

Notes :—

R.A.F. trade—For air crew with a basic trade, show the trade in brackets after the air crew category, e.g., Pilot (Armourer).

R.A.F. Character during Service :

V.G. is the highest character which can be awarded in the Royal Air Force. The character assessment reflects the airman's conduct throughout the whole of his service.

Proficiency :

The trade proficiency headings A and B signify :—

TRADESMEN

- A. Skill in his trade (applicable to airmen up to the rank of Corporal inclusive).
- B. Ability as technical Warrant Officer or Non-commissioned officer, i.e. as foreman manager, foreman or supervisor in his trade.

AIR CREW PERSONNEL

- A. Proficiency as pilot, navigator, air bomber, air gunner, etc.
- B. Ability as a Warrant Officer or Non-commissioned officer.

Proficiency will be shown as

Ex. for exceptional	} No higher or other assessment is permissible.
Supr. for superior	
Sat. for satisfactory	
Mod. for moderate	
Inf. for inferior	

The date to be inserted as the date of commencement of service is the date on which the airman reported for service, was called up from deferred service, called out or embodied as applicable.

To be detached only by Booking Clerk and exchanged for Ticket.
RECALL TO SERVICE OF AN AIRMAN ON REMOBILISATION
*(To be completed in Unit except where marked**)*

TRAVEL WARRANT

Charges payable by Air Ministry (F30) R.A.F.
3rd Class

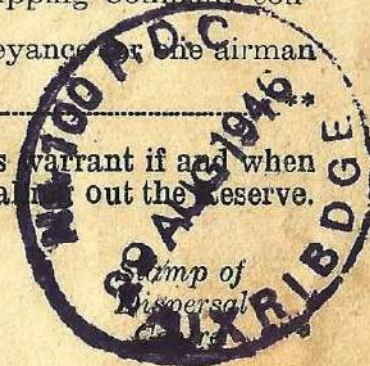
The Directors of the Railway Company or Shipping Company concerned are hereby requested to provide conveyance for the airman by the recognised direct route to.....

N.B.—The airman concerned may only use this warrant if and when public notice of proclamation has been issued calling out the Reserve.

Airman's Number 1686556

Surname STOTHARD
(Block Letters)

Initials C-H.



Particulars of Ticket issued, to be filed in by Railway/Shipping Co.

FORM 1767

ROYAL AIR FORCE

NAVIGATOR'S, AIR BOMBER'S AND
AIR GUNNER'S FLYING LOG BOOK

Name

Robert J. Thompson C.M.

Instructions.

1. This log book is an official document and the property of H.M. Government.
2. Observers and air gunners will maintain an accurate and detailed record of all flights undertaken on service aircraft.
3. Results of ab initio courses will be recorded on either pages 2, 3, 4 or 5, for which purpose a rubber stamp is available.
4. Proficiency assessments will be recorded on the appropriate page at the back of the book annually on 31st December, on posting or on attachment to another unit for flying duties.
5. Bombing and Air Gunnery records will be entered in the appropriate pages at the back of the book annually on 31st December.
6. Monthly totals will be entered on a single line in red ink and initialled by the Commanding Officer or his deputy.

Certificates of Qualification.

(to be filled in as appropriate)

1. This is to certify that 1686556 STOTHARD
has qualified as AIR GUNNER
with effect from 4.12.43 Sgd Lisabn ^{FLY} STOR.
Date 4.12.43 Unit No 4 AGS
2. This is to certify that _____
has qualified as _____
with effect from _____ Sgd _____
Date _____ Unit _____
3. This is to certify that _____
has qualified as _____
with effect from _____ Sgd _____
Date _____ Unit _____
4. This is to certify that _____
has qualified as _____
with effect from _____ Sgd _____
Date _____ Unit _____

RESULTS OF AB INITIO GUNNERY COURSE

No. 4 AIR GUNNERS SCHOOL

Period of Course:— 3/10/43 - 4-17-43
BARLOWP 13334

EXERCISE	ROUNDS (FOOTAGE)	% HITS	TYPE OF AIRCRAFT
200 yds. Range	800	—	—
Cine-Film	100ft.	—	ANSON
Air to Sea	200	—	"
F.R.B.	200	1%	"
F.R.B.S.	—	—	"
F.R.T.D.	300	—	"
F.R.B.R.S.T.	400	8%	"
F.R.B.T. $\frac{1}{4} \times U$	1000	4.4%	"

Flying Time 21 hrs 35 mins Exam. % 78.2

REMARKS:—

Pass/Fail—

Theory - Average

Air-Firing - Above Average

General - Average ability with experience should be capable A/C.

[Signature] P/L
S/Ldr.

CHIEF INSTRUCTOR.

RESULTS OF AB INITIO COURSES AND REMARKS

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
25-10-43	14-10	<u>ANSON</u> LV-164	P/O TAPSON	UT/AG	CINE GUN & AIR EXPERIENCE CINE	25'	1-20
11-11-43	15-10	MG-415 12	SGT PAWLIK	"	TRACER DEM		1-10
11-11-43	09-00	LV-145	F/SGT ZAPALA	"	CINE GUN	25'	1-10
13-11-43	15-00	LV-136	F/LT DZUIGINSKI	"	B.R.S.T	200 RDS	1-05
13-11-43	12-05	LV-160	F/O ILOTT	"	TRACER DEM D	300 RDS	1-15
15-11-43	08-55	LV-295	SGT SZEZENCY	"	BEAM	200 RDS	1-00
16-11-43	09-25	MG-415	SGT TATHAM	"	B.T	200 RDS	1-20
16-11-43	12-35	LV-314	SGT POWELL	"	CINE GUN		0-50
18-11-43	14-35	LV-160	SGT PAWLIK	"	OXU		1-15
19-11-43	14-25	LV-316	SGT HARVEY	"	OXU		1-15
21-11-43	09-25	LV-317	SGT GRUBSKI	"	B.T		1-20

TOTAL TIME ... 13-10

Time carried forward :- 13.10

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
22.11.43	12.45	<u>ANSON</u> MG. 415	P/O BERNACKI	UT/AG	Q X U	1.05	
22.11.43	09.10	LT. 829	F/S ILNICKI	"	AIR TO GROUND	1.20	
22.11.43	16.05	LV. 316	SGT LAVINGTON	"	Q X U	1.10	
23.11.43	11.30	MG. 415	SGT BURY	"	Q X U	0.40	
23.11.43	09.15	LV. 313	SGT PAWLAK	"	LINE GUN <u>OV</u>	1.05	
25.11.43	04.10	MG. 512	F/LT BRAUN	"	Q X U	1.15	
25.11.43	10.30	LV. 298	SGT BURY	"	LINE GUN	1.10	
26.11.43	06.55	LV. 300	SGT LAVINGTON	"	AIR TO SEA	0.50	

[Signature]
 1/2
 for SDR
 QG. TRAINING WING
 NO 4 MBS MORFETH

TOTAL HOURS FLOWN ON COURSE

TOTAL TIME ... 21.35

No. 17 O.T.U.

SILVERSTONE.

Time carried forward:— 21.35

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
		WELLINGTON					
17.1.44	12.40	915	P/O MUNRO	A/G	CINE GUN SOFT	1.05	
17.1.44	18.50	MARTINET	F/O HASEMUSE	PASSENGER	NIGHT ATTACKS—		1.00
		WELLINGTON					
10.1.44	15.40	HE 195	W/O SEARLES	A/G	AIR FIRING 600YDS	1.25	
10.1.44	11.05	3817	P/O PARKER	"	C & LS		2.20
14.1.44	09.45	700	P/O PARKER	"	"		1.35
14.1.44	18.45	451	F/O PARSONS	"	H & B		2.10
20.1.44	11.45	356	P/O DENNIS	"	"		2.10
20.1.44	17.20	3817	F/O GILMORE	"	"		↑ 1.45
20.1.44	18.00	3817	P/O PARKER	"	C & LS		2.05
20.1.44	17.50	HE 994	W/O SEARLES	"	CINE GUN P.N.C.	1.20	1.10
20.1.44	14.55	HE 994	W/O SEARLES	"	CINE GUN SOFT	1.20	

TOTAL TIME 21.35

Time carried forward :-

31.20 6.25

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
		WELLINGTON					
21.1.44	10.20	106	F/O APPLEBY	A/G	FORMATION	1.50	
21.1.44	23.05	922	P/O PARKER	"	H.L.B		1.20
23.1.45	10.00	900	F/LT HOWARD	"	FORMATION	2.50	
23.1.45	17.15	676	P/O PARKER	"	H.L.B		2.30
25.1.45	12.15	994	P/O PARKER	"	H.L.B.	3.00	
25.1.45	12.45	914	P/O MUNRO	"	CINE GUN 50 FT	1.10	
26.1.45	10.00	915	P/O SEARLES	"	CINE GUN 50 FT	1.35	
27.1.45	18.15	922	P/O HASENFUS	"	CINE GUN 100 FT	1.00	
27.1.45	21.00	915	P/O PARKER	"	H.L.B		1.55
28.1.45	19.05	351	P/O PARKER	"	H.L.B	1.50	
29.1.45	19.00		P/O PARKER	"	C & LS		1.20
TOTAL TIME ...						44.35	12.30

Time carried forward:—

44.35 12.30

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
29.1.44	12.30	994	P/O PARKER	A/G	CINE GUN 100FT	140	
<p>SUMMARY FOR "B" FLIGHT 17 OTU SILVERSTONE</p> <p>FROM 31.12.43 TO 29.1.44 DATE 29.1.43</p> <p>CERTIFIED CORRECT</p> <p><i>[Signature]</i> S/LDR OFFICER COMMANDING "B" FLIGHT NO 17 OTU SILVERSTONE.</p>						<p>A/G TYPES - WELLINGTON III & X</p> <p>TOTAL TIME ON COURSE 24.40 12.30</p> <p>GRAND TOTAL. = 46.50 12.30</p>	
						TOTAL TIME ...	

Time carried forward :-

46.45 12.30

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
FEB. 6	10-10	WELLINGTON 628	F/LT CREW	A/G	EX 92.8 500 RPS	2.20	
9-2-44	9.30	611	P/O PARKER	"	EX 92.12 1000 RPS	3.30	
10-2-44	21.10	197	F/LT GILLMORE	"	EX 92.5		3.10
15-2-44	21.10	256	P/O PARKER	"	EX 92.10 500 RPS		3.10
19-2-44	19.00	256	P/O PARKER	"	EX 92.2		2.55
20-2-44	11.30	611	P/O PARKER	"	EX 92.9 2000 RPS	3.40	
22-2-44	18.50	204	P/O PARKER	"	BULLS EYE		2.55
23-2-44	22.30	611	P/O PARKER	"	EX 92.10 2000 RPS		2.30
24-2-44	09.05	611	P/O PARKER	"	EX 92.17 2000 RPS	4.20	
25-2-44	23.10	911	P/O PARKER	"	EX 92.10 2000 RPS		2.35
28-2-44	10.10	204	SGT CHANDLER	"	FIGHTER REFILLATION		.40

TOTAL TIME ... 60.45 29.35

Time carried forward :- 60-45-29-35

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night

28-2-44 10-00	465	P/O PARKER	D/G	EX 42.5			2.30
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29-2-44	0900	465	P/O PARKER	"	FIGHTER AFFILIATION		1.10
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SUMMARY FOR "D" FLIGHT
 TOTAL DAY
 TOTAL NIGHT
 TOTAL

15.40
 19.45
 35.25

101 S/LDR
 FOR O.C. "D" FLT

SUMMARY FOR 75 COURSE
 TOTAL DAY
 TOTAL NIGHT
 TOTAL

24.20
32.15
 56.35

W/CDR
 17 OTU

TOTAL TIME ...

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night

CERTIFIED THAT
1686556 Sgt. Stothard. C.H.
has been instructed on the
Wellington Mk. III & X. in
the following:-

- (1) Baling out drill.
- (2) Ditching and dinghy drill.
- (3) Oxygen Drill.
- (4) Procedure when lost. at night.
- (5) S.B.A.
- (6) Fire Drill.
- (7) Petrol & Oil System.

J.H. Handwood F/LT
Training Wing, 17 O.T.U.
R.A.F., Silverstone.

Date 24.2.44.

1660 H.C.U.

SWINDER 139.

Time carried forward:—

61-45 32-50

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
28-4-44	22:00	<u>STIRLING</u> 7	F/S MARTIN	A/G	EX 14		4:30
27-4-44	10:30	3	F/O WARNOCK	"	EX 182	3:10	
28-4-44	16:00	5	F/O WARNOCK	"	EX 2	3:10	
28-4-44	14:10	5	F/O PARKER	"	EX 3	.10	
29-4-44	15:25	E	F/O PARKER	"	EX 3 & H/LB	1:55	
30-4-44	09:15	5	F/O WARNOCK	"	EX 4	1:15	
30-4-44	10:30	5	F/O PARKER	"	EX 5	3:00	
25-4-44	09:45	B	F/O PARKER	"	EX 6	4:20	
3-5-44		T	F/O PARKER	"	EX 10 - DIVERTED TO ELSHAM WOLDS	3:20	
2-5-44		K	F/O PARKER	"	RETURNED	.20	
7-5-44		A	F/O WARNOCK	"	EX 8 9 9		2:05
7-5-44		A	F/O PARKER	"	FIGHTER AFFILIATION		45
8-5-44		F	F/O PARKER	"	EX 12		2:15
TOTAL TIME ...						20:40	10:35

Time carried forward: — 20.40 10.35
125.30 55.05

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
		STIRLING					
10.5.44	15.10	E	F/O FROST	A/G	EX 11 + 12 A/G U/S DNCO	1.50	
10.5.44	00.10	V	F/O PARKER	"	EX 16		
11.5.44	15.05	S	F/O WARNOCK	"	EX 11 + 12	1.15	
11.5.44	16.50	S	F/O PARKER	"	" " "	1.00	
12.5.44	23.50	Q	F/O PARKER	"	EX 14		4.15
12.5.44	03.20	Q	F/O PARKER	"	EX 15 DNCO		1.05
14.5.44	00.15	TB	F/O PARKER	"	EX 15 DNCO		1.20
14.5.44	04.30	K	F/O PARKER	"	EX 15.		.55
				SUMMARY FOR 1660 H.C.U.			
				TOTAL DAY	24.45		
				TOTAL NIGHT	<u>21.50</u>		
				TOTAL	<u>46.35</u>		
R. Baxter w/c				650 HCU			
				P. Whitehead A/G FOR S/LDR O.C. "D" FLIGHT.			

