134
CREW: DUTY
F/L MARSHALL AS SHOWN ABOVE
F/S CHORLERTON
F/O NEWBY
F/O SUMPTER
-
-
P/O WEBB
TIME: UP DOWN
08.12 10.58

DETAILS OF SORTIE OR FLIGHT

DATE: 6.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.113
CREW: DUTY
F/O CASTAGNOLA AS SHOWN ABOVE
F/S HENDERSON
F/L GORRINGE
W/O HEBBARD
-
-
F/O RONALD
TIME: UP DOWN
08.10 10.56

DETAILS OF SORTIE OR FLIGHT

DATE: 6.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.139
CREW: DUTY
LT ADAMS AS SHOWN ABOVE
F/S SWANN
P/O COLLINS
F/L FOULKES
- 
F/S SCAWTHORNE

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>07.59</td>
<td>10.57</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**


---

**DATE:** 6.4.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. NG.339

**CREW:**  
F/L GOODMAN  
F/S BURNETT  
F/O WAKINSON  
F/L HAYWARD

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>08.26</td>
<td>10.50</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**


---

**DATE:** 6.4.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.131

**CREW:**  
S/L POWELL  
F/S FELTON  
F/L BAYNE  
F/O BARRON  
F/O WATSON

<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>08.03</td>
<td>10.01</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**


---

**DATE:** 7.4.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.114
CREW:  
S/L COCKSHOTT  
F/S FRYER  
F/O COTTRELL  
F/O BOOTH  
-  
W/O FORD  

DUTY  
AS SHOWN ABOVE  

TIME:  
UP  
17.33  
DOWN  
20.43  

DETAILS OF SORTIE OR FLIGHT  
Shipping Ijmuden. 1931.25. 13.700. 1 x Tallboy. Our bomb overshot on the quayside. We saw a direct hit on the bows by the last bomb down. Remainder of bombs were all concentrated and the target covered with smoke.

DATE: 7.4.45  
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.132  

CREW:  
S/L CALDER  
F/O WAKEFIELD  
F/L BENISON  
F/L CRAFER  
-  
-  
F/O DALE  

DUTY  
AS SHOWN ABOVE  

TIME:  
UP  
17.26  
DOWN  
20.32  

DETAILS OF SORTIE OR FLIGHT  
Shipping Ijmuden. 1930.47 14.470 1 x Tallboy. Our bomb fell approx. 80 yds to west of ship. Bombing generally well concentrated. One possible hit seen but ship remained afloat.

DATE: 7.4.45  
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.131  

CREW:  
S/L POWELL  
F/S FELTON  
F/L BAYNE  
F/O BARRON  
-  
-  
F/O WATSON  

DUTY  
AS SHOWN ABOVE  

TIME:  
UP  
17.47  
DOWN  
20.49
DETAILS OF SORTIE OR FLIGHT
Shipping Ijmuden. 1931.03. 14.000 1 x Tallboy. Our bomb fell between the ship and the quay. Bombing was generally excellent.

DATE: 7.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PB.998

CREW: 
DUTY
F/L GOODMAN AS SHOWN ABOVE
F/S BURNETT
F/O WATKINSON
F/L HAYWARD
F/S HULBERT
F/S LEWIS

TIME: UP DOWN
17.35  20.36

DETAILS OF SORTIE OR FLIGHT
Shipping Ijmuden. 1931. 14.240 1 x Tallboy. Our bomb fell between the ship and the quay a very slight overshoot. A number of bombs seen to fall very close, and we saw one direct hit on first run and another on the second.

DATE: 7.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PB.996

CREW: 
DUTY
F/L MCLoughlin AS SHOWN ABOVE
W/O VENTON
P/O HILL
F/O HEATH
F/O BAILEY

TIME: UP DOWN
17.39  20.40

DETAILS OF SORTIE OR FLIGHT
Shipping Ijmuden. 1929.38. 13.200. 1 x Tallboy. Our bomb fell slightly to west of target. No direct hits seen. But all bombs very close and ship completely obscured by smoke at end of attack.

DATE: 7.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PB.997

CREW: 
DUTY
F/L HORSLEY AS SHOWN ABOVE
W/O ARMSTRONG
F/O BARLEYCORN
SGT. WILSON
- 
- 
SGT. NEALE

TIME: UP DOWN
17.37 20.54

DETAILS OF SORTIE OR FLIGHT
Shipping Ijmuden. 19.31.03. 13.600. 1 x Tallboy Two bombs seen to burst between the ship and the quay and another was a slight undershoot to the east. Ship appeared to be afloat after the attack.

DATE: 7.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.135
CREW: F/L PRICE W/O HARTLEY F/S KOHL P/O MERCHANT - SGT. AVEY
DUTY AS SHOWN ABOVE

TIME: UP DOWN
17.31 20.39

DETAILS OF SORTIE OR FLIGHT
Shipping Ijmuden 1930.40 13.500 1 x Tallboy Our bomb was a slight overshoot on the quay beyond the ship. We could not see any direct hit owing to smoke obscuring the ship after bombing commenced, but bombing was very concentrated.

DATE: 7.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.129
CREW: F/L LEAVITT SGT GRIFFIN F/O WITHAMS F/S OLDMAN - F/S GOLDIE
DUTY AS SHOWN ABOVE

TIME: UP DOWN
17.34 20.34 17.35

DETAILS OF SORTIE OR FLIGHT
Shipping Ijmuden 1940.20 14.150 1 x Tallboy. We claim a direct hit. Two very near misses on south side.
<table>
<thead>
<tr>
<th>DATE: 7.4.45</th>
<th>AIRCRAFT TYPE &amp; NUMBER: Lancaster 1. PD.129</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L MARSHALL</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S CHOLETON</td>
<td></td>
</tr>
<tr>
<td>F/O NEWBY</td>
<td></td>
</tr>
<tr>
<td>F/O SUMPTER</td>
<td></td>
</tr>
<tr>
<td>F/O WILKINSON</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td></td>
<td>17.38</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Shipping Ijmuden 1931.20 13,500 1 x Tallboy. Own bomb not seen because of smoke, believe near miss. Bombing well concentrated. Approx. two mins after the bombing smoke had cleared. Some smoke appeared to be coming from centre of ship.

<table>
<thead>
<tr>
<th>DATE: 7.4.45</th>
<th>AIRCRAFT TYPE &amp; NUMBER: Lancaster 1. PD.130</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L LANCEY</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/L RYALL</td>
<td></td>
</tr>
<tr>
<td>W/O ROBIN</td>
<td></td>
</tr>
<tr>
<td>F/O SUMNEY</td>
<td></td>
</tr>
<tr>
<td>F/L ENGLISH</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td></td>
<td>17.39</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Shipping Ijmuden 1931 13,950 1 x Tallboy. Our bomb very near miss. Bombing mainly concentrated around eastern end.

<table>
<thead>
<tr>
<th>DATE: 7.4.45</th>
<th>AIRCRAFT TYPE &amp; NUMBER: Lancaster 1. PD.135</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L ANNING</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S SNEDKER</td>
<td></td>
</tr>
<tr>
<td>P/O KNIGHT</td>
<td></td>
</tr>
<tr>
<td>F/O VALENTINE</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
- 
F/S DADGE

<table>
<thead>
<tr>
<th>TIME</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>17.25</td>
<td>20.45</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Shipping Ijmuden. 1931.24 13.600 1 x Tallboy. We had a 30 yd overshoot. Bombing concentrated but mostly 50/60 yds undershoots. Last bomb seemed to be a direct hit on the bows.

DATE: 7.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.115
CREW:
F/O CASTAGNOLA DUTY
F/S CASTAGNOLA AS SHOWN ABOVE
F/S HENDERSON
F/S HENDERSON
F/L GORRINGE
W/O HEBBARD
- 
F/O RONALD

<table>
<thead>
<tr>
<th>TIME</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>17.29</td>
<td>20.21</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Shipping Ijmuden 1931 14.500 1 x Tallboy. Our bomb undershot by 30/40 yds. One definite direct hit seen and another possible. First four bombs overshoot. But no more than 50yds from target in first dozen down.

DATE: 7.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.128
CREW:
LT. ADAMS DUTY
F/S SWANN AS SHOWN ABOVE
P/O COLLINS
F/L FOULKES
- 
- 
F/L GIRVAN

<table>
<thead>
<tr>
<th>TIME</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>17.32</td>
<td>20.40</td>
</tr>
<tr>
<td></td>
<td>17.33</td>
<td></td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Shipping Ijmuden. 1921.5 13.200 1 x Tallboy. Our bomb fell between the ship and the quay in line with centre of ships. We thought there was a direct hit on the bows by the last aircraft to bomb. All bombing seemed well concentrated.
**DATE:** 7.4.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. LM.485  

**CREW:**  
S/L GORDON  
SGT ENOCH  
P/O LANGSTON  
F/O SHIRLEY  
F/S GATLAND  
F/S DOBSON  
F/S CARDWELL  

**TIME:**  
UP | DOWN  
---|---  
17.40 | 20.41  

**DETAILS OF SORTIE OR FLIGHT**  
Shipping Ijmuden. 19.30.4 13900 ft. 1 x Tallboy. Our bomb was direct hit. Three bursts seen on the Jetty to the South. Bombing generally moderate.

---

**DATE:** 7.4.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.238  

**CREW:**  
F/L BEAUMONT  
SGT BELSHAW  
W/O GAIT  
F/L ALLEN  
W/O STREET  
SGT. HAGARTY  
F/S SNAPE  

**TIME:**  
UP | DOWN  
---|---  
17.36 | 20.44  

**DETAILS OF SORTIE OR FLIGHT**  
Shipping Ijmuden. 19.30.48 14.000 1 x Tallboy. We got a hit on the stern of the ship, bombing concentrated all round the vessel, which seemed to be settling down by the stern at the end of the attack.

---

**DATE:** 9.4.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.119  

**CREW:**  
G/C J.E. FAUQUIER (CAN)  
F/L K.J. RYALL  
F/L R.R. BAYNE  
F/O W.A. DANIEL (CAN)  
R/S DOBSON F.
TIME:  
14.10  
19.27

DETAILS OF SORTIE OR FLIGHT
U-Boat Pens Hamburg. 17.36  17.000  1 x Special Store.  Our bomb seen to hit N.E. corner and three other hits in approx. centre of pen.  Smoke obscured further observations.

DATE:  9.4.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PD.112
CREW:  
S/L C.C. CALDER  
F/O H.E. WAKEFIELD  
F/L J.H. BENISON  
F/L C.B. CRAFER  
F/O G. DALE

TIME:  
14.12  
19.24

DETAILS OF SORTIE OR FLIGHT
U-Boat Pens Hamburg. 17.36.58  17.020’  1 x Special Store.  Our bomb hit west side of pens.  Two direct hits seen.

DATE:  9.4.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PD.115
CREW:  
S/L W.H. GORDON  
SGT Enoch E.C.  
P/O J. LANGSTONE  
F/O P.W. SHIRLEY  
F/S CARDWELL V.

TIME:  
14.26  
19.41

DETAILS OF SORTIE OR FLIGHT
U-Boat Pens Hamburg. 17.31.50.  16.500’  1 x Tallboy.  Bombing well concentrated.

DATE:  9.4.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PD.131
CREW:  
S/L J.L. POWELL

DUTY
AS SHOWN ABOVE
F/S FELTON
F/O J. HODGKINSON
F/O R. BARRON
-
-
F/O J. WATSON

TIME:  UP    DOWN
14.23   19.45

DETAILS OF SORTIE OR FLIGHT
U-Boat Pens Hamburg. 17.37.50. 16.300’ 1 x Tallboy. Bombs seen to fall on northern and western sides of pen. One direct hit with large bomb seen.

DATE:  9.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1.
CREW:  DUTY
F/L L.S. GOODMAN          AS SHOWN ABOVE
SGT. BURNETT W.
F/O H.WATKINSON
F/L H.A. HAYWARD
F/S BOOTH H.J.
-
F/S HULBERT B.S.

TIME:  UP    DOWN
14.15   19.33

DETAILS OF SORTIE OR FLIGHT
U-Boat Pens Hamburg. 17.36.56. 16.490’ 1 x Tallboy. Our bomb fell just S.E. of target centre, a direct hit. Several other direct hits were observed on the western side of the pens.

DATE:  9.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.339
CREW:  DUTY
F/L G.L. BEAUMONT          AS SHOWN ABOVE
SGT. BELSHAW D.
W/O GAIT F.P.
F/L G.T. ALLEN
W/O STREET R.A.J.
SGT. HAGARTY T.
F/S SNAPE A.V.

TIME:  UP    DOWN
14.32   19.35

DETAILS OF SORTIE OR FLIGHT
U-Boat Pens Hamburg. 1736.55  17.000’ 1 x Tallboy. Direct hit claimed. We saw three others. Bombing generally good.

**DATE:** 9.4.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PB.996  
**CREW:**  
F/L J.C. MCLoughlin  
W/O VENTON S.J.  
P/O J.L. HILL  
F/O A.L. HEATH  
-  
F/O H.R. BAILEY  
**TIME:**  
UP  | DOWN  
--- | ---  
14.22 | 19.39  

**DETAILS OF SORTIE OR FLIGHT**  
U-Boat Pens Hamburg. 1736 ½  16000’ 1 x Tallboy. Direct hit on left hand quarter of pens. We saw six hits.

**DATE:** 9.4.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PB.997  
**CREW:**  
F/L R.M. HORSLEY  
W/O ARMSTRONG E.W.  
F/O D.H. BARLEYCORN  
SGT. WILSON D.M.  
-  
SGT. FARINO H.  
**TIME:**  
UP  | DOWN  
--- | ---  
14.20 | 19.49  

**DETAILS OF SORTIE OR FLIGHT**  
U-Boat Pens Hamburg. 1737 ½  16630’ 1 x Tallboy. Our bomb fell third and was a direct hit, just went west of target centre. The first 2 bombs to fall were direct hits on the eastern half of the pens.

**DATE:** 9.4.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.133  
**CREW:**  
F/L G.R. PRICE (CAN)  
W/O HARTLEY G.E.  
F/S KOHL H. (CAN)  
F/O T.W.L. MERCHANT  
-  

**NOTE:** Please note that the contents of this disk are protected electronically against unauthorised copying and use. If you are not the owner of the 617 Sqn Operational Record Book CD-ROM or are not using the contents of this disk in accordance with the license you are in breach of the law and should desist immediately. Digitally logged.
SGT. SARGISON D.V.

**TIME:**

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.18</td>
<td>19.28</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

U-Boat Pens Hamburg. 1736.50 16520’ 1 x Tallboy. Our bomb fell just east of the centre of the pens, a direct hit. The second bomb fell just to the N of ours also a direct hit as was the third bomb which fell just west of the centre. The fourth was an overshoot to the E. No further results were observed.

---

**DATE:** 9.4.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. LM.695

**CREW:**
F/L J.H. LEAVITT  
SGT. GRIFFIN H.  
F/O R/F/ WITHAMS  
F/S OLDMAN D.A.  
F/S COLE C.  
F/S GOLDIE P.  
F/S DALEY J.

**TIME:**

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.13</td>
<td>19.32</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

U-Boat Pens Hamburg. 17.36.56. 16000’. 1 x Tallboy. Own bomb direct hit in approximate centre. Two other hits seen.

