R.A.F. Form 540
See sustructions for one of this form on K.R. and A.C.I.

OPERATIONS RECORD BOOK

Page No. One

matructions for one of this p 2349 and War Manual. I in R.A.F. Pocher Book.	Date	Time	Summary of Events SECRET.	References to Appendices
			The product of the production of the production of the product of	• 55
TOPCLIFFE	3.3.43.		NUMERICAL STRENGTH OF UNIT AS AT lat MARCH, 1943.	
AM SHALLAR			(Officers) Aircrew Ground (Airmen) Aircrew Ground B-C-A-F 7 191	
			R.A.F. 12 - 47 169	
		***************************************	(U.S.A.) R.C.A.F. 1 - 7	
			Total Strength 37 4 128 360	
* <u>*</u>			Weather: Pair with 4 to 7/10.low and medium cloud and good visibility. Surface wind light variable before mid-day becoming W, Hy 5 to 16 M.P.H. and falling light variable again in evening.	
			Five A/C were detailed for "Gardening" operations in the 1807ARIRES and HEGIATTHE areas. Briefings were held at 14.66 and 15.00 hrs. Three A/C carried 1x E200 and 1x 0300; two carried 2 x 8200 Take off commenced at 15.05 hrs and the rive A/C were sixtowns by 15.07 hrs	<u> </u>
			One A/C returned to base after 1 hr. and 17 minutes due to high starboard engine temperature and high oil pressure. Two of the A/C reached the designated area and were unable to obtain	
			pin point due to heavy fog extending from see level to 500 ft. "Gee" fix could not be ob- tained beyond 05° East. The remaining two reached the "Garden" at 20.00 hrs. and 20.13 hrs.	
			in fair visibility and dropped "Vegetables" from an average height of 750 ft. Farachutes	
+			could not be observed but both are confident that they were laid correctly. Heavy and light	
			accurate fish was encountered by one A/C and sustained damage forward of escape hatch, two others ran through light inaccurate flak and were undamaged. All A/C returned to base.	
			The funeral of Can. R. 956 M. Not. Worley R.B. killed in the crash of WC P H.E. 369 on the .	
			night of 24th February was held at 14.00 hrs. at Dishforth Cemetery. The Squadron was	
			well represented. Fying Times for the Period: Operational = 20 hrs. 4 mins.; Non-Operational Day 2 hrs. 55 m Night = Nil.	ins
			Weather: Fair with good visibility.	A149 - A15
TOPCLIFFE	2.3.43.		Three N/C were detailed for "Gardening" operations in the NESTARINES II area. Rriefings were held at 1h.00 and 15.00 hrs. The three N/C took off between 18.07 hrs. and 18.08 hrs.	
			Two carried 1 x B200, 1 x G300 each, and the 3rd A/C carried 2 x B200. Target area was identified by pin point by two of the A/C and "Vegetables" were released from 800 fts. Vis	
			ibility was reported as obscured by a slight haze but parachutes were seen to open in each	
		V	instance, Some light Tisk and Z/4 S/L were emoduntered on LANGROOG and on the west end of SPIEKEROOG. One of the A/C fired a No. 1 "Sister" and all flak immediately stopped and S/L	
			downed Both of these A/C returned to base undamaged reporting a satisfactory venture. The	
			third A/C found visibility very bad in the "Carden" area with a thick sea fog and olbudh up	
			to 4000 ft., no pin point or "Gee" fix could be obtained and it was necessary to return to been with the load of 2 x 2000. The undercerrings of the 4/0 was demaged on landing at base	
			There were no inturies to prew. Aircrew not detailed for operations were given ground in-	
Here was		1	instruction including link training, dingly and parachute drill. Flying Times for the Period: Operational - 18 hrs. 30 mins.; Non-Operational Day 6 hrs. 15	mins.
			Night - 2 hrs, 15 mins.	

