

Squadron Leader J.H.Sauvage OBE, DSO, DFC & BAR

PILOT



This work has been produced on behalf of
97 (Straits Settlements) Squadron Association by the
webmaster 97 (Straits Settlements) Squadron Association

References: 97 Squadron Operational Record Books 1939-1943

Achieve Your Aim by *Kevin Bending*

Mark Howard

2019

www.97squadronassociation.co.uk

Approved
George R.I.



College of Arms,
January, 1939.

J.D. Astor-Amstrong
Chester Herald
and Inspector of Royal
Air Force Badges

Commanding Officers:

Wg Cdr D.F.Balsdon

Wg Cdr J.H.Kynoch

Wg Cdr J.H.H.Collier DSO DFC

Wg Cdr G.D.Jones DSO DFC

Gp Capt N.H.Fresson DFC

Wg Cdr E.J.Carter DFC*

Wg Cdr A.W.Heward DFC* AFC

Gp Capt P.W.Johnson DSO DFC AFC

(* denotes Bar)

Early in 1941, a large donation was made to the British Government by the Malay Straits Settlements for the purchase of some Avro Manchester bomber aircraft. In appreciation of this, 97 Squadron was authorized to assume the title of "97 (Straits Settlements) Squadron", and it was reformed in February 1941, at Waddington.

25th February 1941 97 Squadron was scheduled to operate from RAF Coningsby as part of 5 Group. The Squadron began to convert to using Lancasters in January 1942 and, in March of that year, 97 Squadron re-located to Woodhall Spa.

re-formed 25.2.41 as No.97 (B) Sqdn from nucleus provided by No.207 (B) Sqdn at: Waddington Feb 1941-Mar 1941

Coningsby : Mar 1941-Mar 1942

Woodhall Spa : Mar 1942-Apr 1943

Bourn : Apr 1943-Apr 1944

"A", "B" & "C" Flts detached to Gransden Lodge, Graveley & Oakington, respectively during Aug/Sep 1943.

Coningsby : Apr 1944 onwards

Aircraft flown by 97 Squadron

Avro Manchester : Feb 1941-Feb 1942

Avro Lancaster B.I and B.III : Jan 1942 onwards



List of Operations

Sauvage, J.H. (Pilot)

F/L 1.4/5 May 43 Dortmund,
2.12/13 May 43 Duisburg,
3.13/14 May 43 Pilsen,
4.23/24 May 43 Dortmund,
5.28/29 May 43 Wuppertal,
6.11/12 Jun 43 Dusseldorf,
7.12/13 Jun 43 Bochum,
8.20/21 Jun 43 Friedrichshafen,
9.3/4 Jul 43 Cologne,
10.12/13 Jul 43 Turin,
11.24/25 Jul 43 Hamburg,
12.7/8 Aug 43 Milan,
13.10/11 Aug 43 Nuremburg,
S/L 14. 12/13 Aug 43 Milan,
15. 14/15 Aug 43 Milan,
16.17/18 Aug 43 Peenemunde,
17. 23/24 Aug 43 Berlin,
18. 27/28 Aug 43 Nuremberg,
19.31 Aug/1 Sept 43 Berlin,
20. 3/4 Sept 43 Berlin,
21.5/6 Sept 43 Mannheim,
22. 6/7 Sept 43 Munich,
23.22/23 Sept 43 Hanover,
24.23/24 Sept 43 Mannheim,
25.27/28 Sept 43 Brunswick,
26. 2/3 Oct 43 Munich,
27. 4/5 Oct 43 Ludwigshafen,
28.18/19 Oct 43 Hanover,
29. 20/21 Oct 43 Leipzig,

DETAILS FROM OPERATIONAL RECORD BOOK

4/5 May 1943 Dortmund

4.5.43 10 Lancasters detailed to raid Dortmund. All successfully bombed target or target area. Aircraft were diverted owing to bad weather on return. Lancaster ED880, Sgt Reilly, crashed at Waterbeach. The crash was due to overshoot in bad weather, the aircraft eventually colliding with a dispersed Stirling aircraft. Sgt Reilly was killed. Sgt Gibson, Sgt MacFarlane and F/O Hopps were transferred to Ely suffering from multiple injuries. The remainder of the aircrew only suffered minor injuries and shock.

4/5 May 1943 Dortmund – Bomb Load 1 x 4000lb, 4 x 1000lb, 6 x 500lb, 2 x 250lb

ED862P F/L J.H.Sauvage, Sgt W.G.Waller, P/O H.A.Hitchcock, P/O F.Burbridge, F/Sgt E.Wheeler, P/O J.F.(?) Blair, Sgt G.W.Wood. Up 2213 Down 0412. Primary objective Duisburg attacked. Clear, 20,000'. Bombed on centre of concentration of green TI markers. One big explosion observed. Good glow of fires seen.

12/13 May 1943 Duisburg

12.5.43 12 aircraft detailed to attack Duisburg. S/L Burns DFC and Sgt Treacy dropped markers. The raid was very successful and many fires were seen. Defences seemed to break down judging from the flak and searchlights. Many night fighters were seen. All aircraft returned safely to base. This raid was equal in tonnage of bombs to the 1000 aircraft raids previously. Night training was cancelled.

12/13 May 1943 Duisburg – Bomb Load 1 x 4000lb, 3 x 1000lb, 8 x 5000lb

ED878K F/L J.H.Sauvage, Sgt W.G.Waller, F/O H.A.Hitchcock, F/O F.Burbridge, F/Sgt E.Wheeler, F/O J.E.Blair, Sgt C.W.Wood. Up 2340 Down 0406. Duisburg attacked. Moonlight, no cloud, visibility very good. Target identified visually and by TI markers. Bombed on red TI markers.

13/14 May 1943 Pilsen

13.5.42 9 Lancasters detailed for ops. 7 aircraft took off to raid Pilsen, 2 aircraft were unable to take off, one being bogged down and the other u/s with engine trouble. From accounts the raid was very successful and weather good. 6 out of 7 obtained photographs. All aircraft returned safely to base. 5 aircraft also carried out night cross countries.

