

RAF Form 540

See instructions for use of this form in K.R. and A.C.I. Parts 249 and War Manual Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. 1

of (Unit or Formation) NO. 103 SQUADRON.

No. of pages used for day 1

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
B.91. KLUIS.	1. 4.45.		Despite very bad weather the Squadron was ordered to do Armed Recce's in pairs over the HENNELO area. Of the four pairs that took off, W/O. S.B. LANG and W/O. D.P. DRUMMOND R.A.A.F. failed to return. Results: - 3 Met destroyed, 3 Met damaged.		
	2. 4.45.		The weather was 'duff' until about 6 pm, when Group Captain J.R. BALDWIN DSO, DFC led 12 aircraft on a Radar Station north of LINDEN. We were very unfortunate in losing an aircraft and having one pilot injured when P/SGT. W.E. BARBER had engine trouble between ARNEM and AERSFOORT, and crashed on the edge of the runway trying to make Base. We are glad to say he wasn't seriously injured, and is now recovering in Hospital. W/O. J. BEEL (RAAF) arrived from S. G.S.U.		
	3. 4.45.		Weather prevented Operational Flying, although a little non-operational flying was carried out.		
	4. 4.45.		Again the weather prevented Operational Flying, but allowed a little Non-Operational.		
	5. 4.45.		Some Non-Operational flying was carried out, and we regret that W/O. R.P. NEWMAN and SGT. J. FORD were fairly seriously injured when they crashed just off the BREDA-TILBURG road in an AUSTER they were flying to GILZE-RIJSEN. Both were taken to the Canadian General Hospital.		
	6. 4.45.		A couple of air tests were carried out, and weather prevented all other flying. P/SGT. R.J. GILLING and P/SGT. A. BELL arrived from G.S.U. to join the Squadron.		
	7. 4.45.		Early in the afternoon S/L. J.R. CULLEN DFC led the Squadron on a target near MAPPEL. Large explosions occurred, and the Operation proved quite successful. P/L. L. RICHARDSON DFM and P/L. C.N. WALLEY DFC were injured in a Jeep crash in the evening, and were sent back to England.		
	8. 4.45.		In the evening S/Ldr. J.R. CULLEN DFC led the Squadron in an attack on an Ammo Train at MEFFEL. The operation was fairly successful, but results were hard to observe.		
	9. 4.45.		The weather was unsuitable for Operational flying, but a small amount of non-operational flying was carried out.		
	10. 4.45.		Just after lunch S/L. J.R. CULLEN DFC led twelve aircraft on a target near DEVENTER. The target was successfully dive-bombed and cannon-straffed, but results were difficult to assess due to smoke and fires. Later in the afternoon P/O. E.M. DENNEY was 'scrambled' with his No. 2 on a Shipping Recce round HILVERSUM. One large barge, and several smaller barges were seen. After tea, S/L. J.R. CULLEN DFC led eight aircraft on the village of MARKHAUSEN. No movement was seen in the village, and no results claimed. P/O. B.A.W. GAUKROGER and P/O. R.O. HILL arrived from G.S.U.		
	11. 4.45.		P/O. E.M. DENNEY leading a Section of two aircraft started the day with a weather and shipping recce of the HILVERSUM area. Three trains were seen in AERSFOORT Station.		

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Place	Date	Time	Summary of Events	<b>SECRET.</b>	References to Appendices
B.91.	11.4.45.	(Continued).	S/L.J.R. CULLEN DFC led 8 aircraft on a large barge type boat in the HILVERSUM Docks, and although no direct hits were claimed, large explosions occurred on the quay. W/O. CHRISTIE then carried out a photo recon of the target. C/O J.R. BALDWIN DSO DFC led 15 aircraft of the Squadron on a factory N.W. of ARNHEM, and had a big success.		
	12.4.45.		S/L.J.R. CULLEN DFC commenced the day by taking four aircraft on a rail interdiction near AMERSFOORT. No hits were claimed. P/O.E.M. DENNEY led the next Section on interdiction, and although a pair of bombs straddled the line, no claims were made. W/O.J.C. BUTTON DFC with 7 other a/c of the Squadron dive bombed the village of PETERSDORF, and some explosions were observed although no movement was seen. S/L.J.R. CULLEN DFC dive bombed a village south of PRUSCHT with four aircraft. All bombs were in the southern half of the village. S/L.CULLEN and LT.D.E. GOODMAN then went in low level on a target North of ARNHEM, but S/L.CULLEN recognised it to be a Hospital too late to prevent LT. GOODMAN'S bombs blowing the back out of the building. C/O J.R. BALDWIN DSO DFC took 12 a/c to a target S.E. of ARNHEM, and although the target was practically obscured by a smoke screen the bombs were well concentrated. W/O.J.C. BUTTON DFC then led 8 a/c on another target S.E. of ARNHEM, and scored several direct hits despite bad visibility and bad light. We were pleased to welcome F/L.J.E. MITCHELL DFC back to the Squadron as 'A' Flight Commander.		
	13.4.45.		Weather wasn't very good, and P/O. E.M. DENNEY did two weather recones in the APPELDOORN area before operations commenced. S/L.J.R. CULLEN DFC and F/L.J.E. MITCHELL DFC led Sections of four on the two pin-points North of APPELDOORN and demolished the houses on those pin-points.		
	14.4.45.		The weather proved too 'duff' for operations until 20.00 hours, when S/L.J.R. CULLEN DFC led 11 a/c on a H.Q. North of ARNHEM. The operation proved quite successful. The following pilots arrived from G.S.U. W/O G.M. PEARSON, W/O. M.B. RAY, W/O. P.F. ROBINSON, and SGT. L.F. OMAN, P/SGT. R.J. COLLINS and P/SGT. A. BELL were posted back to G.S.U. for further training.		
	15.4.45.		Bad weather prevented any Operational flying.		
	16.4.45.		S/L.J.R. CULLEN DFC led the first show of the day, the target being a village just South of OLDENBURG. The operation was very successful. In the afternoon S/L.CULLEN led another show on a village near the lake N.W. of OLDENBURG and once again it proved very successful. A small amount of practice flying was also carried out so as to familiarise the new arrivals with the 100KI area. In the evening all were very busy getting ready for our shift into GERMANY on the morrow.		
B.103.	17.4.45.		Dawn found everyone up and about and by nine o'clock all the a/c had taken off for B.103, LINGEN. The aerodrome is very smooth for landing, much to everyone's satisfaction. It is quite a good camp site that has been chosen, and all should be very comfortable. The 'A' party worked hard, and soon had all the a/c ready for operations. At mid-day, S/L.CULLEN led the Squadron in an attack on some houses, West of OLDENBURG, and successfully bombed them. F/L.J.E. MITCHELL DFC later took four aircraft on a Shipping Recon, and attacked a 400 ton ship. Direct hits were scored on the centre of the ship, which was believed to be breaking up when the aircraft headed back for Base.		

