

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. 1.

See instructions for use of this form in K.R. and A.C.I.,
para. 2549, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 229 (F) Squadron, (Detachment at Northolt) No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
NORTHOLT.	9.9.40.	13.45	Nine aircraft, "A" Flight, No. 229 Squadron, departed WITTERING for NORTHOLT, followed by "B" Flight, ten aircraft, at	
		14.00	all under the command of Squadron Leader BANHAM, on an estimated period of detachment for 14 days, instructions being received from Headquarters Fighter Command. At	
		17.40	twelve aircraft took off on a Base Patrol below cloud: enemy aircraft were seen, but these were too distant and no contact resulted, all our machines returning at	
	10.9.40.	18.30		
			Flying conditions were very bad, with fine rain and much low cloud in the early morning: rain cleared by mid-day, however, but the sky was still overcast. No calls were made on the Squadron during the day.	
	11.9.40.	15.20		Weather conditions were greatly improved, with the sun shining and very little cloud. At
			twelve aircraft took off on a Base-BIGGIN HILL patrol, encountering large numbers of enemy aircraft: in the ensuing encounter four enemy aircraft were shot down, with three probables and two at least damaged. Casualties to the Squadron consisting of Pilot Officer RAVENHILL having to descend by parachute with his machine hit by gun fire, being admitted to Langley Hospital, Shorncliffe, suffering from shock. P/Lt. RIDGEMAN also suffered superficial facial injuries when the windscreen of his machine was broken by machine gun fire. Pilot Officer CARVER has also not returned so far, and must be regarded missing. At	
18.15		a further patrol over Base was carried out by twelve aircraft, but no contact was made and all aircraft returned safely.		
12.9.40.		Information was received that P/O CARVER, who was yesterday missing, had been shot down and descended by parachute, being admitted to Hospital suffering from burns on the face and wrist. Weather was quite good, with a fresh wind, although later some cloud developed. No flying was carried out during the day.		

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Place	Date	Time	Summary of Events	References to Appendices
	13.9.40.		At	
		07.35	one aircraft was detailed for interception patrol, but no contact was made, the machine returning at	
		08.05	A further patrol was made, however, by the same machine from	
		08.15	until	
		08.25	but this also had no result. At	
		09.45	one aircraft was detailed to patrol Base, but at	
		10.25	this was recalled without having contacted enemy aircraft.	
			Weather was rather bad, rain falling periodically throughout the day, accompanied by wind and low cloud.	
	14.9.40.		Flying conditions were greatly improved, although a considerable quantity of cloud was still present. At	
		15.50	twelve aircraft took off on interception patrol: during the patrol the rear-guard (Sgt. HYDE) became separated from the remainder of the Squadron, and was attacked by enemy aircraft: the pilot was uninjured but was forced to carry out a landing at HESTON. Sgt HYDE later rejoined the Unit by road. No enemy aircraft were seen by the remainder of the Squadron, and even Sgt. HYDE did not see the aircraft which attacked him. At	
		18.15	a further patrol was carried out, but no contact resulted.	
	15.9.40.		Weather was very good, with very little cloud and the sun shining. During the morning Pilot Officer RAVENHILL rejoined the Unit from Hospital, his only injuries being a sprained elbow and bruises around the eyes. At	
		11.15	twelve aircraft took off to patrol BIGGIN HILL, and contact was made with enemy aircraft. P/Lt. RIMMER shot down a DO.215, which crashed near SEVENOAKS: P/O ORTMANS and Sgt. OMMANNEY attacked a DO.215, which crashed near CRANBROOK. Sgt. OMMANNEY claimed a ME.110 also, which crashed near PLUCKLEY. Several enemy aircraft were also damaged, but no definite crashes were seen to take place. P/O SMITH, of this Squadron, was hit in the leg and had to bale out,	

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
P.3422.	P/O SIMPSON.	Pilot.				
N.2466.	P/O McHARDY.	Pilot.				
P.2877.	P/O ALLCOCK.	Pilot.				
P.3475.	Sgt. JOHNS.	Pilot.				
P.3265.	P/O BARY.	Pilot.	17.40	18.30	Base Patrol.	
P.3037.	Sgt. MITCHELL.	Pilot.				
P.3039.	P/O RAVENHILL.	Pilot.				
P.3710.	P/O BRIGHT.	Pilot.				
P.3716.	F/Lt. SMITH.	Pilot.				
<u>11. 2. 40.</u>						
P.3475.	S/Ldr. BANHAM.	Pilot.		16.35		
P.3463.	F/Lt. RIDGER.	Pilot.		16.30		
P.2901.	P/O VERITY.	Pilot.		16.35		
N.2492.	Sgt. HYDE.	Pilot.		16.50		
P.2877.	P/O SMITH.	Pilot.	15.20	16.45	Base - Biggin Hill Patrol.	
P.3037.	P/O DEWAR.	Pilot.		16.20		
P.3716.	F/Lt. SMITH.	Pilot.		17.35		
P.3710.	P/O BRIGHT.	Pilot.		16.35		
P.3712.	P/O BARY.	Pilot.		16.30		
N.2537.	P/O DOUTREPOINT.	Pilot.		16.55		
P.3038.	P/O RAVENHILL.	Pilot.	15.20	-	Base - Biggin Hill Patrol - landed by parachute, aircraft crashed.	
N.2466.	P/O CARVER.	Pilot.		-		
P.3603.	P/O BIDGOOD.	Pilot.	16.30	16.50	Base - Biggin Hill Patrol.	
P.3422.	S/Ldr. BANHAM.	Pilot.	16.40	17.10		
N.2465.	P/O VERITY.	Pilot.	16.40	17.10		
P.3227.	Sgt. JOHNS.	Pilot.	16.45	17.10		