Summary of Events Secret Appendix Time Summary of Events Secret Appendix Time Summary of Events Secret Appendix Time Secret					
indeday. Finds N.M.R. 19, S.R.S. in Secondary S.R.S. 19, 10 to 20 M.P.R. in the attermon and evening. which N.M. S. 19, S.R.S. in Secondary S.R.S. 19, 10 to 20 M.P.R. in the attermon and evening. When A/O see chatched for Bosenhar of Hansung. Six of the A/O carried 1 x 500 lbs labby, the secondary of the N.M. 19, 10 to 10 mer. In the secondary of the N.M. 19, 10 mer. 19, 10	Place	Date	Time	Summary of Eventa SECRET.	References to Appendices
indeday. Finds N.M.R. 19, S.R.S. in Secondary S.R.S. 19, 10 to 20 M.P.R. in the attermon and evening. which N.M. S. 19, S.R.S. in Secondary S.R.S. 19, 10 to 20 M.P.R. in the attermon and evening. When A/O see chatched for Bosenhar of Hansung. Six of the A/O carried 1 x 500 lbs labby, the secondary of the N.M. 19, 10 to 10 mer. In the secondary of the N.M. 19, 10 mer. 19, 10	TOPCLIFFE	3,3,43		Weather: Cloudy all day but excellent visibility apart from all the base before days. 10/10	A-152-A-1
evening. Mime A/O ward actailed for Members. 30 x & 1b. inneediation, and is x 500 lbs imber, 2 x 500 % by, 330 x & 1b. inneediation, 30 x & 1b. inneediation, and is x 500 lbs. inneediation, and is x 500 % by inneediation. There of the A/O carried 1 x 4000 Mr. Pre-writering at 15.00 % by inneediation. The A/O ward and the first provided mechanical difficulties and returned to base, the remaining seven reached the target and found visibility, good accept for alight pround haze. Loads were released from an average height of 16,000 ft. Fr.2. matter were distinctly seen in both sight in each instance. Access results equils not be observed but error reported any large fires burning. The target area particularly was burning to reverse reported any large fires in atturbs. Two huge fires were burning in dock area. These or four principal comes of 3% were reported within two miles of centre of town with intense accounts heavy and light flak fired up the comes as high as 17,000 ft. Flak and 3/L was also encountered across Kiel Canal and on the may to the targets. The numidentified A/L were seen going down in flaces. One of our A/O returned with two ton bomb mum up. This A/C suffered some flak damage, the each was undesaged and all A/O returned to beer. This was considered a very incomes. He was a sufficient of the comes and high flat the contract of the contrac	- p			low cloud at about 5000 ft. lowering in the brief periods of slight decade but before	
2 x 500 7.D., 350 x k lb. incendiaries, 30 x k lb. incendiaries, and 6 x 50 lb. incendiaries. Three of the AUC carried 1 x 4000 lb. Pre-briefing was build zt H,00 lbrs, and main briefing at 15.00 lbrs. Take off commenced at 18.14 brs. and the nine ACC were airborne at 18.19 brs. Two A/O developed mechanical difficulties and returned to bear, the remaining seven reached the target and found visibility, good except for alight pround hase. Loads were released from an average height of 15,000 ft. F.F.F. and the nine alight in cach instance. Actual redules could not be observed but orews reported many large fires burning. The target area particularly was burning functually with a few scattered fires in suburbs. Two lungs fires were burning in dock area. Three or four principal comes of 57 were reported within two mailes of centre of town this intense accurate heavy and light flak fired up the comes as high as 17,000 ft. Flak and 5/k was also encountered across Mell Canal and on the may to the target. Des united AU were seen going down in flames. One of our A/O returned with two ton both hung up. This was considered across Mell card-were understanced to bear. The season of the comes and all A/O returned to bear of 12 ft. was also encountered across Mell operation and results were excellent. The Station Committee, CAM. C.97 Group Capitain B. F. Jourson went on this operation in the capacity of This limit of The Thirt in A/O results are princens of the converted by CAM. S. 13550 Flight identenses M.S. Klassen. Training was carried out by grews not assigned to operations of the Thirt in A/O results are princens of the Capital Cambridge and the converted by CAM. S. 13550 Flight identenses M.S. Klassen. Training was carried out by grews not assigned to operations. For Alignment for the repulse of the converted by CAM. S. 13550 Flight Alexanders of the converted by CAM. S. 13550 Flight Alignment for the Period: Operational So hers. 22 mins. Non-Operational Day 4 hers. Night M.L. 13550 Flight Alignment for the Period: Op				evening.	