13/14 May 1943 Pilsen - Bomb load 1 x 4000lb, 6 x 500lb

ED928V F/L J.H.Sauvage, Sgt K.Fairlie, F/O H.A.Hitchcock, F/O F.Burbridge, F/Sgt E.Wheeler, F/O J.E.Blair, Sgt C.W.Wood. Up 2141 Down 0509. Bomb load 1 x 4000lb, 6 x 500lb. Target Pilsen attacked. Good visibility. Centre of cluster of 5 Red TI markers in sight when we bombed. Several bursts seen but smoke obscured further observation. Vague glow visible on leaving target area.

23/24 May 1943 Dortmund

23.5.42 15 Lancasters detailed to attack Dortmund. 3 of these aircraft were Path Finders. The raid was concentrated – weather clear but dark. All aircraft returned safely to base.

23/24 May 1943 Dortmund – Bomb Load 1 x 4000lb, 4 x 1000lb, 7 x 500lb

ED940N F/L J.H.Sauvage, Sgt W.C.Waller, F/O H.A.Hitchcock, F/O F.Burbridge, F/Sgt E.Wheeler, F/O J.E.Blair, Sgt G.W.Wood. Up 2240 Down 0300. Primary target Dortmund attacked. 20,000'. No cloud, clear. Released bombs on red TI markers which were in sights. Own bursts not observed. One particularly large explosion seen after leaving target.

28/29 May 1943 Wuppertal

28/29 May 1943 Wuppertal – Bomb Load 1 x 4000lb, 12 SBC

ED940N F/L J.H.Sauvage, Sgt W.G.Weller, F/O A.H.Hitchcock, F/O F.Burbridge, F/Sgt E.Wheeler, F/O J.E.Blair, Sgt G.W.Wood. Up 2204 Down 0306. 1 x 4000lb, 12 SBC. Primary target Wuppertal attacked. 20,000'. Visibility good. Red TI markers in sight when bombs released. Several red fires going and were visible 40 miles away.

11/12 June 1943 Dusseldorf

11/12 June 1943 Dusseldorf – Bomb Load 5 TIs, 1 x 4000lb, 4 x 1000lb, 1 x 500lb

ED940N(?) F/L J.H.Sauvage, Sgt W.G.Weller, P/O H.A.Hitchcock, F/O F.Burbridge, F/Sgt E.Wheeler, F/O J.E.Blair, Sgt G.W.Wood. Up 2306 Down 0329. Primary target Dusseldorf bombed. 20,000'. Moderate visibility. Ground haze. Bombs released on red TI markers. A mass of red fires were under way. 6 large ones burning across TIs. Glow seen from Dutch coast.

12/13 June 1943 Bochum

12.6.43 17 aircraft detailed for ops. High Level Bombing training during day. Target raided was Bochum. The raid was successfully completed although there were many reports of other aircraft being very close on run in to target. One aircraft, F/Sgt Thomas is missing – no news received since aircraft left base. Weather was fine and moonlight.

12/13 June 1943 Bochum – Bomb Load 4 x TI, 1 x 4000lb, 4 x 1000lb, 4 x 500lb

ED940N F/L J.H.Sauvage, Sgt W.G.Weller, F/O H.A.Hitchcock, F/O F.Burbridge, F/Sgt E.Wheeler, F/O J.E.Blair, Sgt G.W.Wood. Up 2244 Down 0345. . Primary objective Bochum attacked. 20,000'. 5/10ths cloud. Bombs released on red TI markers. One terrific explosion seen before bombing at 1021 hours. Many bursts seen with fires taking hold.

OPERATION BELLICOSE

On 16th four aircraft and crews were detailed to Scampton, the captains being F/L Sauvage, F/L Rodley, P/O Jones and P/O Munro. On night of 17th a practice in target illuminating and marking by those crews in preparation for a special mission was carried out. On 20th the attack was executed, the target being the radio location factory at Friedrichshaven. The area was successfully illuminated by flares and TIs being dropped, one by F/L Sauvage, marked the centre of the target and was then bombed by the Main Force. The 4 aircraft had to make several runs through opposition of searchlights and flak, all 4 being hit. When the attack was concluded, the force proceeded to Maison Blanche near Algiers. On 23rd Spezia was attacked on the return journey. F/Ls Sauvage and Rodley were unable to participate owing to the unserviceability of their aircraft. P/Os Jones and Munro successfully illuminated the area with flares and good bombing followed. A heavy explosion took place, believed to be an oil or petrol dump. F/L Sauvage and F/L Rodley were able to return 2 days later via Gibraltar.

20/21 June 43 Friedrichshaven (from Scampton)

20/21 June 43 Friedrichshaven (from Scampton) – Bomb Load 2 x TI, 32 flares, 2 x 500lb unless stated

ED868A P/O J.F.Munro, Sgt H.Townsley, P/O A.H.G.Spencer, Sgts E.J.Suswain, S.Nevard, K.S.Bennett, F/Sgt W.Hill. Up 2145 Down 0745. Target Friedrichshaven attacked. 11,000'. No cloud. Visibility excellent. Target identified visually in light of flares. Made first run over target dropping flares. Bombs were dropped during another run over target on concentration of green target indicators. Bombing was well concentrated on target. Own 4000 pounder seen to burst right on sheds. Landed at Maison Blanche.

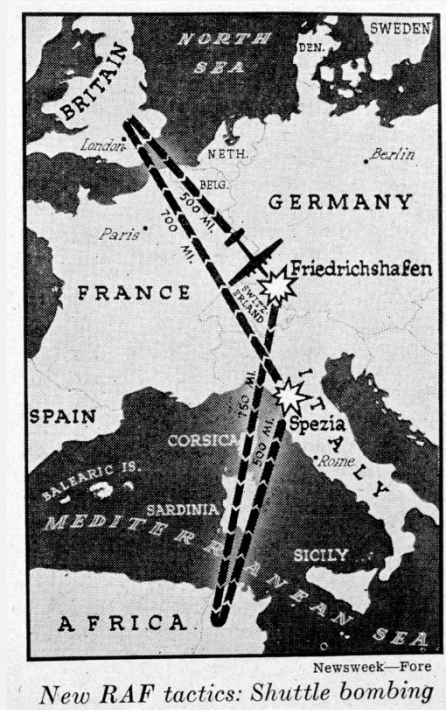
ED870T P/O D.I.Jones, Sgt M.Hemming, P/O A.J.Silk, F/O T.Hodkinson, Sgts J.L.Hannah, F.Strange, J.Brierley. (Time not known). Friedrichshaven attacked. Further details not known. Crew being on leave and Navigator's log book not available.

