

OPERATIONS RECORD BOOK

(Unit or Formation) No. 100 (S.S.S.I.) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendix
High Wycombe	1/5/43		Under authority of Amber Command letter HQ/1.1072/4/Imp. dated April 21st 1943, No. 100 (S.S.S.I.) Squadron was formed, the official quotation being as follows: "It has been decided to form No. 100 (S.S.S.I.) Squadron under the terms of Article 22 of the S.S.S.I. Agreement of 1942. The Squadron will form at High Wycombe, (a) billeting of HQ/1.1072/4/Imp. on 1st Feb. 1943, making use of buildings already and temporarily belonging to No. 100 (S.S.S.I.) Squadron. No. 100 (S.S.S.I.) Squadron is to form by establishment HQ/1.1072/4/Imp. with 16 x 2 Wellington T12/X aircraft. The Commander S.S.S.I., (S.S.S.I.) Squadron Commanding Officer, reported to HQ/1.1072/4/Imp. and after a brief inspection reported to No. 6 Group (S.S.S.I.) in accordance with the A.C.C. 100/1.1072/4/Imp. It was the wish of the A.C.C. that a report should be prepared from formation to operations for No. 100 (S.S.S.I.) Squadron. It was also decided that No. 100 (S.S.S.I.) Squadron would be completely equipped and operational assets would be passed from other HQ/1.1072/4/Imp. Squadrons after the return from No. 6 Group (S.S.S.I.) Squadron. The formation was presented to HQ/1.1072/4/Imp. Station Commanding Officer, to discuss plans with the Station Commander, 4/1072/4/Imp. Station and ground assets reported in. Station provided air assets transferred in and a skeleton staff for ground assets. 11 Wellington T12/X were flown from No. 100 (S.S.S.I.) and were dispersed around the perimeter track in the Squadron were not all completed, Squadron aircraft were substituted, ready for service to arrive.		
	2/5/43		The Flight Commander, 2/Lt. V.L. (S.S.S.I.) and 2/Lt. G.H. (S.S.S.I.) reported in all were given command of "A" and "B" flights respectively. Station Commander also reported the 2/Lt. G.H. (S.S.S.I.) as Deputy leader, 2/Lt. G.H. (S.S.S.I.) as Navigation Officer 2/Lt. G.H. (S.S.S.I.) as Training Officer, 2/Lt. G.H. (S.S.S.I.) as Signal Officer. Four more crews reported in. All personnel were enthusiastic and ready to co-operate.		
	3/5/43		No. 100 (S.S.S.I.) crew staff has reported in. 100 (S.S.S.I.) reported in. Station was reported and gave a short lecture to discuss on flight tactics and general services. A general meeting of all aircraft was held by 2/Lt. G.H. (S.S.S.I.) at which he discussed the general situation, the problems, organization and discipline of aircraft was established. Flight Commander was detailed to carry on with the organization of their flights.		
	4/5/43		2/Lt. G.H. (S.S.S.I.) made a tour of all sites with the Station Engineer, Mr. Lewis, to determine what various buildings would be available. He found the majority of the technical buildings would not be completed for about a month. The operations should be available in two days with the exception of No. 2 engine. 2/Lt. G.H. (S.S.S.I.) advised on flight facilities to aircraft. 4/Lt. G.H. (S.S.S.I.) from London, came to discuss engine problems with 2/Lt. G.H. (S.S.S.I.) Squadron. The leading station Commander 4/Lt. G.H. (S.S.S.I.) visited the Squadron in London. A suggestion was made before proceeding to No. 6 Group. He expressed the view that the A.C.C. 100/1.1072/4/Imp. visited the Squadron to be operational in two days. 4/Lt. G.H. (S.S.S.I.) Station Commanding Officer and 2/Lt. G.H. (S.S.S.I.) Station from London reported with the Commanding Officer on control and aircraft lighting problems. It is suggested that sufficient lighting was to be supplied to enable the Squadron to do night flying with a week. Topcliffe house to be used, and 4/Lt. G.H. (S.S.S.I.) visited. 2/Lt. G.H. (S.S.S.I.) reported today. It was decided to organize the Officer's mess, and a meeting was held at mess.		
	5/5/43		2/Lt. G.H. (S.S.S.I.) of No. 6 Group (S.S.S.I.) visited the Squadron to help with the speed up of the work on the buildings necessary for the Squadron to become operational. The 2/Lt. G.H. (S.S.S.I.) crew aircraft arrived today, and were immediately put to work. Various returns and statistics were returned from London, and operations there. For the sake of future functioning, let it be advised that one of the first things to obtain in such orders and policy letters necessary for all papers or organization and administration, these should be supplied by relevant ground formation.		