---

**DATE:** 9.4.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1.

**CREW:**
F/L J.C. WARBURTON  
SGT. COKER J.A.  
P/O B.A.C.U. STANLEY  
P/O F.R. CHANCE  
-  
P/O J.B. LEES

**TIME:**

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.19</td>
<td>19.38</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

U-Boat Pens Hamburg. 17.36.56. 16000’. 1 x Tallboy. Five direct hits seen.
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.134

CREW:  DUTY
F/L I.M. MARSHALL  AS SHOWN ABOVE
F/S CHOLERTON F.
F/O K. NEWBY
F/O K.L. SUMNER
P/O D.E. WEBB

TIME:  UP  DOWN
14.21  19.34

DETAILS OF SORTIE OR FLIGHT
U-Boat Pens Hamburg. 1737. 16500’ 1 x Tallboy. Four direct hits seen. Bombing well concentrated.

DATE:  9.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.135

CREW:  DUTY
F/L S.A. ANNING  AS SHOWN ABOVE
F/S SNEDKER
F/O J.B. KNIGHT
F/O R VALENTINE
SGT. NEALE L.

TIME:  UP  DOWN
14.25  19.42

DETAILS OF SORTIE OR FLIGHT
U-Boat Pens Hamburg. 1736.50. 17100’ 1 x Tallboy. We claim a direct hit. Bombing very concentrated. All bombs except one overshoot and one undershoot were on the target.

DATE:  9.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.134

CREW:  DUTY
F/L J.L. SAYERS (AUS)  AS SHOWN ABOVE
F/O V.L. JOHNSON
F/O F.E. WITTMER (AUS)
F/O E.W. WEAVER (AUS)
F/O B.F. KENT

TIME:  UP  DOWN
14.17  19.47
**DETAILS OF SORTIE OR FLIGHT**  
U-Boot Pens Hamburg. 1736.49. 14300’ 1 x Tallboy. Direct hit obtained. All bombs concentrated on target.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>9.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PD.118</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/O J.W. SPIERS (AUS)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>SGT. GARROD A.E.</td>
<td></td>
</tr>
<tr>
<td>F/O J.D. HARRISON</td>
<td></td>
</tr>
<tr>
<td>F/O T.G. MUHL</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
<tr>
<td>F/O N.H. LLOYD</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td>14.34</td>
<td>19.46</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**  
U-Boot Pens Hamburg. 1737.51. 16400’ 1 x Tallboy. Our bomb fell in the smoke which emanated from the target. No results observed.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>9.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PD.113</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/O J. CASTAGNOLA</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S HENDERSON S.J.</td>
<td></td>
</tr>
<tr>
<td>F/L F.J. GORRINGE</td>
<td></td>
</tr>
<tr>
<td>W/O HEBBARD L.</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
<tr>
<td>F/O J.K. RONALD</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td>14.11</td>
<td>19.25</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**  
U-Boot Pens Hamburg. 1737.10 16500’. 1 x Tallboy. We got a direct hit. All first three were direct hits. Bombing generally good.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>9.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PD.139</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>LT. W. ADAMS</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S SWANN A.</td>
<td></td>
</tr>
<tr>
<td>P/O T.H. COLLINS</td>
<td></td>
</tr>
<tr>
<td>F/L R.K. FOULKES</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>
-  
F/L R. GIRVAN

TIME: UP DOWN  
14.24 19.40

DETAILS OF SORTIE OR FLIGHT  
U-Boat Pens Hamburg. 1737.92. 16000’ 1 x Tallboy. Our own bomb was not seen to hit the target due to the smoke from exploding bombs a second or two before ours reached the ground. The first bomb was seen to be a direct hit and the smoke and explosions caused by subsequent hits emanated from the target itself.

DATE: 13.4.45  
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.119

CREW:  
G/C J.E. FAUQUIER (CAN)  
F/O A. SINCLAIR  
F/L R.R. BAYNE  
F/O W.A. DANIEL (CAN)  
-  
R/S DOBSON F.

TIME: UP DOWN  
11.17 18.10

DETAILS OF SORTIE OR FLIGHT  
Prince Eugen & Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.

DATE: 13.4.45  
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.115

CREW:  
S/L W.H. GORDON  
SGT ENOCH E.C.  
P/O J. LANGSTONE  
F/O P.W. SHIRLEY  
-  
F/S CARDWELL V.

TIME: UP DOWN  
11.33 18.37

DETAILS OF SORTIE OR FLIGHT  
Prince Eugen & Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.

DATE: 13.4.45  
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.339  

695
CREW: S/L J.F. BROOKES
      F/O H.R. SHORT
      F/L J.H. JONES
      F/L E.A. BALDWIN
      F/O D.A. BROOM
      F/O N.H. LLOYD
      F/L R. GIRVAN

DUTY: AS SHOWN ABOVE

TIME: UP  DOWN
      11.25  18.35

DETAILS OF SORTIE OR FLIGHT
Prince Eugen & Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.

DATE:  13.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.121

CREW: S/L J.L. POWELL
      F/S FELTON H.W.
      F/L E/G/ PREEDY
      F/O R. BARRON
      -
      F/O WATSON

DUTY: AS SHOWN ABOVE

TIME: UP  DOWN
      11.27  18.20

DETAILS OF SORTIE OR FLIGHT
Prince Eugen & Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.

DATE:  13.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.132

CREW: F/L J.L. SAYERS (AUS)
      F/O V.L. JOHNSON
      F/O F.E. WITTMER (AUS)
      F/O E.W. WEAVER (AUS)
      -
      F/O B.F. KENT

DUTY: AS SHOWN ABOVE

TIME: UP  DOWN
      11.37  18.32

DETAILS OF SORTIE OR FLIGHT

696
Prince Eugen & Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>13.4.45</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster 1. PD.328</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td></td>
<td>DUTY</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/L I.M. MARSHALL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/S CHOLERTON F.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O K. NEWBY</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O K.L. SUMNER</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/S D UROSE P.P.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P/O D.E. WEBB</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O R. WILKINSON</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
<td>DOWN</td>
<td>11.29</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Prince Eugen & Lutzow (Swinemunde) Mission Abandoned. 12 x 1000 lb. A.M.M. 65.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>13.4.45</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster 1. PD.135</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td></td>
<td>DUTY</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/L S.A. ANNING</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/S SNEDKER</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/S FISH C.R.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O R VALENTINE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P/O R.R. LANGLEY</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
<td>DOWN</td>
<td>11.22</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Prince Eugen & Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>13.4.45</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>Lancaster 1. PD.116</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW:</td>
<td></td>
<td>DUTY</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/L H.V. GAVIN</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SGT. BROWN F.M.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O P.E. COTRELL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/S WHITE W.M.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F/O T.K. REDDAN</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

697
<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>11.35</td>
<td>18.22</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Prince Eugen & Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>13.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PD.114</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L J.C. MCLoughlin</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>W/O VENTON S.J.</td>
<td></td>
</tr>
<tr>
<td>P/O J.L. HILL</td>
<td></td>
</tr>
<tr>
<td>F/O A.L. HEATH</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
<tr>
<td>F/O H.R. BAILEY</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
</tr>
<tr>
<td></td>
<td>11.32</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Prince Eugen & Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>13.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PB.997</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L R.M. HORSLEY</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>W/O ARMSTRONG E.W.</td>
<td></td>
</tr>
<tr>
<td>F/O D.H. BARLEYCORN</td>
<td></td>
</tr>
<tr>
<td>SGT. WILSON D.M.</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
<tr>
<td>SGT. NEALE L</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
</tr>
<tr>
<td></td>
<td>11.26</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Prince Eugen & Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>13.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. NG.129</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L J.H. LEAVITT</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>SGT. GRIFFIN H.</td>
<td></td>
</tr>
</tbody>
</table>
F/O R/F WITHAMS
F/S OLDMAN D.A.
- 
F/S GOLDIE P.

TIME: \begin{tabular}{l|l}
 & \textbf{UP} & \textbf{DOWN} \\
\hline
 & 11.18 & 18.29 \\
\end{tabular}

\textbf{DETAILS OF SORTIE OR FLIGHT}
Prince Eugen & Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.

\begin{center}
\textbf{DATE:} 13.4.45 \\
\textbf{AIRCRAFT TYPE & NUMBER:} Lancaster 1. PD.128 \\
\textbf{CREW:} \\
F/L J.C. WARBURTON \hspace{1cm} \textbf{DUTY} \hspace{1cm} AS SHOWN ABOVE \\
F/S COKER J.A. \\
P/O B.A.C.U. STANLEY \\
F/O F.S. PALMER \\
- \\
P/O J.B. LEES
\end{center}

\begin{center}
\textbf{TIME:} \begin{tabular}{l|l}
 & \textbf{UP} & \textbf{DOWN} \\
\hline
 & 11.21 & 18.25 \\
\end{tabular}
\end{center}

\textbf{DETAILS OF SORTIE OR FLIGHT}
Prince Eugen & Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.

\begin{center}
\textbf{DATE:} 13.4.45 \\
\textbf{AIRCRAFT TYPE & NUMBER:} Lancaster 1. NG.494 \\
\textbf{CREW:} \\
F/L G.L. BEAUMONT \hspace{1cm} \textbf{DUTY} \hspace{1cm} AS SHOWN ABOVE \\
F/S PHILLIPS J.D. \\
W/O GAIT F.P. \\
P/O F.R. CHANCE \\
W/O STREET R.A.J. \\
SGT. HAGARTY T. \\
SGT. MAY R.E.
\end{center}

\begin{center}
\textbf{TIME:} \begin{tabular}{l|l}
 & \textbf{UP} & \textbf{DOWN} \\
\hline
 & 11.31 & 18.30 \\
\end{tabular}
\end{center}

\textbf{DETAILS OF SORTIE OR FLIGHT}
Prince Eugen & Lutzow (Swinemunde) Mission abandoned. 1 x 1000 lb.

\begin{center}
\textbf{DATE:} 13.4.45
\end{center}
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.228

CREW:
F/L D.A. RAWES
SGT. MORFITT J.E.
F/L J. HODGINSON
F/O E.A. ROBERTS
F/O D.E. ROSS
F/S BAILEY G.A.
P/O C.W. PAIN

DUTY
AS SHOWN ABOVE

TIME: UP DOWN
11.30  18.36

DETAILS OF SORTIE OR FLIGHT
Prince Eugen & Lutzow (Swinemunde) Mission abandoned. 1 x 1000 lb.

DATE: 13.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.340

CREW:
F/L K.L. TRENT
F/S JOHNSON W.
F/O W.S. RICHARDSON
F/L J.L. RUMGAY
F/O N.E. SAINSBURY (AUS)
W/O FLYNN J.P.
F/O F. ARTHUR

DUTY
AS SHOWN ABOVE

TIME: UP DOWN
11.28  18.26

DETAILS OF SORTIE OR FLIGHT
Prince Eugen & Lutzow (Swinemunde) Mission abandoned. 1 x 1000 lb.

DATE: 13.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. LM.695

CREW:
F/L G.R. PRICE (CAN)
W/O HARTLEY G.E.
F/S KOHL H. (CAN)
F/O T.W.L. MERCHANT
F/S COLE C.
SGT AVEY C.G.
SGT. SARGISON D.V.

DUTY
AS SHOWN ABOVE

TIME: UP DOWN
11.23  18.26
### DETAILS OF SORTIE OR FLIGHT
Prince Eugen & Lützow (Swinemunde) Mission abandoned. 1 x Tallboy.

<table>
<thead>
<tr>
<th>DATE</th>
<th>13.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PD.371</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L L.S. GOODMAN</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>SGT. BURNETT W.</td>
<td></td>
</tr>
<tr>
<td>F/O H. WATKINSON</td>
<td></td>
</tr>
<tr>
<td>F/L H.A. HAYWARD</td>
<td></td>
</tr>
<tr>
<td>F/S BOOTH H.J.</td>
<td></td>
</tr>
<tr>
<td>F/S HULBERT A.S.</td>
<td></td>
</tr>
<tr>
<td>F/S LEWIS R.</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td></td>
<td>11.34</td>
</tr>
</tbody>
</table>

### DETAILS OF SORTIE OR FLIGHT
Prince Eugen & Lützow (Swinemunde) Mission abandoned. 1 x Tallboy.

<table>
<thead>
<tr>
<th>DATE</th>
<th>13.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PB.996</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/O J. CASTAGNOLA</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S HENDERSON S.J.</td>
<td></td>
</tr>
<tr>
<td>F/L F.J. GORRINGE</td>
<td></td>
</tr>
<tr>
<td>W/O HEBBARD L.</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
<tr>
<td>F/O J.K. RONALD</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td></td>
<td>11.19</td>
</tr>
</tbody>
</table>

### DETAILS OF SORTIE OR FLIGHT
Prince Eugen & Lützow (Swinemunde) Mission abandoned. 1 x Tallboy.

<table>
<thead>
<tr>
<th>DATE</th>
<th>13.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PD.118</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/O J.W. SPIERS (AUS)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S GARROD A.E.</td>
<td></td>
</tr>
<tr>
<td>F/O J.D. HARRISON</td>
<td></td>
</tr>
<tr>
<td>F/O T.G. MUHL</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Details of Sortie or Flight</td>
</tr>
<tr>
<td>------------</td>
<td>----------------------------------------------------------------</td>
</tr>
<tr>
<td>13.4.45</td>
<td>Prince Eugen &amp; Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.</td>
</tr>
<tr>
<td>15.4.45</td>
<td>Prince Eugen &amp; Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.</td>
</tr>
<tr>
<td>15.4.45</td>
<td>Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.</td>
</tr>
</tbody>
</table>

**F/O A.D.W. CARROLL**

**Time:**

<table>
<thead>
<tr>
<th></th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.4.45</td>
<td>11.36</td>
<td>18.17</td>
</tr>
<tr>
<td>15.4.45</td>
<td>11.24</td>
<td>18.28</td>
</tr>
<tr>
<td>15.4.45</td>
<td>08.22</td>
<td>12.15</td>
</tr>
</tbody>
</table>

**Details of Sortie or Flight**

- Prince Eugen & Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.
W/O ARMSTRONG E.W.
F/O D.H. BARLEYCORN
SGT. WILSON D.M.
- 
- 
SGT. NEALE L

TIME: UP DOWN
08.33 12.37

DETAILS OF SORTIE OR FLIGHT
Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.

DATE: 15.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.494

CREW:
F/L G.L. BEAUMONT DUTY
F/O A. SINCLAIR AS SHOWN ABOVE
W/O GAIT F.P.
F/L G.T. ALLEN
W/O STREET R.A.J.
SGT. HAGARTY T.
SGT. MAY R.E.

TIME: UP DOWN
08.27 12.22

DETAILS OF SORTIE OR FLIGHT
Lutzow (Swinemunde) Mission abandoned. 1 x 1000 lb.

DATE: 15.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PB.997

CREW:
F/O M.B. FLATMAN DUTY
W/O VENTON S.J.
F/O G. MACKIE AS SHOWN ABOVE
F/O G.E. KELLY
- 
- 
F/O K.C. KIRK

TIME: UP DOWN
08.24 12.25

DETAILS OF SORTIE OR FLIGHT
Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.
DATE:  15.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PB.116

CREW: DUTY
F/L H.V. GAVIN (AUS) AS SHOWN ABOVE
SGT. BROWN F.H.
F/O P.E. COTTRELL
F/S WHITE W.M.
- 
F/O T.K. REDDAN (US)

TIME: UP DOWN
08.31  12.28

DETAILS OF SORTIE OR FLIGHT
Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.

DATE:  15.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.115

CREW: DUTY
S/L W.H. GORDON AS SHOWN ABOVE
SGT ENOCH E.C.
P/O J. LANGSTONE
F/O P.W. SHIRLEY
- 
F/S CARDWELL V.