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Two A/O developed mechanical difficulties and returned to base, the remaining seven reached the target and found visibility, good except for alight proud hase. Icade were released from an average height of 15,000 ft. P.7.7. markers were distinctly seen in bomb sight in cach instance, include results oculd not be cloud not be come reported angel large fisses. Durning. The target area particularly was burning furiously with a few scattered fitnes in authorise. Two huge firses were burning in dock area. These or four principal comes of 5th were reported within two miles of centre of town with intense accounts heavy and light flak fixed up the comes as high as 17,000 ft. Flak and 3/L was also encountered carces Rich Gamel, and on the way to the targets. Do midmittied A/D were seen going down in flowers. One of our A/O returned with two ton book hung up. This A/C suffered none flak damage, the sect were underseed and also A/O returned to hung up. This A/C suffered none flak damage, the sect were underseed and also A/O returned to hung up. This A/C suffered none flak damage, the sect were underseed and also A/O returned to hung up. This A/C suffered none flak damage, the sect were underseed and also A/O returned to hung up. This A/C suffered none flak damage, the sect were underseed as a large flat to the section of the A/C suffered none flak damage, the sect were underseed to suffered none flak damage, the continues of the flat of the suffered none flak damage, the flat operations. Ten lingummer proceeded to Suffered none flak damage and the flat of the flat of annual flat are prisoners of the following aircrew alsaing from operation flam and the flat are prisoners of the flat of the flat of the initio of annual flat are prisoners of the flat o				Three of the 1/0 carried I x 4000 lb. Pre-briefing was held at 14.00 hrs. and main briefing	
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burning. The target area particularly was burning furiously with a few scattered fires in suburbs. Two huge fires were burning in dook area. These or four principal some of 5/h were reported within two males of centre of town with intense accurate heavy and light flak fired up the comes as high as 17,000 ft. Flak and 5/h was also encountered across Riel. Canal and on the may to the target. The unidentifical AC were seen going down in flames. One of our AC returned with two ten bone hung up. This AC suffered some flak damage, the rect were undesaged and all AC returned to bease. This was considered a very accessful operation and results were excellent. The Station Commander, CAM. C.97 Group Gaptain B. F. Johnson were on this operation in the capacity of run fifth in A/C we have a scatted by CAM.1, 1950 Flight Identenant W.C. Klassen. Training was carried out by crews not assigned to operations. Ten Airgumenre proceeded to Sutton Eark Range where 1000 rounds were Fired. The Gumenry Leader gave a half hour leadure on turnet troubles. North was respired that the following liverew missing from operation of the night of January 56th are princers of the see as Germany: GAM.R. 11059 Gyt. Rised Jal.5, CAM.R. 107551. Sgt. Vallis K.G. It was further stated that the other three members of the crew were killed flows are; as follows: CAM.R. 110376 Gyt. Risked Jal.5, CAM.R. 107551. Sgt. Vallis K.G. It was further stated that the other three members of the crew were killed flower flowers. The Market Cam. 110376 Gyt. Market Jal.5, CAM.R. 107551. Sgt. Wasterman T.A. Plying Times for the Feriod: Operational 50 hrs. 22 mins. Non-Operational Day 4 hrs. Night M. 1.1039 Sgt. Night Monsecutive mights during windt wind wind the St. Sperational Sortics were understated. The day's respite was welcomed and considerable progress was made in servicing and maintenance of A.M. Crew that had not been on recent operations undervent ground training and some Flying Times for the reinder operations. He was Generally moderate to good visibility a				from an average height of 15,000 ft. P.F.F. markers were distinctly seen in bomb sight in	