TOTAL TIME ... 16.30 62.10

NO 5 L.F.S

SYERSTONE

Time carried forward :-

108.30 55.05

Date	Hour	Aircraft Type and No.	Pilot	Duty	Flying Times	
					Day	Night
26.5.44	12.50	V LANCASTER	F/O PARKER	H/G		
29.5.44	08.25	B	F/O PARKER	"		
31.5.44	09.30	W	F/O PARKER	"		
3.6.44	20.55	F	F/O PARKER	"		
6.6.44	01.55	G	F/O PARKER	"		
7.6.44	22.50	O	F/O PARKER	"		
<p><i>The Slinger for S/LDR</i> <i>OC "C" FLIGHT S/LDR</i></p>						
<p>S/LDR SYERSTONE <i>W. G. Gordon</i> w/c</p>						

REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
	Day	Night
EX 12 CIRCUITS & LANDINGS	3.20	
EX 3 EVASIVE ACTION	1.20	
EX 4 CROSS COUNTRY	3.20	
EX 5 & 6 C/Ls		2.40
EX 7 X COUNTRY DNEO		1.00
EX 7 X COUNTRY		2.25
<p>TOTAL FLYING TIMES AT S/LDR</p>		
TOTAL DAY	05.00	
TOTAL NIGHT	<u>07.05</u>	
TOTAL	<u>05.05</u>	

TOTAL TIME ... 116.30 62.10

61 SQUADRON

Date	Hour	Aircraft Type and No.	Pilot	Duty
		LANCASTER		
5.6.44	17.10	J	F/O PARKER	F/C
13.6.44	20.10	G	F/O PARKER	"
14.6.44	15.10	C	F/O PARKER	"
14.6.44	22.16	C	F/O PARKER	"
16.6.44	15.00	L		"
16.6.44	16.35	O	F/O AUKLAND	"
16.6.44	10.30	R	F/O PARKER	"
17.6.44	11.40	B	F/O PARKER	"
18.6.44	11.35	L	F/O PARKER	"
17.6.44	22.40	L	F/O PARKER	"
21.6.44	23.45	F	F/O PARKER	"
23.6.44	22.45	F	F/O PARKER	"

REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
	Day	Night
X COUNTRY 4 HLB	5.25	
X COUNTRY		5.50
N.F.T.	.45	
AUNNY		4.25
AIRMANSHIP TEST EXETER	1.00	
SPARE CREW TO BASE	1.00	
RETURNED TO BASE A/c. 4/3	1.15	
N.F.T 4 HLB	2.15	
N.F.T FR HLB	2.00	
WATTEN		2.05
GELSENKIRCHEN		4.50
LIMOGES		6.50

Time carried forward :-

116.20 6.2.10

TOTAL TIME ... 30.10 86.05

Time carried forward :-

130.10 86.10

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
JUNE 24	22.45	LANCASTER F	F/O PARKER	M/G	PROUVILLE		3.30
27-6-44	21.55	F	F/O PARKER	"	VITRY		7.30
29-6-44	11.55	F	F/O PARKER	"	BEAÛVOIR	3.30	

SUMMARY FOR JUNE 1944

TOTAL DAY 17.10
 TOTAL NIGHT 34.55
 GRAND TOTAL 52.05

CERTIFIED CORRECT: Parker

TOTAL TIME ... 133.40 97.00

Time carried forward:—

133-10 27-40

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
4-7-44	10-50	F LANCASTER	F/O PARKER	M/C	HALB Y NPT	1-15	
4-7-44	23-05	F	F/O PARKER	"	C REAL		4-10
18-7-44	23-03	F	F/LT PARKER	"	LAEN CRASHED ON TAKE OFF		—
19-7-44	23-15	J	F/LT PARKER	"	REVIINGNY		5-15
20-7-44	12-03	R	F/LT PARKER	"	COURTRAI		2-50
24-7-44	21-50	K	F/LT PARKER	"	AIRMAN SHIP TEST	.55	
26-7-44	12-55	R	F/LT PARKER	"	STUTTGART		7-50
25-7-44	27-20	Z	F/LT PARKER	"	ST CYR		4-10
26-7-44	22-00	K	F/LT PARKER	"	CIVORS BADEN		9-00
28-7-44	20-45	Z	WATKINS F/LT PARKER	"	STUTTGART		8-45
30-7-44	05-44	K	F/LT PARKER	"	CANNIGVES		5-05

TOTAL TIME ... 110-05 14-50

*

Time carried forward:—

145-05 134-50

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
21-7-44	17-25	LANCASTER A	F/LT PARKER	A/O	RILLY LA MOUNTAGNE	05-05	
SUMMARY FOR JULY 1944							
					TOTAL DAY	16-30	
					TOTAL NIGHT	<u>37-50</u>	
					GRAND TOTAL	<u>55-20</u>	
CERTIFIED CORRECT: <i>Parker</i> FLT							

TOTAL TIME ... 134-50

Time carried forward:—

150-10 135-50

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
2/8/44	1635	LANTASIER A	F/LT PARKER	A/G		4-20	
3/8/44	14-45	A	F/LT PARKER	"	BOIS DE CASSAN 18 TROSSY 19	4-40	
4-8-44	11-45	A	F/LT PARKER	"	20 MRB JACKS DAY	1-00	
5-8-44	13-45	A	F/LT PARKER	"	ST LUE DESERRENT	4-35	
6-8-44	10-45	K	F/LT PARKER	"	BOIS DE CASSAN 17		
6-8-44	09-45	A	F/LT PARKER	"	BOIS DE CASSAN 21	4-40	
7-8-44	09-25	F	F/LT PARKER	"	SEQUEVILLE 22	4-20	
7-8-44	20-45	F	F/LT PARKER	"	CHATELERAULT 23 LANDED AT SILVERSTONE		6-05
11-8-44	1050	F	F/LT PARKER	"	RETURNED TO BASE	40	
16-8-44	2050	F	F/LT PARKER	"	GIVORS BADEN 24		7-50
12-8-44	2135	F	F/LT PARKER	"	RUSSELSHAM 25		5-20

TOTAL TIME ...

174-22 155-40

Time carried forward:—

04.25158.40

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
13-8-44	1625	LANCASTER F	F/LT PARKER	D/G	BORDEAUX	26	6.50
15-8-44	0955	F	F/LT PARKER	"	GILZE RIZEM	27	3.30
16-8-44	2120	F	F/LT PARKER	"	STETTIN	28	8.00
18-8-44	1155	F	F/LT PARKER	"	FORET DE L'ISLE	29	4.50
29-8-44	11.55	F	F/LT PARKER	"	H.L.B		1.00
29-8-44	2020	F	F/LT PARKER	"	DYK FOR KOENIG'SBERG SKIPPER. LANDED AT CARNABY		10.40
30-8-44	0935	F	F/LT PARKER	"	RETURNED TO BASE		.25
SUMMARY FOR AUGUST 1944				TOTAL NIGHT	41.00		
				TOTAL DAY	41.25		
				GRAND TOTAL	82.25		
CERTIFIED				CORRECT	S. Parker		F/LT

TOTAL TIME ... 191.25

Time carried forward:—

191.00/177.30

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
5.9.44	1600	LANCASTER F	F/LT PARKER	A/C	BREST 31	4.45	
9.9.44	04.15	F	F/LT PARKER	"	H.L.B	1.25	
11.9.44	18.45	F	F/LT PARKER	"	LE HAVRE 32	5.05	
11.9.44	20.30	F	F/LT PARKER	"	RETURNED TO BASE	00.30	
11.9.44	16.30	F	F/LT PARKER	"	DAMSTADT 33		06.00
12.9.44	18.30	F	F/LT PARKER	"	BREMENHAVEN 34		4.35
11.9.44	10.50	F	F/LT PARKER	"	RHEYDT {MUNICHEN CLADBACK} 35		4.56
23.9.44	11.30	F	F/LT PARKER	"	TAKING A/C TO TOLLERTON	25	7.55
23.9.44	08.45	F	F/LT PARKER	"	RETURNED TO BASE	25	
23.9.44	15.45	F	F/LT PARKER	"	DORTMUND EMS 36		5.05

TOTAL TIME ... 203.35/196.15

Time carried forward:—

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
SUMMARY FOR SEPTEMBER					1944		
					TOTAL DAY	12.35	
					TOTAL NIGHT	<u>20.35</u>	
					GRAND TOTAL	<u>33.10</u>	
					CERTIFIED	CORRECT	/s/ Lt R. J. King
					COMPLETION OF TOUR No. 1		
						TOTAL TIME ...	

Time carried forward:—

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
				SUMMARY FOR 6 SQUADRON	JUNE TO SEPTEMBER.		
				OPERATIONAL NIGHT	143.45		
				OPERATIONAL DAY	59.15		
				GRAND TOTAL	203.00		
		NONE		OPERATIONAL DAY	22.30		
		NONE		OPERATIONAL NIGHT	<u>5.45</u>		
				GRAND TOTAL	<u>28.15</u>		
					GERTIFIED CORRECT		
					<i>Sparker</i>		

TOTAL TIME ...

9 SQUADRON

BARDNEY

Time carried forward :-

202.35 198.05

Date	Hour	Aircraft Type and No.	Pilot	Duty	Flying Times	
					Day	Night
3.11.43	14.00	LANCASTER W	F/LT WATKINS	A/C		
4.11.43	1020	W	F/LT WATKINS	"		
6.11.43	1020	W	F/LT WATKINS	"		
SUMMARY FOR 9 SQUADRON						
CERTIFIED						

REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
	Day	Night
HLB F/AFFILIATION	1.45	
TIRPITZ VIA LOBIEMOUTH	1.55	
<u>D.N.C.O.</u>		
RETURNED TO BASE	2.10	
TOTAL DAY	5.50	
GRAND TOTAL	5.50	
CORRECT		

D

7 S.F.T.S PETERBORO AND

KIRTON LINDSEY.

Time carried forward :- 20925 19805

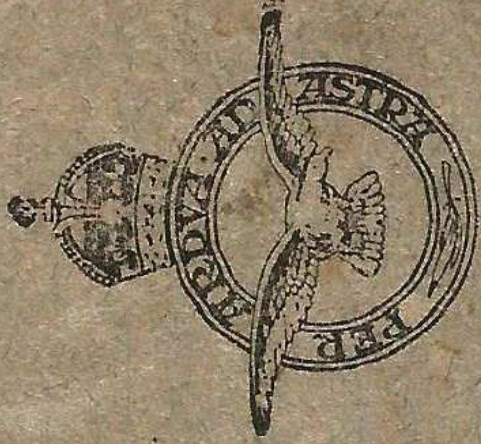
Date	Hour	Aircraft Type and No.	Pilot	Duty
2.10.45	14.05	HARVARD KF 584	F/S KEMP	
11.10.45	14.15	KF 584	F/O BAXTER	
14.10.45	11.10	FS 757	W/O HAYDEN	
16.10.45	14.15	FT 282	W/O HAYDEN	
29.10.45	13.30	KF 226	F/LT SPRIDGEON	
20.2.46	10.05	ANSON "C"	F/LT TURNER	
20.2.46	14.30	ANSON "C"	F/LT TURNER	
14.5.46	14.15	ANSON B	F/LT TURNER	
14.6.46	18.40	ANSON B	F/LT TURNER	

REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
	Day	Night
N.F.T	30	
TO PETERBORO	15	
TO PETERBORO	20	
TO WITTERING	15	
WEATHER TEST	15	
KIRTON LINDSEY	1.05	
PETERBOROUGH	1.00	0
FOOTBALL AT NEWTON NR NOTTINGHAM LOST 9-2 BAD SHOW.	25	
RETURNED TO KIRTON	35	

TOTAL TIME ...

R.A.F. Form 2520A

AIRMAN



ROYAL AIR FORCE SERVICE AND RELEASE BOOK

Rank

SGT

Service Number.....

1686556

Surname

SATO THARP

Initials.....

SA

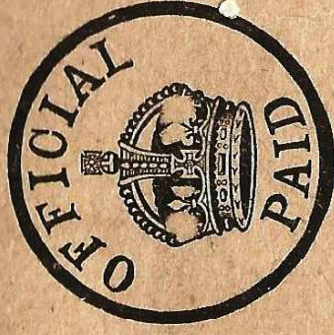
Class of Release.....

A

Age and Service Group No.....

47

ON HIS MAJESTY'S SERVICE



The Senior Accountant Officer,

No. *100* Dispersal Centre,

Royal Air Force.

Wadding (Post Town)

Middle (County)

AIR MINISTRY

NOTIFICATION OF CHANGE OF ADDRESS FOR FINAL PAYMENT OF PAY AND RELEASE BENEFITS

Note to Airman

Final payment will be made to the address which you gave at the time of your release. If, however, you change this address before you receive final payment, you should complete this card and send it to the Dispersal Centre from which you were released, about one week before the dates indicated in the Notes on Pay and Emoluments for which see Form 2520/26.

Airman's No. 1686556 Surname STOTHARD
(Block Letters)

Date as shown on Form 2520/26.

Initials C.H.

Class of Release A.

I desire to inform you that I have changed my address from that given on my release, and I now request that all further payments to be made to me be sent to the following address:—

.....

..... (Post Town)

..... (County)

Nearest Post Office
(if known)

Signature of airman

Date

CONDITIONS OF RELEASE AND AUTHORISATION

Under the provisions of the Armed Forces (Conditions of Service) Act, 1939, YOU ARE HEREBY RELEASED FROM AIR FORCE SERVICE, or if a member of the Auxiliary Air Force, released from the obligations to which you are subject by reason of embodiment.