TIME: UP DOWN
08.38  12.21

DETAILS OF SORTIE OR FLIGHT
Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.

DATE:  15.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.139

CREW: DUTY
F/L J.H. LEAVITT AS SHOWN ABOVE
SGT. GRIFFIN H.
F/O R/F/ WITHAMS
F/S OLDMAN D.A.
- 
F/S GOLDIE P.

TIME: UP DOWN
08.28  12.10
### DETAILS OF SORTIE OR FLIGHT

Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>15.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PD.128</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L J.C. WARBURTON</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S COKER J.A.</td>
<td></td>
</tr>
<tr>
<td>P/O B.A.C.U. STANLEY</td>
<td></td>
</tr>
<tr>
<td>F/O F.S. PALMER</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
<tr>
<td>P/O J.B. LEES</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td></td>
<td>08.26</td>
</tr>
</tbody>
</table>

### DETAILS OF SORTIE OR FLIGHT

Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>15.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PD.133</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L G.R. PRICE (CAN)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>W/O HARTLEY G.E.</td>
<td></td>
</tr>
<tr>
<td>F/S KOHL H. (CAN)</td>
<td></td>
</tr>
<tr>
<td>F/O T.W.L. MERCHANT</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
<tr>
<td>SGT. SARGISON D.V.</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td></td>
<td>08.26</td>
</tr>
</tbody>
</table>

### DETAILS OF SORTIE OR FLIGHT

Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>15.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PD.118</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/O J.W. SPIERS (AUS)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S GARROD A.E.</td>
<td></td>
</tr>
<tr>
<td>F/O J.D. HARRISON</td>
<td></td>
</tr>
<tr>
<td>F/O T.G. MUHL</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>
F/O A.D.W. CARROLL

**TIME:**

<table>
<thead>
<tr>
<th></th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>08.37</td>
<td>12.18</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Lutzow (Swinemunde)  Mission abandoned.  1 x Tallboy.

---

**DATE:**  15.4.45  
**AIRCRAFT TYPE & NUMBER:**  Lancaster 1. LM.695

**CREW:**

- LT. W. ADAMS
- F/S SWANN A.
- P/O T.H. COLLINS
- F/L R.K. FOULKES
- F/S DUROSE P.F.
- W/O BENSON G.
- F/S BANNING F.

**TIME:**

<table>
<thead>
<tr>
<th></th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>08.32</td>
<td>12.23</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Lutzow (Swinemunde)  Mission abandoned.  1 x Tallboy.

---

**DATE:**  15.4.45  
**AIRCRAFT TYPE & NUMBER:**  Lancaster 1. PD.130

**CREW:**

- S/L J.F. BROOKES
- F/O H.R. SHORT
- F/L J.H. JONES
- F/O K.L. SUMNER
- F/L R. GIRVAN

**TIME:**

<table>
<thead>
<tr>
<th></th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>08.35</td>
<td>12.17</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Lutzow (Swinemunde)  Mission abandoned.  1 x Tallboy.

---

**DATE:**  15.4.45  
**AIRCRAFT TYPE & NUMBER:**  Lancaster 1. NG.228

**CREW:**

- DUTY

706
<table>
<thead>
<tr>
<th>TIME:</th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>08.30</td>
<td></td>
<td>12.20</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

Lutzow (Swinemunde)  Mission abandoned.  1 x Tallboy.

---

**DATE:** 15.4.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.371  
**CREW:**  
- F/L J.L. SAYERS (AUS)  
- F/O V.L. JOHNSON  
- F/O E.E. WITTMER (AUS)  
- F/O E.W. WEAVER (AUS)  
- W/O WARREN I.S.  
- F/O R.P. BARRU (AUS)  
- F/O B.F. KENT  
**TIME:** 08.28  
**UP**  
**DOWN** 12.29

---

**DETAILS OF SORTIE OR FLIGHT**

Lutzow (Swinemunde)  Mission abandoned.  12 x 1000 lb.

---

**DATE:** 15.4.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.134  
**CREW:**  
- F/L I.M. MARSHALL  
- F/S CHOLERTON F.  
- F/O K. NEWBY  
- F/O K.L. SUMNER  
-  
-  
- F/O R. WILKINSON  
**TIME:** 08.25  
**UP**  
**DOWN** 12.14

---

**DETAILS OF SORTIE OR FLIGHT**

Lutzow (Swinemunde)  Mission abandoned.  1 x Tallboy.
DATE: 15.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.113

CREW:
F/L S.A. ANNING
F/S SNEDKER
F/S FISH C.R.
F/O R VALENTINE
- -
F/O A FOREMAN

DETAILED OF SORTIE OR FLIGHT
Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.

DATE: 15.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.339

CREW:
F/L D.A. RAWES
SGT. MORFITT J.E.
F/L J. HODKINSON
F/O E.A. ROBERTS
F/O D.A. BROOM
F/S BAILEY G.A.
P/O C.W. PAIN

DETAILED OF SORTIE OR FLIGHT
Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.

DATE: 15.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.340

CREW:
F/L K.L. TRENT
F/S JOHNSON W.
F/O W.S. RICHARDSON
F/L J.L. RUMGAY
F/O N.E. SAINSBURY (AUS)
W/O FLYNN J.P.
F/O F. ARTHUR

DETAILED OF SORTIE OR FLIGHT
Lutzow (Swinemunde) Mission abandoned. 1 x Tallboy.
08.34  12.19
DETAILS OF SORTIE OR FLIGHT
Lutzow (Swinemunde)  Mission abandoned.  12 x 1000 lb.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>CREW:</th>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>15.4.45</td>
<td>Lancaster 1. PB.996</td>
<td>F/O J. CASTAGNOLA</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S HENDERSON S.J.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/L F.J. GORRINGE</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>W/O HEBBARD L.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O J.K. RONALD</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
<td>DOWN</td>
<td></td>
</tr>
<tr>
<td>08.23</td>
<td>12.16</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Lutzow (Swinemunde)  Mission abandoned.  1 x Tallboy.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>CREW:</th>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>15.4.45</td>
<td>Lancaster 1. PB.998</td>
<td>F/L C.N. HILL (CAN)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/S GOSS C.L.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O J.D. MURRAY (AUS)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O F.J. KELLY (CAN)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O G.C. FORBES</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
<td>DOWN</td>
<td></td>
</tr>
<tr>
<td>08.24</td>
<td>12.24</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Lutzow (Swinemunde)  Mission abandoned.  1 x Tallboy.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>AIRCRAFT TYPE &amp; NUMBER:</th>
<th>CREW:</th>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>16.4.45</td>
<td>Lancaster 1. PD.119</td>
<td>G/C J.E. FAUQUIER (CAN)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>W/O IVES G.F.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>S/L G.B. ELLWOOD (CAN)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>F/O W.A. DANIEL (CAN)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>

709
F/O J.B. SCANELL

**TIME:**

<table>
<thead>
<tr>
<th></th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.07</td>
<td>20.51</td>
<td></td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

Lutzow (Swinemunde)  Mistook target and bombed a boat up the canal nearer Swinemunde. Bomb was a 10 yds undershoot. Bombing on Lutzow was concentrated but no hits seen. Smoke coming from stern at end of attack.

---

**DATE:** 16.4.45

**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.115

**CREW:**

<table>
<thead>
<tr>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>S/L W.H. GORDON</td>
</tr>
<tr>
<td>SGT Enoch E.C.</td>
</tr>
<tr>
<td>P/O J. LANGSTONE</td>
</tr>
<tr>
<td>F/O P.W. SHIRLEY</td>
</tr>
<tr>
<td>F/S CARDWELL V.</td>
</tr>
</tbody>
</table>

**TIME:**

<table>
<thead>
<tr>
<th></th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.04</td>
<td>20.57</td>
<td></td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**

Lutzow (Swinemunde) 1749 hrs. 13300’. 1 x Tallboy. We were hit by flak on run in, which severed throttle controls causing carburettor butterfly valve to close and losing power on port outer. This threw our bombing run off and when we started a second bombing run it was not accurate enough so we scrubbed it. We found the engine was U/S and were unable to keep up with the gaggle. When the latter made their second run we were nearly ten miles behind and unable to catch up. We tried to make a run on our own but the target was obscured by smoke. We abandoned the run and rejoined the gaggle and were ordered to bomb any built-up area on route. We dropped our bomb on village (5337 N 1330 E. village on Track).

---

**DATE:** 16.4.45

**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PD.130

**CREW:**

<table>
<thead>
<tr>
<th>DUTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>S/L J.F. BROOKES</td>
</tr>
<tr>
<td>F/O H.R. SHORT</td>
</tr>
<tr>
<td>F/L J.H. JONES</td>
</tr>
<tr>
<td>F/O K.L. SUMNER</td>
</tr>
<tr>
<td>F/L R. GIRVAN</td>
</tr>
</tbody>
</table>

**TIME:**

<table>
<thead>
<tr>
<th></th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.56</td>
<td>20.40</td>
<td></td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Lutzow (Swinemunde) 1733 hrs 13700’, 1 x Tallboy. Our bomb was a slight overshoot, 25 yds off the bows. We saw one very near miss alongside (about a third of the way alongside the ship). There were three other near misses.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>16.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. NG.228</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>S/L J.L. POWELL</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S FELTON H.W.</td>
<td></td>
</tr>
<tr>
<td>F/S CLARKE M.T.</td>
<td></td>
</tr>
<tr>
<td>F/O A.L. HEATH</td>
<td></td>
</tr>
<tr>
<td>F/O K.A.J. HEWITT</td>
<td></td>
</tr>
<tr>
<td>F/S KNIGHT W.</td>
<td></td>
</tr>
<tr>
<td>F/O J. WATSON</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td></td>
<td>13.49</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Lutzow (Swinemunde) 12 x 1000 lb. Missing. A/C seen to have been hit by flak. Port wing fell off and A/C went down in flames. One parachute seen to open at about 2000’. *(all the crew died when the aircraft crashed into woods and all are buried in Poznan old cemetery after initially being buried in the Caseburg Friedhof at Swinemunde.)*

<table>
<thead>
<tr>
<th>DATE:</th>
<th>16.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PD.116</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L H.V. GAVIN (AUS)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>SGT. BROWN F.H.</td>
<td></td>
</tr>
<tr>
<td>P/O J.L. HILL</td>
<td></td>
</tr>
<tr>
<td>F/S WHITE W.M.</td>
<td></td>
</tr>
<tr>
<td>F/O T.K. REDDAN (US)</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td></td>
<td>14.01</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Lutzow (Swinemunde) 1721 hrs. 14000’ 1 x Tallboy. 1 x 12000 lb jettisoned in target area. Undershot by approx. 450 yds. A/C hit by flak.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>16.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PB.997</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L C.N. HILL (CAN)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S DOYLE L.C.</td>
<td></td>
</tr>
<tr>
<td>F/O J.D. MURRAY (AUS)</td>
<td></td>
</tr>
</tbody>
</table>
F/O F.J. KELLY (CAN)
- 
F/O G.C. FORBES

**TIME:** | **UP** | **DOWN**
---|---|---
14.05 | 20.55 |

**DETAILS OF SORTIE OR FLIGHT**
Lutzow (Swinemunde) 1720.57 hrs. 13200’. 1 x Tallboy. Own bomb very near miss or possible hit.

**DATE:** 16.4.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. PB.998

**CREW:**  
F/L R.M. HORSLEY  
W/O ARMSTRONG E.W.  
F/O D.H. BARLEYCORN  
Sgt. WILSON D.M.  
-  
Sgt. NEALE L

**TIME:** | **UP** | **DOWN**
---|---|---
13.55 | 20.49 |

**DETAILS OF SORTIE OR FLIGHT**
Lutzow (Swinemunde) 1722 hrs. 13700’, 1 x Tallboy. Our bomb was an overshoot by 100 yds. We saw a hit close to the stern and one between bows and shore. No direct hits seen.

**DATE:** 16.4.45  
**AIRCRAFT TYPE & NUMBER:** Lancaster 1. NG.494

**CREW:**  
F/L A.E. QUINTON  
F/S CHOLERTON F.  
F/O P.E. COTTRELL  
P/O F.R. CHANCE  
F/O H. EVANS  
W/O BENSON G.  
W/O BIRD B.J.D.

**TIME:** | **UP** | **DOWN**
---|---|---
13.58 | 21.08 |

**DETAILS OF SORTIE OR FLIGHT**
Lutzow (Swinemunde) 1720 hrs. 14300’ 12 x 1000 lb. Bombing appeared scattered. Two or three near misses seen.

**DATE:** 16.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.133
CREW: 
F/L G.R. PRICE (CAN) 
W/O HARTLEY G.E. 
F/S KOHL H. (CAN) 
F/O T.W.L. MERCHANT 
- 
SGT. SARGISON D.V. 
DUTY 
AS SHOWN ABOVE 
TIME: 
13.53  20.49

DETAILS OF SORTIE OR FLIGHT 
Lutzow (Swinemunde) 1721 hrs. 13400’ 1 x Tallboy. Bombing appeared to be rather scattered.

DATE:  16.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.114 
CREW: 
F/L J.H. LEAVITT 
SGT. GRIFFIN H. 
F/O R.F. WITHAMS 
F/S OLDMAN D.A. 
- 
F/S GOLDIE P. 
DUTY 
AS SHOWN ABOVE 
TIME: 
13.54  20.56

DETAILS OF SORTIE OR FLIGHT 
Lutzow (Swinemunde) 1721 hrs. 14200 ft. 1 x Tallboy. Our bomb was 50 yds overshoot. We saw another overshoot.

DATE:  16.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.128 
CREW: 
F/L J.C. WARBURTON 
SGT. COKER J.A. 
P/O B.A.C.U. STANLEY 
F/O F.S. PALMER 
- 
P/O J.B. LEES 
DUTY 
AS SHOWN ABOVE 
TIME: 
13.59  20.53
13.60

DETAILS OF SORTIE OR FLIGHT
Lutzow (Swinemunde) 1722 hrs.  13200’  1 x Tallboy.  Boat probably hit in stern.  Too much smoke to assess accurately.

DATE:  16.4.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PD.132

CREW:
F/L S.A. ANNING
F/S SNEDKER
F/S FISH C.R.
F/O R VALENTINE

DUTY
AS SHOWN ABOVE
F/O A FOREMAN

TIME:  UP        DOWN
14.02        20.59

DETAILS OF SORTIE OR FLIGHT
Lutzow (Swinemunde)  1720.54 hrs.  14200’  1 x Tallboy.  Our bomb burst alongside ship.  Probably two hits on stern – white smoke seen.

DATE:  16.4.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. PD.371

CREW:
F/L D.A. RAWES
SGT. MORFITT J.E.
F/L J. HODKINSON
F/O E.A. ROBERTS
F/O D.A. BROOM
F/S BAILEY G.A.
P/O C.W. PAIN

DUTY
AS SHOWN ABOVE

TIME:  UP        DOWN
14.03        20.51

DETAILS OF SORTIE OR FLIGHT
Lutzow (Swinemunde)  1738 hrs.  13500’ 12 x 1000 lb.  First four or five bombs did not hit, but there was one possible hit later.  Smoke obscured further observation.

DATE:  16.4.45
AIRCRAFT TYPE & NUMBER:  Lancaster 1. NG.340

CREW:
F/L K.L. TRENT
F/S JOHNSON W.