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were reported within two miles of centre of town with intense accurate heavy and light flak fired up the comes as high as 17,000 ft. Flak and 37. Was also encountered across filed Canal and on the may to the target. Two unidentified A/G were mean going down in flames. One of our A/G returned with two ton bomb hung up. This A/G suffered some flak damage, the rest wave underseged and all A/G returned to base. Take was considered a way successful operation and results were excellent. The Station Commander, CAN. C.97 Group Captain B. P. JOHNSON went on this operation in the capacity of 2nd Fiftot. in A/G we S.K. 296, captained by CAN. J. 15250 Flight Lieutenant W.C. Klassen. Training was carried out by crews not assigned to operations. For Airgunners proceeded to Sutton Bank Range where A000 rounds were fired. The Gunnery Leader gave a half hour leature on turnet troubles. More was reseived that the following increase many from operation of the night of January 26th are prisoners of war in Garmany CAN.R. 111899 Sgt. Risch A.C.; CANER. 105952 Sgt. languar Leg. CANER. 107953 Sgt. Vallis R.G. It was further stated that the other three members of the crew were killed these war, as follows: CANER. 110175 gt. 100176 Sgt. Turnes M.R.; CANER. 110175 gt. Rischard V.R.; CANER. 107966 Sgt. Purnes R.R.; CANER. 110175 gt. Rischard V.R.; CANER. 107966 Sgt. Purnes R.R.; CANER. 107968 Sgt. Plying Times for the Period: Operational 50 hrs. 22 mins. Non-Operational Bay 4 hrs. Night MIL. Weather: Cloudy beogning fair in the afternoon. Maibility Asteriorating to 1000 to 2001. yet at dusk. Winds S. S.E. 'ly to S.E. 'ly 10 to 15 M.F.E. falling light and becoming N.R. 'ly by sidnight. The Squadron was stood down for operational flying after having been on operations the preceding stath consecutive nights during which time St. operational servicing and maintenance of A/C. Crews that had not been on recent operations underwent ground training and some flying training was also carried att. Flying Times for the Period: Operational - Nil;				burning. The target area particularly was burning furiously with a few scattered fires in	
fired up the comes as high as 17,000 ft. Flat and S/L was also encountered across field Canal and on the way to the targest. Two unidentified A/C were seen, going down in flammas. One of our A/C returned with two too bomb hung up. This A/C suffered some flak damage, the rest were undamaged and all A/C returned to base. This was considered a very successful operation and results were excellent. The Station Commander, CAN. C.77 Group Captain B. Z. Johnson went on this operation in the Capacity of 2nd Filot. In A/C we 2.K.306, captained by CAN.3. 15250 Flight Identerant W.C. Klassen. Training was carried out by orews not reasigned to operations. Ten Airgunners proceeded to Sutton Bank Range where 4000 rounds were fired. The Gunnery Leader, gave a half hour leadure on turnet irrubles. Work was reserved that the following Aircrew missing from operation of the night of January 26th are prisoners of war in commany. Add, R. 111039 Sgt. Richard 1.0355 Sgt. lagues 1.C. 2.CAN.B. 107551 Sgt. Vallis K.G. It was further stated that the other three members of the crew were killed these may, as follows: CANK. 1110376 Sgt. NoHargh V.F., CAN.B. 107016 Sgt. luture E.E., CAN. RallO339 Sgt. Masterman W.A. Flying Times for the Period: Operational 50 hrs. 22 mins. Non-Operational Day 4 hrs. Night MI. Brolliffs L. S.A.3. Weather: Cloudy becoming fair in the afternoon. Weibility detariorating to 1000 to 200. yea. at ducks. Winds E.S.E. 'ly to S.E. 'ly 10 to 15 M.F.E. falling light and becoming N.W. 'ly by significant the surface of the control of the control of the control of the control of A/C. Crews that had not been on recent operations underwent ground training and one Flying Times for the Period: Operational - M.I. Bom-Operational Day - 5 hrs. 35 mins. Night - Nil. Fight A/C in this Squadron were detailed for BoldBilly operations on BisSky. Bir A/G carried J. S. Sol. 10. 150 to A. Ib. incending the fair. J. S. Sol. 10. 150 to A. Ib. incending the fair. J. S. Sol. 10. 150 to A. Ib. incending the fair. J. S. Sol. 10. 150 t				suburbs. Two huge lives were during in dook area. Three or four principal comes of S/h	
Canal and on the way to the target. To unidentified A/C were seen going down in flares. One of our A/C returned with two ton book hung up. This A/C suffered some flak damage, the rest were undemaged and all A/C returned to base. This was considered a way successful. Operation and results were excellent. The Station Commander, CAN. C. 77 Group Captain B. P. JOHNSON went on this operation in the capacity of 2nd Filot. In A/C we S.K. 200, captained by CAN. J. 1926 Flight Identemant W.C. Klassen. Training was carried out by crews not assigned to operations. For Airgunners proceeded to Sutton Bank Range where 4000 rounds were fired. The Commony Leader gave a half hour lacture on turset troubles. Bord was resolved that the following increase missing from operation of the night of January 26th are prisoners of war in Commany. CAN.R. 114699 Sgt. Risach A.C.; CAN.R. 105952 Sgt. Import A.C.; CAN.R. 107531. Sgt. Vallis K.G. It was further stated that the other three members of the crew were killed these war, as follows: CAN.R. 116175 Sgt. Echargh V.F.; CAN.R. 107016 Sgt. Union