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WING COMMANDER,
COMMANDING,
No. 142 SQUADRON.
R.A.F.

SECRET

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

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of (Unit or Formation) No.142 Squadron, R.A.F.

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Place	Date	Time	Summary of Events	References to Appendices
KAIROUAN	KAIROUAN 1.11.43		The unit is still settling down in its new quarters after the floods on 26.10.43. Both runways and the dispersals are still unserviceable due to thick mud. The unit supplied an aircraft for G/C Powell to make an inspection of SICILIAN airfields.	
	2.11.43		Same as for yesterday.	
	3.11.43		" do " 150 Squadron are operating on their runway tonight.	
	4.11.43		The runways are now considered to be serviceable and ops. are ordered for tonight.	
	4/5.11.43		Six a/c took off to bomb marshalling yards at CRTE. Five a/c identified and bombed target. Several bursts were seen on the railway. Much cloud was encountered over the sea going out and returning but the target was clear. One a/c returned early with engine trouble having jettisoned bombs in sea.	
	5.11.43		Ops. were ordered but cancelled later due to met. conditions. During the night another violent tropical storm struck the camp causing floods worse than those of 26/10. Once again runways, dispersals and roads became completely u/s. Most of the tentage stood up to the flooding much better on the new sites. The customary routine of repairing flood damage, digging ditches and drying out soaked equipment, was carried out. The whole camp site is once more covered in deep mud.	
	6.11.43		Same as for yesterday.	
	7.11.43		F/O PIPER (A/G) posted to No.2 B.P.D. on completion of tour. A start was made on moving the aircraft from dispersals down our runway onto the N.W. runway which looks as if it may become serviceable again - our runway, the N.S., having been abandoned for use again. Most of "B" Flight moved.	
	8.11.43		The following replacement crew arrived today: P/S ASHWELL J.(P), SGT STEVENS J.C.(NAV), P/S HORTON, I.(B/A), SGT JUNG H.(W/OP), SGT NORMAN J.(A/G). Movement of a/c is still going on - the aircraft being dragged down from dispersals down N.S. runway by four 3 ton lorries, leaving ruts in places 2' 6" deep.	
	9.11.43		Majority of the aircraft have now been moved to the intersection of runways and are waiting to be moved over another soft spot onto serviceable runway. The six aircraft which operated on the night 4/5 are still on the serviceable runway and these have been	
	10.11.43			

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Place	Date	Time	Summary of Events	References to Appendices
	10.11.43 (cont'd)		prepared for ops. tonight.	
	10/11.11.43		Four aircraft were detailed to attack the Railway Viaduct at RENGO. All aircraft located and bombed target with the aid of brilliant moonlight and flares. Two hits and several near misses were claimed. There were heavy thunder showers beyond C.RON but clearing towards the target.	
	11.11.43		Retraction tests are being carried out on a/c whilst they are waiting to cross boggy ground.	
			The following replacement crew arrived today: SGT.A.D.SMITH(P), F/S HODEN,J.S.(N&V), SGT. WATTS J.(B/A), F/S JAMES F.E.(W/OP), SGT.McGREGOR J.C.W.(A/G). Most of the a/c are now lined up along the serviceable runway and maintenance can now work on them for the first time for 6 days. Everyone is packing up in preparation for a move to a serviceable L/G.	
	11/12.11.43		Nine aircraft were detailed to attack the Marshalling Yards at PRATO near FLORENCE. All took off and all were able easily to identify the target. A successful attack was carried out all bombs being concentrated in the Yards and several fires started. The weather was showery over sea but cleared over Italian mainland.	
	12.11.43		The following aircrew arrived here today: F/S BASHFORD P.N.(P), SGT.COLERIDGE G.(N&V), SGT.EVERITT F.J.(B/A), F/S KENNEDY P.(W/OP), SGT.BORTON W.J.(A/G). SGT.TURLEY (P) who baled out over N.AFRICA after being hit by flak over MESSINA BEACHES has now been posted back here. Preparations for the move are proceeding and F/L HOWARTH and the S/L(A) from Wing have gone up to DEPIENNE to select a suitable campsite. During the afternoon an aircraft swung on take-off and ran into the line of parked a/c, wrecking itself and damaging two others - one of ours and one of 150 Squadron. The crew - F/S JONES and crew - suffered only minor injuries.	
	12/13.11.43		Ten a/c were detailed to attack Marshalling Yards and Railway Bridge at PONTASSIEVE (near FLORENCE). All took off but two returned early with engine trouble. The remaining eight all found the target in spite of considerable cloud and a fairly successful attack was made although results were hard to observe. There was considerable cloud over sea clearing to 4/10 - 8/10 in target area. One a/c also successfully dropped leaflets on TURIN.	
	13.11.43		Final preparations for the move are going on.	