DUTY
AS SHOWN ABOVE

714
F/O W.S. RICHARDSON
F/L J.L. RUMGAY
F/O J.D. BARNES-MOSS
W/O FLYNN J.P.
F/O F. ARTHUR

TIME:    UP   DOWN
13.50    20.54

DETAILS OF SORTIE OR FLIGHT
Lutzow (Swinemunde) 1720.50 hrs. 13500’ 12 x 1000 lb. Stick fell across the bows. No hits seen. Smoke obscured further observations.

DATE: 16.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PB.996

CREW: DUTY
F/O M.B. FLATMAN AS SHOWN ABOVE
SGT. ROSS R.M.
F/O G. MACKIE
F/O G.E. KELLY
- -
F/O K.C. KIRK

TIME: UP DOWN
13.52 20.52

DETAILS OF SORTIE OR FLIGHT
Lutzow (Swinemunde) 1721 hrs. 13300’ 1 x Tallboy. Our bomb fell very close to ship between it and the canal.

DATE: 16.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1.

CREW: DUTY
F/O J.W. SPIERS (AUS) AS SHOWN ABOVE
F/S GARROD A.E.
F/O J.D. HARRISON
F/O T.G. MUHL
- -
F/O A.D.W. CARROLL

TIME: UP DOWN
14.06 21.09

DETAILS OF SORTIE OR FLIGHT
Lutzow (Swinemunde) 1721.11 hrs. 13600’ 1 x Tallboy. Our bomb went into smoke and was followed by large explosion and flying debris.
DATE: 16.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.113

CREW:
F/O J. CASTAGNOLA
F/S DENDERSON S.J.
F/L F.J. GORRINGE
W/O HEBBARD L.
- -
F/O J.K. RONALD

TIME: UP DOWN
14.00 20.39

DETAILS OF SORTIE OR FLIGHT
Lutzow (Swinemunde) 1721 hrs. 13500’ 1 x Tallboy. 1 hit on the bows and a near miss on the stern. Column of smoke (black) came from bows. Our bomb was a direct overshoot by 50 yds. There were also three undershoots.

DATE: 16.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.129

CREW:
LT. W. ADAMS
F/S SWANN A.
P/O T.H. COLLINS
F/L R.K. FOULKES
- -
F/S BANNING F.

TIME: UP DOWN
13.57 1.01

DETAILS OF SORTIE OR FLIGHT
Lutzow (Swinemunde) 1720.45 hrs. 13700’ 1 x Tallboy. No hits seen, but there were several near bombs.

DATE: 19.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.445

CREW:
G/C J.E. FAUQUIER (CAN)
F/O A. SINCLAIR
S/L G.B. ELLWOOD (CAN)
F/O W.A. DANIEL (CAN)
F/O D.E. FREEMAN
F/O H.R. BAILEY
F/O J.B. SCANNELL
DETAILS OF SORTIE OR FLIGHT
Heligoland 1708.15. 11,000’. 1 x Tallboy. Our bomb fell about 20 yards East of battery area. We bombed on second run. Bombing was concentrated except for 2 overshoots seen on cliff to South of target.

DATE: 19.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PB.118

CREW:
W/C C.C. CALDER  DUTY
F/O H.E. WAKEFIELD
P/O L. MATTHEWS
F/L C.B. CRAFER
- -
F/O G DALE

TIME:  UP  DOWN
14.13  19.10

DATE: 19.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.115

CREW:
S/L W.H. GORDON  DUTY
F/L K.J. RYALL
P/O J. LANGSTONE
F/O P.W. SHIRLEY
- -
F/S CARDWELL V.

TIME:  UP  DOWN
14.35  19.12

DETAILS OF SORTIE OR FLIGHT
Heligoland. 1733, 1434, 1 x Special Store. Did not see own bomb. Bombing fairly well concentrated.

DATE: 19.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.121

CREW:
S/L J.F. BROOKES  DUTY
F/O H.R. SHORT

TIME:  UP  DOWN
14.45  19.34

DETAILS OF SORTIE OR FLIGHT
Heligoland. 1702.30. 10500’ 1 x Special Stores. Saw about three direct hits. Could not assess own bomb.
**F/L J.H. JONES**
**F/O K.L. SUMNER**
- 
**F/L R. GIRVAN**

**TIME:**

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.46</td>
<td>19.16</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Heligoland. 1639, 10500’, 1 x Special Store. Our bomb undershot about 30 yds. At base of cliff. There appeared to be one hit on centre of battery.

<table>
<thead>
<tr>
<th>DATE: 19.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER: Lancaster 1. PD.116</td>
</tr>
<tr>
<td>CREW: F/L H.V. GAVIN (AUS)</td>
</tr>
<tr>
<td>DUTY: AS SHOWN ABOVE</td>
</tr>
<tr>
<td>SGT. BROWN F.H.</td>
</tr>
<tr>
<td>P/O J.L. HILL</td>
</tr>
<tr>
<td>F/S WHITE W.M.</td>
</tr>
<tr>
<td>-</td>
</tr>
<tr>
<td>F/O T.K. REDDAN (US)</td>
</tr>
</tbody>
</table>

**TIME:**

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.42</td>
<td>19.14</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Heligoland. 1701,49. 10000, 1 x Tallboy. Bomb fell direct on Aiming Point. Bombing generally seemed good.

<table>
<thead>
<tr>
<th>DATE: 19.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER: Lancaster 1. PB.998</td>
</tr>
<tr>
<td>CREW: F/L R.M. HORSLEY</td>
</tr>
<tr>
<td>DUTY: AS SHOWN ABOVE</td>
</tr>
<tr>
<td>W/O ARMSTRONG E.W.</td>
</tr>
<tr>
<td>F/O D.H. BARLEYCORN</td>
</tr>
<tr>
<td>SGT. WILSON D.M.</td>
</tr>
<tr>
<td>-</td>
</tr>
<tr>
<td>SGT. NEALE L</td>
</tr>
</tbody>
</table>

**TIME:**

<table>
<thead>
<tr>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.47</td>
<td>19.24</td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Heligoland. 1732, 10750’. 1 x Tallboy. Undershoot of about 40 yards – bomb seen to fall on aiming point.
<table>
<thead>
<tr>
<th>DATE:</th>
<th>19.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PD.238</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L A.E. QUINTON</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S GALLAGHER</td>
<td></td>
</tr>
<tr>
<td>F/O P.E. COTTRELL</td>
<td></td>
</tr>
<tr>
<td>P/O F.R. CHANCE</td>
<td></td>
</tr>
<tr>
<td>F/O H. EVANS</td>
<td></td>
</tr>
<tr>
<td>W/O BENSON G.</td>
<td></td>
</tr>
<tr>
<td>W/O BIRD B.J.D.</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td>14.36</td>
<td>19.53</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Heligoland. 1703.28, 11100', 1 x Tallboy. Our bomb undershot into the water under the cliffs. We saw one possible hit.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>19.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. NG.339</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L G.L. BEAUMONT</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>W/O VENTON S.J.</td>
<td></td>
</tr>
<tr>
<td>W/O GAIT E.P.</td>
<td></td>
</tr>
<tr>
<td>F/L G.T. ALLEN</td>
<td></td>
</tr>
<tr>
<td>F/S STREET R.A.J.</td>
<td></td>
</tr>
<tr>
<td>SGT. HAGARTY T</td>
<td></td>
</tr>
<tr>
<td>SGT. MAY R.E.</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td>14.32</td>
<td>19.32</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Heligoland. 1732.16, 11000', 1 x Tallboy. We had a slight undershoot to the left at the base of the cliff. We saw other bombs fall in the same place.

<table>
<thead>
<tr>
<th>DATE:</th>
<th>19.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. NG.494</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L C.N. HILL (CAN)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S DOYLE L.C.</td>
<td></td>
</tr>
<tr>
<td>F/O L.W. DEUBERT</td>
<td></td>
</tr>
<tr>
<td>F/O F.J. KELLY (CAN)</td>
<td></td>
</tr>
<tr>
<td>F/S DUROSE P.F.</td>
<td></td>
</tr>
<tr>
<td>F/S MAY S.G.</td>
<td></td>
</tr>
<tr>
<td>F/O G.C. FORBES</td>
<td></td>
</tr>
</tbody>
</table>
DETAILS OF SORTIE OR FLIGHT
Heligoland. 1732. 10200’. 1 x Tallboy. Our bomb fell on the top of the cliff. Several bombs undershot at the base of the cliffs.

DATE: 19.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PB.415
CREW: DUTY
F/L J.H. LEAVITT
SGT. GRIFFIN H.
F/O R.F. WITHAMS
F/S OLDMAN D.A.
F/S GOLDIE P.
TIME: UP DOWN
14.33  19.22

DETAILS OF SORTIE OR FLIGHT
Heligoland. 1732. 17. 9200’. 1 x Tallboy. Our bomb seemed to fall on cliff side just north of Aiming Point. About three wide bombs seen.

DATE: 19.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.139
CREW: DUTY
LT. W. ADAMS
F/S SWANN A.
P/O T.H. COLLINS
F/L R.K. FOULKES
F/S BANNING F.
TIME: UP DOWN
14.47  19.18

DETAILS OF SORTIE OR FLIGHT
Heligoland. 1732.20. 9000’, 1 x Tallboy. We got our bomb on the target. The early bombing was over to the left and undershot.

DATE: 19.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.128
CREW: DUTY
F/L J.C. WARBURTON  
SGT. COKER J.A.
P/O B.A.C.U. STANLEY
F/O F.S. PALMER
- 
- 
P/O J.B. LEES 

TIME:  

UP   DOWN
14.40 19.27

DETAILS OF SORTIE OR FLIGHT 
Heligoland.  1732.02.  9500’.  1 x Tallboy.  Our bomb fell on Aiming Point.  Four bursts seen on target and on return past target we saw a large hole in target area.

DATE:  19.4.45 

AIRCRAFT TYPE & NUMBER:  Lancaster 1. PD.132 

CREW: 
F/L K.L. TRENT 
F/S JOHNSON W. 
F/O W.S. RICHARDSON 
F/L J.L. RUMGAY 
- 
- 
F/O F. ARTHUR 

TIME:  

UP   DOWN
14.39 19.23

DETAILS OF SORTIE OR FLIGHT 
Heligoland.  1732.25.  9864’.  1 x Tallboy.  Saw two bombs fall with undershoot.  Own bomb not seen to strike.

DATE:  19.4.45 

AIRCRAFT TYPE & NUMBER:  Lancaster 1. NG.340 

CREW: 
F/L G.W. LANCEY (CAN) 
SGT BUNSELL C.E. 
W/O ROBIN D.W. (AUS) 
W.O PERRY G.L. (AUS) 
- 
- 
F/L F.L. ENGLISH (CAN) 

TIME:  

UP   DOWN
14.49 19.26

DETAILS OF SORTIE OR FLIGHT 

721
Heligoland. 1709.10, 9500’. 1 x Tallboy. Small patch of cloud prevented sight of bomb fall – some bombs seen on target – some wide.

DATE: 19.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.135
CREW: DUTY
F/L S.A. ANNING AS SHOWN ABOVE
F/S SNEDKER
F/S FISH C.R.
F/O R VALENTINE
-
F/O A FOREMAN
TIME: UP DOWN
14.41  19.29

DETAILS OF SORTIE OR FLIGHT
Heligoland. 1702.16, 9284’. 1 x Special Store. Own bomb fell on southern edge of target area. Some good bombing, but mostly scattered.

DATE: 19.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.340
CREW: DUTY
F/L D.A. RAWES AS SHOWN ABOVE
SGT. MORFITT J.E.
F/L J. HODKINSON
F/O E.A. ROBERTS
F/O D.E. ROSS
F/S BAILEY G.A.
P/O C.W. PAIN
TIME: UP DOWN
14.37  19.30

DETAILS OF SORTIE OR FLIGHT
Heligoland. 1 x Tallboy. We were unable to get into correct heading in time, so brought our bomb back to base.

DATE: 19.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.133
CREW: DUTY
F/L I.M. MARSHALL AS SHOWN ABOVE
F/S CHOLERTON F.
F/O K. NEWBY
S/L A.J. MOODY
-
722
F/O R. WILKINSON

TIME: UP DOWN
14.34  19.17

DETAILS OF SORTIE OR FLIGHT
Heligoland. 1733. 9100’. 1 x Tallboy. Bursts not seen owing to smoke – smoke generally on target area.

DATE:  19.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.114

CREW: DUTY
F/O M.B. FLATMAN AS SHOWN ABOVE
SGT. ROSS R.M.
F/O G. MACKIE
F/O G.E. KELLY
-
-
F/O K.C. KIRK

TIME: UP DOWN
14.50  19.27

DETAILS OF SORTIE OR FLIGHT
Heligoland. 1708.32. 10500’. 1 x Special Store. Our bomb undershot close to the cliff. Bombing generally had a tendency to overshoot.

DATE:  19.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. LM.695

CREW: DUTY
F/O J.W. SPIERS (AUS) AS SHOWN ABOVE
F/S GARROD A.E.
F/O J.D. HARRISON
F/O T.G. MUHL
W/O WARREN I.S.
F/O N.H. LLOYD
F/O A.D.W. CARROLL

TIME: UP DOWN
14.50  19.27

DETAILS OF SORTIE OR FLIGHT
Heligoland. 1732.35. 9700’ 1 x Tallboy. 4 bursts seen in the sea. Consider bombing poor owing to weather conditions. Our bomb fell S.E. on the target.

DATE:  19.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.134
CREW:     DUTY
F/O J. CASTAGNOLA   AS SHOWN ABOVE
F/S HENDERSON S.J.
F/L F.J. GORRINGE
W/O HEBBARD L.
-  
F/O R. WILKINSON

TIME:       UP     DOWN
14.43        19.09

DETAILS OF SORTIE OR FLIGHT
Heligoland. 1732.15. 100084° 1 x Special Store. Our bomb was a slight undershoot at foot of cliff. About 10 others fell there.

DATE:  25.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.131
CREW:     DUTY
S/L J.F. BROOKES   AS SHOWN ABOVE
F/L K.J. RYALL
F/L J.H. JONES
F/O K.L. SUMNER
-  
F/L R. GIRVAN

TIME:       UP     DOWN
04.28        12.29

DETAILS OF SORTIE OR FLIGHT
Berchtesgarden. 1 x Tallboy. Abortive – unable to identify in time.

DATE:  25.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.181
CREW:     DUTY
S/L E.G. WARD   AS SHOWN ABOVE
F/S PHILLIPS J.D
F/S FISH C.B.R
AUS P/O A.G. WEAVER
-  
F/S LEES C.H.

TIME:       UP     DOWN
04.21        12.46
DETALS OF SORTIE OR FLIGHT
Berchttesgarden. 1 x Tallboy. Unable to identify.

<table>
<thead>
<tr>
<th>DATE</th>
<th>25.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PD.16</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L H.V. GAVIN</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>SGT. BROWN F.H.</td>
<td></td>
</tr>
<tr>
<td>P/O A.G. BUXTON (AUS)</td>
<td></td>
</tr>
<tr>
<td>F/S WHITE W.M.</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
<tr>
<td>F/O T.K. REDDAN (AUS)</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td>04.36</td>
<td>12.41</td>
</tr>
<tr>
<td>04.37</td>
<td></td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Berchttesgarden – The Eagle’s Nest. 1 x Tallboy. Abortive – unable to see target.