ED940N F/L J.H.Sauvage, Sgt W.G.Waller, P/O H.A.Hitchcock, F/O F.Burbridge, F/Sgt E.Wheeler, P/O J.E.Blair, Sgt G.W.Wood. 6 x TI, 16 flares, 8 x 500lb. Up 2155 Down 0804. Target Friedrichshaven attacked. Visibility perfect, no cloud. 9,000'. Target identified visually by light of flares. Flares, TIs and bombs dropped on marked area. Bombs seen to fall on factory itself which soon became covered with smoke. Landed at Maison Blanche.

ED839C F/L E.E.Rodley, Sgt J.Duffy, W/O H.Boyd, Sgts R.R.Rae, S.S.Ramsden, R.N.V.Daniels, F/Sgt M.T.O'Donoghue. 6 x TI, 16 flares, 8 x 500lb. Up 2145 Down 0755. Primary objective Friedrichshaven bombed. No cloud. Visibility good. 10,500'. Dropped red TI on first run. On second run, green TIs and bombs were dropped on factory which could be clearly seen in light of flares. Early bombing was very accurate but later became wild. Landed at Maison Blanche.

(this was the wars first shuttle raid, S/L Sauvage only completed the outward Operation due to damage over the target)

OPERATION BELLICOSE



The crew in the photo are: (from left) Geoff Wood (Rear Gunner), Eddie Wheeler (Wireless Op), Bill Waller (Flight Engineer), Johnnie Sauvage, Jackie Blair (Mid Upper Gunner), "Hitch" Hitchcock Navigator, Peter Burbridge (Bomb Aimer).

OPERATION BELLICOSE

23/24 June 1943 Spezia (from North African Base)

23/24 June 1943 Spezia (from North African Base) – Bomb Load 8 x 500lb 6 SBC

ED836A P/O J.F.Munro, Sgt H.Townsley, P/O A.H.G.Spencer, Sgts E.J.Suswain, S.Nevard, K.S.Bennett, F/Sgt W.Hill. Up 1940 Down 0412. Target Spezia attacked. Visibility poor with haze and smoke. 15,000'. Target identified by headland of Palmaria in light of flares. Harbour of Spezia seen in light of flares. Target in bombsight but own results not seen. One large explosion seen in north-east corner of harbour.

ED870T P/O D.I.Jones, Sgt M.Hemming, P/O A.J.Silk, F/O T.Hodkinson, Sgts J.L.Hannah, F.Strange, J.Brierley. Up 1955 Down 0409. Primary target Spezia bombed. 12,000'. No cloud but heavy smoke screen. Harbour identified visually by aid of flares. Own bombs not seen to burst. One very large explosion seen at 2346 hours in target area. Believed to be oil storage dump. Flak and searchlights more numerous than on previous visit.

Extract from "Air Battle for the Ruhr" by Alan Cooper – raid on Friedrichshafen 21/22.6.43

The marking was to be done by four Pathfinder aircraft of 97 Squadron.

The PFF aircraft of 97 Squadron were led by Flight Lieutenant Joseph Henri Jean Sauvage DFC. While Sauvage and his crew were on their fourth run over the Zeppelin works, their aircraft was hit by heavy flak and suffered serious damage, but they were

able to make the journey to North Africa. Four PFF aircraft piloted by Sauvage, Flight Lieutenant Rodley, Pilot Officer Jones and Pilot Officer Munro, did not take part in the La Spezia raid on the return journey to the UK. On 28 July Sauvage was recommended for a bar to add to his DFC for the Zeppelin operation. At the time Sauvage had completed 43 operations.

Extract from "Pathfinder Force – A History of 8 Group" by Gordon Musgrove – raid on Friedrichshafen 21/22.6.43

On June 20-21, four crews of 97 Squadron went 'slumming'. Setting out from Scampton, they spearheaded an attack on the Zeppelin works at Friedrichshafen on Lake Constance for 56 Lancasters of 5 Group.....F/Lt Sauvage got his TI's within 200 yards of the aiming point, and the Deputy Master Bomber ordered crews to bomb them.....the Marker crews were badly mauled by flak over the target and only 2 of the 4 were able to make the return trip when La Spezia was bombed.

3/4 July 1943 Cologne

3.7.41 Bombing and beam flying in morning. 18 aircraft detailed for ops. Cologne attacked very successfully, there being no cloud with good visibility. The river and target were identified visually in most cases and the bombs were well placed. Large fires and explosions ensued. One aircraft, F/O Rembridge failed to return, nothing was heard from aircraft since it left base.

3/4 July 1943 Cologne – Bomb Load 4 x TI, 1 x 4000lb, 6 x 1000lb

EE176N F/L J.H.Sauvage, Sgt W.G.Waller, F/O H.A.Hitchcock, F/O F.Burbridge, F/Sgt E.Wheeler, F/O J.E.Blair, Sgt G.W.Wood. Up 2245 Down 0340. Target Cologne attacked. No cloud. Visibility good. 19,500'. Bombs released on single red TI marker in bombsight with slight overshoot as briefed. Own green seen on red. One huge explosion at 0143. Fires starting.

12/13 July 1943 Turin

12.7.41 19 aircraft detailed to attack Turin. One aircraft, F/Sgt Evans suffered damage from unknown cause, possibly a collision and had to abandon mission. Another jettison bombs and returned early owing to petrol shortage. The remainder all attacked the target successfully. The built up area and other landmarks being identified visually. Fires were large and explosions seen in target area. A circuitous route had to be followed and the aircraft left and returned to this country in daylight.

12/13 July 1943 Turin – Bomb Load – 2 x TI Red, 2 x LBTI Red, 1 x 4000lb, 4 x 500lb

EE179U F/L J.H.Sauvage, Sgt W.G.Waller, F/O H.A.Hitchcock, F/O F.Burbridge, F/Sgt E.Wheeler, F/O J.E.Blair, Sgt G.W.Wood. Up 2236 Down 0646. Bombed Turin from 13,000'. Visibility good, no cloud. Yellow flares burning on ground from west to east across aiming point. Fires and smoke well concentrated around aiming point.

