

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
4-3-44	M7942	IX P/Lt J. J. Leocq	Operational	1535	1715	<p>RANROD 622: (continued). See previous page for remarks.</p> <p>RANROD 621: Our wing acted as withdrawal cover on this runrod. They climbed to 20,000 feet over 10/10ths cloud, and picked up a straggling combat wing south-west of Brussels and escorted them to Dunkirk. No enemy aircraft were seen.</p>	
M7939	IX P/Lt H.R. Finley	"	"	1535	1715		
M7980	IX P/Lt J.A. MacKelvie	"	"	1535	1715		
M7664	IX P/Lt J.H. Gordon	"	"	1535	1715		
M7480	IX P/O R.H. Smith	"	"	0935	1025		
M7985	IX P/O J.A. Bryan	"	"	0935	1025		
MK306	IX S/Lt R.A. Buckham	"	"	1535	1715		
M7355	IX P/Lt W.J. Hill	"	"	1535	1715		
M7356	IX P/Lt G.P. Thornton	"	"	1535	1715		
M7942	IX P/Lt J.J. Leocq	"	"	1535	1715		
M7887	IX P/O J.H. Ballantyne	"	"	1535	1715		
M7645	IX P/Lt G.G. Parnock	"	"	1535	1715		
M7988	IX P/O J.D. Off	"	"	1535	1715		
M7939	IX P/Lt H.R. Finley	"	"	1535	1715		
M7980	IX P/Lt J.A. MacKelvie	"	"	1535	1715		
M7664	IX P/Lt J.H. Gordon	"	"	1535	1715		
M7840	IX P/O R.H. Smith	"	"	1535	1715		
5-3-44						REL OPERATIONS	
6-3-44	MK306	IX S/Lt R.A. Buckham	Operational	1155	1350	<p>RANROD 630: The role of our wing on this runrod was close escort. The wing swept Beauvais area where enemy aircraft were reported but none were seen. Off Meppe Harbour an unidentified twin funnel ship with drab camouflage was sighted heading north. A light inaccurate flak was experienced from Meppe. The cloud in the operations area was 6 - 7/10ths whereas the channel was clear.</p>	
M7942	IX P/Lt R.H. Gordon	"	"	1155	1350		
M7980	IX P/O R.H. Denison	"	"	1155	1350		
MK179	IX W/O A.H. Glenard	"	"	1155	1350		
M7356	IX P/Lt H.R. Finley	"	"	1155	1350		
M7352	IX P/O R.H. Smith	"	"	1155	1350		
M7356	IX P/Lt D. Goldberg	"	"	1155	1350		
M7644	IX P/Lt J.J. Leocq	"	"	1155	1350		
M7876	IX P/O J.H. Ballantyne	"	"	1155	1350		
M7570	IX P/O J.A. Bryan	"	"	1155	1350		
M7986	IX P/O N.V. Chevers	"	"	1155	1350		
M7988	IX P/Lt W.J. Hill	"	"	1155	1350		
M7985	IX P/Lt R.C. Williams	" spare	"	1155	1350		
7-3-44	MK306	IX S/Lt R.A. Buckham	Operational	1345	1555	<p>RANROD 631: Our wing acted as escort cover to the bombers and the operation was carried out according to plan. On approaching the target a single e/a was seen to be following 416 Squadron. One section was detailed to attack but the e/a dove away into heavy cloud. The wing then swept Paris area where 10 plus P.490's were sighted. The wing attempted to engage them but they also dove away into cloud. Some flak was experienced from Paris and Neu-Chatel area. Smoke was seen coming from Le Treport which must have been caused by bomb bursts. The cloud in the operations area was 6 - 7/10ths at 9,000 feet whereas east of this it was 10/10ths.</p>	
M7356	IX S/Lt Kingaby RAF	"	"	1345	1555		
MK179	IX P/Lt G.P. Thornton	"	"	1345	1555		
M7986	IX P/Lt W.J. Hill	"	"	1345	1555		
M7887	IX P/O J.H. Ballantyne	"	"	1345	1555		
M7980	IX P/Lt J.D. Lindsay	"	"	1345	1555		
M7355	IX P/O J.A. Bryan	"	"	1345	1555		
M7570	IX P/O J.D. Off	"	"	1345	1555		
M7480	IX P/Lt H.R. Finley	"	"	1345	1555		
M7352	IX P/Lt J.A. MacKelvie	"	"	1345	1555		
M7980	IX P/O R.H. Denison	"	"	1345	1555		
M7664	IX P/Lt C.T. Brown	"	"	1345	1555		
M7645	IX P/Lt J. Hodgson	" spare	"	1345	1445		