This release is subject to and on the following conditions:—

1. You are relegated to a Reserve of the Royal Air Force unless you are a member of the A.A.F. in which case you remain in the A.A.F.
2. You have not by this release been discharged from the Service. You remain liable to recall to Air Force Service until the Emergency is declared ended by Order in Council, when you will be discharged unless you are on an engagement extending beyond that date.
3. If you are recalled by Special Notice full instructions will be given you as to where and when you are to report. If any general notice or proclamation is issued revoking releases or recalling the reserve to which you belong, you must immediately follow the Remobilisation Instructions in this Book.
4. You must notify Air Officer i/c Records (K Division) Gloucester, of any change in your permanent address both for Service reasons and to ensure that any communications in regard to any medals reach you.
5. If you become medically unfit through any sickness, injury or other disability which renders you unfit for further service and which is not temporary only, you must write to the A.C. i/c Records (K Division), Gloucester, enclosing a medical certificate.

*(continued)***CONDITIONS OF RELEASE AND AUTHORISATION***(continued)*

6. Until final discharge you may not enter or enlist in any other branch of H.M. Forces or the service of any other country, or depart from the U.K. without permission from the Air Officer i/c Records. If you desire to do so, write to him for his consent.

7. After the effective date of your release (i.e. at the expiration of any leave granted or if no leave is granted the day of departure from the Dispersal Centre) you may not wear uniform except on any specially authorised occasions, unless you are recalled for service.

8. You should preserve the uniform which you retain on your release in good condition in case of recall.

9. If you handed any Medals to your Commanding Officer for safe keeping apply to Air Officer i/c Records (C.I.M. Section), Gloucester, for their return, giving full particulars.

10. Your pay and allowances cease on the effective date of your release unless the release is revoked and you are recalled to service. No reserve pay is issuable in respect of the liability to recall referred to in para. 2 attaching to your release.

11. **The following conditions apply to Class A (Age and Service) releases only.**

Any reinstatement rights you may have under the Reinstatement in Civil Employment Act, 1944, arise on the commencement of your leave.

12. **The following conditions apply to Class B (National Reconstruction) releases only.**

You have been released at the request of the Ministry of Labour and National Service. You will be directed by that Ministry to your reconstruction employment for the purposes to which you

*(continued)***CONDITIONS OF RELEASE AND AUTHORISATION***(continued)*

have been released. Instructions setting out the Employment Exchange or Employer to which and the date by which you are to report are set out below. You must comply with these instructions. If at any time you discontinue such employment, save for reasons of ill-health, your release will be revoked and you will be recalled to Service.

13. **The following conditions apply to Class C releases only.**

You have been released on extreme compassionate grounds. Any reinstatement rights you may have under the Reinstatement in Civil Employment Act, 1944, arise on departure from the Dispersal Centre.

RELEASE AUTHORISATION

PART I

To be completed in Unit except when marked**.

Rank S.G.T. Number 1686556
Initials C.H. Surname STOTHARD
(Block Letters)

Release of the above-named airman is hereby authorised as a Class A release, and he is relegated to Class C1 of the Reserve.

To be completed at the Dispersal Centre

The effective date of release (i.e. last day of service) is

N88 24th Oct 1946 **

It is hereby certified that the above airman served in the R.A.F. on whole-time service during the following periods:

From To

14.8.42
N86 29 8 46 **
(Date of departure from Dispersal Centre)

He is granted **56** days' leave on release commencing the day following the date of departure from the Dispersal Centre

RELEASE AUTHORISATION

(continued)

PART II

Instructions to Class B releases to report for Employment

You have been released to take up employment

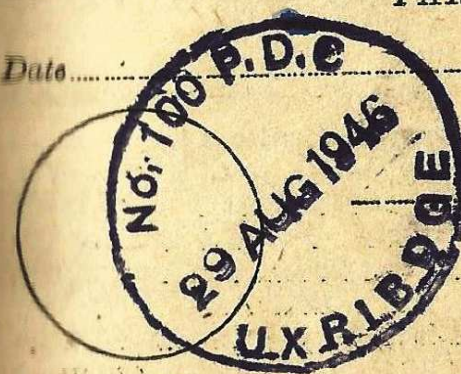
Delete one of these as a
(Industry Group Letters; Occupational Classification Number.....) and are to report within seven days from your departure from this Dispersal Centre to the following Employment Exchange

OR with Messrs. Cancelled of to whom you are to report within seven days from your departure from this Dispersal Centre.

You will ordinarily be required to commence work on the expiration of your leave, but you may if you desire commence at any earlier time.

PART III

Date..... **



[Signature] **
for A.O. i/c Records

Dispersal Centre Stamp.

NOTES ON PAY AND EMOLUMENTS**1. FOR CLASS A RELEASE**

You will have received at the Dispersal Centre a payment in cash and postal drafts on account of your leave pay and allowances. Postal drafts for the final balance of your pay account and notification of amounts due to you for War Gratuity and Post-War Credit will be forwarded by the Senior Accountant Officer of the Dispersal Centre on or about the 42nd day after your departure from the Dispersal Centre. Amounts due in respect of War Gratuity and Post-War Credits will be made in the form of a deposit in the Post Office Savings Bank on the 57th day after you left the Dispersal Centre. A Post Office Savings Bank Book will then be forwarded to you by the Head Office of the Post Office Savings Bank.

2. FOR CLASS B RELEASE

You will have received at the Dispersal Centre a payment in cash on account of your leave pay and allowances. The balance of pay and allowances will be forwarded to you by the Senior Accountant Officer of the Dispersal Centre on or soon after the 14th day after your departure from the Centre. If, however, you were sent home from overseas for immediate release, delay in making the final payment will in some cases be unavoidable. Any payment to which you may be entitled in respect of your service overseas or for War Gratuity and Post-War Credit, will be made in the form of a deposit in the Post Office Savings Bank at the end of the emergency. A Post Office Savings Bank Book will then be forwarded to you by the Head Office of the Post Office Savings Bank.

3. FOR CLASS C RELEASE

You will have received at the Dispersal Centre a payment in cash on account of the balance of pay due to you. If, however, you are entitled to overseas leave the cash advances to be made at the Dispersal Centre will be increased. Postal drafts for the balance of your pay and overseas leave entitlements, and notification of amounts due to you for War Gratuity and Post-War Credits will be issued from the Dispersal Centre on or soon after the 14th day after your departure. If, however, you were

*(continued)***NOTES ON PAY AND EMOLUMENTS***(continued)*

sent home from overseas for immediate release, delay in making the final payment will, in some cases, be unavoidable. Any payments to which you may be entitled in respect of your service for War Gratuity and Post-War Credit will be made in the form of a deposit in the Post Office Savings Bank on the 57th day after you left the Dispersal Centre. A Post Office Savings Bank Book will then be forwarded to you by the Head Office of the Post Office Savings Bank.

FOR ALL RELEASES

4. You will have given on release an address at which you desire the final payment of your account made. If you change this address before you receive the final payment of your account and desire the payment made to any other address you should, in order to prevent loss or misappropriation, notify the Senior Accountant Officer of the Dispersal Centre from which you were released. A card (Form 2520/20) is provided in this book for the purpose.
5. Payment will be made to the address given on release unless notification of any change is received before payment; the Air Ministry will not be responsible for any loss or misappropriation resulting from your failure to notify a change of address.
6. The balance of pay forwarded to you by the Senior Accountant Officer of the Dispersal Centre does not preclude any adjustment of income tax liability which the Department of Inland Revenue may require to make subsequent to your release.
- 7A. The entitlement of wives, dependants and allottees to R.A.F. allowances and allotments ceases at the end of the allowance week (Thursday to Wednesday inclusive) in which leave expires (or if no leave is granted, at the end of the allowance week in which the airman/airwoman departed from the Dispersal Centre). Instructions will be issued to payees at the last known addresses for them to return the allowance books to

NOTES ON PAY AND EMOLUMENTS

(continued)

the Director of Accounts, Whittington Road, Worcester, after the books have been cashed for that week. *Airmen and Airwomen are required to ensure*, irrespective of whether the official notice has been received, *that payees return the books at the time stated.*

7B. In certain cases however (e.g. Class A releases,) a form will be sent to payees from the Air Ministry which, on presentation to the Post Office, will enable them to draw allowances and allotments due for the last four weeks in one lump sum. When payment is made in this manner, the allowance books will be retained by the Post Office for return direct to the Air Ministry. If bulk payment is not authorised the procedure in paragraph 7A is to be followed.

7C. If the book is improperly encashed with your connivance or owing to your negligence, you may be liable to be prosecuted.

8. Any queries on your final payment, or War Gratuity entitlement or Post-War Credit arising after receipt of final payment are to be addressed to the Senior Accountant Officer of the Dispersal Centre at which release was effected quoting the following particulars:—

- (a) Class of release (A, B or C). **A**
- (b) Date as Stamped below.



REMOBILISATION INSTRUCTIONS

1. Although released you have NOT BEEN DISCHARGED.
2. Until you are finally discharged when the Emergency is declared ended by Order in Council you still remain liable to recall to service by public notice or proclamation or by a notice addressed to you personally.
3. If you receive an individual notice you will be sent a travelling warrant with full instructions as to what you are to do and where you are to report.
4. If a public general notice or proclamation is issued revoking releases and recalling the reserve of which you are a member, you should immediately prepare yourself to return to duty and watch the Press or Public Notice Boards for further instructions as to when you are to report.
5. You should report at your Remobilisation Station as shown below, in Uniform, bringing with you all service clothing and necessaries left in your possession when you were released.
6. You should also bring with you (1) this Book containing your Certificate of Service (2) your National Health and Pensions Insurance Contribution Card (3) your Unemployment Insurance Book (4) your Civilian Identity Card (5) your Service Identity disc. If you cannot get these at once do NOT delay but arrange for them to be sent on after you. If you are sick when due to report, you must immediately inform the Officer Commanding the station at which you are to report enclosing a medical certificate. You should report immediately you are fit for duty.

REMOBILISATION INSTRUCTIONS
(continued)

7. Do NOT bring any medals or decorations with you unless you are unable to leave them in safe custody.
8. If you have to travel by rail, use the Travel Warrant in this Book and complete the name of the Railway Station as necessary. If you do not require it, leave it in this Book which must be handed in when you report for duty.
9. If you need money for the journey the money order for 5s. in this Book may be used; present it for payment at any Post Office and produce your Identity Card and you will be paid 5s. which will be adjusted later in your account. (If you do not need the money, hand in the money order on reporting or you will be charged the 5s.).

NOTE: This money order and Warrant can only be used after a Public Notice or Proclamation has been issued; they are not valid till then.

REMOBILISATION STATIONS

10. If remobilisation or return to duty is ordered by general notice, or proclamation revoking releases or recalling the Reserve of which you are a member, a list of R.A.F. remobilisation stations will be published in the press and by public notice, shewing the particular stations under code letters. Your code letter is shewn below, and you should report to the station to which the code letter applies.

Your remobilisation station code letter is:—

A

To be completed at Unit.

To be retained by Post Office.

ROYAL AIR FORCE

**AVAILABLE ONLY ON REMOBILISATION BY
PUBLIC NOTICE OR PROCLAMATION**

To H.M. Postmaster General.

Please pay the sum of 5s. on production of his Identity Card to the airman mentioned below, if and when by Public Notice or Proclamation the R.A.F. Reserve has been called out for further Active Service before the present Emergency is declared ended. The receipt overleaf must be signed by him.

Surname STOTHARD
(Block Letters)

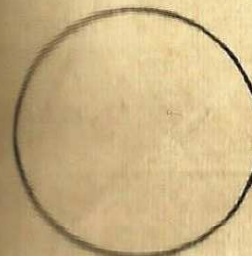
Christian Name(s) CHARLES HENRY

Service No. 1686556

Signature of Airman B.H. Hildred

Stamp of
Paying
Post Office.

Stamp of
Issuing Unit
and Date.



Please read overleaf.

CLEARANCE CERTIFICATE

*To be completed at Unit except where marked ***

Rank SGT Number 1686556

Initials C.H. Surname STOTHARD
(Block Letters)

It is hereby certified that the above-named airman has been cleared of all known charges in respect of deficiencies of public clothing and equipment.

Receipt to be signed if and when the Order is cashed. I hereby acknowledge receipt of the sum of 5/- (five shillings), being advance of pay, issued to me on rejoining.

.....

Date.....

NOTICE TO AIRMAN

If this Order is not used, it must be delivered to your Accountant Officer on joining your Unit, otherwise the five shillings will be charged against your pay account.

NOTICE TO POSTMASTER

After payment, this Order must be treated as a Postal Draft and claimed accordingly.

Accountant Officer

29 AUG 1946

No. 100 P D O

*Dispersal Centre **
Date Stamp*

TO BE COMPLETED FOR ALL PERSONNEL

ROYAL AIR FORCE
CERTIFICATE OF SERVICE AND RELEASE

SERVICE PARTICULARS

Service Number } 1686556 Rank SGT.

Air Crew Category and/or R.A.F. trade AG U/T. F.C.A.

Air Crew Badges awarded (if any) AG.

Overseas Service NIL

R.A.F. Character V.C. (see notes on back of certificate on opposite page)

Proficiency A (" ")

Proficiency B Supr. ("39")

Decorations, Medals, Clasps, Mention in Despatches, Commendations, etc. 1944-45 War

awards Germany, France & Defence

Educational and Vocational Training Building. [last medals]

DESCRIPTION

Date of Birth 9.12.23 Height 67"

Marks and Scars NIL NIL

Specimen Signature of Airman BH Stothard

of CHARLES HENRY
~~ALFRED JACK~~ STOTHARD
(Block Letters)

The above-named airman served in the V.R.
on full-time service.

from 4.8.42 to 29.8.46.

(Last day of service in unit before leaving for release and release leave).

Particulars of his Service are shown in the margin of this Certificate.

Brief statement of any special aptitudes or qualities or any special types of employment for which recommended:—

a good N.C.O. Keen and energetic.

Date 28/8/46.