<table>
<thead>
<tr>
<th>DATE</th>
<th>25.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PB.98</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L L.S. GOODMAN</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S BURNETT W.</td>
<td></td>
</tr>
<tr>
<td>F/O H. WATKINSON</td>
<td></td>
</tr>
<tr>
<td>F/L H.A. HAYWARD</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
<tr>
<td>F/S LEWIS R.</td>
<td></td>
</tr>
<tr>
<td>TIME:</td>
<td>UP</td>
</tr>
<tr>
<td>04.24</td>
<td>12.28</td>
</tr>
</tbody>
</table>

DETAILS OF SORTIE OR FLIGHT
Berchttesgarden – The Eagle’s Nest. 0910.2, 15200, 1 x Tallboy. We did not see where our own bomb went. Bombing unobserved.

<table>
<thead>
<tr>
<th>DATE</th>
<th>25.4.45</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT TYPE &amp; NUMBER:</td>
<td>Lancaster 1. PB.97</td>
</tr>
<tr>
<td>CREW:</td>
<td>DUTY</td>
</tr>
<tr>
<td>F/L C.N. HILL (CAN)</td>
<td>AS SHOWN ABOVE</td>
</tr>
<tr>
<td>F/S GOSS C.L.</td>
<td></td>
</tr>
<tr>
<td>P/O I. MATTHEWS</td>
<td></td>
</tr>
<tr>
<td>F/O F.J. KELLY (CAN)</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>
- 
F/O G.C. FORBES

**TIME:**

<table>
<thead>
<tr>
<th></th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>04.31</td>
<td>12.27</td>
<td></td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Berchtesgarden – Wachenfels, 0910.15, 15700’, 1 x Tallboy. Last resort A/P edge of village or army huts.

**DATE:**  25.4.45 
**AIRCRAFT TYPE & NUMBER:**  Lancaster 1. PD.127

**CREW:**
F/L R.M. HORSLEY      DUTY
W/O ARMSTRONG E.W.
F/O D.H. BARLEYCORN
SGT. WILSON D.M.

- 
SGT. NEALE L

**TIME:**

<table>
<thead>
<tr>
<th></th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>04.26</td>
<td>12.44</td>
<td></td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Berchtesgarden – Wachenfels, 0903.35. 15000’, 1 x Tallboy. Made one run and could not identify primary. Asked for permission to bomb bridge Salsburg, received this permission from controller and did so, our own bomb seen to strike side of bridge near river bank.

**DATE:**  25.4.45 
**AIRCRAFT TYPE & NUMBER:**  Lancaster 1. NG.494

**CREW:**
F/L A.E. QUINTON      DUTY
F/S GALLAGHER
F/O P.E. COTTRELL
P/O F.R. CHANCE
F/O H. EVANS
W/O BENSON G.
W/O BIRD B.J.D.

**TIME:**

<table>
<thead>
<tr>
<th></th>
<th>UP</th>
<th>DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>04.32</td>
<td>12.45</td>
<td></td>
</tr>
</tbody>
</table>

**DETAILS OF SORTIE OR FLIGHT**
Berchtesgarden – Wachenfels. 0911.40. 14000’ 1 x Tallboy. It was impossible to identify primary where there was no cloud over actual target but the heading on which we approached made it impossible to see. The R/G could see primary and saw 4 or 5 Tallboy hits in one corner of the S.S. barrack blocks. Saw own bomb strike target, 4746N 1201E – village.
DATE: 25.4.45  
AIRCRAFT TYPE & NUMBER: Lancaster 1. NG.339

CREW:  
F/L G.L. BEAUMONT  
F/O A. SINCLAIR.  
W/O GAIT E.P.  
F/L G.T. ALLEN  
F/S STREET R.A.J.  
SGT. HAGARTY. T  
F/S BAILEY G.A.

DUTY  
AS SHOWN ABOVE

TIME:  
UP  DOWN  
04.29  12.57

DETAILS OF SORTIE OR FLIGHT  
Berchesgarden – Wachenfels. 0900.20. 13700’. 1 x Tallboy. We did not see where our bombs went. Bombing was very scattered. Oboe markers were not seen.

DATE: 25.4.45  
AIRCRAFT TYPE & NUMBER: Lancaster 1. PB.415

CREW:  
F/L J.H. LEAVITT  
SGT. GRIFFIN H.  
F/O R.F. WITHAMS  
F/S OLDMAN D.A.  
-  
-  
F/S GOLDIE P.

DUTY  
AS SHOWN ABOVE

TIME:  
UP  DOWN  
04.17  12.33

DETAILS OF SORTIE OR FLIGHT  
Berchesgarden – The Eagle’s Nest. 09.30, 15700’. 1 x Tallboy. We did one run and were not satisfied. I called up the leader for permission to do second run and could not contact him on stud “B”. We found afterwards he was on Stud “A”. By this time we were alone in the target area, the gaggle having departed. We then set course for home and dropped our bomb at position 4800N 1250E at 19700’ 1930 on track. This was a viaduct over a road the bomb undershot. Our main reason for dropping was to give us a chance to catch up with the gaggle.

DATE: 25.4.45  
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.139

CREW:  
LT. W. ADAMS  
F/S SWANN A.  
P/O T.H. COLLINS  
F/L R.K. FOULKES

DUTY  
AS SHOWN ABOVE
DETAILS OF SORTIE OR FLIGHT
Berchesgarden – Wachenfels. 0851. 15300’. 1 x Tallboy. We undershot about 70 yds. We saw another overshoot of 150/175 yds. A number of bombs burst on impact, including our own. Snow on the ground very considerably hampered identification.

DATE: 25.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.134
CREW: DUTY
F/L I.M. MARSHALL AS SHOWN ABOVE
F/S CHOLERTON F.
F/O K. NEWBY
F/O L.J. SUMPTER
F/O R. WILKINSON

DETAILS OF SORTIE OR FLIGHT
Berchesgarden – The Eagle’s Nest. 0926. 14000’. 1 x Tallboy. Unable to find primary target (Eagle’s Nest) after 2 mins so bombed railway and road junction at position 4748N 1287E. At primary there was only valley cloud and mountains were snow covered. Visibility was also good at primary. No bombs seen dropped on primary.

DATE: 25.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.150
CREW: DUTY
F/L G.W. LANCEY (CAN) AS SHOWN ABOVE
SGT BUNSELL C.E.
W/O ROBIN D.W. (AUS)
W.O PERRY G.L. (AUS)
F/L F.L. ENGLISH (CAN)

DETAILS OF SORTIE OR FLIGHT
Berchesgarden – The Eagle’s Nest. 0858.10, 15345’. 1 x Tallboy. We overshot with our bomb and hit side of mountain. We did not see any other bombs.
DATE: 25.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.135
CREW: DUTY
F/L K.L. TRENT  AS SHOWN ABOVE
F/S JOHNSON W.
F/O W.S. RICHARDSON
F/L J.L. RUMGAY
- -
F/O F. ARTHUR
TIME:  UP  DOWN
04.15  12.42
DETAILS OF SORTIE OR FLIGHT
Berchesgarden – Wachenfels. 1 x Tallboy. Abortive – hung up.

DATE: 25.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.114
CREW: DUTY
F/O M.B. FLATMAN  AS SHOWN ABOVE
SGT. ROSS R.M.
F/O G. MACKIE
F/O G.E. KELLY
- -
F/O K.C. KIRK
TIME:  UP  DOWN
04.33  12.59
DETAILS OF SORTIE OR FLIGHT
Berchesgarden – The Eagle’s Nest. 0909.02, 15500’. 1 x Tallboy. Our bomb seen to burst 70 yds. S.E. of Eagles Nest. No other bombing seen.

DATE: 25.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1. PD.132
CREW: DUTY
F/O J.W. SPIERS (AUS)  AS SHOWN ABOVE
F/S GARROD A.E.
F/O J.D. HARRISON
F/O T.G. MUHL
- -
F/O A.D.W. CARROLL
DATE: 25.4.45
AIRCRAFT TYPE & NUMBER: Lancaster 1.

CREW: DUTY
F/O N.H. FROST AS SHOWN ABOVE
SGT. BRADFIELD B.G.
F/O J. BARR
F/O J.S. COOK
F/O J.D. BARNES –MOSS
F/O A FERMAN (CAN)
P/O R.R. LANGLEY

TIME: UP DOWN
04.30 12.48

DETAILS OF SORTIE OR FLIGHT
Berchesgarden – Wachenfels. 0900.25. 15000’, 1 x Tallboy. Identified primary when directly over it and too late to bomb. Saw s.s. Barracks. Saw no bombs fall on primary. We continued to run and bombed town of Berchesgarden.
WOODHALL SPA

01.05.45
Early morning Training Programme carried out. No operations.

02.05.45
No operations.

03.05.45
No operations. Training Programme carried out.

04.05.45
No operations.

05.05.45
No operations.

06.05.45
No operations.

07.05.45
No operations.

08.05.45
V.E. Day. Talk given by Station Commander. Remainder of day was a stand down with the exception of crews taking part in "Exodus" operation. (Five aircraft.)

(Exodus was the code name for the operation to repatriate allied POWs who had been liberated in Germany. The idea was to use normal bombers as well as transport aircraft to get them home as soon as possible.)

09.05.45
Stand down.
Twelve aircraft took part in "Exodus" operation.

10.05.45
"Exodus" operation. Fifteen aircraft detailed.

11.05.45
"Exodus" operation. Eleven aircraft detailed, ten of these were abortive.

12.05.45
Nothing to report.

13.05.45
"Exodus" operation. Two aircraft detailed.

14.05.45
"Exodus" operation. Sixteen aircraft detailed, but later cancelled.
15.05.45
Continental Cross Country. Three aircraft took part.

16.05.45
Eighteen aircraft detailed for "Exodus" operation which was cancelled.
Six aircraft took part in Continental Cross Country. One aircraft (Lt. Adams) forced to land Brunswick, no casualties.
(The Continental cross country flights were normally laid on as opportunities for the ground crews to see the damage that had been wrought by Bomber Command across Germany. The ground crews otherwise did not see the results of their very hard work. They were also known as Cooks’ Tours.)

17.05.45
Seventeen aircraft detailed for "Exodus" operation. Cancelled.

18.05.45
Eighteen aircraft detailed for "Exodus" operation. Cancelled.

19.05.45
Night Flying Programme.

20.05.45
Night Cross Country.

21.05.45
Nothing to report.

22.05.45
Night Cross Country.

23.05.45
Night Flying Programme.
Five aircraft took part in Cross Country.

24.05.45
Nothing to report.

25.05.45
Night Flying Programme.

26.05.45
Nothing to report.

27.05.45
Wing Commander J.B. Tait. D.S.O., D.F.C., visited the Squadron.

28.05.45
Nothing to report.

29.05.45

30.05.45
Night Flying Programme carried out.

31.05.45
Night Flying Programme carried out.

SUMMARY

During the Month of May a total of 354.38 hours Day and 73.25 hours Night Flying Training was carried out.

The following Officers were posted To the Squadron during May 1945:

A.410187  F/O(A/F/L) WHITE  GD.  463 Sqdn.  30.04.45
A.422695  P/O. SMITH  GD.N.  463 Sqdn.  30.04.45
A.434132  P/O. RYAN  GD.S.  57 Sqdn.  30.04.45
A.424902  P/O. HYDE  GD.B.  57 Sqdn.  30.04.45
206996   V. Capt. METER  GD.  619 Sqdn.  05.04.45
196343   P/O. BAYNE  GD.G.  463 Sqdn.  30.04.45
191923   P/O. HOLLANDS  GD.F.E.  630 Sqdn.  27.04.45
184291   P/O(A/F/O) NORTON  GD.  106 Sqdn.  05.04.45
187817   P/O. FRANCIS  GD.F.E.  57 Sqdn.  30.04.45
178285   F/O. LEDEBOER  GD.  57 Sqdn.  30.04.45
182749   F/O. ROSS  GD.  57 Sqdn.  30.04.45
177034   F/O. KERR  GD.N.  54 Base N/E  27.04.45
419934   F/O.(A/F/L) FRIEND  GD  61 Sqdn.  05.04.45
171205   F/O. HAYTER  GD.S.  207 Sqdn.  16.05.45
179692   F/O.(A/F/L) NUNNS  GD  630 Sqdn  18.05.45
131133   F/L. ARKIESON  GD.B.  630 Sqdn.  18.05.45

The following Officers were posted From the Squadron during May 1945:

J.87492   F/O. McLENNAN  GD.B.  R Depot  10.05.45
J.86849   P/O. JENNISON  GD.G.  R Depot  10.05.45
51070    F/L WITHERICK  GD.G.  A.C.A.C.  02.05.45
191532   P/O HAYWOOD  GD.F.E.  A.C.A.C.  02.05.45
136403   F/L ANNING  G.D.  102 Sqdn.  10.05.45
160522   F/O FREEMAN  G.D.S.  102 Sqdn.  10.05.45
154259   F/O MACKIE  G.D.N.  102 Sqdn.  10.05.45
152739   F/O VALENTINE  G.D.B.  102 Sqdn.  10.05.45
123893   F/L GOODMAN  GD.  102 Sqdn.  10.05.45
131999   F/L HAYWARD  GD.B.  102 Sqdn.  10.05.45
177034   F/O KEIR  GD.N.  102 Sqdn.  10.05.45
172367   F/O SLATER  GD.S.  A.M.U.  10.05.45
C.86059  F/O SHORT  GD.F.E.  R Depot  22.05.45
122384   F/L BALDWIN  GD.B.  A.C.A.C.  24.05.45
129548   F/L BENISON  GD.N.  A.C.A.C.  24.05.45
131949   F/L CRAFER  GD.B.  A.C.A.C.  24.05.45
148091   F/O DENWETT  GD.G.  A.C.A.C.  24.05.45
185025   F/O KNIGHT  GD.N.  A.C.A.C.  24.05.45
171783   F/O SCOTT  GD.G  A.C.A.C.  24.05.45
The following Airmen N.C.O.'s were posted To the Squadron during May 1945:
A423013  F/S  MIDDLETON  W/Op.  463 Sqn.  30.04.45
A428297  W/O  COLE  Nav.  58 Sqn.  30.04.45
710301  F/S  RAWSTORNE  A/G.  619 Sqn.  05.04.45
710327  F/S  JENKINSON  A/G.  619 Sqn.  05.04.45
642140  Sgt.  JACKSON  F/E.  463 Sqn.  30.04.45
1629631  F/S  DUNN  A/G.  463 Sqn.  30.04.45
931216  Sgt.  CHRISTMAS  F/E.  106 Sqn.  03.05.45
1125212  F/S  KENDALL  W/Op.  106 Sqn.  03.05.45
1605277  F/S  KING  Nav.  106 Sqn.  03.05.45
1621751  F/S  GRIMES  A/B.  106 Sqn.  03.05.45
1826678  F/S  DUFF  A/G.  106 Sqn.  03.05.45
1852874  F/S  HARROP  A/G.  57 Sqn.  30.04.45
1880774  F/S  COTTON  A/G.  57 Sqn.  30.04.45
1231796  F/S  SKINNER  A/B.  619 Sqn.  05.05.45
1321514  F/S  MAGGS  W/Op.  619 Sqn.  05.05.45
1473489  F/S  MEAKIN  Nav.  619 Sqn.  05.05.45
1542847  F/S  HARWOOD  W/Op.  44 Sqn.  16.05.45
1594541  Sgt.  REID  F/E.  619 Sqn.  05.05.45
1549747  F/S  COOKE  W/Op.  54 Base. (N/E)  19.04.45
1163013  F/S  YATES  A/G.  61 Sqn.  05.05.45
1590318  F/S  SEARS  W/Op.  61 Sqn.  05.05.45
1826031  Sgt.  BREMNER  F/E.  61 Sqn.  05.05.45
1080617  F/E.  SPENCER  W/Op.  207 Sqn.  16.05.45
1195580  F/S  HORDNERSBY  W/Op.  207 Sqn.  16.05.45
1042280  F/S  ALLEN  W/Op.  463 Sqn.  16.05.45
1128475  F/S  LYNNCH  W/Op.  9 Sqn.  16.05.45
1582593  F/S  MEALOR  W/Op.  9 Sqn.  16.05.45
A426917  W/O  ROBSON  A/B.  61 Sqn.  05.05.45
1811048  Sgt.  JAMES  W/Op.  Bottesford.  16.05.45
1852238  Sgt.  HEMMINGS  W/Op.  Bottesford 16.05.45
2209029  Sgt.  TRESPADERNE  W/Op.  Lindholme.  17.05.45
1162797  W/O  RIES  W/Op.  57 Sqn.  16.05.45
1892966  Sgt.  HAYES  W/Op.  57 Sqn.  16.05.45
1867094  F/S  POCKET  W/Op.  630 Sqn.  16.05.45
3010574  F/S  BELSHAW  F/E.  54 Base. (N/E)  14.05.45