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OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By NO. 403 SQUADRON, R.C.A.F.

SECRET

PAGE No. _____

(12751-5212) WL 12751-5212 20W 8142 T.S. 700
(12751-5211) WL 12751-5211 120W 8142 T.S. 700

FOR THE MONTH OF MARCH 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES	
				UP	DOWN			
8-3-44	MK306	IX S/Lt R.A. Buckham	Operational	1020	1220	<p>RANROD 637: The role of our wing on this runrod was close escort and the sweep was carried out according to plan. Enemy aircraft were reported east of Rotterdam and our wing swept back and forth in front of the bombers but no e/a were sighted. The results of the bombing appeared excellent as hits were observed on the N.W. and S.E. Dispersals along the runways and also repair hangers. Some flak was experienced from Tilburg. There was very little cloud in the operations area but some haze. East of this area the cloud was 10/10ths.</p>		
M7355	IX P/Lt J. Hodgson	"	"	1020	1220			
M7356	IX P/Lt D. Goldberg	"	"	1020	1220			
M7352	IX P/Lt J.A. MacKelvie	"	"	1020	1220			
M7939	IX P/Lt H.R. Finley	"	"	1020	1220			
M7644	IX P/Lt C.T. Brown	"	"	1020	1220			
M7942	IX P/O J. Preston	"	"	1020	1220			
M7980	IX P/O R.H. Denison	"	"	1020	1220			
M7876	IX P/O J.H. Ballantyne	"	"	1020	1220			
M7887	IX P/Lt W.J. Hill	"	"	1020	1220			
M7570	IX P/Lt J.D. Lindsay	"	"	1020	1220			
M7986	IX P/O N.V. Chevers	"	"	1020	1220			
M7986	IX S/Lt R.A. Buckham	Operational	"	1600	1745		<p>RANROD 127/23: Our aircraft took off from Friesen on this runrod and swept the areas of Evereux, Paris, Melun, and Creil. The sweep was uneventful until just after our a/c had passed Evereux where a few bursts of flak were encountered. Three of our a/c were hit by intense accurate light flak thrown up from a wood near St. Andre de L'Eure and P/O Ballantyne's a/c was seen to strike the ground and explode. P/Lt Goldberg reported that he would have to force land and was last seen gliding down with flaps down at about 300 feet. P/O Preston's a/c was also damaged. South of St. Andre the weather was seen to be closing in with 10/10ths low cloud and so our a/c turned for base. They crossed out the French coast at Trouville where light white flak was experienced. Three enemy lorries were shot up and crashed as destroyed in the vicinity of Verneuil. No enemy aircraft were seen.</p>	
M7876	IX P/O J.H. Ballantyne	"	"	1600	1700			
M7887	IX P/Lt W.J. Hill	"	"	1600	1745			
M7355	IX P/Lt J.D. Lindsay	"	"	1600	1745			
M7939	IX P/Lt H.R. Finley	"	"	1600	1745			
M7352	IX P/O J. Preston	"	"	1600	1745			
M7356	IX P/Lt D. Goldberg	"	"	1600	1700			
M7942	IX P/O G.P. Thornton	"	"	1600	1745			
M7980	IX P/Lt W.J. Hill	" spare	"	1600	1700			
9-3-44 to 14-3-44						REL OPERATIONS		
15-3-44	MK306	IX P/Lt J.D. Brown	Operational	1010	1210	<p>RANROD 635: Our wing acting as escort cover took the bombers to the target and back to Mersin. Some flak was experienced from Albert, Bethune and Dunkerque. One enemy aircraft was seen to explode and crash just south-east of Cambrai. Three small coastal vessels were sighted moving from the outer harbour to the inner one at Dunkerque. A military convoy of 20 plus vehicles were also seen moving west out of Ostend. The cloud over France was 6/10ths at 7,000 feet.</p>		
M7570	IX P/O J.D. Off	"	"	1010	1210			
M7942	IX S/Lt Kingaby RAF	"	"	1010	1210			
M7980	IX P/Lt G.P. Thornton	"	"	1010	1210			
M7986	IX P/O R.H. Denison	"	"	1010	1210			
M7352	IX P/Lt J.C. Williams	"	"	1010	1210			
M7985	IX P/Lt J.D. Lindsay	"	"	1010	1210			
M7645	IX W/O A.H. Glenard	"	"	1010	1210			
M7939	IX P/Lt H.R. Finley	"	"	1010	1210			
M7719	IX P/Lt G.C. Parnock	"	"	1010	1210			
M7664	IX P/Lt G.P. Thornton	"	"	1010	1035			
M7480	IX P/O R.H. Smith	"	"	1010	1210			
16-3-44 to 19-3-44						REL OPERATIONS		