Signature of Officer Commanding
Group Captain

TAIL-END CHARLIE



**AN OPERATIONAL RECORD
OF A LANCASTER REAR
AIR GUNNER**



Sergeant Charles Henry Stothard 1686556

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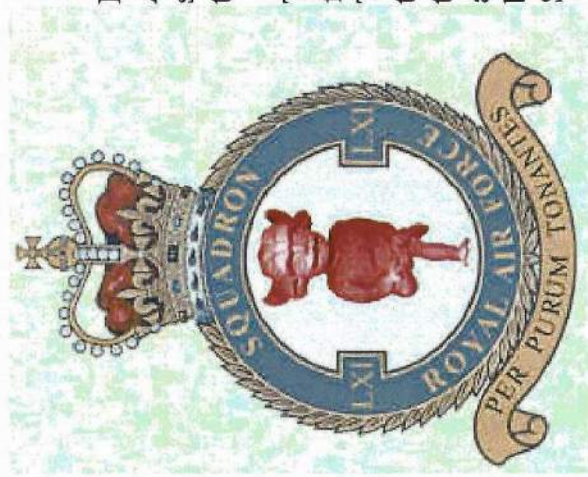
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No. 61 SQUADRON



No. 61 Squadron, RFC, was formed at Rochford, Essex, on 2nd August 1917, as one of the first three single-seater fighter squadrons of the London Air Defence Area intended to counter the daylight air raids. It was equipped with the Sopwith Pup.

The squadron first went into action on 12th August when a formation of 10 Gotha bombers came in over the mouth of the Thames. Sixteen Pups of No. 61 Squadron took off to intercept them and succeeded in turning the enemy back, but not before two bombs had been dropped near No. 61's hangars on Rochford aerodrome. In 1918 the squadron was re-equipped with SE5s but before the Armistice was signed it began to change over to Sopwith Camels.

Disbanded in 1919, No. 61 was re-formed in 1937 as a bomber squadron and in World War 2 flew with No. 5 Group, Bomber Command, and took part in many notable operations including: the first bombing raid on a German land target (Hornum, 19/20th March 1940), the first big bombing raid on the German mainland (Munchengladbach, 11/12th May 1940), the first bombing raid on Berlin (25/26th August 1940), the epic attacks on Le Creusot and Peenemunde (17th October 1942 and 17/18th August 1943, respectively), the successive draining of the Dortmund-Ems and Mittelland Canals (late 1944), and the attack on Wesel just before the crossing of the Rhine (23rd/24th March 1945). Beginning operations with Hampdens, the squadron was given Manchester's towards the end of 1941 and later (spring 1942), Lancasters. Four of its Lancasters - ED860 "N-Nan", EE176, JB138 and LL483 each became veterans of more than 100 operational sorties. Records show that in the case of the first three aircraft, the long road to their centuries included participation in the raid on 3rd/4th November 1943, when Flight Lieutenant William Reid of No. 61 Squadron won the Victoria Cross.

In the summer of 1942 No. 61 was twice loaned to Coastal Command for anti-submarine operations in the Bay of Biscay. It was detached from its base in Rutland to St. Eval in Cornwall and on the very first occasion that it operated from there - on 17th July - a crew captained by Flight Lieutenant PR Casement (Lancaster I R5724) became the first Bomber Command crew to bring back irrefutable evidence that they had destroyed a U-boat at sea - a photograph showing the U-boat crew in the water swimming away from their sinking vessel.

Bomber Command WWII Bases:

- Hemswell: Mar 1937-Jul 1941
 - Detachment at Wick (Nov/Dec 1939) for ops with Coastal Command.
- North Luffenham: Jul 1941-Oct 1941
- Woolfox Lodge: Oct 1941-May 1942
- Syerston: May 1942-Nov 1943
 - Detached to St. Eval on loan to Coastal Command in Jul and again in Aug 1942.
- Skellingthorpe: Nov 1943-Feb 1944
- Coningsby: Feb 1944-Apr 1944
- Skellingthorpe: Apr 1944 onwards

Bomber Command WWII Aircraft:

- Handley Page Hampden: Feb 1939-Oct 1941
- Avro Manchester: Jun 1941-Jun 1942
- Avro Lancaster B.I, B.II and B.III: Apr 1942 onwards



AVRO LANCASTER

First Operational Mission in WWII:

- 25th December 1939: Armed reconnaissance over North Sea by 11 Hampdens. Another Hampden aborted.

First Bombing Mission in WWII:

- 7/8th March 1940: 1 Hampden, during a security patrol of Sylt-Borkum-Norderney, bombed an enemy destroyer which opened fire on it.

Last Operational Mission in WWII:

- 25/26th April 1945: 10 Lancasters bombed oil refinery and tankrage at Vallo (Tonsberg) & 4 other Lancasters aborted.

Last Mission before VE Day: 6th May 1945: Lancasters ferried 336 ex-POWs home to UK from Continent.

Squadron Codes used:

QR	Sep 1939 - Apr 1951
-----------	---------------------

SKELLINGTHORPE

Of the many bomber airfields that ringed the city of Lincoln, the nearest was Skellingthorpe being only two miles south-west of the outskirts, its original purpose being the need to provide a satellite airfield for Waddington. The site was an area of pasture known as Black Moor, 2½ miles south of the village of Skellingthorpe amongst several large woods and bordering the B1190. Hard runways were laid during 1941, the main 0725 at 1,650 yards long and the subsidiaries 0220 and 11-29 both 1,400 yards. Hardstandings were all pan type and 36 in number. The main technical site with a T2 hangar was near Stone's Place fishpond on the north side of the field to the west side of runway head 25. A second r2 with a technical sub-site was south-east between runway heads 02 and 29, and later a B1 was erected further south, not far from runway head 02.

In November 1941, No. 50 Squadron's Hampdens transferred from Swinderby to 'Skelly', its popular abbreviation among RAF personnel. No. 455 RAAF Squadron also removed its Hampdens from Swinderby to Skellingthorpe so that hard runways could be put down, although most of its personnel remained billeted at Swinderby owing to insufficient accommodation at the new station. No. 455 moved out to Wigsley in February 1942.

In April 1942, No. 50 commenced conversion to the Manchester but then its troubles began. During two months only some 120 sorties were flown with the type and seven lost before it was replaced by Lancasters. Nevertheless, the only Victoria Cross gained by a Manchester crewman went to a No. 50 Squadron pilot flying from Skellingthorpe. On the night of May 30/31, 1942, during the famous 1000 bomber raid on Cologne, Flying Officer Leslie Manser's aircraft was repeatedly damaged by anti-aircraft fire. Despite a critical situation, Manser was determined to bring the Manchester and crew home but having regained friendly airspace the aircraft became untenable. After having given his crew time to parachute to safety, Manser gave his life in the crash, which followed.

To convert to Lancasters and allow the main runway to be extended, the squadron returned to Swinderby in June 1942. Some 350 yards were added to the north-east end of 07-25, the work being completed by September. The station was developed in two areas: two communal, two WAAF, five domestic and sick quarters along the Boultham road to the north, while on the south side along the B1190 were a communal, two domestic and a second sick quarters site dispersed in fields and woodland. Maximum accommodation was given as 1,803 males and 295 females. Bomb stores lay to the north-west, between runway heads 11 and 20, in woodland on Skellingthorpe Moor.

No. 50 Squadron returned in October 1942 and for a year was the sole operational unit at the station. With sufficient accommodation and facilities to take a second squadron, in November 1943 No. 61 arrived from Syerston, which was to be used for operational training. There were then 30 to 36 Lancasters regularly based at Skellingthorpe but, as airspace in the Lincoln area was becoming heavily congested, to lessen the risk of collisions and ease control, No. 61 was moved to Coningsby at the beginning of February 1944. It returned in April when Coningsby became the headquarters of No. 5 Group's special duties operations.

On May 19th, 1944, the deaths of two airmen and substantial damage to a hangar resulted from the detonation of three 1,000lb bombs dislodged from a tractor-towed bomb trolley train. A total of 208 bombers failed to return or were lost in UK crashes during the operations flown from Skellingthorpe: 15 Hampdens, six Manchesters and 187 Lancasters.

A proposal in 1948 to convert the airfield into a civil airport came to nothing and the main occupant until the early 'fifties was No. 58 Maintenance Unit using hangars for storage. During the following decade the runways and other concrete was broken up for hard core and the land mostly used for farming. In the 1970s-80s, close proximity to Lincoln brought the site to the attention of developers resulting in the gradual encroachment of housing estates on the north-eastern side so that few visible traces of the airfield remain at the end of the century. There is a memorial to Nos. 50 and 61 Squadrons in the nearby Birchwood Community Centre.

SKELLINGTHORPE STATION - 1944

14th/15th June

Attack on AUNAY. Met: No cloud, clear, good visibility. Nineteen aircraft were detailed for bombing operations against this target. All the aircraft once more successfully bombed the target, with the aid of RSF's and TI's (Target Indicators). The markers were well placed and the bombing very concentrated around them. Several large explosions were seen as bombs landed and fires were burning all over the target area. Defences were very light and this should prove a very successful attack.

LANCASTER LM.518 'C'

F/O S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/O Parker bombed three RSF's approximately 50 yards to port at 00.39hrs from 10,000ft. Marking was accurate and well placed and the bombing was concentrated around the markers. PHOTO: Ground detail. 22.50 – 03.16.

337 aircraft - 223 Lancasters, 100 Halifaxes, 14 Mosquitos - of No. 's 4, 5 and 8 Groups attacked German troop and vehicle positions at Aunay-sur-Odon and Évrecy, near Caen. These raids were prepared and executed in great haste, in response to an army report giving details of the presence of major German units. The weather was clear and both targets were successfully bombed. The target at Aunay, where the marking was shared by No. 's 5 and 8 Groups, was particularly accurate. No aircraft were lost.

19th/20th June

Attack on WATTEN. Met: Not known. Twenty-two aircraft were detailed to bomb the construction works at Watten. This attack was a complete failure all the aircraft being recalled. Part of the bomb load was returned to base.

LANCASTER W.4950 'L'

F/O S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/O Parker returned early owing to W/T (Wireless Transmission) recall. Complete bomb load jettisoned at 53.330N. 01.30E at 00.10hrs. from 8,000ft. 22.38 – 00.43hrs.

18th/19th June

In a period of bad flying weather, only 10 Mosquitos could be sent to attack a large concrete flying-bomb storage building in the woods at Watten, near St Omer. 9 aircraft bombed but no details of the results are available. No aircraft lost.

5 Halifaxes and 2 Stirlings laid mines off Brest and St Malo.

19th June

After standing by for 3 days waiting for cloud over the Pas de Calais to clear, 19 Lancasters and 2 Mosquitos of No 617 Squadron, with 9 Mosquitos of No 8 Group providing preliminary marking, attacked the flying-bomb store, but the conditions were too difficult for accurate marking and the nearest Tallboy bomb was 50 yards from the concrete store.

21st/22nd June

Twenty-one aircraft were detailed for bombing operations on GELSENKIRCHEN. Met: 10/10ths cloud. Tops 3,000ft. Twenty of the aircraft successfully bombed the target from heights between 17,000-20,000ft. Very heavy opposition was encountered from heavy flak and searchlights and fighter activity was plentiful. Several combats were observed and one of our aircraft was damaged. The bombing attack was considered good but hindered by low cloud over the target. Several glows were observed through the clouds. The one aircraft which was unsuccessful returned early owing to starboard inner engine catching fire. All bombs were jettisoned.

LANCASTER ME.719 'F'

F/O S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/O Parker was unable to assess bombing results owing to cloud over target, but concentration was good around glow of markers. Flak moderate and fighters seen in distance. Bombed centre of glow of RTI's and GI's (Ground Instructional) at 01.41hrs from 18,000ft.
23.19 - 04.08hrs.

133 Lancasters and 6 Mosquitos to attack the synthetic-oil plant at Wesseling; all the aircraft in this force were from No 5 Group except for 5 Lancasters provided by No 1 Group. The weather forecast for the target area (and for the attack on Scholven/Buer which took place at the same time) predicted clear conditions but the bombing force encountered 10/10ths low cloud. The planned No 5 Group low-level marking method could not be used and the reserve method, in which the Lancasters bombed on H₂S, was used instead. German night fighters made contact with the bomber force and 37 Lancasters were lost, No. 's 44, 49 and 619 Squadrons each losing 6 aircraft. The casualty rate represented 27.8 per cent of the Lancaster force. Post-raid reconnaissance showed that only slight damage was caused to the oil plant but a secret German report quoted in the British Official History records a 40 per cent production loss at Wesseling after this raid. It is possible that the loss was only of short duration.

123 Lancasters and 9 Mosquitos of No. 's 1, 5 and 8 Groups (124 aircraft from No. 5 Group) to attack the synthetic-oil plant at Scholven/Buer. 8 Lancasters lost. This target was also cloud-covered and the No. 5 Group marking method could not be used, the Pathfinder aircraft present providing Oboe-based skymarking instead. Again there is a contradiction in reports on the effect of the bombing. Post-raid photographs appeared to show no new damage but the German secret reports indicate a 20 per cent production loss.

23rd/24th June

Attack on marshalling yards at LIMOGES. Met: Clear, good visibility. Twenty-one aircraft were detailed for bombing operations against the target, all of which were successfully bombed these Marshalling Yards. This attack appeared to have been extremely successful and munitions appeared to be going up continually, and the whole area was ablaze. The bombing was very well concentrated and photos taken reveal ground detail.

LANCASTER ME.719 'F'

F/O S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/O Parker encountered neither flak nor fighters over any of the route and bombed 1 RSF at 02.06hrs from 5,000ft. RSF was over target, so good hit should have been made. Large explosions and fires seen in target area and it was still burning after half an hour. PHOTO: Ground detail.

203 Lancasters and 4 Mosquitos of No. 1 and 5 Groups attacked railway yards at Limoges and Saintes. Both targets were bombed with great accuracy. 2 Lancasters of No 1 Group were lost from the Saintes raid.

24th/25th June

Twenty aircraft were detailed for bombing operations against PROUVILLE. Eighteen of the aircraft bombed successfully although the bombing was not very concentrated. Searchlights were in evidence more than was expected and were working in conjunction with the fighters. Five machines were seen to be shot down. Photos revealed ground detail. The two remaining aircraft failed to return. Lancaster ND.987 flown by P/O Kramer and LM.518 flown by F/Lt. Forrest.