M.R.; CAN. R. 110339 Sgt. Masterman S.A. Flying Times for the Feriod: Operational 50 hrs. 22 mins. Non-Operational Bay 4 hrs. Night MI. Weather: Cloudy becoming fair in the afternoon. Mainfully setariorating to 1000 to 2000. ye sidnight. The Squadron was stood down for operational flying after having been on operations the pre- ording stiph commencutive nights during which time D. operational sorties were undertwen. The say's respite was welcomed and considerable progress was made in servicing and maintenance of A/C. Crews that had not been on recent operations underwent ground training and none flying training was also carried att. Flying Times for the Period: Operational - Nil; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all 5 x 500 lb.; 260 x h. b. increasings 16 x 50 lb.; 250 x h. b. increasings 16 x 50 lb.; 250 x h. b. increasings 16 x 50 lb.;				were reported within two miles of centre of town with intense accurate heavy and light flak	
One of our A/O returned with two too book hung up. This A/C suffered some flak damage, the rest were undersaged and all A/O returned to base. This was considered a very successful operation and results were excellent. The Station Commander, CAM. C.97 Group Captain B. F. Montoon went on this operation in the Capacity of 2nd Filot. in A/C *** S.K. 396; captained by CAM.J. 15250 Flight Idealtement w.C. Klassen. Fraining was carried out by crews not assigned to operations. Ten Airgunners proceeded to Sutton Bank Hange where \$600 rounds were fired. The Gunnary Leader, gave a half hour Leadure on turnet troubles. Mord was reactived that the following Aircrew sinsing from operation of the night of January 26th are prisoners of war in Sawanaye. CAM.R. B.11099 Set. Risch A.C.; CAM.R. 1.1099 Set. Risch A.C.; CAM.R. 1.10975 Set. Vallie K.G. It was further stated that the other three members of the orew were killed these are, as follows: CAM.R. 2.10875 Set. Memory V.F., CAM.R. 1.00706 Set. Future M.R.; CAM.R. R.110339 Set. Masterman W.A. Flying Times for the Feriod: Operational 50 hrs. 22 mins. Non-Operational Day 4 hrs. Night MI. **Masther: Cloudy becoming fair in the afternoon. Variability deteriorating to 1000 to 2000 year at dusks. Rinds R.S.R. 1/1 to S.R. 1/1 to 5 M.F.L. falling light and becoming N.W. 1/1 by The Squadron was stood down for operational flying after having been on operations the preceding pipit momenous variable many for the Principle State of the Principle State of A/C. Crews that had not been on recentional underwent ground training and ones of A/C. Crews that had not been on recent on a system of the relation underwent ground training and ones flying Times for the Period: Operational - N1; Non-Operational Day - 5 hrs. 35 mins. Night - N1. **FOLLETT** 5.3.4.3. **Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all \$2.50 to 10.100		1 1		Conel and on the market the torust Trust and S/L was also engountered across Riel	
coration and results were excellent. Estation Commander, CAN. C.97 Group Captain B. F. Johnson went on this operation in the capacity of 2nd Filot. in A/C "W 2.K.398, captained by CAN. 15250 Flight Liquitenant W.C. Klassen. Training was carried out by crews not easigned to operations. Ten Airguiners proceeded to Sutton Eark Range where 2000 rounds were Fired. The Sunnery Leader gave a half how. Industr on turnst troubles. Word was reserved that the following hierers aissing from operation of the night of January 26th are prisoners of war in Cawanya CAN. R. 11899 Set. Rade A.C.; CAN. R. 103952 Set. Lagram A.C.; CAN. R. 107551. Set. Vallic K.G. It was further stated that the other three members of the crew were killed. These are, as follows: CAN. R. 118176 Set. McMargh V.F., CAN. R. 107016 Set. Future M.R.; CAN. Rallo339 Set. Masterman F.A. Flying Times for the Period: Operational 50 hrs. 22 mins. Non-Operational Day 4 hrs. Night Ml. Weather: Cloudy becoming fair in the afternoon. Washility detariorating to 1000 to 2000 year at dusk. Winds E.S.E. 'ly to S.E. 'ly 10 to 15 K.F.E. falling light and becoming N.W. 'ly by sidnight. The Squadron was stood down for operational flying after having been on operations the preceding sight measurative mights awring which time P. operational sorties were undertwent. The day's respite was welcomed and considerable progress was made in servicing and maintenance of J.C. Grews that had not been on recent operations underwent ground training and some flying training was also carried out. Flying Times for the Period: Operational - Nil; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all \$2.500 https://doi.org/10.1006/10.0006	***************************************			One of our 10 returned with two too head bone made 100 Act with 500 DD GOWD IN Lines.	