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
20-3-44	MK306	W/O R. A. Satchan	Operational	1105	1315	ROUND 127/1: Our wing flew at 6,000 feet and penetrated to Janville south-west of Paris, but no enemy aircraft were seen. Heavy flak was experienced from Arnac just south of Ault and one bomber was seen shot down in flames. There was also heavy flak from Rouen to Neufchatel. The cloud over France was 6/10ths at 3500 feet whereas the channel was clear with slight sea fog.	
	MK355	F/O W. J. Myers	"	1105	1315		
	MK962	F/Lt J. Gordon	"	1105	1315		
	MK980	F/Lt C. F. Brown	"	1105	1315		
	MK999	F/Lt H. R. Pinsky	"	1105	1315		
	MK480	F/O R. H. Smith	"	1105	1315		
	MK352	F/Lt G. P. Thornton	"	1105	1315		
	MK644	F/Lt J. P. Leocq	"	1105	1315		
	MK988	F/Lt J. D. Brown	"	1105	1315		
	MK645	F/O J. A. Bryan	"	1105	1315		
	MK986	F/Lt J. D. Lindsay	"	1105	1315		
	MK570	F/O J. D. Orr	"	1105	1315		
	MK719	F/Lt H. J. Hill	"	1105	1315		
21-3-44 to 22-3-44							NIL OPERATIONS.
23-3-44	MK341	W/O H. G. Godfrey	Operational	1105	1315	ROUND 677: Our wing, led by W/O H. G. Godfrey, W/O A. Bar acted as close escort, fifth attack. They swept to Creil where the bombing on the marshalling yards appeared to be accurate. No enemy aircraft were encountered. Large square blocks, the size of a vehicle were seen on a road, for a distance of about five miles. The road is believed to run between Neufchatel and Lonsures. Some flak was experienced coming from a wood south of Pousarment. The weather over the channel was 10/10ths cloud whereas over the operations area the cloud was 1/10th at 5,000 feet.	
	MK355	F/Lt J. Hodgson	"	1105	1315		
	MK644	F/Lt R. A. Satchan	"	1105	1315		
	MK306	F/Lt J. P. Leocq	"	1105	1315		
	MK480	F/Lt C. F. Thornton	"	1105	1315		
	MK980	F/Lt C. F. Brown	"	1105	1315		
	MK570	F/O J. D. Orr	"	1105	1315		
	MK352	F/Lt G. P. Thornton	"	1105	1315		
	MK194	F/Lt J. D. Lindsay	"	1105	1315		
	MK985	W/O A. B. Clarend	"	1105	1315		
	MK887	F/Lt J. D. Brown	"	1105	1315		
	MK645	F/O J. A. Bryan	"	1105	1315		
24-3-44 to 31-3-44 inclusive						NIL OPERATIONS.	
TOTAL OPERATIONAL SORTIES FOR THE MONTH OF MARCH/44.						144	