The following Airmen N.C.O.'s were posted From the Squadron during May 1945:

1024890  W/O  HAMILTON  A/G.  54 Base.  04.05.45
1128475  F/S  LYNCH  W/Op.  9 Sqn.  28.04.45
543639  W/O  DODGE  A/G.  A.C.A.C.  10.05.45
936913  F/S  BLAGBROUGHT  F/E.  A.C.A.C.  10.05.45
1317879  W/O  PENGELELY  W/Op.  A.C.A.C.  10.05.45
1399888  F/S  BOOTH  W/Op.  102 Sqn  10.05.45
1159184  W/O  GOSLING  Nav.  A.C.A.C.  22.05.45
1006635  W/O  DICKENSON  A/G  A.C.A.C.  24.05.45
1053024  W/O  FORESHAW  W/Op.  A.C.A.C  24.05.45
1586062  F/S  SACWORTHORNE  A/G  A.C.A.C  24.05.45
1603517  F/S  GATLAND  W/Op.  A.C.A.C  24.05.45
1871699  W/O  CAPON  W/Op.  A.C.A.C  24.05.45
The following personnel have been awarded decorations during May 1945:

<table>
<thead>
<tr>
<th>Number</th>
<th>Rank</th>
<th>Name</th>
<th>Sqn</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>131129</td>
<td>F/L</td>
<td>FOULKES</td>
<td>GD.B.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>128951</td>
<td>F/L(A/S/L)</td>
<td>GORDON</td>
<td>GD.</td>
<td>D.F.C.</td>
</tr>
<tr>
<td>137275</td>
<td>F/L(A/S/L)</td>
<td>COCKSHOTT</td>
<td>GD.</td>
<td>1st Bar To D.F.C.</td>
</tr>
<tr>
<td>1595280</td>
<td>F/S</td>
<td>DOBSON</td>
<td>A/G</td>
<td>D.F.M.</td>
</tr>
</tbody>
</table>

The following Officers have been promoted during May 1945:

<table>
<thead>
<tr>
<th>Number</th>
<th>Rank</th>
<th>Name</th>
<th>Sqn</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>186528</td>
<td>P/O</td>
<td>CHRISTIAN</td>
<td>GD.N. - F/O</td>
<td>w.e.f. 25.03.45</td>
</tr>
<tr>
<td>142359</td>
<td>F/O(A/F/L)</td>
<td>WARBURTON</td>
<td>GD. - F/L</td>
<td>w.e.f. 17.04.45</td>
</tr>
<tr>
<td>151892</td>
<td>F/O</td>
<td>COTT.</td>
<td>GD.B. - F/L</td>
<td>w.e.f. 16.04.45</td>
</tr>
<tr>
<td>184291</td>
<td>P/O(A/F/O)</td>
<td>NORTON</td>
<td>GD. - F/O</td>
<td>w.e.f. 14.04.45</td>
</tr>
<tr>
<td>185669</td>
<td>P/O</td>
<td>LANGLEY</td>
<td>GD.G. - F/O</td>
<td>w.e.f. 01.04.45</td>
</tr>
<tr>
<td>134015</td>
<td>F/O</td>
<td>CARROLL</td>
<td>GD.G. - F/L</td>
<td>w.e.f. 31.10.44</td>
</tr>
<tr>
<td>1825207</td>
<td>SGT.</td>
<td>ROSS</td>
<td>F/E. - F/S</td>
<td>w.e.f. 29.05.45</td>
</tr>
<tr>
<td>A434376</td>
<td>P/O</td>
<td>BUXTON</td>
<td>GD.N. - F/O</td>
<td>w.e.f. 28.09.44</td>
</tr>
<tr>
<td>A424247</td>
<td>P/O</td>
<td>WEAVER</td>
<td>GD.B. - F/O</td>
<td>w.e.f. 09.04.45</td>
</tr>
<tr>
<td>710130</td>
<td>F/S</td>
<td>BANNING</td>
<td>A/G. - W/O</td>
<td>w.e.f. 14.05.45</td>
</tr>
<tr>
<td>915970</td>
<td>SGT.</td>
<td>VINCENT</td>
<td>F/E. - F/S</td>
<td>w.e.f. 22.05.45</td>
</tr>
<tr>
<td>1478908</td>
<td>SGT.</td>
<td>GRIFFIN</td>
<td>F/E. - F/S</td>
<td>w.e.f. 22.05.45</td>
</tr>
<tr>
<td>1672871</td>
<td>F/S</td>
<td>JOHNSON</td>
<td>F/E. - W/O</td>
<td>w.e.f. 24.05.45</td>
</tr>
<tr>
<td>1815594</td>
<td>SGT.</td>
<td>WILSON</td>
<td>F/E. - F/S</td>
<td>w.e.f. 07.05.45</td>
</tr>
</tbody>
</table>

The following airmen have been granted a commission during May 1945:

<table>
<thead>
<tr>
<th>Number</th>
<th>Rank</th>
<th>Name</th>
<th>Sqn</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>658979</td>
<td>W/O</td>
<td>A. JACKSON</td>
<td>GD.N.</td>
<td>w.e.f. 25.03.45</td>
</tr>
<tr>
<td>A422283</td>
<td>W/O</td>
<td>A. RAYMOND</td>
<td>A/B.</td>
<td>w.e.f. 12.03.45</td>
</tr>
</tbody>
</table>

(Certified that the above Form 540 contains extracts from Personnel Occurrence Reports.)
CONGRATULATORY MESSAGES RECEIVED BY
No. 617 Squadron DURING NOVEMBER

Naval Staff Officer. Bomber Command.
13.11.44
To: 617 and 9 Squadrons.

The Naval Staff Bomber Command wish to convey their most hearty congratulations to your Squadrons for the truly magnificent and successful attack on the "Tirpitz" and for their persistence in continuing the offensive in spite of previous bad luck. "Tirpitz" is now no more and the threat she constituted in Northern Convoys had ceased. Further the moral effect of her loss will prove a headache to both Germany and Japan. The best of luck for the future from us all.

oooooooOooooooo

A.C.C. 5 GROUP.
13.11.44.
To: 617 and 9 Squadrons.

Personal for A.C.C. from A.C.C. in C begins.

I have received and acknowledged the following congratulatory messages, which pass to all concerned.

(1) From Prime Minister, begins.
Heartiest congratulations to all.

(2) From Admiralty, begins.
Request you will convey our warmest congratulations and thanks to those concerned in this very successful attack on the Tirpitz today. It was a good job well done.

(3) From C.A.S., begins.
I have just heard of the splendid achievement of 9 and 617 Squadrons in sinking the Tirpitz. Please pass to them my warmest congratulations and an expression of the unbounded admiration which I feel for their skill, courage and perseverance, now so happily crowned with full success. Apart from the effect on the War at sea of the permanent removal of the most powerful unit of the German Navy, this exploit will fill the whole German nation with dismay at a critical time, and will enhance the fame of Bomber Command and the Royal Air Force throughout the world.
Message ends.

oooooooOooooooo

A.C.C. 5 Group.
13.11.44.
To: 617 Squadron.

I have received the following message from Mr. Wallis the inventor of the "Tallboy" bomb. Begins. “Very hearty congratulations to you all Officers and crews of 617 Squadron on the magnificent success achieved yesterday. The tremendous courage and skill displayed has resulted in a major Victory for Bomber Command”.

oooooooOooooooo
H.Q. Bomber Command.
14.11.44
To: All Units.

The following message has been received from His Majesty the King.

“Please convey my hearty congratulations to all those who took part in the daring and successful attack on the Tirpitz.”

George, R.I.

The C in C has sent the following reply.

“The Commander in Chief Bomber Command presents his humble duty and begs to thank His Majesty for His most gracious message, which is a source of great pride to those who took part in the destruction of Tirpitz, and to all in Bomber Command”.

H.Q. Bomber Command. 14.11.44.
To: 617 and 9 Sqdn's.

I have received and acknowledged following message from Secretary of State for Air.

"The War Cabinet have invited me to convey to you and all concerned their congratulations on the brilliant achievement of Bomber Command in sinking the Tirpitz. The series of attacks on Germany’s most powerful Battleship were pressed home with great skill and determination against formidable opposition. The destruction of the Tirpitz must rank with the finest feats of Bomber Command and marks a further stage in the crumbling of German power.

Archibald Sinclair.

PART TWO.

Officer Commanding 97 Squadron. Coningsby.
14.11.44
To: 617 and 9 Sqdn.

“Congratulations on a very wonderful show by your Squadron”.

A.C.C. 5 Group. 15.11.44
To: 617 and 9 Sqdn.

“A.C.C. and all personnel of No.4 Group congratulate you on your magnificent achievement in sinking the Tirpitz”.

A.C.C. 5 Group.
15.11.44.
To: 617 and 9 Squadrons.

“Lord Trenchard sends his heartiest congratulations to all who took part in sinking the Tirpitz”.

739
A.C.C. 5 Group.
16.11.44.
To: 617 and 9 Squadrons.

Following message received from ACC in C. Bomber Command.

"I have received and acknowledged the following message from 30 Mission Moscow which please pass to all concerned. Begins."

"Our warmest congratulations on sinking Tirpitz. Please pass to 5 Group and Squadrons concerned whose skill and tenacity have been so fittingly rewarded. Russians most impressed and grateful that this menace to the convoy route has been disposed of."

A.O.C. 5 Group.
22.11.44
To: 617 and 9 Squadrons.

The following letter from Crown Prince Olav of Norway to the Chief of the Air Staff, has been received.

"Please accept and convey to all concerned within the R.A.F. my heartiest congratulation on the daring and outstanding operation resulting in the sinking to the German Battleship "Tirpitz". Being well aware of the great effect which the sinking of the German "fortress" will have on the naval warfare in all waters, it is with a particular delight that we Norwegians hail the achievement of this deed, thus reducing the German defence of the Norwegian coastline considerably, and also removing a permanent menace to the Convoys to Russia and Northern Norway. Allow me, therefore, on behalf of the Norwegian forces to convey to you and your men, our sincerest and heartiest thanks and admiration."

Yours most sincerely,

(Sgd) OLAV.

SUMMARY OF OPERATIONS FOR THE MONTH OF MARCH 1944.

Night - 3rd March.

After standing by for several days the Squadron was detailed to attack the Aero-engine Factory at Albert. Fifteen aircraft took off on this attack.

The target area was partially clear of cloud but the ground was very dark. The Squadron Commander called for flares and in the light of these he identified the aiming point and came round for his marking run. At this point his bomb-sight became unserviceable and the Deputy Leader, S/Ldr. Munro, was called upon to mark the aiming point. This was done successfully as the flares were burning out and the Leader gave the order to bomb.

The bombing, except for one 12,000 lb. bomb which toppled, was extremely accurate and the whole of the target was soon enveloped in flames.
The flak died away towards the end of the attack to such an extent that it failed to engage the Leader and Deputy Leader as they made low level runs over the target after the bombing had ended.

Night - 4/5th March.

Fifteen Lancasters took off to attack the Needle Bearing Works at St Etienne. The weather had been forecast as clear and the half moon was considered sufficient to illuminate ground detail.

In contrast to the weather report there was unbroken cloud over the whole route and over the target. The cloud being below the level of the hills around the target and the tops about 8,000 feet, the Squadron Commander was compelled to order all aircraft to return to Base with their bombs.

Night - 10/11th March.

On the 10th March the weather was again reported to be favourable for an attack on the St Etienne target. Sixteen aircraft were detailed and took off.

On arrival over the target there was 10/10 cloud between 5,000 and 6,000 feet, and this obscured the moon and made the ground very dark.

The Leader called for the flares to help him to identify the target but these burst above the cloud and were no assistance. After five or six low level runs down the valley he succeeded in dropping a load of markers on the western end of the Factory, but unluckily the majority of the incendiaries skidded and overshot on to the road to the west of the factory. The Deputy Leaders were called upon to attempt to correct the marking, but owing to the extremely difficult conditions they were unable to get the markers on the Factory itself.

At this point the cloud over the area began to thin out and it was just possible for the main Force to carry out their attack through gaps. The Leader instructed them to aim their bombs at the centre of the burning incendiaries. In spite of the difficult conditions a considerable number of bombs fell on the target and started a large fire. After the bombing the Leader and Deputy Leader carried out a number of low level runs over the target, but there was so much smoke and so little light that it was impossible to make any accurate assessment of results.

Night - 15/16th March.

Sixteen aircraft were detailed to attack the Aero-engine Factory, at Woippy near Metz. In spite of a favourable forecast, these was 10/10 cloud over the target area and the Leader ordered all aircraft to return to Base.

All the aircraft returned safely with their bombs.

Night - 16/17th March.

The Squadron was detailed to attack the Michelin Rubber Factory at Clermont Ferrad, and they were to have the assistance of six aircraft from 106 Squadron which were to act as flare droppers.

The Leader and his Deputies arrived over the target in advance of the Main and Flare Forces and remained circling waiting for the flares to ignite. At first the flares were scattered and many of them off the target, but they were eventually concentrated until a sufficient degree of illumination was achieved. The Leader experienced difficulty in making an accurate run owing to the scattered heights at which the flares burst. His markers were off the target, but the target was accurately marked by the Deputy Leaders.
The Squadron's bombing was exceptionally good and the target was soon burning well and giving off much smoke. During the course of the attack moderately intense opposition from light automatic weapons was encountered, S/Ldr. Munro's aircraft receiving several hits.

Night - 18/19th March.

On the 18th March the Squadron was detailed for an attack on the Explosives Factory at Bergerac. This was one of the French State Works taken over by the Germans.

No difficulty was experienced in finding the target and once again the Leaders were circling waiting for the flares to be dropped. S/Ldr. Munro carried out a marking run at 6,000 feet and dropped his markers on the eastern edge of the target. The Leader made a run and put his markers in the same position, then realising that the undershoot was due to the use of a fuse that detonated the bombs at 3,000 feet. Thereupon the order was given to bomb and to allow for a slight overshoot.

The bombing was again very accurate and caused a number of fires and explosions. F/L Clayton was detailed to attack the Ammunition Dump to the west of the main target and his 12,000 lb. bomb started an explosion which lasted fifteen seconds.

Night - 20/21st March.

Fourteen aircraft were detailed to carry out an attack on the Explosive Works at Angouleme, another of the French State Works taken over by the Germans.