24/25 July 1943 Hamburg

24.7.42 Day cross country and air firing practice carried out. 14 aircraft detailed as markers and three as Main Force, with aircraft reserve for ops. Target attacked was Hamburg. All successfully bombed the target area. There was some ground haze over the target. Many fires and bursts were seen. Flak was heavy but moderate for Hamburg. All aircraft returned safely to base. The use of "windows" was made on this raid for the first time.

24/25 July 1943 Hamburg – Bomb Load 5 x TI, 1 x 4000lb, 3 x 1000lb

EE176N F/L J.H.Sauvage, Sgt W.G.Waller, F/O H.A.Hitchcock, F/O F.Burbridge, F/Sgt E.Wheeler, F/O J.E.Blair, Sgt G.W.Wood. Bomb load as F/L Wareing. Up 2209 Down 0357. Hamburg. 17,000'. Light, 2/10ths cloud. Visibility moderate. Saw yellow and red TI. Bombed on centre of concentration of red TI markers. Very big flash seen at 0107 in concentration of TIs.

7/8 August 1943 Milan

Day cross countries and bombing practice. 5 aircraft detailed for ops, Milan being the target. All aircraft were visual markers. No cloud, no moon and visibility good. Raid was concentrated and considered satisfactory. Large explosions seen and big fires developing. All returned to base.

7/8 August 1943 Milan – Bomb Load 4 x TI, 1 x 4000lb unless stated

JA908N F/L J.H.Sauvage, Sgt W.G.Waller, F/O H.A.Hitchcock, F/O F.P.Burbridge, F/Sgt E.Wheeler, F/O J.E.Blair, Sgt G.W.Wood. Up 2131 Down 0521. Milan attacked. No moon. No cloud. Visibility good. 12,000'. Bombed on centre of concentration of red and green TIs, overshoot 4 seconds. Fires average, rather scattered. One column of smoke up to about 5,000'.

10/11 August 1943 Nuremburg

18 aircraft detailed for tonight's operations. Only 17 aircraft took off owing to a gunner in F/O de Wesselow's crew refusing to fly because of domestic troubles. The raid was against Nuremburg. Only moderate flak which seemed ineffective was encountered. Searchlights could not penetrate cloud which covered target area. Visibility above cloud was good. Two crews F/L Covington DFC and P/O Baker are missing from this operation. No news of them having been received since aircraft left base. Lancaster JA715 P/O Brown was rendered CAT A.C. due to enemy flak. The raid started off widely scattered. Some markers believed to have fallen in the town and bombs were seen bursting in built up area. 12 aircraft were backers up and 5 non-markers.

10/11 August 1943 Nuremburg – Bomb Load 4 x TI, 1 x 4000lb, 3 x 500lb

JA708N F/L J.H.Sauvage, Sgt W.G.Waller, F/O H.A.Hitchcock, F/O F.P.Burbridge, F/Sgt E.Wheeler, F/L J.E.Blair, Sgt G.W.Wood. Up 2148 Down 0514. Target Nuremburg attacked. 16,000'. Half moon. 10/10ths cloud. Target identified in light of white flares. Bombed on centre of red TI markers. No actual fires seen but glow under cloud observed on leaving.

12/13 August 1943 Milan

18 aircraft and two reserves have been detailed for operations. One aircraft detailed for blind marking, 2 aircraft visual marking, 12 aircraft backers up and 3 non-markers. All aircraft took off to attack Milan. One aircraft returned early. The raid seemed to be well concentrated and if TIs were in correct position the raid should have been a complete success. Opposition was very poor – no cloud over target and visibility was very good. Fires gave off good glow visible from beyond Turin. Windows were also dropped. All 17 aircraft returned safely to base.

12/13 August 1943 Milan – Bomb Load 4 x TI, 1 x 4000lb, 3 x 500lb.

JA908N S/L J.H.Sauvage, Sgt W.G.Waller, F/O H.A.Hitchcock, P/O F.P.Burbridge, F/Sgt E.Wheeler, F/L J.E.Blair, S/L R.A.McKinna. Bomb load 4 x TI, 1 x 4000lb, 3 x 500lb. Up 2123 Down 0523. Primary Milan bombed. 12,000'. No cloud. Visibility moderate. Bombed on concentration of red TI markers which covered town. 20 to 30 large well concentrated fires observed.

14/15 August 1943 Milan

9 aircraft and two reserves detailed for ops against a target at Milan. Two aircraft on visual marking, 5 aircraft B/U and one non-marker. The raid was considered very successful with no cloud over target. There was ground haze and moonlight. Defences slightly increased since previous raid. Fires were seen. One aircraft returned early after crossing the French coast due to engine trouble.

14/15 August 1943 Milan – Bomb Load 10 flares, 1 x 4000lb, 3 x 500lb unless state

JA908N S/L J.H.Sauvage, Sgt W.G.Waller, F/O H.A.Hitchcock, F/O F.P.Burbridge, Sgt N.Cohen, F/L J.E.Blair, Sgt G.W.Wood. Bomb load as F/L Eaton-Clarke. Up 2136 Down 0540. Breda Works Aerodrome (Milan) bombed. 10,000'. Thick haze. Target identified visually and bursts on aerodrome seen. Fires seen starting up. One buildings in works seen to disintegrate

17/18 August 1943 Peenemunde

Cross countries, air firing and bombing. 20 aircraft detailed for ops and 2 aircraft reserve. Three aircraft did not take off. One returned early from the operation due to instrument failures. The remaining 16 aircraft attacked the target at Peenemunde in the Baltic. Weather was fine with small patches of cloud over the target area. Numerous bomb bursts were seen and buildings burning. Fires were seen in the distance on return. Many enemy fighters seen. All our aircraft returned safely to base.

17/18 August 1943 Peenemunde – Bomb Load 16 Flares, 4 x TI, 1 x 4000lb, 3 x 1000lb unless stated

JA908N S/L J.H.Sauvage, Sgt W.G.Waller, F/O H.A.Hitchcock, F/O F.P.Burbridge, F/Sgt E.Wheeler, F/L J.E.Blair, Sgt G.W.Wood. 4 x TI, 1 x 4000lb, 7 x 500lb. Up 2108 Down 0358. Primary target bombed. 11,700'. Moonlight. 6/10ths cloud. Green TI markers in bombsight at time of bombing. Smoke and cloud obscured ground detail. Red glow visible for one hour after leaving target.