R. A. Satchan
 (R.A. SATCHAN) SQUADRON LEADER,
 OFFICER COMMANDING,
 NO. 403 SQUADRON, R.C.A.F.

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OPERATIONS RECORD BOOK

(L 54) Page No. **1.**

of (Unit or Formation) No. 403 Squadron R.C.A.F. No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
127 Airfield H.Q. R.A.F. Station Kenley, Surrey.	1-4-44		No operations today, finished up army exercises, the lads learnt quite a bit about this type of flying.		
	2-4-44		Bad weather again today prevented us from flying all pilots were released at noon, the crackers club being the local rendezvous.		
	3-4-44		Very low ceiling this morning prevented any flying, however a few venturesome types did a little flying and about tea-time a party was organized which turned out very successful.		
	4-4-44		A good deal of practice flying to-day Doug Orr on a spot of leave in London, to the envy of the rest of us.		
	5-4-44		The day started off with the now usual overcast so the Squadron attended a lecture on the new gun sight, given by F/O. Motenski and aided by our Hart Pinsky. After the lecture those who could grab a 'kite' went nipping to try out the new sight, as again that all too familiar phrase was heard 'released for training. Night flying was again cancelled.		
	6-4-44		Duff weather again today, but a good football game got going between the 'erks' and the pilots our new Padre did a good job of pitching for the pilots. Night flying was again scheduled for us but washed out again on account of the weather.		
	7-4-44		Another duff day found us on readiness. But still no flying.		
	8-4-44		At last the sun came out today and the wine came over to the dispersal and advised us he had requested permission to send the Squadron on a Dive Bombing mission. Spirits soared when the O.K. came through, and at 1500hrs the Squadron led by 'Brownie' took off with five hundred pounders to 'bang a ball' near Le Troport, our Squadron had the distinction of being the first Spit Group to commence the bombing of Europe. A high success so much so that every body is eager to have another go just as soon as possible, and a party is planned for to-night to honour the occasion.		
	9-4-44		Sister Sunday, some of the fellows looking the worse for wear after last night's party gradually got down to the dispersal and we are quite elated over our success of yesterday and deeply interested in the reports in the papers and on the radio over the bombing do.		
			Later in the afternoon we had a visit from the R.C.A.F. Recording Unit, and then later on a release arrived for us, along with a new addition to the Squadron, namely a jeep, which has saved quite a lot of shoe leather already.		
	10-4-44		About 0715hrs this morning we were rudely awakened by the call 'All Pilots of the wing report to their Squadrons immediately'. We were all set to go by 0830 hrs but a mist closed in on the field so we were put on 15 min readiness. The Squadron went on a show as target cover for some Mitchells and Marauders which plastered the marshalling yards at Charleshe. Yellow Section received a dose of 'Green' falk over Lille. Set out after some barges which turned out to be Mustangs.		
	11-4-44		A show was scheduled for early this morning but was cancelled. Very little doing today but were briefed for an exercise to take place early tomorrow morning.		
	12-4-44		Every one up about 0515hrs but told show was off, Duff weather again. Took off about 0930hrs with the wing to do a patrol 'Trousers'. Landed at Holmsay South and returned at 1630 hours. Jim McKelvie had the experience of having to go through cloud at 2,000ft.		
			On returning to dispersal we met Pete Logan who had his name changed from Pierre Leocq.		
	13-4-44		Today was spent in packing in view of another move, our planes were being fixed up with the new gun sight.		
	14-4-44		Early this morning the advance party left for our new location, another day of no flying and still more packing, and another party in the evening.		
	15-4-44		We were supposed to fly to Tangmere our new location today but as usual the weather was duff so once again we resigned ourselves to another bridge tournament, and another party.		
	16-4-44		Another duff day and no flying.		