No difficulty was found in identifying the target and the illumination and marking went according to plan. The Leader's markers were dropped in the centre of the target and the subsequent bombing was up to standard and resulted in a vast series of explosions and fires.

Night - 23/24th March.

The Squadron was ordered to attack the Aero-engine works at Lyons. The marking and the attack was to be carried out from medium altitude. The Squadron were again to have the assistance of aircraft from 106 Squadron who were to act as a Flare Force.

Although the night was clear and Lyons was not blacked-out, the Flare Force failed to illuminate the Target, their flares being dropped first too far to the north, and then too far to the south of the Target. Thereupon the Leader called upon the Squadron to drop their limited supply of flares over the Target, and in the light of these he made his first marking run as the last flare burnt out. The markers appeared to be well placed but it was impossible to make an accurate assessment.

Results of bombing were unobserved as all aircraft were carrying 100 % delay action bombs.

Night - 25/26th March.

Orders were received for a further attack on the factory at Lyons, this time permission being given for the Leader to make a low level attack at his discretion. The Flare illumination was controlled by F/Lt. Kearns and he succeeded in concentrating the flares over the target in a very short space of time. In the light of the flares the Leader identified the target and lost height in order to carry out a low level marking run, but as he was making his run the Deputy Leader dropped a load of incendiaries which appeared to be on the target, consequently the Leader dropped his markers on the incendiaries only to realise that they were some 400 yards off the target. The Leader then called upon S/Ldr. Shannon to mark the target. His markers fell approximately 50-100 yards away. The Second Deputy made a further run and his two remaining spot fires scored a direct hit.
Unfortunately the bombing was concentrated around the wrong markers in spite of the Leader's efforts to divert the attack to the accurate spot fires.

Night - 29/30th March.

On this night the Squadron was once again detailed for an attack on the target at Lyons. 106 Squadron was co-operating but carrying nothing but flares.

F/Lt. Kearns was again in charge of flare dropping but in spite of his efforts the Flare Force failed to illuminate the target. Consequently he called upon 617 Squadron to drop their limited supply of flares. These fell over the target. The Leader immediately carried out his marking run and his markers fell 60 yards to the east of the center of the target.

The bombing which following was extremely accurate and no bombs were seen to fall outside the target. When the Squadron turned for home the Factory was burning well.

NOTES ON 617 Squadron OPERATIONS. SEPTEMBER 1944

ATTACK ON GERMAN BATTLESHIP "TIRPITZ" - 15TH SEPTEMBER 1944

Early in the month the Squadron was called upon to make an attack on the German Battleship "Tirpitz" which was lying in Alton Fiord, North Norway. This attack was to be carried out as soon as weather conditions permitted.

The attack was planned to take place from an advanced base in Russia and on the 11th September a force of 20 Lancasters took off on the journey to Russia. The trip was mainly uneventful, except in the case of F/O Carey, who was badly shot up by light flak somewhere over Russian Territory. The weather for the landing at the advanced base was of the worst possible kind - 10/10 cloud with a base between nil and 100 feet. Under these circumstances it was not surprising that two of the aircraft were badly damaged in landing, one having to force land, and the other overshooting the airfield.

On 15th September, seventeen Lancasters left the advanced base to carry out the attack. The target area was reached without incident and the ship itself could be seen as the bombers approached. Unfortunately the smoke screen quickly obliterated the target, but even as some of the bombs fell very near the position of the ship as judged by the flashed of the guns. Three of the aircraft unable to make a satisfactory run, returned the bomb to advanced base. One aircraft had technical trouble and jettisoned in the target area.

Eighteen aircraft took off from Russia for the journey home, which proved to be fairly uneventful. 617 "V", F/O Levy, was lost on the return trip.

A total of 4905 miles was flown by each aircraft, which completed the round journey.

ATTACK ON DORMUND-EMS AQUEDUCT - 23/24th SEPTEMBER 1944.

11 Lancasters were detailed and took off to take part in an attack on the Dortmund-ems Aqueduct in conjunction with other aircraft of the Group.

Although the target had been successfully marked, weather conditions were such as to prevent accurate bombing. A layer of 10/10 cloud drifted in from the west and the aircraft were not able to see the markers from their bombing height.
The Squadron was "called off" by the Controller, but the message was not received by all aircraft, six of which bombed from heights between 7,000 and 8,000 feet with unobserved results.

German Battleship 'Tirpitz', Tromso Sound. Day 12th November 1944.

On the 11th November, the Squadron was called upon to make yet another attack on the "Tirpitz". Weather conditions promised to be favourable and eighteen aircraft took off from the advanced Base at Lossiemouth.

The Force took off for the operation on the 12th and for the first time found good weather over the Target.

Flak opposition was severe but after the first few bombs had dropped the ship's defences appeared to have been silenced. There were at least two direct hits and several near misses and the vessel was soon covered by a dense cloud of smoke, which hampered later bombings.

The ship was seen to be on fire just aft of the funnel and the last aircraft to leave the area reported that she had a heavy list to port.

NOTES ON 617 Squadron OPERATION FOR OCTOBER 1944.

SEA WALL AND DYKE. WESTAPELLE. 03.10.44

Two-Mosquitos and eight Lancasters were detailed and took off to take part in an attack on the Sea Wall at Westkapelle.

The Squadron was to attack after other aircraft, but as the Squadron ran into the target, it was seen that the dyke had already been breached, and that there was considerable flooding in the area around Westkapelle. After a brief consultation with his deputy, force leader ordered the aircraft back to base.

RHINE BARRAGE. KEMBS. NEAR BASLE. 07.10.44.

The Squadron was called upon to carry out an attack on the Rhine Barrage at Kembs.

Thirteen Lancasters were detailed and the whole force divided into high and low level sections of seven and six aircraft respectively. Fighter and anti-flak cover was to be provided by Mustangs of No. 11 Group.

The high level force attacked first, dropping seven Tallboys, one of which was claimed to be a direct hit. Other bombs fell within 50 yards.

The low level force attacked from 600 feet with delay action bombs, and one bomb was seen to enter the water ten yards short of the Western end of the barrage. A reconnaissance aircraft, which was over the target an hour after the attack, saw this bomb explode and breach the barrage at the Western end.

The low level force encountered intense and accurate light flak, and two aircraft, S/Ldr. Wyness and F/Lt. Howard, were lost.

THE GERMAN BATTLESHIP "TIRPITZ". TROMSO. 29.10.44

During the month it was discovered that the Tirpitz had left KAA Fiord.

She was subsequently located at an anchorage near Tromso.
617 and 9 Squadrons were detailed to make an attack on the Battleship with their 12,000 lb penetration bombs.

The Squadrons operated from the advanced bases, Lossiemouth and Milltown, and nineteen aircraft took off in the early hours of the morning. (29th).

Unfortunately adverse weather was encountered over the target, and although most of the Bomb Aimers were able to see the ship at the commencement of their bombing runs, cloud interfered with the runs, or obscured the target at the time of release.

Results were mainly unobserved, but three crews report a direct hit or very near miss off the stern of the Battleship. Two or three others near misses were seen, one off the starboard bow and one believed near amidships.

Three aircraft brought back their bombs to Base, as they were unable to make satisfactory bombing runs. Aircraft "E", F/O Carey broke away from the main body just after the target and was last seen heading for Sweden, where he is thought to have made a successful landing.

MESSAGES OF CONGRATULATIONS. 617 Squadron


“I would like you to convey to the crews concerned my appreciation of their great effort, for we, who work in these Northern Waters, can appreciate the difficulties and hazards involved”.

Received by A.O.C. 5 Group on the occasion of the attack on the Battleship "Tirpitz" by this Squadron on 15.09.44.

From: Air Officer Commanding. 5 Group. 28.10.44.

“I wish to congratulate all personnel of 9 and 617 Squadrons whose efforts over the past few days have enabled so many aircraft to be made fit for operations today”.

(Attack of Tirpitz)

From: Air Officer Commanding. 5 Group. 29.10.44

“Congratulations on your splendid flight and perseverance at the target. The luck will not always favour the Tirpitz, and one day you will get her”.

From: Air Officer Commanding. 5 Group. 30.10.44

“Please convey my hearty congratulations to Wing Commander J.B. Tait. D.S.O., D.F.C. on the immediate award of the first bar to the Distinguished Flying Cross”.

APPENDIX
From: A.O.C. No. 5 Group.

To: 617 Squadron.

A. 436. 10 Aug.

"In the attack on La Palace 617 Squadron broke all records by obtaining 6 or 7 hits on the submarine pens out of 14 bombs. Well done".

Night - 5/6th April 1944.

After a quiet period lasting several days, the Squadron was detailed to take part in a 5 Group attack on aircraft factories on the outskirts of Toulouse. The Squadron was detailed to mark and bomb an aiming point in the A.I.A. aircraft Repair Plant and other aircraft of 54 Base were to bomb on 617 Squadron's markers after the Squadron had completed its attack. The aiming point, which was the Aircraft Repair Hangar, was accurately marked with red spot fires by the Squadron Commander, who made a dive attack down to 800 feet. The first stick of bombs was seen to be a direct hit and the subsequent bombing was also extremely accurate. Hits by both 8,000 lb and 1,000 lb bombs were observed and fires were seen to be burning around the Component Repair Shop.

Night - 10/11th April 1944.

For the second time, the Squadron was called upon to make an attack on the German Signals Equipment Depot at St. Cyr, to the West of Paris. The previous attack had been cancelled. There was no difficulty in finding and identifying the target and the Squadron Commander made a dive attack from 5,000 to 1,000 feet putting his spot fires on the north western edge of the Target. The Deputy Leader, S/Ldr. Munro, was called upon to back up this marking, but his markers fell 100-150 yards to the north. The Leader gave the necessary bombing instructions to the Main Force but as the first stick of bombs to fall was a direct hit on the target, these instructions were amended so the Force should bomb the fires started by this attack. The remaining bombing was again very accurate and many bursts were seen on the target, which was soon enveloped in dense smoke, which rose to 8,000 feet and hampered any further observation of results.

Night - 18/19th April 1944.

Four Mosquitos and nineteen Lancasters were detailed to attack the Railway Marshalling Yards at Juvis, Paris. The Mosquitos were to carry out the target marking for the remainder of the Group. The target area was marked by a P.F.F. aircraft, which dropped three green T.I.'s. to act as a guide to the flare dropping aircraft. The flares dropped to the south of the yards, but the target was accurately marked by F/Lt. Fawke, who made a dive attack to drop his red spot fires. These markers were backed up by Lancaster crews of the Squadron who released a load of bombs with their markers. The main force bombing appeared to be extremely accurate and well concentrated.

Night - 20/21st April 1944.

Following the very successful attack on Juvisy, the Squadron was detailed to lead an attack on the Le Chappelle Marshalling Yards.

The attack was planned to take place in two waves an hour apart; one directed against the southern sector of the Yards and the other against the northern sector.
The first wave was led by W/Cmdr. Cheshire who laid his markers accurately in a dive attack. This marking was well backed up by F/Lt. Fawke. The Main Force bombing was accurate and concentrated, although isolated sticks were seen to drop some way from the markers.

S/Ldr. Shannon led the second wave and he was supported by F/Lt. Kearns. Both made dive attacks to lay their markers accurately on the northern "bottleneck" of the Yard. The subsequent bombing by the Main Force was again accurate except for one or two sticks, which fell away from the main concentration.

Night - 22/23rd April 1944.

This was the first time that the Squadron had been detailed to employ its new marking technique against a heavily defended target in Germany. The target selected was Brunswick, which had, until now, escaped very heavy damage. The Squadron was ordered to mark the target for bombing by the remainder of 5 Group.

The marking aircraft were led by W/Cmdr. Cheshire and he was supported by S/Ldr. Shannon, F/Lt. Fawke and F/Lt. Kearns.

The initial flares, dropped by other 5 Group Squadrons, were off the target to the S.S.W., but the subsequent flares fell on the northern edge of the town. W/Cmdr. Cheshire and S/Ldr. Shannon made for the first flares but when they saw that they were over open country, they turned to the second batch. By this time the target had already been accurately marked by F/Lt. Fawke and backed up by F/Lt. Kearns. The initial bombing appeared to be well concentrated around the markers.

At this point, a Wanganui flare and a Green T.I. were dropped approximately 5 miles to the S.W. of the target. This was the agreed alternative method of marking for use in adverse weather conditions and unfortunately the Main Force Leader had encountered a layer of cloud at this height and had decided to use this alternative method. These markers immediately attracted a large percentage of the bombing in spite of the efforts of W/Cmdr. Cheshire to re-direct the bombing on to the accurate red spot fires. His failure to accomplish this was due to a technical defect in the V.H.F. of one aircraft which caused it to be permanently on "transmit".

The Marker Leader estimated that 50% of the attack had fallen on the correct markers and 50% was on the Wanganui markers.

Night - 24/25th April 1944.

After the raid on Brunswick, which appeared to be only a partial success, the Squadron was detailed to mark the town of Munich for an attack by the whole of 5 Group. This target was at the limit of the Mosquitos’ range and necessitated very careful planning and flying, both in view of the distance and the heavy defences guarding the target. The flare illumination provided by 83 and 97 Squadrons was accurate and on time, and in this light the target was well marked by W/Cmdr. Cheshire, S/Ldr. Shannon and F/Lt. Kearns. All the Mosquitos were coned by searchlights at low level but successfully evaded them. This initial marking was backed by the Lancasters of the Squadron, which also dropped a load of bombs with their spot fires.

The Leaders, in the Mosquitos, were unable to stay in the target area to observe results but the early bombing appeared accurate and well concentrated. The Lancasters confirmed the earlier reports of well concentrated bombing and were able to report that good fires had taken hold in the city.

Wing Commander,
Commanding,
No. 617 Squadron.
MAILLY-LE-CAMP MILITARY CAMP.
3/4th, MAY, 1944.

The Squadron was only called upon to operate once during the month when the target was a Military Camp at Mailly. Only the four Mosquito aircraft were detailed and this force was led by the Squadron Commander.

The southern portion of the target was accurately marked with Red Spots and original marking backed up. The Main Force bombing on these markers was generally good. The Main Force Controller tried to stop the bombing in order to allow the remaining two Mosquitos to mark the Northern portion of the target but he was unable to effect a complete cessation and these Mosquitos had to carry out their marking while bombing was still in progress. Although impeded by this bombing and by the dense smoke, the marking was accurate. Main Force bombing was mainly unobserved but was believed to be good.

BRIEF PARTICULARS OF OPERATIONS FOR JUNE 1944.
No. 617 Squadron.

Night 5/6th June 1944. Special Operation.

After a long period of training, sixteen Lancasters of the Squadron took off on a special operation in support of the Allied invasion of Europe. This operation was successfully completed.

Night 8/9th June 1944. Saumur Railway Tunnel & Bridge.

On this night the Squadron was called upon to attack the Railway Tunnel and Bridge at Saumur in France. This Operation was essential in order to stop the flow of German reinforcements from S.W. France to the invasion area. Three Mosquitos and twenty five Lancasters were detailed and the force was led by W/Cmdr. Cheshire. The Aiming Point at the Southern end of the Tunnel was marked with Red Spot Fires and the bombing that followed was notably accurate and concentrated. There were three hits on the tracks and one on the top of the Tunnel. Most crews attacking the bridge bombed visually but there was a fair concentration and it was thought that there were at least two direct hits.

13/14th June 1944. LE HAVRE.

Three Mosquitos and twenty-two Lancasters of the Squadron were detailed to make a dusk attack on the E-boat pens at Le Havre. This Operation was laid on in order to give support to the Navy in their fight against the E-boats operating in the English Channel.