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R.A.F. Form 540

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(Unit or Formation) NO. 183 SQUADRON.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
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B.103.	17.4.45.		In the evening F/L. J.E. MITCHELL DFC led eight aircraft on another Shipping Recon. The first four aircraft sank a ship of about 300 tons, and the second four aircraft sank a ship of about the same tonnage, plus two tugs which disintegrated on receiving direct hits. Taking it all round, the day proved to be very successful, and I think much of the credit goes to the Ground Staff who were working with half their normal strength as 12 had not as yet arrived.		
	18.4.45.		Group Captain Baldwin DSO & Bar, DFC & Bar led the first show off. It consisted of 12 a/c attacking 18 ships off BORKUM ISLAND. The claims were one 200-300 tons ship, one of 400 tons, and one vessel of 200 tons left smoking from a cannon attack, and thus the operation proved successful. The Group Captain then led sixteen a/c on some more ships off BORKUM HARBOR, and the claims were 1-1. The Ground Crew once again worked hard, and kept all the aircraft on the top line.		
	19.4.45.		Eight operations were carried out by the Squadron today, the first of the day being led by W/C.J.C. BUTTON DFC. The target was to be a destroyer in the ZUIDER ZEE, but the only movement seen was a small cargo boat which was well and truly sunk. Lt. T.V. DREW then took 4 a/c on a train North of BRAGE and obtained several direct hits among the trains and trucks, and also in the Station area. W/C. K. JACKSON did an Armed Recon with a No.2 and damaged one 'Volkswagen' two Houses, two half-tracked Mot, and two tugs. S/L. J.R. CULLEN DFC then led four aircraft on Barges off the island of SAUERBOOD, and left one smoking. F/L. J.E. MITCHELL DFC attacked Barges off the coast of NORDEN, and although no claims were made many strikes were obtained. F/O. B.H. DENNEY commenced P.O.F. in the evening and was detailed to attack cross-roads West of OLDEBURG, and this was done successfully. F/L. J.E. MITCHELL DFC then bombed a Wood near the Village of OSTERSTRENS, and S/L. J.R. CULLEN DFC finished up the days operations by bombing a pinpoint near EDEWICHT.		
	20.4.45.		S/L. J.R. CULLEN DFC led a successful Shipping Recon up to HELIGOLAND, sighting many ships. In the afternoon W/C.J.C. BUTTON DFC led the Squadron on shipping, but was unable to attack due to extremely poor visibility.		
	21.4.45.		The weather prevented all flying.		
	22.4.45.		No flying due to the weather. F/Sgt. R.J. COLLINS and F/Sgt. A. BELL arrived from C.S.U.		
	23.4.45.		W/C.J.C. BUTTON DFC and a No.2 did a Shipping Recon of the FRISIAN ISLANDS in the early morning. Later in the morning F/O. E. P. SCOTT and a No.2 did a Shipping Recon of the FRISIAN ISLANDS and OUGHAVEN and saw quite a lot of movement now that the weather had improved beyond the coast. In the afternoon S/L. J.R. CULLEN DFC led a Section of eight on shipping. A large Barge South of BALTUM was attacked but no direct hits claimed. W/C. K. JACKSON went out on a weather recon of the OUBENBURG area and reported the weather to be stormy with scattered low cloud. No further operations were carried out.		
	24.4.45.		F/O. MORLEY went out on a Shipping Recon in the morning, and although he saw a number of ships in the OUGHAVEN area the weather was non-operational. F/O. E.P. SCOTT went out on another Recon in the afternoon, and saw four destroyers and several ships off OUGHAVEN, but unfortunately the weather in the area was still non-operational, and thus the day ended without the Squadron scrambling.		

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