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SECRET

Place	Date	Time	Summary of Events	Reference to Appendix
Hampton-on-Bosch	7/5/43	X	Master parade of ABE (R2) Squadron held, and similar talks through up to date. 2/18/43, Group Training Officer, visited the Squadron, to bring the group up to date on delivery of equipment. 1/25/43, 1/27/43, and 1/28/43, Group Training Officer visited the Squadron to offer their assistance.	
"	8/5/43		Being in the charge of group, 1/25/43, S. S. Senior Administration Officer at RAF Group personally went into this problem, and due to his efforts, classes were set on the way to the station. It has also been advised that 2/2/43, Hamilton, the Station Officer will report on 10th May 1943.	
"	8/2/43		Being in the charge of sufficient maintenance personnel, there has been no flying from this Station. 1/26/43, R. A. Senior, and 2/1/43, Senior, 2/1/43, Senior, and 2/1/43, Senior, proceeded to No. 13 (R2) Squadron, to act as operations as second pilots, but operations were suspended at 2230 hours.	
"	10/5/43		Ground school with crew, which later turned to rain. Arrangements made to have maintenance personnel from No. 13 (R2) Squadron to assist in flying activities.	
"	11/5/43		2/2/43, Hamilton, Station Officer reported that Police correspondence beginning to arrive. Also officers as reported on 1st 21st sent to Mablethorpe for operations as second pilots, but this was cancelled.	
"	12/5/43		1/15/43, Hamilton, Station Officer, R. A. Senior, visited the Squadron, and expressed his desire to co-operate in every way Squadron gradually getting back on track, with all personnel being trained to help with a ground crew function in operations.	
"	13/5/43		1/25/43, Hamilton, and 2/1/43, Senior, sent as second pilots in an operational trip with No. 13 (R2) Squadron, from Mablethorpe, to assist with operations, when they arrived at 2230 hours, but did not return to the Squadron in the evening.	
"	14/5/43		The first flying was started today. Station aircraft had a C/E, which made the Squadron crew more active, and added considerably more to the work of preparations for operations. Flights were for training purposes.	
"	15/5/43		A master parade for all personnel of No. 13 (R2) Squadron was held, at which the Commanding Officer outlined the layout and site of the Squadron, and asked for the cooperation of everybody. Arrangements made with No. 13 (R2) Squadron for two pilot operational trips for one of the pilots of No. 13 (R2) Squadron. Arrangements were also made with Station Officer for 2/1/43, Senior, for operations.	
"	16/5/43		1/25/43, Senior, Hamilton Station Officer from Mablethorpe, held a crew service in the crew room, several crew and aircraft on crew service flights.	
"	17/5/43		The Commanding Officer with crew, R. A. Senior, visited the Squadron at 1000 hours after the distribution of aerobics, given to the Squadron by the R. A. Senior.	
"	18/5/43		Air Vice Marshal R. A. Senior, O. B. Senior, R. A. Senior visited the Squadron, and was taken on a tour of inspection of the Station and aircraft by the Commanding Officer. The flight was held out for a test. Four pilots went on operational trips with No. 13 (R2) Squadron, as second pilots.	
"	19/5/43		The Squadron is gradually getting ready for operational action, and the test is set for 20th when they will be completed. The Officers' crew collected with an evening crew, making, to which were included Officers from Mablethorpe, Mablethorpe, Mablethorpe, and RAF Group Mablethorpe. Along these starting, were 1/25/43, Senior, 2/1/43, Senior, and 1/25/43, Senior, O. B. Senior.	
"	20/5/43		It can be said that No. 13 (R2) Squadron is now rapidly approaching operational stage. Flight Control is just about ready. Take-offs and landings successfully carried out. The whole Squadron is very much on the look-out for the Commanding Officer announcement that ABE are now operational.	