23/24 August 1943 Berlin

21 aircraft and one reserve have been detailed to operate against Berlin. Early briefing and take off at 0815 hours. 21 aircraft took off, 2 aircraft abandoned their sorties, in one case the rear turret was u/s and in the other the mid upper gunner was very sick. All the remaining aircraft attacked the target at Berlin. Large area of fires seen in target area after bombing and were well concentrated. Moon was just rising – no cloud and visibility good. W/Comdr Burns DFC was selected and acted as Master of Ceremonies over the target. Bundles of windows were dropped. P/O Fairlie and crew failed to return. Sgt Chatten was attacked by enemy intruder when over Norfolk and was shot down, the aircraft catching fire. All the crew baled out except for the mid upper F/S Kraemer (Aus) whose body was found later in the wreckage. Sgt Chatten landed safely, but was wounded from gunshot in the leg and ribs and was taken to Ely Hospital – he is progressing favourably. The remainder of the crew baled out safely and were uninjured beyond minor bruises. P/ Dawson was hit by enemy flak which damaged his aircraft. The brake pressure which was damaged caused the aircraft to overshoot beyond the roadway and into a cornfield on landing. The undercarriage did not collapse and there were no injuries, but the aircraft was made Cat A.C. The remaining aircraft landed safely at base. The raid was considered very successful – much damage reported.

23/24 August 1943 Berlin – Bomb Load 4 x TI, 1 x 4000lb, 3 x 1000lb

JA908N S/L J.H.Sauvage, F/Sgt Penny (2nd Pilot), F/Sgt W.G.Waller, F/O H.A.Hitchcock, F/O F.P.Burbridge, W/O E.Wheeler, F/L J.E.Blair, F/Sgt G.W.Wood. 5 x TI, 1 x 4000lb, 3 x 1000lb. Up 2147 Down 0321. Primary Berlin attacked. Dark, no cloud, visibility fair. 18,000'. Bombed centre of concentration of red TIs – none actually in bomb sight. Incendiaries and fires well concentrated.

27/28 August 1943 Nuremburg

22 aircraft and one reserve detailed for ops tonight. 1 aircraft, F/L Jones did not take off due to last minute failures. There was not enough time left to transfer to the reserve aircraft. The remaining 21 aircraft took off to attack a target at Nurnburg. No moon, no cloud, visibility haze and smoke. Bombs were seen to burst in built up area – fires were beginning and glow was seen from about 100 miles away. F/Lt Robertson and crew and F/Sgt Pond and crew failed to return – the remaining aircraft returned safely to base. Intense flak was directed at markers. Red Star vereys were shot off by enemy fighters who seemed to do this on sighting or attacking bombers. Many aircraft were seen to fall at target and as far as Mannheim on return.

27/28 August 1943 Nuremburg – Bomb Load 5 x TI, 1 x 4000lb, 3 x 1000lb.

JA908N S/L J.H.Sauvage, F/Sgt W.G.Waller, F/O H.A.Hitchcock, F/O F.P.Burbridge, W/O E.Wheeler, F/L J.E.Blair, F/Sgt G.W.Wood. 5 x TI, 1 x 4000lb, 3 x 1000lb. Up 2141 down 0449. Nuremburg bombed. 18,000'. No cloud, no moon. By Nav aids "Y" bombed workshops and railway marshalling yards and built up area. No results seen.

31 August/1 September 1943 Berlin

Squadron detachments again detailed 20 aircraft for ops. The target was an area in Berlin. Weather was 9/10ths cloud, visibility good, no moon. Bombs were dropped as detailed but too early for many results to be seen. Incendiaries were seen burning and scattered fires started. Moderate heavy flak rather more than on previous raid, when eased off searchlight and fighter co-operation was attempted. Many enemy aircraft seen. 4 aircraft and crews returned early., 3 due to crew personnel being sick and one due to mid upper turret u/s and intercom u/s. W/C Burns DFC and crew are missing, no news since being received. The remainder all returned to their bases. S/L Rodley's aircraft had the bomb aimer's panel shattered and a hole in the rear of the fuselage at Malenburg.

31 August/1 September 1943 Berlin _ Bomb Load 4 x TI, 1 x 4000lb, 6 x 500lb unless stated

JA908N S/L J.H.Sauvage, F/Sgt W.G.Waller, F/O H.A.Hitchcock, F/O F.P.Burbridge, W/O E.Wheeler, F/L J.E.Blair, F/Sgt S.H.?Ward. Up 2006 Down 0308. Berlin bombed. 5/10ths cloud. No moon. 19,000'. Targte bombed by Nav aid "Y". Bombs released on aiming point. Too early on target for results.

3/4 September 1943 - Berlin

Runways at Bourn now serviceable – all detachments returned this morning to base from Oakington, Graveley and Gransden. Twenty aircraft detailed for operations against Berlin. All aircraft took off and 18 aircraft attacked the target. Weather was cloudy en route – target area was only clear gap. Early aircraft could see red TIs in good cluster and some fires already taking hold. The attack is considered well concentrated and fires were seen by crews homeward bound from 200 miles away. Defences were moderate and quickly died away and then many searchlights were operating in conjunction with fighters. Two aircraft returned early, one with oxygen supply u/s and another due to rear gunner's oxygen supply failing, rendering him unconscious. After jettisoning bombs, a TI exploded, causing fire in bomb bay which was eventually put out and the aircraft landed safely. Sgt Nordhoff, the rear gunner of F/O Riches crew, was killed by cannon fire from an enemy fighter when over the target. Rear turret and hydraulic system were rendered u/s through damage caused by the fighter. All aircraft returned safely to base. Sgt Nordhoff's body is resting at Oakington and will be conveyed by rail to Liverpool for private funeral.

3/4 September 1943 - Berlin

JA908N S/L J.H.Sauvage, F/Sgt W.G.Waller, F/O H.A.Hitchcock, F/O F.P.Burbridge, W/O E.Wheeler, F/O J.E.Blair, F/Sgt G.W.Wood. Up 2220 Down 0351. 7 x TI, 1 x 4000lb, 1 x 1000lb, 1 x 500lb. Primary objective bombed. 19,000'. Clear sky, visibility. Bombed on concentration of red and green TI markers. Saw own bombs burst in built up area. Too early on target to see results but some fires starting up.