LANCASTER ME.719 'F'

F/O S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/O Parker reported attack to be spoilt by poor marking. Searchlights were active with accurate light flak in target area. Bombing scattered. Attack centre of wood at 00.23hrs from 10,000ft. PHOTO: Ground detail. 22.47 – 02.08hrs.

739 aircraft - 535 Lancasters, 165 Halifaxes, 39 Mosquitos - from all groups attacked 7 flying bomb sites, causing fresh damage at most of the targets. (The flying-bomb sites were now becoming so cratered by RAF, 8th Air Force and 2nd Tactical Air Force bombing that results for individual raids were becoming difficult to determine.) 22 Lancasters were lost from these raids; it was a clear, moonlit night and most of the bomber casualties were caused by German night fighters, often operating with the help of searchlights. It is not known why all of the casualties were Lancasters.

27th/28th June

Nineteen aircraft carried out operations against VITRY as ordered. Sixteen aircraft successfully bombed RSF's and GI's in the target area. Large explosions were observed with a great deal of smoke. Very little flak was encountered over the target though fighters were in evidence throughout the attack. The three remaining aircraft returned early, to on instructions from the Controller and the other due to port inner engine failing. Part of the bomb load was jettisoned.

LANCASTER ME.719 'F'

F/O S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/O Parker bombed railway lines, one from N and one from S. Direct hits seen. Other serious explosions seen with a great deal of smoke. There was very little flak over the target though fighters were in evidence throughout the attack. Bombed at 01.49hrs from 7,200ft. PHOTO: Failure. 21.56 - 05.28hrs.

214 Lancasters and 9 Mosquitos of No. 1, 5 and 8 Groups attacked Vaires and Vitry railway yards. The No. 8 Group raid on Vaires was particularly accurate; the Vitry yards were hit only at the western end. 4 Lancasters lost, 2 from each raid.

29th June

Eighteen aircraft were detailed for daylight bombing attack on BEAUVOIR. Met: Good visibility. All of which carried out their instructions successfully. Bombing was carried out by both visual means and by the use of Gee. The bombing was reported to be concentrated and many fires and smoke were seen.

LANCASTER ME.719 'F'

F/O S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/O Parker reported concentrated bombing. Plenty of smoke over the target. Bombed visually at 13.46hrs from 18,000ft. 11.54 – 15.19hrs.

286 Lancasters and 19 Mosquitos of No. 's 1, 5 and 8 Groups attacked 2 flying-bomb launching sites and a store. There was partial cloud cover over all the targets; some bombing was accurate but some was scattered. 5 aircraft - 3 Lancasters and 2 Mosquitos - lost, including the aircraft of the Master Bomber on the raid to the Siracourt site, Flight Lieutenant SEC Clarke of No 7 Squadron, but Clarke survived.

4th/5th July

Twenty aircraft were detailed for bombing operations against Flying Bomb depot at St. LEU D'ESSERENT. Met: Clear, no cloud. Eighteen aircraft successfully bombed the target from heights between 12,000 and 18,000ft. Bombing was well concentrated and explosions and smoke seen. One aircraft failed to return, Lancaster EE.186 flown by P/O North, the other aircraft returned early owing to misunderstanding Controllers remarks.

LANCASTER ME.719 'F'

F/O S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/O Parker returned from 4936N 0145E at 01.16hrs owing to Controllers remarks being misunderstood. 23.06 – 03.24hrs.

231 Lancasters and 15 Mosquitos, mostly from No. 5 Group but with some Pathfinder aircraft, continued the attack on the underground flying-bomb store at St Leu d'Esserent with 1,000lb bombs, in order to cut all communications to the site. The bombing was accurate but 13 Lancasters were lost when German fighters engaged the force.

18th July 1944

LANCASTER ME.719 'F'

F/O S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

Crashed on take-off on daylight raid against Caen.

942 aircraft - 667 Lancasters, 260 Halifaxes, 15 Mosquitos - to bomb 5 fortified villages in the area east of Caen through which British Second Army troops were about to make an armoured attack, Operation Goodwood. The raids took place at dawn in clear conditions. 4 of the targets were satisfactorily marked by Oboe and, at the target where Oboe failed, the Master Bomber, Squadron Leader EK Creswell, and other Pathfinder crews used visual methods. American bombers also attacked these targets and a total of 6,800 tons of bombs were dropped, of which Bomber Command dropped more than 5,000 tons. Elements of two German divisions, the 16th Luftwaffe Field Division and the 21st Panzer Division, were badly affected by the bombing, the Luftwaffe Division particularly so. Operation Goodwood made a good start. This raid was either the most useful or one of the most useful of the operations carried out by Bomber Command in direct support of the Allied armies. The aircraft bombed from medium heights, 5,000-9,000ft, but army artillery and naval gunfire subdued many of the flak batteries and only 6 aircraft - 5 Halifaxes and 1 Lancaster - were shot down. No German fighters appeared. Allied air superiority over the battlefield by day was complete.

18th/19th July

Eight aircraft were detailed for bombing operations against REVIGNY. Met: Clear with no cloud. Six aircraft bombed successfully and large explosions gave reason to believe that ammunition dumps had been hit. Bombing heights were between 7/10,000ft. One aircraft did not attack target due to damage caused during combat with enemy fighter. The one remaining aircraft failed to return, Lancaster DV.304 flown by F/O Cooper. Defences were very active but attack was pressed home.

LANCASTER JB.138 'J'

F/Lt. S. Parker	Captain
Sgt. J. K. Burnside	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker bombed 1 RSF from 9,000ft at 01.44hrs. Fighters and searchlights were active on the way to the target but little flak was encountered in the target area. 23.03 - 04.11hrs.

253 Lancasters and 10 Mosquitos of Nos 1, 3, 5 and 8 Groups attacked railway junctions at Aulnoye and Revigny. Both targets were hit and the railway lines to the battle front were cut. 2 Lancasters were lost on the Aulnoye raid but the No 5 Group raid to Revigny was caught by German fighters and 24 Lancasters were shot down, nearly 22 per cent of the Lancasters involved. No 619 Squadron, from Dunholme Lodge, lost 5 of its 13 aircraft taking part in the raid.

20th/21st July

Seventeen aircraft were detailed for bombing operations against COURTAI. Met: No cloud, much haze. All aircraft successfully attacked the target and good results were observed. Photos taken showed ground detail.

LANCASTER LL.843 'R'

F/Lt. S. Parker	Captain
Sgt. J. A. Palin	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker bombed Green T.I. at 00.56½hrs from 13,000ft. Reported attack to be well concentrated with terrific explosions later. Route OK. Little flak with no searchlights. No fighters seen. PHOTO: Ground detail.

302 Lancasters and 15 Mosquitos of No. 's 1, 5 and 8 Groups attacked the railway yards and a 'triangle' rail junction at Courtrai. The Bomber Command report states that both targets 'were devastated'. 9 Lancasters lost.

24th/25th July

Nine aircraft continuing the attacks bombed the German town of STUTTGART. Met: 10/10ths cloud, tops 8,000ft whilst ten aircraft attacked the French town of DINGES. Both the targets were successfully bombed though opposition was reasonably heavy. In the Stuttgart raid seven aircraft successfully bombed the target observing huge fires in target area which were clearly visible 20-30 miles from target. One aircraft was forced to return early through failure of port inner engine. The other aircraft was attacked by an enemy fighter over Karlsruhe and sustained damage to starboard inner engine and hydraulic system which prevented bomb doors being opened so was forced to return to base.

LANCASTER LL.843 'R'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker considered the raid well planned, weather as forecast. Observed fires in target area and encountered heavy flak round the target, fighters were also seen on route out. Bombed from 21,000ft centre of glow at 01.51hrs. PHOTO: Cloud and fires. 21.50 – 05.39.

461 Lancasters and 153 Halifaxes to Stuttgart. 17 Lancasters and 4 Halifaxes lost, 4.6 per cent of the force. This was the first of 3 heavy raids on Stuttgart in 5 nights and the only report available is a composite one for the 3 raids. The 3 raids caused the most serious damage of the war in the central districts of Stuttgart which, being situated in a series of narrow valleys, had eluded Bomber Command for several years. They were now devastated and most of Stuttgart's public and cultural buildings were destroyed. The second of the 3 raids, on the night of 25/26 July was the most successful.

25th July

The non-stop bombardment of enemy targets was continued in daylight by eighteen aircraft against St. CYR. Met: Good visibility, cloud base 13,000ft. All the aircraft successfully bombed the target and great damage was seen to be done. Many of the aircraft obtained aiming points and this attack should prove the most successful for some time. Flak was extremely heavy over the target area but no fighters were met. Eight aircraft were damaged by flak but all continued to the target and bombed. One aircraft was damaged by a bomb from another Lancaster falling from above, the Rear Turret was completely severed and Rear Gunner is presumed to have been killed. (F/Sgt. C. J. Foy). Photos taken show ground detail.

LANCASTER ND.902 'Z'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker's aircraft was hit by flak in nose and main plane but the damage was superficial. The attack was extremely concentrated and a great mushroom of smoke was seen after leaving the target. Bombed at 19.57hrs, very slightly south of A.P. from 10,200ft. PHOTO: Ground detail.

94 Lancasters and 6 Mosquitos of No 5 Group attacked an airfield and signals depot at St Cyr. Bombing was accurate. 1 Lancaster lost.

26th/27th July

Eighteen aircraft were detailed for bombing operations against GIVORS. Met: Poor visibility with thunderstorms. Sixteen aircraft successfully bombed the target, the remaining two returning early through failure to locate the target due to bad visibility. Although weather prevented results of bombing being seen if marking was accurate attack should be concentrated. Photos taken show ground detail.

LANCASTER JA.872 'K'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker bombed at 02.18hrs 1 G.T.I. from 5,000ft. No flak was encountered and there was very little fighter activity. PHOTO: Failure. 21.18 – 06.17hrs.

178 Lancasters and 9 Mosquitos of No. 5 Group carried out an accurate attack on the railway yards at Givors. 4 Lancasters and 2 Mosquitos lost.

28th/29th July

Sixteen aircraft continued the attack against STUTTART. Met: 10/10ths cloud, tops 8,000ft, clear above. Fourteen aircraft successfully attacked the target and reported good results but not a very concentrated attack owing to scattered marking. Considerable activity over target both by fighters and flak. One aircraft returned early through W/T failure and the one remaining aircraft failed to return, Lancaster LM.452 flown by F/Sgt. MacPherson.

LANCASTER ND.902 'Z'

F/O H. Watkins	Captain
Sgt. P. W. Jowett	Flt. Engineer
F/Sgt. D. J. Hockin	Navigator
F/Sgt. W. E. Ray	Bomb Aimer
P/O M. J. Ware	Wireless Operator
Sgt. K. A. Johnson	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/O Watkins reported target well marked though T.I.'s seemed to be obscure by cloud. Fair amount of flak in target area, fighter flares also seen. Bombed M.P.I of G.T.I's at 02.00hrs from 17,500ft. 22.15 – 05.45hrs.

494 Lancasters and 2 Mosquitos of No.'s 1, 3, 5 and 8 Groups in the last raid of the current series on Stuttgart. German fighters intercepted the bomber stream while over France on the outward flight; there was a bright moon and 39 Lancasters were shot down, 19 per cent of the force.

30th July

Fifteen aircraft continued the daylight attacks against CAHAGNES. Met: 10/10ths cloud, bases 2/3,000ft. All the aircraft returned to base with a full bomb load due to recall by Controller owing to bad weather conditions over target area.

LANCASTER JA.872 'K'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker returned to base with full bomb load as ordered. Trip was poorly conducted; both weather forecast and controlling were bad. Too many a/c on different missions close together.

692 aircraft - 462 Lancasters, 200 Halifaxes, and 30 Mosquitos - were sent to bomb 6 German positions in front of a mainly American ground attack in the Villers Bocage Caumont area. The presence of cloud caused many difficulties and only 377 aircraft were able to bomb, on to Oboe markers, and only 2 of the 6 targets were effectively hit. 4 Lancasters lost.

31st July

Seven aircraft were detailed to attack RILLY LA MONTAGE all of which did so successfully from a height ranging from 15,000 to 18,000ft. The bombing was concentrated, several sticks of bombs being observed to straddle the railway lines.

LANCASTER ND.896 'A'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker reported bombing to be fairly concentrated, whitish smoke was seen after bombing from 17,000ft at 20.18hrs. 17.20 - 22.30hrs.

97 Lancasters and 6 Mosquitos of No. 5 and 8 Groups attacked the ends of a railway tunnel at Rilly La Montage being used as a flying-bomb store. No. 617 Squadron caved in both ends of the tunnel with their Tallboy bombs and the other part of the bombing force cratered all the approach areas. 2 Lancasters were lost, including the No. 617 Squadron aircraft of Flight Lieutenant William Reid, who had won a Victoria Cross in the 1943 in a raid on Düsseldorf while flying with No. 61 Squadron. Flight Lieutenant Reid survived.

1st August

Thirteen aircraft were detailed to attack MONT CANDON but on instructions received from the Controller none of the aircraft bombed, returning to base with their bomb loads. Met: 10/10th cloud.

LANCASTER ND.869 'K'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker abandoned mission as instructed. 16.55 – 21.17hrs.

777 aircraft - 385 Lancasters, 324 Halifaxes, 67 Mosquitos, 1 Lightning - to attack numerous V-weapon targets but only 79 aircraft were able to bomb; Bomber Command records do not state why the remaining sorties were abortive but poor weather conditions were the probable cause. No aircraft lost.

2nd August

Eighteen aircraft were detailed for bombing operations against BOIS DE CASSAN, sixteen aircraft successfully carried out the operations, bombing from between 15,000 to 18,000ft visually. Much smoke was seen rising from the target, and the bombing on the whole was concentrated. Of the remaining two aircraft, one could not identify the target so returned to base with full bomb load; the remaining one had to jettison his bombs as the formation was flying too fast for his aircraft. Met: Clear.

LANCASTER ND.896 'A'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker states that the formation was flying too fast for his aircraft and had to jettison bomb load to catch up with them. 14.50 – 19.25hrs.