(71086—9303) Wt. 34651—9320 150M 11/42 T.S. 709

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Place	Date	Time	Summary of Events	References to Appendices
KAIROUAN	13/14.11.43		A new target tonight - the Antheor Railway Viaduct near NICE - our first French target in this campaign and a nine hour trip. Six aircraft took off - five from BONE and one (a 4000lb) from EL OUINA. One of the five returned early with oil pressure drop. Most of the aircraft were able to identify the target but results could not be observed because of evasive action taken. The 4000lb bomb was dropped from 1500 and burst close to viaduct foundations. One a/c (W/O ANDERSON) unable to positively identify the target flew up and down the coast until dawn when he bombed the coast road a few miles E. of NICE, reaching Base at 1050 hrs. having set out at 0010hrs.	
	14.11.43		The advance party of 100 men and 20 lorries left this morning for OUINA that being the last minute change of destination. They were met there by F/L HOWARTH who had selected and layed out a campsite. Bad roads and diversions delayed arrival until 1630 hrs. leaving one hour of daylight, so the men were quickly got under canvas and the lorries off-loaded and sent back to KAIROUAN.	
OUINA No.2 (35'40"N 10'01"E)	15.11.43		At 6 a.m. work started, erecting the Maintenance marquees on the Technical Site down on the Runways, and continuing work on the Domestic Site. The Domestic Site is on sloping ground overlooking the runways but about 1½ miles distant from them. The camp is laid out in lines in a small area, very different from the widely dispersed camps we have had ever since leaving HILDA in May. During the day the aircraft began to arrive and the C.O. and the Main Party arrived by road at 1830 - after dark. After a hot meal tents were erected and everyone got under shelter. The following crews have arrived here: F/S STINSON G.R.(P), SGT.SHARPE D.A.(N/N), SGT.AINSWORTH T.W.(B/A), SGT.PERKINS R.A.(W/OP), SGT.McKAY R.(A/G), and F/S CARSON R.N.(P), SGT.GREENSLADE H.J.(NAV), SGT.BALLANTYNE H.R.(B/A), SGT.GRAHAM W.J.(W/OP), SGT.TITE W.H.S.(A/G).	
	16.11.43		Work started again bright and early off-loading the Main Party lorries, some of which had to go back again for the Rear Party. Although we could operate Group have been asked not to put us on tonight so that everyone may have a chance to get organised. F/O H.HURTON the Navigator of SGT.KILBURN's crew who ditched on the night 9/9 is posted to No.2 B.P.D. on completion of his second tour.	