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OPERATIONS RECORD BOOK

of (Unit or Formation) No. 432 (B.G.A.F.) Squadron

No. of pages used for day

Date	Time	Summary of Events	References to Appendices																																										
21/3/43		The Commanding Officer visited No. 4 Group Headquarters, in the matters of 432 Squadron bombing operations. No 5 Group do not wish to have "blinds" too many, and limit the number entering to in the numbers itself. Bombing practice held, and carried out successfully. The Commanding Officer held a meeting of all Section Commanders, to discuss all details, prior to including the Squadron ready for operational action. It was decided that the time had arrived and No. 4 Group was advised that 432 Squadron would be available for operations on from the night of 21/3/43. First four "B" were in an operational state.																																											
22/3/43		Weather: Cloudy, bombing fine. Visibility: Good to very good. The first target for bombing was reached by 432 Squadron at 1000 hours. It proved to be Dortmund, and 15 aircraft were detailed. Night flying training was carried out on all aircraft. Night briefing was held at 1900 hours, conducted by the Commanding Officer. 2/202 Squadron arrived to witness the bombing. All aircraft were airborne, and all successful in the matter of bombing the first time-off for operations of No. 432 (B.G.A.F.) Squadron. All aircraft returned from the bombing operations. 11 aircraft succeeded in bombing the targets. 4 aircraft returned early, and one of the aircraft was damaged by flak. Sgt. COLLINS, L.G. (213600) Navigator, was injured by flak and was taken to Northwickton Hospital.	A.1 to A.15																																										
24/3/43		Weather: Fair, bombing cloudy. Visibility: Moderate, bombing good. It was stood down for operations. 1/102 Squadron and the 2/202 Squadron No. 432 (B.G.A.F.) Squadron, and celebrated the opening hours of his birthday over the target.																																											
25/3/43		Weather: Cloudy, misty, F.E. period with occasional showers. Visibility: Good. 15 aircraft were detailed for operations. 11 aircraft took off, one being cancelled, owing to O/T trouble. 11 aircraft bombed the target, DORTMUND. 2 aircraft returned early. Air Vice Marshal Subroto Chakravarty visited the Squadron today.	A.16 to A.29																																										
26/3/43		Weather: Fine, bombing cloudy. Visibility: Good. 15 aircraft were detailed for operations, but were cancelled, owing to the weather conditions.																																											
27/3/43		Weather: Fair, bombing fine, the visibility was very good. 11 aircraft were detailed, and took off for bombing operations over DORTMUND. 9 aircraft were successful, one returned early due to open engine failure. One of our aircraft failed to return from the operational hours and trips of the members of the crew.	A.30 to A.40																																										
		<table border="1"> <thead> <tr> <th>NAME</th> <th>POST</th> <th>NO.</th> <th>STATUS</th> <th>TRIPS</th> <th>OPERATIONAL</th> <th>SCORE</th> </tr> </thead> <tbody> <tr> <td>W/SGT. TAYLOR</td> <td>Navigator</td> <td>21</td> <td>(2136)</td> <td>27</td> <td></td> <td>128.50</td> </tr> <tr> <td>S/SGT. J. 16728</td> <td>W/O</td> <td>22</td> <td>(Navigator)</td> <td>25</td> <td></td> <td>140.50</td> </tr> <tr> <td>S/SGT. J. 12574</td> <td>W/O</td> <td>23</td> <td>(Air Bomber)</td> <td>25</td> <td></td> <td>140.50</td> </tr> <tr> <td>S/SGT. J. 12708</td> <td>W/O</td> <td>24</td> <td>(W/O, A.F.)</td> <td>25</td> <td></td> <td>145.00</td> </tr> <tr> <td>SGT. BROWN</td> <td>W/O</td> <td>25</td> <td>(Air Gunner)</td> <td>27</td> <td></td> <td>145.00</td> </tr> </tbody> </table>	NAME	POST	NO.	STATUS	TRIPS	OPERATIONAL	SCORE	W/SGT. TAYLOR	Navigator	21	(2136)	27		128.50	S/SGT. J. 16728	W/O	22	(Navigator)	25		140.50	S/SGT. J. 12574	W/O	23	(Air Bomber)	25		140.50	S/SGT. J. 12708	W/O	24	(W/O, A.F.)	25		145.00	SGT. BROWN	W/O	25	(Air Gunner)	27		145.00	
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28/3/43		Weather: Fair, the visibility was good. It was stood down for operations. Ground training was carried out for aircrew personnel.																																											
29/3/43		Weather: Fine, bombing cloudy. Visibility: Good. 13 aircraft were detailed for operations, and 10 aircraft were successful in the matter of bombing the target. One of our aircraft crashed returning from operations. The pilot and co-pilot were killed, the navigator injured, and the W/O, A.F. badly injured. Below are the operational hours and trips of the pilot and co-pilot.																																											
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		10 aircraft bombed the target, DORTMUND successfully. The whole valley appeared to be on fire, and it could be seen at least 30 miles away. One of our aircraft failed to return from this operation. Below are the operational hours and trips of the members of the crew.																																											