394 aircraft - 234 Lancasters, 99 Halifaxes, 40 Mosquitos, 20 Stirlings, 1 Lightning - attacked 1 flying bomb launch site and 3 supply sites. Visibility was clear at all targets and good bombing results were claimed. 2 Lancasters of No. 5 Group lost from the raid on the Bois de Cassan supply site.

3rd August

Fourteen aircraft were detailed for bombing operations against TROSSY St. MAXIM, one aircraft failed to return, Lancaster PA.162 flown by F/O Gilmore, the remaining thirteen aircraft successfully bombed the target. No target markers were seen and the bombing was generally scattered. The aircraft bombed from between 16,000 to 18,000ft. Met: Rather cloudy.

LANCASTER ND.865 'A'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker thought the bombing fairly concentrated, observed no markers and bombed from 18,000ft at 14.32hrs. 11.42 – 1621hrs.

1,114 aircraft - 601 Lancasters, 492 Halifaxes, 21 Mosquitos - carried out major raids on the Bois de Cassan, Forêt de Nieppe and Trossy St Maxim flying-bomb stores. The weather was clear and all raids were successful. 6 Lancasters lost, 5 from the Trossy St Maxim raid and 1 from the Bois de Cassan raid. 1 Lightning and 1 RCM aircraft accompanied the raids.

5th August

Fourteen aircraft were despatched for bombing operations against St. LEU D'ESSERENT as ordered, all of them bombed the target although in some cases the target was not visually identified, no markers were seen either. Much smoke was seen rising from the target area and a heavy concentration of bombs were observed in this area. Met: Cloudy.

LANCASTER JA.872 'K'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker saw much smoke rising to 3,000ft, no markers were seen however and the bombs appeared to be well placed. Bombed from 17,000ft at 13.34hrs. 10.50 – 15.45.

742 aircraft - 469 Halifaxes, 257 Lancasters, 16 Mosquitos - of No.'s 4, 5, 6 and 8 Groups attacked the Forêt de Nieppe and St Leu d'Esserent storage sites. Bombing conditions were good. 1 Halifax lost from the St Leu d'Esserent raid.

6th August

Nine aircraft were detailed to attack BOIS DE CASSAN, four aircraft bombed independently and observed much smoke rising, the raid was considered good. The remaining five aircraft did not bomb on instructions received from the Controller, returning to base with their bomb loads. Met: Good visibility.

LANCASTER ND.865 'A'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker did not bomb and returned to base as instructed by the Controller.
09.50 – 14.05hrs.

222 aircraft - 107 Lancasters, 105 Halifaxes, 10 Mosquitos - of No.'s 4, 5 and 8 Groups attacked the Bois de Cassan and Forêt de Nieppe V-weapon sites. 1 Lightning accompanied the Bois de Cassan operation. The bombing at both targets was scattered. Some markers at Forêt de Nieppe were not accurate and some of the Master Bomber's instructions at Bois de Cassan were misunderstood, resulting in more than half of the bombing force there retaining their bombs. 3 Lancasters were lost on the Bois de Cassan raid.

7th/8th August

Fifteen aircraft were detailed to carry out bombing operations against SECQUEVILLE, four aircraft only bombed the target which was well marked with T.I.'s, the remaining eleven aircraft refrained from bombing as instructed by the Controller, returning to base with their bomb loads. Met: Clear apart from ground haze.

LANCASTER ND.865 'A'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker jettisoned 4 x 1000lb (USA) S.A.P. and 2 x 1000lb G.P. at position 4944N 0015E and returned to base with the remainder as instructed by the Controller.
21.25 – 01.01hrs.

1,019 aircraft - 614 Lancasters, 392 Halifaxes, 13 Mosquitos - attacked five aiming points in front of Allied ground troops in Normandy. The attacks were carefully controlled - only 660 aircraft bombed and German strong points and the roads around them were well cratered. 10 aircraft - all Lancasters - were lost, 7 to German fighters, 2 to flak and 1 to an unknown cause.

9th/10th August

Seventeen aircraft were detailed to carry out bombing operations against FORET DE CHATELLERAULT. One aircraft did not bomb, on instructions received from the Controller, part of the bomb load was jettisoned. The remaining sixteen aircraft successfully bombed the target from heights between 5,000 and 8,000ft. Several large explosions were seen from well concentrated bombing. Long periods of orbiting the target had to be carried out in some instances, and one aircraft had narrow escape from colliding. Met: No cloud, very hazy.

LANCASTER LM.274 'F'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker bombed centre of a number of fires from 5,000ft at 00.16hrs. Several fires were seen in the target area and the attack was concentrated. 20.48 - 02.52hrs.
Note: Charlie's Flying Log Book records the aircraft landing at Silverstone and returning to base on the 11th August.

176 Lancasters and 14 Mosquitos of No. 's 1 and 5 Groups successfully attacked an oil-storage dump at Forêt De Chatellerault. 2 Lancasters lost.

11th/12th August

Seven aircraft were successful in bombing GIVORS as detailed. Markers were seen on the aiming point, and the bombing was well concentrated around them. Defences were nil and the raid was very good. Many fires were seen after leaving the target. Photos revealed ground detail. Met: Clear very good visibility.

LANCASTER LM.274 'F'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker bombed centre of cluster of Green T.I. Reported bombing to be well concentrated. Defences nil. A very good raid. PHOTO: Ground detail.

179 Lancasters and 10 Mosquitos of No. 1 and 5 Groups carried out an exceptionally accurate attack on the railway yards at Givors. No aircraft lost.

12th/13th August

Fifteen aircraft were detailed for bombing operations against RUSSELHEIM. Fourteen aircraft were successful in carrying out this mission. Accurate and concentrated bombing was carried out in the face of strong enemy fighter activity and searchlights, the target appeared to be one mass of fire. The heights of bombing were 18,000 to 21,000ft. The route markers were very helpful. Large fires were still visible from 75 miles on the homeward journey. The one remaining aircraft failed to return to base, Lancaster ME.596 flown by F/O Taylor. Met: Hazy – visibility good.

LANCASTER LM.274 'F'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker bombed M.P.I. of green and red T.I. at 00.15hrs from 20,000ft. Fires seen burning strongly 25 minutes after leaving target. Black smoke rising to a considerable height. Attack well concentrated. Defences active in target area. Fighters very active. Route markers seemed to attract fighters. PHOTO: Target conditions failure – fires and haze. 21.36 – 02.48hrs.

297 aircraft - 191 Lancasters, 96 Halifaxes, 10 Mosquitos - to Rüsselsheim. 13 Lancasters and 7 Halifaxes lost, 6.7 per cent of the force. The target for this raid was the Opel motor factory and normal Pathfinder marking methods were used. The motor factory was only slightly damaged; the local report states that the tyre and dispatch departments and the powerhouse were hit but most of the bombs fell in open countryside south of the target.

13th August

Six aircraft were detailed to carry out bombing operations against BORDEAUX. Five aircraft successfully bombed the target visually and was well concentrated. Heavy flak was encountered over the target, two aircraft being slightly damaged. One aircraft returned to base with bomb load, the bomb sight being u/s. Met: No cloud, hazy, visibility good.

LANCASTER LM.274 'F'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker was unable to bomb owing to bomb sight being u/s. Attack seemed to be well concentrated. Controller came out of target area too fast and the formation straggled on the way home. Bombs brought back to base.

15 Lancasters of No. 5 Group bombed an oil depot at Bordeaux accurately. 1 Lancaster lost.

15th August

Fourteen aircraft were detailed to bomb GILZE-RIJEN aerodrome, all of which did so with great success, the runways and airfield were one mass of craters and buildings were seen on fire. There seems to be no doubt about this operation being highly successful, the visibility was excellent with no cloud.

LANCASTER LM.274 'F'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
S/L. R. N. Quinn	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker bombed runway just on the edge of the smoke, at 12.13hrs from 15,500ft. The attack was very accurate and the airfield was well hit. No enemy fighters were seen. PHOTO: Ground detail. 09.50 – 13.31hrs.

1,004 aircraft - 599 Lancasters, 385 Halifaxes, 19 Mosquitos, 1 Lightning - attacked 9 airfields in Holland and Belgium in preparation for a renewed night offensive against Germany. Visibility was perfect and all raids were considered successful. 3 Lancasters lost.

16th/17th August

Fourteen aircraft were despatched on bombing operations against STETTIN, twelve aircraft carried out the operation with success, bombing red and green T.I.'s which were somewhat scattered. Several good fires were seen to have started however. The ground defences were moderate. Photo's taken revealed target conditions only. The two remaining aircraft returned to base early with rear turret u/s, part of the bomb loads were jettisoned, the remainder returned to base. Met: 8/10th cloud, 16-20,000ft.

LANCASTER LM.274 'F'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker – although many fires were seen the bombing was scattered. Bombed red T.I. from 17,000ft at 01.08hrs. PHOTO: Ground detail.

461 Lancasters to attack the port and industrial areas at Stettin. 5 Lancasters lost. Bomber Command claimed an accurate attack, with much damage in the port and factory area.

18th August

Fourteen aircraft despatched as detailed on bombing operations against FORET DE L'ISLE ADAM. Smoke markers were used but a number of crews bombed visually; the bombing was concentrated and accurate and carried out from heights between 11,000 to 14,000ft. Met: Cloudy.

LANCASTER LM.274 'F'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker bombed two smoke markers from 12,000ft at 14.10hrs. Bombing accurate. 11.35 – 16.22hrs.

158 Lancasters and 11 Mosquitos of No 5 Group attacked a German supply depot at L'Isle-Adam near Paris. 2 Lancasters lost.

29th/30th August

Sixteen aircraft were detailed to attack once again KONISBERG. This time twelve aircraft successfully bombed the target, one failed to return to base, Lancaster PB.436 flown by F/Sgt. Loneon. The target defences were heavier this time and there was quite an amount of fighter activity, nevertheless many fires were started accompanied by a few explosions. The T.I.'s were rather late in being placed. The remaining three aircraft did not bomb, instructions received from the Controller. Met: Cloud base 9,000ft good visibility below.

LANCASTER LM.274 'F'

F/Lt. S. Parker	Captain	D.F.C. awarded
Sgt. R. E. Steele	Flt. Engineer	
Sgt. H. J. Richardson	Navigator	
Sgt. J. H. Wellens	Bomb Aimer	
Sgt. K. G. West	Wireless Operator	
Sgt. K. Smith	Air Gunner 1	
Sgt. C. H. Stothard	Air Gunner 2	

F/Lt. Parker bombed from 9,000ft at 01.40hrs, M.P.I. or red and green T.I. Scattered fires seen on leaving the target due to the marking not being concentrated. Aircraft hit by light flak, starboard rudder shot away, damage to M/U turret, fuselage and tailplane. 20.21 – 07.10hrs. Landed at Carnaby and returned to base on 30th August.

189 Lancasters of No 5 Group carried out one of the most successful No. 5 Group attacks of the war on Königsberg at extreme range. Only 480 tons of bombs could be carried because of the range of the target but severe damage was caused around the 4 separate aiming points selected. This success was achieved despite a 20 minute delay in opening the attack because of the presence of low cloud; the bombing force waited patiently, using up precious fuel, until the marker aircraft found a break in the clouds and the Master Bomber, Wing Commander J Woodroffe, probably No. 5 Group's most skilled Master Bomber, allowed the attack to commence. Bomber Command estimated that 41 per cent of all the housing and 20 per cent of all the industry in Königsberg were destroyed. There was heavy fighter opposition over the target and 15 Lancasters, 7.9 per cent of the force, were lost.

5th September

Seventeen aircraft were detailed for a daylight attack on BREST. All the crew attacked the target successfully from height between 5,000 to 9,000ft. The bombing was well concentrated with the exception of two sticks of bombs. Considerable smoke was seen rising from the target. Good visibility was experienced.

LANCASTER LM.274 'F'

F/Lt. S. Parker	Captain	
Sgt. H. T. Ansell	Flt. Engineer	
Sgt. H. J. Richardson	Navigator	
Sgt. J. H. Wellens	Bomb Aimer	
Sgt. K. G. West	Wireless Operator	
Sgt. K. Smith	Air Gunner 1	
Sgt. C. H. Stothard	Air Gunner 2	

F/Lt. Parker bombed between G.T.I. and coast from 8,000ft. Bombing well concentrated from G.T.I. to half way to coast line. 16.02 – 20.45hrs.

60 Lancasters and 6 Mosquitos of No. 5 Group bombed gun positions outside Brest, whose garrison was also still holding out. No aircraft lost.

11th September

Ten aircraft were again despatched on bombing operations on LE HAVRE, this time also, all the aircraft carried out the operation successfully. Many explosions were observed and the bombing was concentrated. Markers were considered to be placed south of the aiming point. Owing to smoke obscuring the target the result was not observed. Bombing heights were between 10,000 and 13,000ft. Met: Good visibility.

LANCASTER LM.274 'F'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker bombed T.I's from 10,000ft at 07.35hrs. Well concentrated bombing. 04.14 – 09.23hrs.

218 aircraft - 105 Halifaxes, 103 Lancasters, 10 Mosquitos - of No.'s 4, 5, 6 and 8 Groups attacked German positions outside Le Havre. The bombing was carried out accurately in conditions of good visibility but the Master Bomber ordered the final wave to cease bombing because of smoke and dust. 171 aircraft bombed; none were lost.

11th/12th September

Twenty aircraft carried out successful bombing operations against DARMSTADT as detailed. Met: 2/10ths low cloud, visibility good. Very good concentrated attack with many fires. A large explosion was seen at 00.08hrs with red flame and much smoke. The target defences were light but the searchlights were troublesome and there was also fighter activity in the area. Bombing heights were between 13,000 to 16,000ft. Many photographs were taken which revealed fires and ground detail.

LANCASTER LM.274 'F'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker bombed from 15,000ft at 00.01½hrs, overshot red T.I by 12½ seconds. Large orange explosion seen at 00.05 hrs and intense were seen burning. The target was really well hit. Fighters were active but flak was slight. PHOTO: Failure. 20.51 – 02.53hrs.