operation and results were excellent. The Station Commander, CAN. C.97 Group Captain B. F. Johnson went on this operation in the capacity of 2nd Filtot in 1/7 W = 5.5.38, captained by CAN. J. 15560 Flight Ideatement W.C. Klassen. Training was carried out by crews not assigned to operations. Ten Airguneers proceeded to Sutton Bank Range where 16000 rounds were fired. The Commany Leader gave a Balf hour Labture on turnst troubles. More was reactived that the following hirrors aissing from operation of the night of January 26th are prisoners of war in Esswanys. CAN. R. 111609 Sets Rades A.C.; CAN. 11.05950 Sets. Lagram 1.6.; CAN. R. 107511 Set. Vallie N.G. It was further stated that the other three members of the orew were killed these are, as follows: CAN. R. 116075 Set. McMargh V.F., CAN. 107016 Set. Putner M.E.; CAN. R. 110339 Set. Masterman N.A. Flying Times for the Period: Operational 50 hrs. 22 mins. Non-Operational Day 4 hrs. Night MI. Weather: Cloudy becoming fair in the afternoon. Waithility deteriorating to 1000 to 2000 year at duck. Winds E.S.E. 'ly to S.E. 'ly lo to 15 M.F.L. falling light and becoming N.W. 'ly by the Squadron was stood down for operational flying after having been on operations the pre- ceding sight momenture mights during which the N. operational Sorties were uncertained. The day's respite was welcomed and considerable progress was made in servicing and maintenance of A/C. Grews that had not been on recent operations underwent ground training and once Flying Times for the Period: Operational - N1; Non-Operational Day - 5 hrs. 35 mins. Night - N11. Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all 3 x 500 lb.; 360 x d. lb. incendiaries, 16 x 30 lb. No operations on BOSNe. Six A/G coarded 3 x 500 lb.; 360 x d. lb. incendiaries, 16 x 30 lb. 10 operations on BOSNe.				mant more undergood, and all 1/2 meturned to been this AV Suitered some like damage, the	
Johnson went on this operation in the capacity of 2nd Filot. in A/C "W S.K. 298, captained by CAM. 15250 Flight Licentenate W.C. Knamen Training was carried out by crews not massigned to operations. Ten Airgunners proceeded to Sutton Bank Range where 4000 rounds were fired. The Commony Leader gave as half hour. Instance on turnet troubless. North was reserved that the following increws aimsing from operation of the night of January 26th are prisoners of war is Cawanya CAM.R. 111699 Sgt. Rales A.C.; CAM.R. 103952 Sgt. Ingress A.C.; CAM.R. 107851. Sgt. Vallic K.G. It was further stated that the other three members of the crew were killed these are, as follows: CAM.R. 118776 Sgt. McHargh V.F., CAM.R. 107016 Sgt. Futness M.R., CAM. R.110393 Sgt. Masterman F.A. Flying Times for the Period: Operational 50 hrs. 22 mins. Non-Operational Day 4 hrs. Night Mil. Meather: Cloudy becoming fair in the afternoon. Wightlity detarlorating to 1000 to 2000, yes at dusks. Winds E.S.E. 'ly to S.E. 'ly 10 to 15 M.F.L. falling light and becoming N.W. 'ly by sidesight. The Squadron was stood down for operational flying after having been on operations the preceding might commonstive mights awring which time 54 operational sorties were undertwent. The day's respite was welcomed and considerable progress was made in servicing and maintenance of A/C. Crews that had not been on recent operations underwent ground training and some flying times for the Period: Operational - Nil; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. Figure Fair to fine becoming cloudy after dark. Generally moderate to good visibility all 5 x 500 lb.; 360 x h. lb. incendiaries; 16 x 50 lb.; 37 years of the process of the state				morntion and your transport and last May Station County of the County of	