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Place	Date	Time	Summary of Events	OPERATIONAL		References to Appendix																								
				Flights	Hours																									
Winton-on-Seale	22/3/43		R.12928 Sgt. GREEN, William. (Pilot)	8	45:37																									
			R.12970 Sgt. JONES, Kenneth, Harry. (Observer)	8	45:37																									
			GROUP - Sgt. BROWN, Joseph, John, Harry. (Observer)	11	37:28																									
			R.12716 Sgt. HARRIS, Leslie, George. (Observer)	11	36:28																									
	20/3/43		R.12785 Sgt. THORNTON, Gordon, William. (Pilot)	12	68:57																									
	21/3/43		<p>Weather: Cloudy, with rain until mid-day, then becoming fine. Visibility good. The Squadron detailed six aircraft for gardening operations, but were cancelled, shortly after.</p> <p>Weather: Cloudy and haze. Visibility moderate. Six aircraft were detailed for gardening operations but were cancelled during the evening. Mrs. G.S. Allen, wife of P/O G.S. Allen who was missing on the 17th/3/43, visited the Squadron. All help was given her.</p> <p>S/Os: W.A.S. Pavia, A.P.O., S/Os: Brown, and S/Os: Jones visited the Officers' Mess in the evening. Reservations were made for the funeral of P/Os: Hill and Sgt. Magill in High Courtney. Funeral arranged for Wednesday, 24th Inst. at 11.30 hours.</p> <p>REPAIRS AND MAINT. The Metropolitan Flying Circus was awarded to P/O G.S. Allen (P.12970).</p> <p>COMMISSION. P/Os: G.S. Allen (G.1291) & A Flight Commander promoted to the rank of Acting Squadron Leader.</p> <p>GRANDS IN SQUADRON. Nil.</p> <p>RECOMMENDATIONS. Nil.</p> <p>ACTIVITY IN SQUADRON. 26 Villagers E.</p> <p>REMARKS. The general health of both officers and ground crew is very good. Moral seems very good, although it is hard to judge in the short time the Squadron was formed. There have been no cases of V.I.R. reported since I arrived here on the 12th. 1943.</p> <p>Four operations have taken place since the Squadron formed, and two crews were reported missing. The pilot and a co-pilot were killed in a crash, and two aircraft were injured in the crash, and by fire, but according to the latest reports, their condition are satisfactory.</p> <p>REMARKS, STATISTICS OF FLIGHT AS AT 23RD MARCH ON 24th MAY 1943.</p> <table border="1"> <thead> <tr> <th>REMARKS</th> <th>ADVERSE</th> <th>SQUADRON CREW</th> <th>PILOTS</th> </tr> </thead> <tbody> <tr> <td>R.O.A.F. OFFICERS</td> <td>20</td> <td>2</td> <td>21</td> </tr> <tr> <td>R.A.F. OFFICERS</td> <td>6</td> <td>-</td> <td>6</td> </tr> <tr> <td>R.O.A.F. AIRMEN</td> <td>78</td> <td>205</td> <td>283</td> </tr> <tr> <td>R.A.F. AIRMEN</td> <td>42</td> <td>106</td> <td>148</td> </tr> <tr> <td>OTHER PERSONNEL</td> <td>1</td> <td>-</td> <td>1</td> </tr> </tbody> </table> <p>OPERATIONAL HOURS: 242.15 hours.</p> <p>FLIGHT HOURS: 129.05 hours.</p> <p>OPERATIONAL REPORTS SINCE THE REPORT 23 MARCH.</p>				REMARKS	ADVERSE	SQUADRON CREW	PILOTS	R.O.A.F. OFFICERS	20	2	21	R.A.F. OFFICERS	6	-	6	R.O.A.F. AIRMEN	78	205	283	R.A.F. AIRMEN	42	106	148	OTHER PERSONNEL	1	-	1
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 G.V. JONES, WING COMMANDER, COMMANDING
 No. 42 (B.O.A.F.) SQUADRON,
 R.A.F. WATTON

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