Darmstadt: 226 Lancasters and 14 Mosquitos of No. 5 Group. 12 Lancasters lost, 5.3 per cent of the Lancaster force. A previous No. 5 Group attack in August had failed to harm Darmstadt but, in clear weather conditions, the group's marking methods produced an outstandingly accurate and concentrated raid on this almost intact city of 120,000 people. A fierce fire area was created in the centre and in the districts immediately south and east of the centre. Property damage in this area was almost complete. Casualties were very heavy. The Darmstadt raid, with its extensive fire destruction and its heavy casualties, was held by the Germans to be an extreme example of RAF 'terror bombing' and is still a sensitive subject because of the absence of any major industries in the city. Bomber Command defended the raid by pointing out the railway communications passing through Darmstadt; the directive for the offensive against German communications had not yet been issued to Bomber Command, although advance notice of the directive may have been received. Darmstadt was simply one of Germany's medium-sized cities of lesser importance which succumbed to Bomber Command's improving area-attack techniques in the last months of the war when many of the larger cities were no longer worth bombing.

18th/19th September

Twenty aircraft were detailed to carry out bombing operations against BREMERHAVEN. Met: Clear with good visibility. All the crews bombed the objective with great success. Several explosions were seen and the town was left well on fire. Flak defences were encountered from ships in the Weser Estuary and surrounding islands. Many fighter flares were observed but no fighters. A very good attack.

LANCASTER LM.274 'F'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker bombed red T.I. at 21.01hrs from 14,250ft. Marking well concentrated. Fires were burning well through length of town and built up area was identified visually. Bombing seemed to be scattered but all the fires were in the town area. A good attack. Flak moderate. PHOTO: Failure. 18.12 – 22.50hrs.

Bremerhaven: 206 Lancasters and 7 Mosquitos of No 5 Group. No 100 Group's RCM Operations successfully kept German night fighters away from the force and only 1 Lancaster and 1 Mosquito were lost. This was another successful No. 5 Group method raid and Bremerhaven, which had not been seriously bombed by the RAF before, required only this one knock-out blow by the comparatively small force of aircraft carrying fewer than 900 tons of bombs.

19th/20th September

Twenty aircraft were, on this night, detailed to bomb RHEYDT. Eighteen aircraft successfully completed the task from heights between 10,000 to 13,000ft. Although the attack was good the bombing appeared rather scattered; this was thought to be due to the fact that several crews released their bombs before the P.F.F. had completed the marking. Fires were seen and also a large explosion at 21.51hrs. Flak was negligible, fighter flares were seen but no fighters were encountered. The two remaining aircraft returned early, one with the rear turret u/s and the other because the pilot was sick. Met: Clear, hazy.

LANCASTER LM.274 'F'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker bombed green T.I. at 21.52hrs from 10,000ft. Area seemed to be well alight after attack. Flak and searchlights not as heavy as expected. Fighters seen but no attacks or combats. PHOTO: Ground detail. 18.47 – 23.39hrs.

227 Lancasters and 10 Mosquitos of No. 1 and 5 Groups to the twin towns of Mönchengladbach/Rheydt. 4 Lancasters and 1 Mosquito lost. Bomber Command claimed severe damage to both towns, particularly to Mönchengladbach.

The Master Bomber for this raid was Wing Commander Guy Gibson, VC, DSO, DFC flying a No 627 Squadron Mosquito from Coningsby, where he was serving as Base Operations Officer. Gibson's instructions over the target were heard throughout the raid and gave no hint of trouble, but his aircraft crashed in flames - according to a Dutch eyewitness - before crossing the coast of Holland for the homeward flight over the North Sea. There were no German fighter claims for the Mosquito; it may have been damaged by flak over the target or on the return flight, or it may have developed engine trouble. It was possibly flying too low for the crew to escape by parachute. Gibson and his navigator, Squadron Leader JB Warwick, DFC were both killed and were buried in the Roman Catholic Cemetery at Steenbergen-en-Kruisland, 13km north of Bergen-op-Zoom. There are the only graves of Allied servicemen in the cemetery.

23rd/24th September

Nineteen aircraft were despatched on bombing operations against MUNSTER. Met: 10/10th cloud, tops 10-12,000ft. Thirteen aircraft successfully bombed the target with the aid of T.I.'s from heights of between 7,000 to 15,000ft. No results were observed owing to the weather. Defences were light from the ground but there were numerous fighters. Four aircraft failed to return; Lancaster ME.732 flown by F/Lt. Stone. Lancaster ND.988 flown by F/O Campbell. Lancaster LM.718 flown by S/Ldr. Horsley. Lancaster ED.478 flown by F/O Hornibrook.

Of the remaining two aircraft one jettisoned his bombs from 15,250ft at 21.58hrs as no markers could be seen. The one remaining aircraft returned early with full bomb load as the aircraft was damaged by flak; jettisoning action could not be taken.

LANCASTER LM.274 'F'

F/Lt. S. Parker	Captain
Sgt. R. E. Steele	Flt. Engineer
Sgt. H. J. Richardson	Navigator
Sgt. J. H. Wellens	Bomb Aimer
Sgt. K. G. West	Wireless Operator
Sgt. K. Smith	Air Gunner 1
Sgt. C. H. Stothard	Air Gunner 2

F/Lt. Parker bombed glow of red T.I. at 21.49hrs from 15,000ft. Target area was obscured by cloud, results not seen. PHOTO: cloud only. 18.45 – 23.52hrs.

136 Lancasters and 5 Mosquitos of No. 5 Group to bomb the banks of the 2 parallel branches of the Dortmund-Ems canal at a point near Ladbergen, north of Münster, where the level of the canal water was well above the level of the surrounding land. Despite the presence of 7/10ths cloud in the target area, breaches were made in the banks of both branches of the canal and a 6-mile stretch of it was drained. Most of this damage was caused by 2 direct hits by 12,000lb Tallboy bombs dropped by aircraft of No 617 Squadron at the opening of the raid. 14 Lancasters -more than 10 per cent of the Lancaster force - were lost.

The Avro Lancaster

Born out of the failure that was the Manchester, the Lancaster has become the one bomber most associated with the RAF night offensive over Germany.

When it became clear to Avro's Chief Designer, Roy Chadwick, in 1938 that the new Rolls Royce Vulture engines intended for the Manchester were suffering from a lack of development, the company set about revising the design to include an additional pair of engines, preferably the well-proven Merlin. As a matter of fact, so dire was the Manchester situation that the Ministry of Aircraft production seriously considered scrapping the production line at the Avro factory at Newton Heath in Manchester after its contract for 200 Manchesters had been completed, and switch to the rival Handley Page design, the Halifax. Fortunately, the plan never came to fruition and Avro was allowed to continue development of the Manchester III (the name Lancaster had not yet been chosen).

In September 1940, a contract was signed with Avro for two prototype aircraft, the first of which was to fly within four months. To do this, Avro was to use as many existing Manchester components as possible to reduce cost and the timescale. Within a month, Avro had had prepared the requisite technical drawings for the Lancaster and things progressed smoothly with the first flight being made on 9 January 1941. The first aircraft was very much a hybrid design, and a more representative aircraft followed in May 1941. The second prototype had larger tail fins, a new undercarriage and improved Merlin engines and the true potential of the aircraft could now be tested. Test flying continued throughout the summer and the first production Lancaster I was flown on the last day of October 1941.

The first Lancaster squadron was No 44 (Rhodesia) Squadron, based at Waddington and commanded by Wing Commander RAB Learoyd VC and deliveries commenced on Christmas Eve 1941. Shortly after, No 97 Squadron traded in its Hampdens for Lancasters and both units commenced their operational work-up. By May 1942, No 44 Squadron was ready for operations and during the night of 10th/11th March 1942, a number of its aircraft took part in a raid on Essen.

Barely a month later, Lancasters from both No.'s 44 and 97 Squadrons, had carried out a daring, low-level daylight attack on the MAN diesel engine factory at Augsburg, deep in Germany. A number of diversionary raids in northern France partially failed to draw enemy fighters away from the Lancaster's route further south and as result four aircraft from the twelve involved were shot down before reaching the target. The remaining aircraft successfully attacked, with a number of direct hits being achieved, but three further aircraft failed to return. Only one aircraft of the six despatched from No 44 Squadron survived - that of Squadron Leader JD Nettleton, the squadron commander. For his leadership, Nettleton was awarded the Victoria Cross.

Throughout the remainder of 1942, the transition to Lancasters in Bomber Command was relatively slow, but the increase in the total tonnage of bombs in operations was increasing rapidly because of the ability of the Lancaster to carry bombs greater than the 4,000lb High Capacity (the only aircraft that could do so).

One of the new Lancaster squadrons, No. 106, was frequently chosen to carry out a number of high-risk attacks. Its leader was Guy Penrose Gibson and early in 1943,

Gibson was chosen to recruit the best Bomber Command pilots available to form a new, elite squadron in No. 5 Group to perform one very daring attack. Gibson chose as many pilots as possible from his old squadron and made up the rest with many he had previously flown with who had since joined other squadrons.

The new recruits were told to report to Scampton but given no clue as to why they had been picked and what lay ahead for them. In the weeks that followed, the crews were ordered to carry out as much low flying as possible and an identity for the new squadron chosen – No. 617. Finally, in May 1943 the reason for the enormous amount of low-level flying was revealed to the crews - three dams in the heart of the Ruhr that would, it was believed, bring the industrial reason to a halt if they could be breached. More information will appear elsewhere in the site about No. 617 Squadron's daring raid on the dams in May 1943, but suffice to say that no similar raid has ever been attempted since, and the success of the operation, despite the great bravery of the crews involved, failed to live up to expectations of the 'boffins' who had dreamt the plan up.

No. 617 Squadron was not disbanded, and remained as part of No. 5 Group for the remainder of the war for highly-specialised attacks, culminating in the use of the incredible 12,000lb 'Tallboy' and 22,000lb 'Grand Slam' attacks on the ever-elusive Tirpitz (which was finally sunk in late-1944) and the destruction of a number of important bridges in Germany during the final months of World War II.

Elsewhere in Bomber Command, the Lancaster continued on more mundane duties (including mine laying). The Battles of the Hamburg, the Ruhr and Berlin in 1943 and early 1944, the famous attack on the V1 establishment at Peenemünde in August 1943 were some of the high points of the Lancaster's service. At the other end of the scale, over 60 Lancasters alone were lost during the raid on Nuremberg in March 1944. Almost half of all Lancasters delivered during the war (3,345 out of 7,373) were lost on operations with the loss of over 21,000 crew members.

The basic Lancaster, the B.I was such an excellent airframe, that few changes were made to improve it. The B.II was a Bristol Hercules-powered variant built to counter possible supply problems with the Merlins; the B.III was powered by improved Merlins and, along with the B.I, the standard mount of many Lancaster squadrons. The final version built in significant numbers was the Mark X which was built under licence in Canada.

Of those 7,000+ aircraft built, only two airworthy examples exist as a tribute to the many thousands who lost their lives in Bomber Command; one with the RAF's Battle of Britain Memorial Flight and the second based in Canada.

Full Official Name: Avro (Lancaster)

Manufacturer: Avro

Major variants:

Mk.I: ?Oct 1941. Rolls-Royce Merlin engines.

Mk.II: Mar 1943. Bristol Hercules radial engines (300 aircraft only).

MkIII: Packard-built Merlin engines.

Mk.X: licence-built by Victory Aircraft of Canada with Packard-Merlins

Role: Heavy Bomber

Crew: 7 (pilot, flight engineer, navigator, bomb aimer, wireless-operator, mid-upper and rear air gunners)

In-service: Mk.I: Christmas 1941

Withdrawn: 1950s

Lancaster Mk.I

The Lancaster Mk.I made it into front line service on 24 Dec 1941 with:

9 Sqn, 12 Sqn, 44 Sqn, 49 Sqn, 50 Sqn, 57 Sqn, 61 Sqn, 75 Sqn, 83 Sqn, 90 Sqn, 97 Sqn, 100 Sqn, 101 Sqn, 103 Sqn, 106 Sqn, 150 Sqn, 153 Sqn, 166 Sqn, 170 Sqn, 189 Sqn, 207 Sqn, 227 Sqn, 300 Sqn, 460 Sqn, 467 Sqn, 550 Sqn, 576 Sqn, 617 Sqn, 619 Sqn, 625 Sqn, 626 Sqn, 630 Sqn

Lancaster Mk.II

Only 300 of this mark of Lancaster were produced, equipped with Bristol Hercules Mk VI radial engines. The high production schedule of Lancaster MkI rapidly put stresses on the supply of Merlin engines - they were used in the Spitfire, Mosquito and Halifax as well. To overcome shortages the Lancaster was fitted with the Bristol Hercules radial engine and renamed the Lancaster II. It handled slightly less well than the MkI, better on takeoff, ascent and low altitude flight but with a lower maximum speed and consuming more fuel. With American Packard-built Merlin engines coming on stream, the Lancaster II ceased production after a run of 301 aircraft.

61 Sqn, 630 Sqn

Lancaster Mk.III

The Mk.III American Packard Merlin-powered Lancaster was almost identical to the Mk.I.

9 Sqn, 12 Sqn, 44 Sqn, 49 Sqn, 50 Sqn, 57 Sqn, 61 Sqn, 75 Sqn, 83 Sqn, 90 Sqn, 97 Sqn, 100 Sqn, 101 Sqn, 103 Sqn, 106 Sqn, 150 Sqn, 153 Sqn, 166 Sqn, 170 Sqn, 189 Sqn, 207 Sqn, 227 Sqn, 300 Sqn, 460 Sqn, 463 Sqn, 467 Sqn, 550 Sqn, 576 Sqn, 617 Sqn, 619 Sqn, 625 Sqn, 626 Sqn

Lancaster Mk.VII

The Mk.VII Lancaster was constructed by taking Mk.I and Mk.III aircraft, fitting 4-bladed propellers, removing nose and tail turrets and fitting electronic jamming equipment. These special mission aircraft were assigned to 100 (Bomber Support) Group and flew with bomber packages, jamming German radar.

9 Sqn, 617 Sqn

Lancaster Mk.X

Lancaster Mk.X was a Lancaster Mk.I built in Canada by the Victory Motor Works of Malton, Ontario.