5/6 September 1943 - Mannheim

19 aircraft detailed to attack Mannheim – 15 of which successfully attacked the primary target and 4 returned early due to various technical failures. Weather – clear sky, visibility good, some haze. Bombing was concentrated and well placed. Fires seen to be taking hold and were visible for 100 miles on route home. The raid is considered to be well placed and effective. Defence, heavy flak moderate and some searchlight cones over town. Many enemy aircraft seen and several aircraft seen to fall in flames. All aircraft returned safely to base.

5/6 September 1943 - Mannheim

JA908N S/L J.H.Sauvage, Sgt W.G.Waller, F/L H.A.Hitchcock, S/L R.A.McKinna (AB), F/O F.B.Burbridge (AB), W/O E.Wheeler, F/L J.E.Blair, F/Sgt G.W.Wood. Up 1949 Down 0202. 3 x TI, 1 x 4000lb, 6 x 500lb. Primary objective Mannheim attacked. No cloud, smoke haze. Target identified visually and by H2S. Bombed cascading TI, own results not seen. Bomb bursts but fires had not started.

6/7 September 1943 - Munich

6.9.43 17 aircraft detailed for operations against Munich. 2 aircraft were withdrawn due to rear gunner being sick and engine trouble in the other aircraft. One aircraft returned early, the navigator being sick – oxygen supply u/s. The remaining 14 aircraft attacked Munich but owing to 9/10ths medium cloud, tops 12-14,000' – vis moderate, the results of bombing were generally unobserved. Reflection below cloud was seen of some HE bursts and glow of scattered fires. Moderate H/F inaccurate and many searchlights illuminating cloud. Fighters were very active. F/Lt Berridge's aircraft was damaged by enemy flak. Enemy aircraft made paths of three lines of seven flares each at regular spaces denoting route taken by bombers. One aircraft landed at Upper Heyford, the remainder returned safely to base.

6/7 September 1943 - Munich

JA908N S/L J.H.Sauvage, F/Sgt W.G.Waller, F/L H.A.Hitchcock, F/O F.P.Burbridge, W/O E.Wheeler, F/L J.E.Blair, F/Sgt G.W.Wood. Up 2006 Down 0323. 4 flares, 5 x TI, 1 x 4000lb, 4 x 500lb. Target Munich attacked. 17,500'. 9/10ths cloud. Bombed on red TIs – bombs believed to have fallen near aiming point. River and bridge seen on leaving target. Glow from fires reflected through cloud.

22/23 September 1943 - Hanover

22.9.43 "Y" cross countries, SBA, fighter affiliation and bombing training. 20 aircraft detailed to attack a target at Hanover and three aircraft to attack Oldenburg. Three aircraft failed to attack Hanover, F/O Moodie dropping bombs on Emden, having oxygen failure. G/C Fresson jettisoned bombs owing to electrical failure, bombs were forced off by hand; and F/S Roberts jettisoned, port inner being u/s also bomb sight u/s. The attacks were made in good visibility. Very little flak reported but many enemy fighters about. Attacks reported scattered but all in built up area. Numerous fires developing. All aircraft and crews returned safely to base.

22/23 September 1943 - Hanover

JA908N S/L J.H.Sauvage, F/Sgt W.G.Waller, F/L H.A.Hitchcock, F/O F.P.Burbridge, W/O E.Wheeler, F/L J.E.Blair, F/Sgt G.W.Wood. Up 1840 Down 2355. 1 x TI green, 4 flares white, 1 x 1000lb, 216 incs. Hanover attacked from 14,500'. Target identified from fires only. No cloud but slight haze. Green TI concentration quite good. Large area of fires seen creeping up from eastern side of target visible 15 minutes after leaving target – 70 miles away.

23/24 September 1943 – Mannheim

F/O Wilson on NFT had trouble with undercarriage when coming in to land. Aircraft was circled round the airfield for some while trying to lock the undercarriage. Owing to operations taking place the aircraft was diverted to Newmarket where F/O Wilson carried out a successful landing without damage to aircraft. Sixteen aircraft detailed to attack Mannheim and five aircraft on Darmstadt. Both targets were successfully bombed – flak was negligible but many searchlights were operating with fighters. Visibility was good. Two crews are missing from the attack on Mannheim. F/L Fletcher and crew and W/O Stevenson and crew. S/L Foster and the Gunnery Leader S/L McKinna were with F/L Fletcher. No news has been received since leaving base. All other crews returned safely.

23/24 September 1943 – Mannheim

JA908N S/L J.H.Sauvage, F/Sgt W.G.Waller, F/L H.A.Hitchcock, F/O F.P.Burbridge, W/O E.Wheeler, F/L J.E.Blair, F/Sgt G.W.Wood. Up 1923 Down 0112. 4 flares, 3 x TI, 1 x 4000lb, 5 x 1000lb. Primary objective attacked. 11,500'. Dark, no cloud, visibility good. Town detail seen in light of flares. No TIs seen before bombing. Centre of city in bomb sight at time of bombing. No results seen owing to aircraft being coned for six minutes over target.

27/28 September 1943 – Brunswick

JA908N S/L J.H.Sauvage, F/Sgt W.G.Waller, F/L H.A.Hitchcock, F/O F.P.Burbridge, W/O E.Wheeler, F/L J.E.Blair, F/Sgt G.W.Wood. Up 1920 Down 0015. 2 x TI, 1 x 4000lb, 6 x 1000lb. Target Brunswick attacked. 18,500'. Clear sky, visibility good. Target located by precision device – built up area visually. Bombed on red TIs. Own results not seen. Early on target – nothing in way of results seen.

The under mentioned have been awarded the Path Finder Force Badge on the dates started:-

F/L J.H.Sauvage 19.7.43

43045 F/L J.H.Sauvage DFC GD Reposted in capacity of A/S/L Flying w.e.f. 21 aircraft were detailed to attack the target of Munich. Visibility was good and early reports states that the attack was well concentrated. Generally the raid has left the crews with a feeling of satisfaction. All aircraft returned safely.

2/3 October 1943 - Munich

21 aircraft were detailed to attack the target of Munich. Visibility was good and early reports states that the attack was well concentrated. Generally the raid has left the crews with a feeling of satisfaction. All aircraft returned safely.