The Squadron Commander dropped four red spot fires to act as a guide to the approaching bombers which were attacking in three results.

Bombing was very accurate. There were at least three hits on the Pens and several other bombs were seen to burst close to the Quai Jeanne Couvert where the E-boats were moored. Smoke from bombing obscured observation of later results.

15/16th June 1944. BOULOGNE.
Following the very successful attack on Le Havre the Squadron was detailed to make a similar attack on Boulogne. This attack was planned to take place whilst other aircraft of Bomber Command were attacking the harbour installations. Unfortunately the Force encountered adverse weather over the target and eleven of the Lancasters were forced to bring their bombs back to Base, while others had to bomb from heights between 9,000 and 12,000 ft.

Owing to the prevailing weather conditions, assessments of results was not possible.

19th June 1944. WATTEN.

Two Mosquitos and eighteen Lancasters were detailed to make a daylight attack on an important target in Northern France. This was the Constructional Work at Watten. The P.F.F. carried out the initial marking of the target, but the T.I.'s were rather scattered. W/Cmdr. Cheshire, flying a Mosquito, dropped two spot fires, but these failed to ignite, so that the Bomber Force had to attack visually.

There was a patch of cloud over the target, and although all the Lancasters were able to make bombing runs they were unable to see the results of their own bombing. The Mosquitos, however, were able to report that most of the bombs fell within 100 yards of the Main Building.

20th June 1944. WIZERNES.

Three Mosquitos and nineteen Lancasters were detailed to make a daylight attack on the Constructional Works at Wizernes. Adverse weather was encountered over the target and all the aircraft brought their bombs back to base.

22nd June 1944. WIZERNES.

The Squadron were still standing by to attack the Constructional Works at Wizernes and took off for a further daylight attack on the 22nd June.

Three Mosquitos and seventeen Lancasters took off, but once again encountered adverse weather and returned with their bombs.

24th June 1944. WIZERNES.

Having carried out two abortive sorties on this target the Squadron continued standing by and waiting for favourable weather.

One the 24th June the weather was reported favourable, and two Mosquitos and sixteen Lancasters took off to make the attack.

The Target was extremely difficult to identify, but it was located and marked by F/Lt. Fawke, who dropped four smoke bombs as an area marker.

Bombing was difficult to assess because of the smoke and chalk dust thrown up by the bomb burst. There was one hit, or very near miss, on the dome shaped construction particular to this target. Other bombs fell very close, and at least two fell on the Railway tracks.

25th June 1944. SIRACOURT.

Following the attack on Wizernes, the Squadron was detailed to carry out a similar attack on the Constructional Works at Siracourt.
One Mustang, two Mosquitos and seventeen Lancasters were detailed and took off.

The Squadron Commander, in the Mustang, put down two red spot fires to aid the bombers on their run up to the target.

All the Lancasters bombed visually. There were at least two direct hits and one very near miss on the N.W. wall of the Main Building. The remaining bombs were all within 250-300 feet, and there was a very large explosion, which seemed to come from the southern end of the Main Building.

CREIL AREA DUMPS. Night - 4/5th July 1944.

One Mustang, one Mosquito and seventeen Lancasters were detailed to take part in an attack on the Flying Bomb Storage Dumps in the Creil Area. The Squadron was to have its own aiming point which was to be marked with red spot fires by the Squadron Commander flying the Mustang. It was hoped that the 12,000 lb bombs carried by the Squadron would cause the roof of the cave, in which the flying bombs were stored, to collapse.

Both the P.F.F. area markers and the flares were accurate. The Squadron Commander dropped his red spot fires and although he did not see them other aircraft reported that they were accurate. The marking for the Main Force spread over some 600-700 yards.

During the course of the attack there was a direct hit on the red spots and may have extinguished them or they may have become obscured by the spread of the Main Force marking. In any case they were not seen again.

Eight of the Lancasters bombed on the red spots, three judging their aiming point from the position of the Main Force Markers and the remaining Lancaster, unable to pick out the aiming point, brought their bombs back to Base.

CONSTRUCTIONAL WORKS, MIMOYECQUES. Day - 6th July 1944.

On the 6th July the Squadron was called upon to attack the Rocket Site at Momoyecques. One Mosquito, one Mustang and seventeen Lancasters were detailed and took off.

The Force Leader, in the Mustang, dropped two red T.I.’s as markers and although they very accurately placed they did not show up at all well in the daylight.

Because of the extreme difficulty in picking out the aiming point visually and because of the faintness of the markers some of the bombs fell wide. However, there was one direct hit which penetrated the concrete of the Main Building and made a very large and deep crater, causing part of the wall to collapse inwards. There were three or four bombs within 60 yards, one of which was a very near miss off the northern end.

Two Lancaster brought their bombs back because they could not identify and one because of technical trouble.

CONSTRUCTIONAL WORKS, WIZERNES. Day - 17th July 1944.

The Squadron was detailed to make a further daylight attack on the Wizernes Rocket Site and on the morning of the 17th one Mustang, one Mosquito and sixteen Lancasters took off.

Haze and convection cloud in the target area made identification difficult but both the Mustang and the Mosquito dropped red T.I.’s as a guide. The markers from both these aircraft fell about 100 yards N.E. of the target.

There were no direct hits but one bomb which fell 30 yards from the aiming point caused a minor landslide and did considerable damage. Three other were seen within 70 yards and four more within 150 yards.
Because of the haze and smoke from bombing two aircraft could not pick out the target and bombed its estimated position.

**CONSTRUCTIONAL WORKS, WIZERNES. Night - 20/21st July 1944.**

One Mustang, one Mosquito and fifteen Lancasters were detailed to carry out a night attack on the Wizernes Site which had been extensively damaged in the daylight attack of the 17th July.

Unfortunately adverse weather was encountered over the target and all aircraft had to bring their bombs back to Base.

**CONSTRUCTIONAL WORKS, WATTEN. Day - 25th July 1944.**

A few days after the abortive night attack on Wizernes the Squadron was called upon to make an attack on yet another Rocket Site. This time the one at Watten, one Mosquito, one Mustang and sixteen Lancasters were detailed and took off.

Weather over the target was clear and visibility was good. No marking was necessary and all crews bombed visually. As the bombs had been fused 30 minutes delay no actual results were observed, but when the bombs fell a large column of dust rose to 5,000 feet and completely obscured the target. Crews were confident the one or more direct hits had been achieved. Two Lancaster were hit by flak over the target and had to jettison their bombs.

**RILLY LA MONTAGNE. Day - 31st July 1944.**

The Squadron was called upon to take part in a Group attack on the Flying Bomb Storage Dump at Rilly. The storage site was a railway tunnel and the Squadron was to attack both the tunnel entrances while the rest of the Group went for other aiming points.

No marking of the Squadron's aiming points was attempted as the southern aiming point was clearly visible and the bombing started so quickly that the marking aircraft could not make a second run over the target. Bombing was extremely rapid and both aiming points were quickly covered in clouds or smoke so that it was impossible to judge where the bombs had fallen.

**Appendix 15**

**SIRACOURT - Day- 1st August 1944.**

One Mosquito and fifteen Lancasters were detailed and took off to attack the Rocket Site at Siracourt. Unfortunately adverse weather was encountered over the target and all the aircraft were forced to bring their bombs back to Base.

**ETAPLES - Day- 4th August 1944.**

One Mustang, two Mosquitos and fifteen Lancasters were detailed and took off to attack the Railway Bridge at Etaples. The Force Leader, in the Mustang, attempted to mark the Southern end of the bridge with smoke bombs, but the bursts were not seen and it was thought that the bombs must have fallen off early in the marking dive.

The Lancasters identified the target visually but their bombing run was somewhat curtailed by cloud. Bombing was concentrated but the M.P.I. was about 150 yards West of the centre of the bridge. Although three sticks of bombs were seen to straddle the bridge no damage was observed.

The Mosquitos carried out photographic runs during and after the bombing.
BREST - Day - 5th AUGUST 1944.

Two Mosquitos and fifteen Lancasters took off to attack the U-boat Pens at Brest.

In clear weather the leading Mosquito made a dive to drop four smoke bombs on the target but they were not seen by the Lancasters. Except for two bombs which fell short a very good concentration was achieved. Five or six direct hits were observed but after this the pens were obscured by smoke. Lancaster “V” was hit by flak over the target. Six members of the crew were seen to bale out before the aircraft crashed.

LORIENT - Day - 6th AUGUST 1944.

After the highly successful attack on Brest, two Mosquitos and twelve Lancasters were detailed to carry out a similar attack on the U-boat Pens at Lorient. The Leader, in a Mosquito, dropped two Red T.I.’s as area marker.

The bombs fell in a quick salvo and the target area was soon covered with smoke, which prevented accurate observation of results. There were probably two direct hits and possibly other hits or very near misses.

Aircraft “H” had electrical trouble and was forced to jettison its bomb in the sea. The remaining aircraft, a Mosquito, made a photograph recce of the target after the attack.

LORIENT - Day - 7th AUGUST 1944.

The day following the attack on the U-boat Pens at Lorient the Squadron was detailed to make another attack on the same target.

Owing to the extremely confused military situation existing in the Brittany Peninsular and the doubt as to whether the Allied Forces had taken the port, the aircraft had to be recalled. They were within 30 seconds of the target when they received the signal.

LA PALLACE - Day - 9th AUGUST 1944.

One Mosquito and twelve Lancasters were detailed to make an attack on the U-boat Pens at La Pallace.

Although they found cloud in the area there was a clear patch over the target itself. Bombing was made difficult by haze but a good concentration was achieved. There were two direct hits and a further bomb was seen to burst just short of the southern wall.

LA PALLACE - Day - 11th AUGUST 1944.

One Mosquito and fourteen Lancasters took off to make a further raid on the U-boat Pens at La Pallace.

Twelve of the Lancasters bombed and achieved good results, many sticks of bombs being seen to fall on the target which was soon covered with smoke that made any further assessment of results impossible.

Aircraft ‘N’ had technical trouble over the target and could not release its load which was subsequently jettisoned in the sea. Aircraft “P” had engine trouble and returned early from position 50.02N : 03.00W.

BREST - Day - 12th AUGUST 1944.

Two Mosquitos and twelve Lancasters were detailed to make a further attack on the U-boat Pens at Brest.
The weather was favourable and the bombing was good. The first two bombs were on the target which then was obscured by smoke. The remaining bombs fell in quick succession and all appeared to be accurate. Aircraft “H” returned with engine trouble and aircraft “U” had trouble with the bomb sight and brought its bomb back to Base.

BREST - Day - 13th AUGUST 1944.

Once again the Squadron was called upon to attack Brest. This time the force was to be split, five aircraft were to bomb the pens with 12,000 lb bombs while the remainder were to attack the obsolete French Battleship 'Gueydon'. A total of one Mosquito and thirteen Lancaster were detailed and took off for this attack.

The bombing on the pens was good with the exception of one bomb, which fell 500 yards to the N.E. There was one direct hit and three very near misses.

Eight Lancasters attacked the ship and although three sticks were seen to straddle the target there was no evidence that it had been hit or damaged.

BREST - Day - 14th AUGUST 1944.

As it was thought that the enemy would use the shipping in Brest to block the harbour entrances it was decided to make yet another attack on the obsolete French Battleship moored there.

One Mosquito and thirteen Lancasters were detailed and they carried out their attack in good weather conditions. Intense and accurate flak upset the bombing runs, but in spite of this some sticks of bombs were seen to straddle the Western end of the ship and there appeared to be at least one direct hit.

LA PALLICE - Day - 18th AUGUST 1944.

One Mosquito and eleven Lancasters were detailed and took off for a further attack on the U-boat Pens at La Pallace. The bombers delivered their attack in good weather and an accurate concentration was achieved. The whole of the target was soon covered with smoke, which prevented observation of results. It was thought that there were one or two direct hits.

LA PALLICE - Day - 16th AUGUST 1944.

Yet another attack was ordered on the U-boat Pens at La Pallace and one Mosquito and eleven Lancasters of the Squadron were detailed and took off.

Unfortunately cloud drifted in over the target just as the Lancaster were arriving. Only one was able to carry out an attack and this with unobserved results.

IJMUIDEN -U-boat Pens - Day - 24th AUGUST 1944.

In continuance of their attacks against enemy U-boat facilities, the Squadron was detailed for a raid on the pens at the Dutch Port of Ijmuden.

Two Mosquitos and eight Lancasters took off and made their attack in conditions of limited visibility.

The bombing runs suffered accordingly, but there was one direct hit in the centre of the target. No other direct hits are claimed but four bombs were seen to explode on the edge of the pens, two of these being in the water opposite the entrances.

BREST (hulk) - Day - 27th AUGUST 1944.
For this attack the target was a large hulk thought to be intended for use as a block-ship.

One Mosquito and twelve Lancasters took off. At least two sticks of bombs fell across the target, which was soon obscured by smoke. Direct hits were obtained and the hulk was seen to be down at the bows at the end of the attack. By the evening it was confirmed that the hulk had sunk.

STAND BY FOR B/CAST
CON EKB SYE WAD
V GPE NR OPS 8 OP OP

FROM HQ 5 GROUP 181810A
TO ALL BASES AND STATIONS
SECRET QQY BT

OPS 8 18 MARCH 1945.

PRELIMINARY WARNING FOR DAY 19 MARCH 1945 :-

1. 617 SQUADRON ON GH 504. BOMBLOAD - UP TO 6 TALLBOY LARGE.
   REMAINDER TALLBOY MEDIUM. ALL FUSED 11 SEC.
   H = 1100 HOURS.

2. 9 SQUADRON ON 5208E/ 3819.
   BOMBLOAD TALLBOY MEDIUM. FUSED 11 SECS.
   H = 1100 HOURS.

3. ALL REMAINING SQUADRONS STOOD DOWN TILL 0930 HOURS TOMORROW.

BT 181810A

ILW ASG
WAD K WITH RWAD BAD SKP R 181734A NMB K

CONGRATULATORY MESSAGES RECEIVED BY
No. 617 Squadron
DURING MARCH 1945.

General Eisenhower. 06.03.45 To:- All Units.

“I have just returned from a visit in the Julich, Duren, Munchen-Gladbach area. As the allied armies advance into the former industrialised area of the Rhineland, they are everywhere confronted with striking evidence of the effectiveness of the bombing campaigns carried on for years by Bomber Command and, since 1942, by the Eighth Air Force. City after city has been systematically shattered. Against these our artillery is often used to blast out pillboxes, snipers and hidden tanks, but it could scarcely add to the completeness of the material destruction. Here and there, possibly because of their relative unimportance as industrial centers, certain towns have been largely spared. These present a remarkable contrast to the ruins of Aschen, Julich, Duren, Cologne and the other Rhineland cities that have been
targeted by our high bombers day after day and night after night. The effect on the war economy of Germany obviously been tremendous; a fact that advancing troops are quick to appreciate and which unfailingly reminds them of the heroic works of their comrades in Bomber Command and in the United States Air Forces.

I should like all your Units to know that the sacrifices they have made are today facilitating success on all fronts".

Dwight D. Eisenhower


I have just seen a stereo-pair of the Bielefeld Viaduct taken after your visit yesterday afternoon, my congratulations on your accurate Bombing.

You have certainly made a proper mess of it this time and incidentally added another page to your history by being the first Squadron to drop the biggest Bomb on Germany so far, good work. Keep up the training. We can't afford to put these new little pets in the wrong place.

A.V.M.  H.