History

The Lancaster mostly replaced the 1 and 5 Group Hampden-equipped Squadrons of Lincolnshire. Its average lifespan was thirteen combat sorties. Officially designate Avro Type 683 this was a modification to the ill-fated twin-engine Manchester heavy bomber, in which the wings were altered and the twin Vulture engines replaced by 4 Merlin Mk.XXX.

During World War II 360 Lancaster were to crash on operational and training sorties in Lincolnshire, on departure and recovery.

The Lancaster Bomber and its crews dropped more ordnance during World War II than all other bomber types combined. Continuing to server well into the 1950s, over 7000 Lancaster of all marks were built.

Design

All metal. The type was renowned for its durability.

Engines

4 x Rolls-Royce Merlin XX engines except the Mk.II (Bristol Hercules Mk.VI). It could easily fly on 3 engines, manage on 2 and limp away, losing height, on one.

Armaments

3 power operated turrets, inadequate to defend daylight fighter attacks, but sufficient firepower for night-time self defence. The original belly turret fit to early production models was removed as it was deemed ineffective against German fighters at night. However they would have been effective against German fighters equipped with upwards firing cannons in 1944.

Performance

Max speed 270 mph. Max height 22 000 ft. Specially modified later models could carry 22 000 lbs, enough for 617 Sqn to deliver the Grand Slam Barnes Wallis bomb.

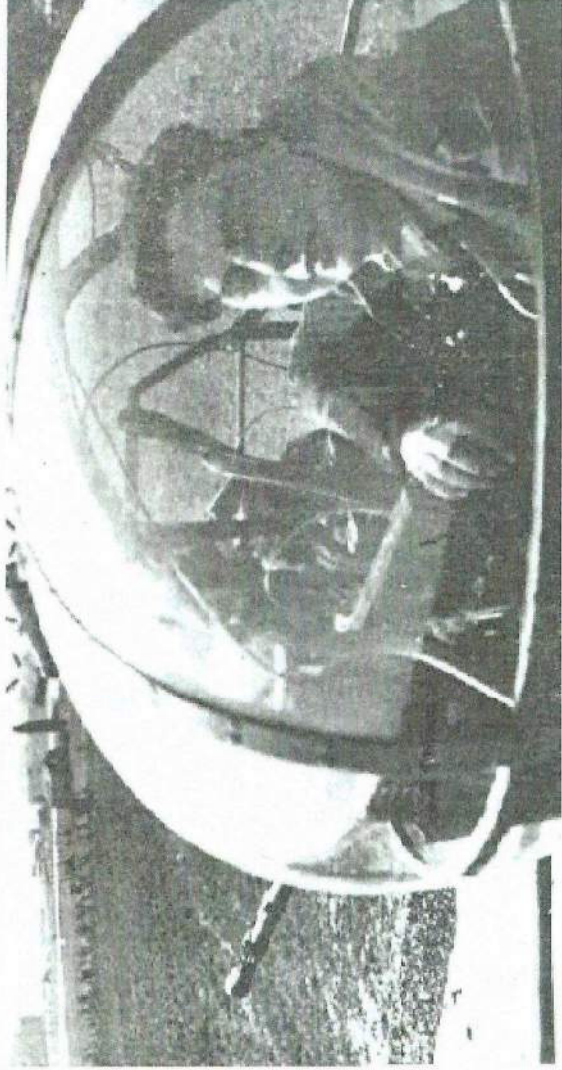
The ability of the Lancaster to dive steeply at up to 400 mph helped many crews reach their targets and recover to home-base in safety.

Combat radius

With 14 000 lb combat load it had a combat radius of 1000 miles.

With 2 250 combat load it had a combat radius of 5 500 miles.

The Air Gunners



Alone in his transparent shell,

A speck in space,

He sits, poised in his airy kingdom;

At his back the unknown,

Before him the unfolding map

Of his journey.

Guardian of seven lives,

Taut with the concentration of survival,

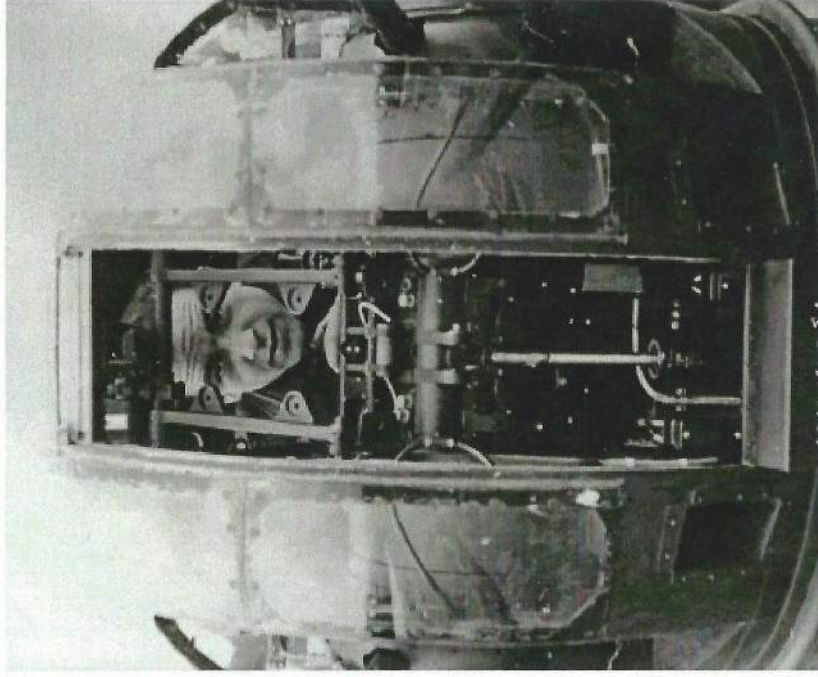
He swings his turret through vigilant arcs,

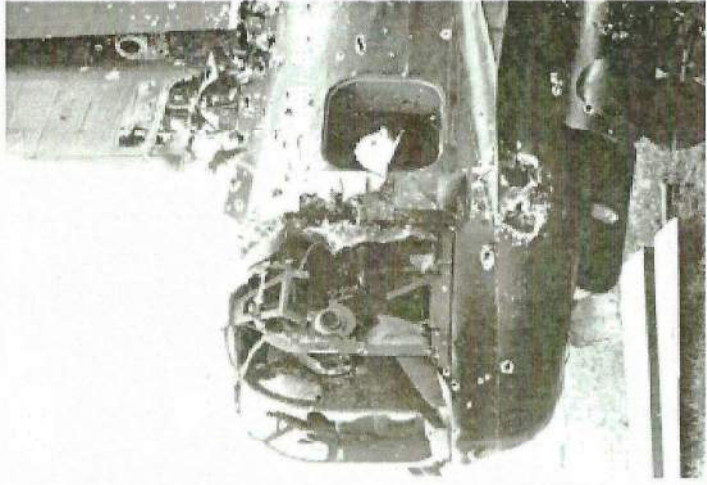
Eyes straining for the fighters,

Braced for the violence of surprise.

- Philip A. Nicholson

The gun turret of a Bomber Command aircraft during a night operation was the coldest, loneliest, place in the sky. Whereas other crewmembers enjoyed some comfort from the proximity of others in the forward section of the aircraft, the mid-upper gunner spent the trip suspended on a canvas sling seat, his lower body in the draughty fuselage and his head and shoulders in the Plexiglass dome. The rear gunner was even more removed from his fellow crewmembers and any heating system. Suspended in space at the extreme end of the fuselage, "Arse-end Charlie" was subject to the most violent movements of the aircraft. Squeezed into the cramped metal and Perspex cupola, the rear gunner had so little leg space that some had to place their flying boots into the turret before climbing in themselves. Many rear gunners removed a section of the Plexiglass to improve their view, so with temperatures at 20,000' reaching -40 degrees, frostbite was a regular occurrence. And through the entire operation, the rear gunner knew that the Luftwaffe fighter pilots preferred to attack from the rear and under the belly of the bomber, so he was often first in line for elimination. During World War II 20,000 air gunners were killed while serving with Bomber Command.

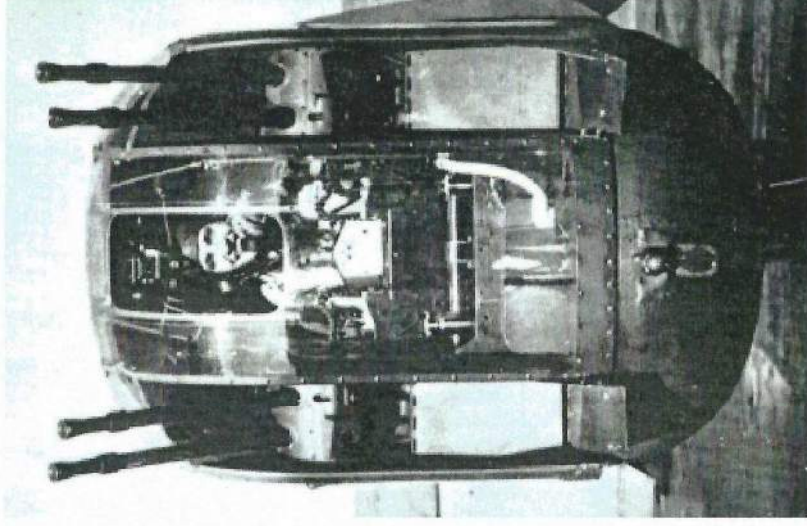




During a Bomber Command operation, the only sounds the gunner would hear, aside from the constant deafening roar of the engines, would be the hiss of the oxygen and the occasional crackling, distorted voices of other crew members in his earphones. From take off to landing, at times for as long as ten hours, the air gunner was constantly rotating the turret, scanning the surrounding blackness, quarter by quarter, for the grey shadow that could instantly become an attacking enemy night fighter. The air gunner's closest friends were likely his crew members in the forward section of the bomber and the relaxation of his vigilance for even a moment could mean death for them all.

The primary role of the air gunner was not to shoot down enemy aircraft. Rather it was to perform the role of a lookout. After hours of staring into the blackness, his shouting into the intercom of, "Corkscrew port now!" would have the pilot instantly begin a series of violent evasive manoeuvres, throwing the heavy bomber around the sky. Generally if an enemy fighter pilot knew he had been seen, no attempt would be made to follow the bomber through its gyrations. Rather he would seek out another aircraft, hopeful that it might have a less alert air gunner. Many air gunners completed their tour of operations without firing a single shot "in anger," but the stress they were constantly under was equal to those who, with guns ablaze in the night, became part of brief, terrifying, life and death battles in the night with enemy aircraft.

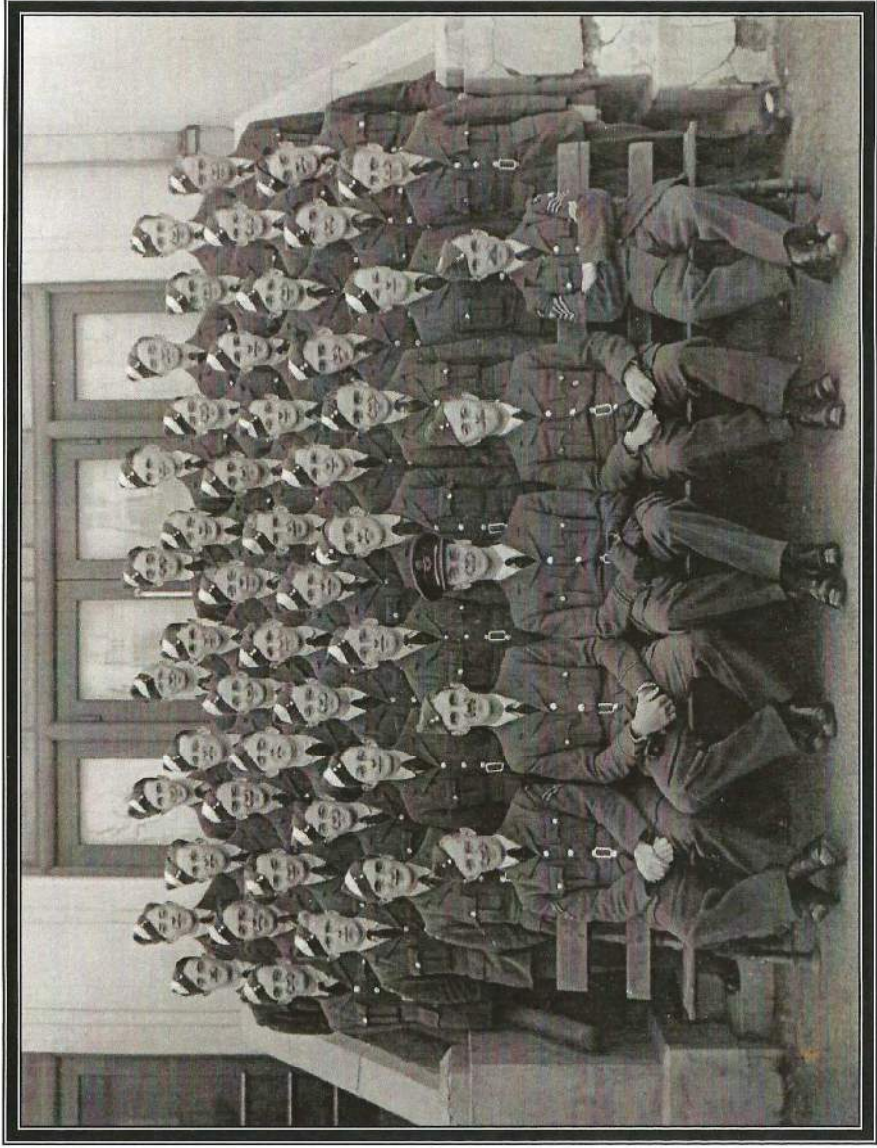
At the beginning of the war "Wireless-Air gunners" played a dual role, being responsible for radio operations as well as the operation of the gun turret. Later, with the advent of the four-engine bombers with seven crew members, this combined role was no longer necessary.





Lancaster LM.274 'F' for Fox & crew

Sgt. Charlie Stothard is knelt in the centre of the front row. F/Lt. Parker D.F.C. is on the back row, second from the right.



**I.T.W 4 Flight, 73 Course No. 3 Squadron
Bridlington 21st August 1943**

**Charlie Stothard is stood on the third row up,
far left hand side.**