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Place	Date	Time	Summary of Events	References to Appendices
CORSICA	17.11.43		The normal work of the Squadron is now proceeding. A feature of the new location is much colder weather, particularly the nights, and strong N.W. winds. There are several Squadrons of U.S.A.A.F. Fortresses on this and surrounding dromes and large formations go out almost daily. The following crew arrived today: F/S MORTON W.C.(P), SGT.MULLER H.J. (N/N), SGT.CRANSHAW C.W.(B/A), SGT.CATHERALL V.(W/OP), SGT.HEX E.F.(A/G).	
	18.11.43		Operations ordered for tonight but later cancelled due to Met. F/S LAWRENCE who was SGT.TURLEY's navigator has been posted back here.	
	19.11.43		Operations cancelled due to Met.	
	20.11.43		Squadron STAND DOWN.	
	21.11.43		Operations cancelled due to Met. SGT.ORR D.C.(A/G) posted to this Unit.	
	22/23.11.43		Twelve a/c took off to bomb railway junction and A/D at CLAMPINO. One a/c returned immediately after take-off. The remaining eleven all identified the target and a good attack was carried out, several sticks being laid across each target. There was cloud over the sea in the S. but the target was clear.	
	23.11.43		Operations cancelled due to bad weather.	
	24/25.11.43		Fifteen a/c were detailed to bomb the Fiat Ball Bearing Plant at TURIN. One a/c (a 4000LB) went to advance base at ELMAS/SARDINIA but did not take off owing to refuelling difficulties. One aircraft returned early with engine trouble. Eight aircraft landed safely at BASE. Five aircraft are unaccounted for and must be presumed missing. Owing to extremely bad weather conditions N. of CORSICA six aircraft were forced to turn back. Two aircraft reached the target area but were unable to identify owing to 10/10 low cloud. One of the eight accounted for was acting as illuminator for 231 Wing but was forced to turn back by the weather conditions. The weather was fair up to C.CORSE then deteriorated rapidly with 10/10 medium from 2-5000 and another layer of 10/10 from 6000 to over 11000. Rain and icing were encountered above 7000. From the whole Group nineteen aircraft are unaccounted for.	See at end of month for missing crews.
	25.11.43		One of the aircraft missing from last night is thought to have ditched near BASTIA/CORSICA But there are no details (W/S BEYANT and crew). Operations cancelled due to Met.	

(21686—9505) Wt. 54631—8524 150M 12/43 T.S. 700

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Place	Date	Time	Summary of Events	References to Appendices
ORDNA	26.11.43		F/S MOORE (NAV) of SGT.FLITCROFT's crew is posted to this Unit but is unfit for flying duties for 3 months.	
	26/27.11.43		Six aircraft were detailed to attack R/R Bridge at GROSSETO. The aircraft took off 1730/1756 but owing to bad weather a recall signal was sent out and all aircraft landed at BASE at 1900/2140. One aircraft also took off to drop German nickels over Battle Area, but owing to misunderstanding the recall signal to the main force he also returned to BASE.	
	27.11.43		Operations cancelled due to Met. Operations were to have been an attack on R/R Bridge at GROSSETO to be made at dusk leaving BASE at 1400 hrs.	
	28/29.11.43		Seven aircraft took off to attack CIAMPINO A/D. One a/c returned early. Illumination generally was poor flares being widely scattered. Results of bombing could not be observed in most cases. Four a/c claimed to have bombed the target where several T.E. a/c were seen and one a/c bombed hangars possibly at CENTO CELLE A/D. An a/c was seen to be owned by 3-4 S/Ls believed over CENTO CELLE and shot down by light flak. There was a fair amount of cloud over the S. part of the route. Over mainland and target there was 3-6/10 cumulus at 2500. Two a/c also took nickels to Battle Area.	
	29.11.43		Squadron STAND-DOWN. One of the crews missing on the night 24/25.11 (F/S BRYANT and crew) are now known to be safe, having made their way to BASTIA/CORSICA. The crews now unaccounted for from the night 24/25.11 are: F/S R.C.TYASS(P), SGT.SUMMERS F.(NAV), SGT.KNIGHT W.(B/A), SGT.LE BOLDUS J.(A/G) - SGT.WADE J.G.(P), F/S LAWRENCE L.E.(NAV), SGT.GLENWRIGHT A.G.(B/A), SGT.KNAPP J.P.(W/OP), SGT.CARTER K.R.(A/G) - SGT.BETTS R.H.(P), SGT.HURNELL P.(NAV), SGT.SMITH S.F.(B/A), SGT.BOWMAN C.T.(W/OP), SGT.BARTON S.A.(A/G) - SGT.OULLETTE S.J.(P), P/O MAIR C.M.(NAV), SGT.ARMSTRONG G.P.(B/A), SGT.ROWSELING G.(W/OP), SGT.TOPP G.U.(A/G - SGT.SMITH A.D.(P) was flying as second Pilot and SGT.CLARK H.A.(W/OP) as Wireless Operator in F/S TYASS' crew.	
	30.11.43		Operations cancelled due to Met. At the C.O's conference today it was learned that we are moving again - this time to ITALY. The Main Party is to leave for FOGGIA by ship on 7/12 and two Air Parties to leave on 10/12 and 12/12.	

W/C.,
Commanding, No.142 Squadron

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