2/3 October 1943 - Munich

JA908N S/L J.H.Sauvage, F/Sgt W.G.Waller, F/L H.A.Hitchcock, F/O F.P.Burbridge, W/O E.Wheeler, Sgt W.D.Ogilvie, F/Sgt G.W.Wood. Up 1914 Down 0220. 4 x TI, 1 x \$000lb, 3 x 1000lb. Primary objective Munich attacked. 18,500'. No cloud. Target located by H2S. Built up area seen visually. Bombs dropped blind. One large explosion seen at 2238 in middle of TIs. Fires were burning well after target was left.

4/5 October 1943 – Ludwigshaven

JA908N S/L J.H.Sauvage, F/Sgt W.G.Waller, F/L H.A.Hitchcock, F/L F.P.Burbridge, Sgt M.Campbell, F/L J.E.Blair, F/Sgt O.D.Wood (blvd error, should be G.W.Wood). Up 1841 Down 0032. 8 flares, 4 x TI, 1 x 4000lb. Target Ludwigshaven attacked. 19,600'. Clear sky, visibility moderate. Target located by precision device. No results of own bombing seen. Both sides of river well illuminated by flares. Too early at target to see results.

18/19 October 1943 – Hanover

Training as per schedule in the morning and NFTs. 15 aircraft detailed for operations. Briefing at 1500 hours. 15 aircraft attacked Hanover. One aircraft – F/L Moodie and crew is reported missing. Weather 9/10ths cloud tops 15,000', vis good. Defences moderate, H/F predicted up to 22,000', heavy at 12,000', searchlights mainly ineffective, fighter opposition reported great. Generally, owing to cloud, success of raid cannot be assessed. Crews reported glow of fires on cloud and fires were seen as crews were leaving target under cloud.

18/19 October 1943 – Hanover

JA908N S/L J.H.Sauvage, F/Sgt J.Duffy, W/O H.F.Daniels, P/O D.W.Burt, W/O H.Bryson, W/O A.J.Harris, F/Sgt E.F.Bryan. Up 1732 Down 2223. 11 x TI, 1 x 4000lb. Target Hanover attacked. 18,500'. 8/10ths cloud. Vis nil. Owing to thick cloud own bombs were not dropped. Bombs dropped on yellow TIs. Own results not seen. Large orange explosion seen at 2015.

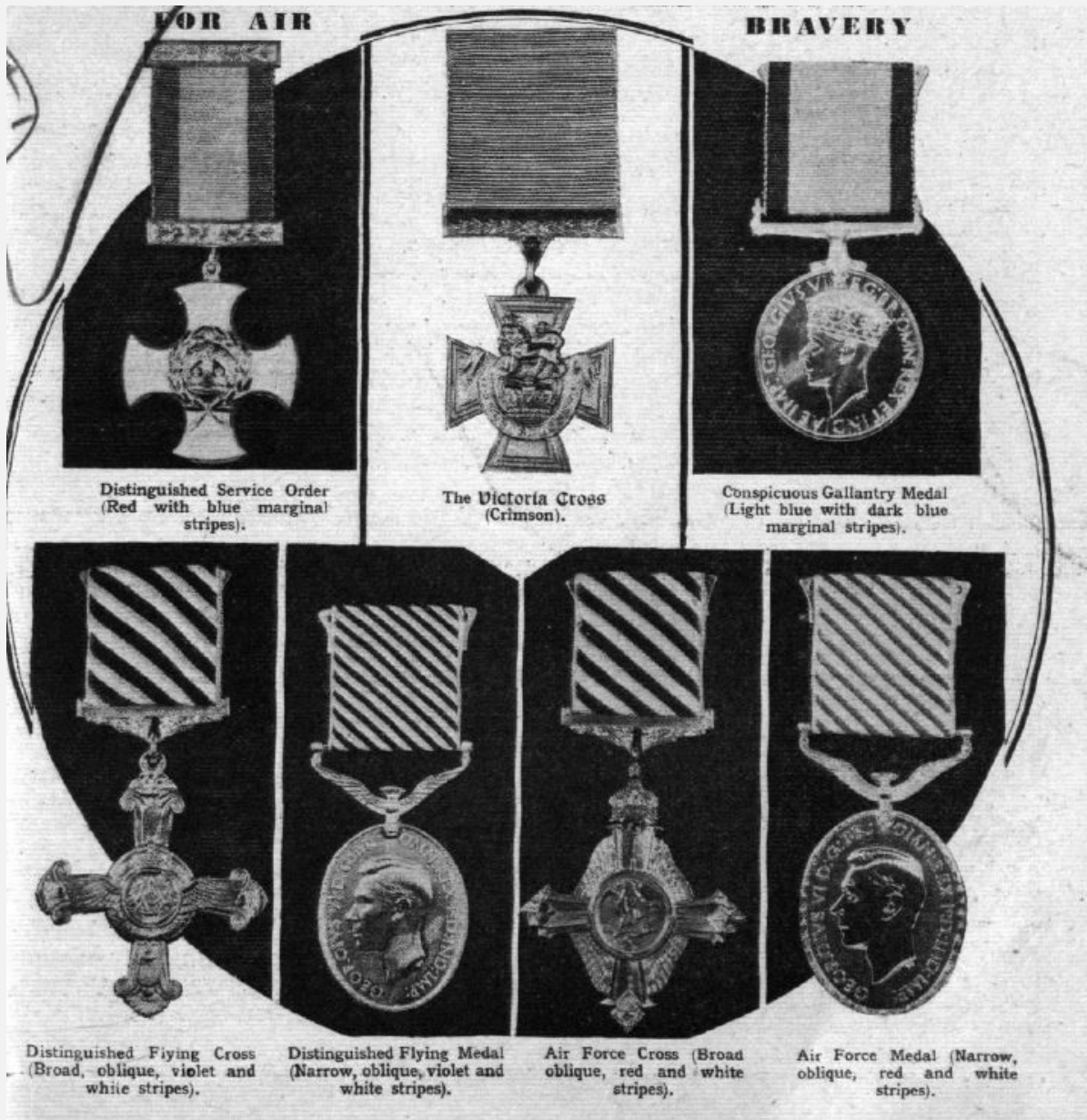
20/21 October 1943 – Leipzig

16 aircraft detailed for operations against Leipzig. 14 bombed the primary, one returned early and one aircraft, P/O Painter and crew, are reported missing. Owing to weather, reports are conflicting, some fires were seen and scattered incendiaries. It is doubtful whether all aircraft actually attacked the primary, the raid being scattered. Defence was reported as moderate. S/Ls seemed to assist fighters – one aircraft had three combats.

20/21 October 1943 – Leipzig

JA908N S/L J.H.Sauvage, F/Sgt J.Duffy, W/O H.F.Daniels, P/O D.W.Burt, W/O H.Bryson, W/O A.J.Harris, F/Sgt E.F.Bryan. Up 1746 Down 0027. 4 flares, 11 x TI, 1 x 4000lb. Leipzig attacked. 16,500'. 10/10ths cloud. No moon. Target located by "Y" aids. Scattered incendiaries seen. Nothing whatever could be seen owing to thick cloud.

17.11.43 P/O Fairlie, Sgt Ball and S/L Parrott reported by IRCC as killed. W/C Alabaster DFC, S/L Rodley DFC and S/L Sauvage DFC awarded the immediate DSO. Y bombing training, SBA and fighter affiliation. 15 aircraft detailed for operations tonight, target being Mannheim. The attack was carried out in 2/10th cloud, vis good, hazy. PFF Group operated with blind bombing, no markers being used. Explosions were seen and fires started and seen on return 30 miles away. From reports of fires and explosions generally it would appear that a fairly good margin of success had been achieved. Defences slight. H/F inaccurate and many S/Ls ineffective. Many fighter flares but no fighter activity seen otherwise. All aircraft returned safely to base. G/C Fresson DFC carried out night training.



Awards

Distinguished Flying Cross

(DFC)



710

SUPPLEMENT TO THE LONDON GAZETTE, 13 FEBRUARY, 1942

Acting Squadron Leader Ernest Wingfield MURRAY (40738), No. 11 Squadron.

This officer has participated in many sorties, most of which have been carried out during recent operations in Libya. He has at all times shown great skill and resource. In December, 1941, during an attack on enemy concentrations on the Mekili area, Squadron Leader Murray's aircraft received a direct hit from a small shell which cut the aileron controls and bent the throttle controls. In spite of this, Squadron Leader Murray maintained formation and, on return to base.

Acting Flight Lieutenant John Wattman GEE (60763), Royal Air Force Volunteer Reserve, No. 99 Squadron.

Acting Flight Lieutenant Eric Lewis HAYWARD (86633), Royal Air Force Volunteer Reserve, No. 106 Squadron.

Acting Flight Lieutenant Anthony Stanley Mortimer PIM (60566), Royal Air Force Volunteer Reserve, No. 408 (R.C.A.F.) Squadron.

Flying Officer Joseph Henri Jean SAUVAGE (43045), No. 44 (Rhodesia) Squadron.

Acting Flying Officer John Beech AUSTIN

Distinguished Flying Cross

(DFC)

A second award of the same medal is referred to as

BAR



SECOND SUPPLEMENT TO The London Gazette

Of FRIDAY, the 13th of AUGUST, 1943

Published by Authority

Registered as a newspaper

TUESDAY, 17 AUGUST, 1943

Air Ministry, 17th August, 1943.

The KING has been graciously pleased to approve the following awards in recognition of gallantry displayed in flying operations against the enemy:—

Distinguished Service Order.

Acting Squadron Leader John Watson ALLAN (89617), Royal Air Force Volunteer Reserve, No. 256 Squadron.

Distinguished Flying Cross.

Flying Officer Harold James DAVIDSON (Aus.411444), Royal Australian Air Force, No. 256 Squadron.

Flight Lieutenant Joseph Henri James SAUVAGE, D.F.C. (43035), Royal Air Force, No. 97 Squadron.

This officer has taken part in a large number of operations during which many important and well defended targets have been attacked successfully. In June, 1943, Flight Lieutenant Sauvage participated in an operation against Friedrichshafen. Whilst over the target area his aircraft was extensively damaged by fire from the ground defences but he flew on to North Africa as planned and made a safe landing at an airfield there. His work on this occasion was typical of the determination he has invariably displayed.

Distinguished Service Order

(DSO)



TUESDAY, 30 NOVEMBER, 1943

Air Ministry, 30th November, 1943.

The KING has been graciously pleased to approve the following awards in recognition of gallantry displayed in flying operations against the enemy:—

Distinguished Service Order.

Acting Wing Commander Robert Clifford ALABASTER, D.F.C. (81065), Royal Air Force Volunteer Reserve, No. 97 Squadron.

Since being awarded a Bar to the Distinguished Flying Cross, this officer has participated in many sorties, including two attacks on Berlin. His fearlessness and skill have been an important factor in the many successes obtained. He is a most efficient flight commander and his example both in the air and on the ground has proved an inspiration to all.

Acting Wing Commander Mervyn Matthew FLEMING, D.F.C. (39975), Reserve of Air Force Officers, No. 419 (R.C.A.F.) Squadron.

Wing Commander Fleming has displayed outstanding skill, courage and devotion to duty. He has undertaken a large number of sorties during which he has attacked many important targets with success. Wing Commander Fleming is an ideal leader, whose example has contributed materially to the operational efficiency of the squadron he commands.

Squadron Leader Humby has displayed great skill and determination and his cool judgment in the face of opposition has inspired great confidence in his crew. He is a highly efficient flight commander, whose fine record is worthy of the greatest praise.

Acting Squadron Leader Ernest Edward RODLEY, D.F.C. (61472), Royal Air Force Volunteer Reserve, No. 97 Squadron.

Squadron Leader Rodley has displayed great courage, skill and resource throughout his tour of operations. He has completed a very large number of sorties, involving attacks on industrial centres in the Ruhr and many other important targets. He has displayed outstanding devotion to duty and his example has inspired all.

Acting Squadron Leader Joseph Henry Jean SAUVAGE, D.F.C. (43045), Reserve of Air Force Officers, No. 97 Squadron.

Since being awarded the Distinguished Flying Cross, Squadron Leader Sauvage has participated in numerous sorties, including three attacks on Berlin. He is highly skilled and a determined pilot, whose gallant efforts have contributed materially to the successes obtained. Squadron Leader Sauvage is a great leader, whose example has proved a source of inspiration.

Acting Squadron Leader Guv de Grave SELLS.