by CAM.J. 19250 Flight Identerant W.C. Klassen. Training was carried out by crews not assigned to operations. Ten Airgunners proceeded to Sutton Bank Hange where \$600 rounds wer fired. The Gunnery Leader gave a half hour leadure on turnet troubles. Mord was reserved that the following Aircrew missing from operation of the right of January 26th are prisoners of war in Generally and the second of the right of January 26th are prisoners of the right of January 26th are prisoners of the following Aircrew missing from operation of the right of January 26th are prisoners of the second reserved that the other three members of the crew were killed these were, as follows: Calk Elisable 18th, Calk Mark 10359 Sgt. Masternan H.A. Flying Times for the Feriod: Operational 50 hrs. 22 mins. Non-Operational Day 4 hrs. Night MI. Weather: Cloudy becoming fair in the afternoon. Majbility Asteriorating to 1000 to 2001 years at dunk. Winds E.S.E. 'ly to S.E. 'ly 10 to 15 M.F.E. falling light and becoming N.W. 'ly by midnight. The Squadron was stood down for operational flying after having been on operations the preceding stiph consecutive mights during which time 3s operational sorties were undertaken. The day's respite was welcomed and considerable progress was made in servicing and maintenance of A/C. Crews that had not been on recent operations underwent ground training and some Flying Times for the Period: Operational - Nil; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all \$1.55 day. Fight A/C in this Squadron were detailed for ROUBBNG operations on BESSNs. Six A/G coarded 5x 500 lb.; 260 x h. h. incendiaries; 16 x 30 lb.; 260 x h. h. incendiaries; 16 x 30 lb.; 260 x h. h. incendiaries; 16 x 30 lb.; 260 x h. h. incendiaries; 16 x 30 lb.; 260 x h. h. incendiaries; 16 x 30 lb.; 260 x h. h. incendiaries; 16 x 30 lb.; 260 x h. h. incendiaries; 16 x 30 lb.; 260 x h. h. incendiaries; 16 x 30 lb.; 260 x h. h. incendiaries; 16 x 30 lb.; 26				TANKEN WENT OF THE AMERICAN TO THE TANKEN THE PROPERTY OF THE	
to operations. Ten Airguneers proceeded to Sutton Bank Hange where 4000 rounds were fired. The Gunnery Leader gave, a half hour leadure on turnet troubles. Mord was reserved that the following Aircrew missing from operation of the night of January 26th are prisoners of war in Sawanya OALER-111-599 Sept. Makesh A.C.; CARE L.103992 Sept. Lagram A.C.; CARE, 107951 Sept. Vallis A.C.; It was further stated that the other three members of the crew were killed these are, as follows: CARE, 11875 Set. McMargh V.F., CARE, 107016 Set. Futnes M.E.; CARE R.110399 Set. Masterman F.A. Flying Times for the Period: Operational 50 hrs. 22 miss. Non-Operational Day 4 hrs. Night MI. Wonlive J. S.A.S. Weather: Cloudy becoming fair in the afternoon. Wightlifty detariorating to 1000 to 200, yds. at dusk. Winds R.S.E. by to S.E. by 10 to 15 M.F.E. falling light and becoming N.W. by by sidesight The Squadron was stood down for operational flying after having been on operations the pre- opening might monascutive mights awring which thes 34 operational sorties were undertained. The day's respite was welcomed and considerable progress was made in servicing and maintenance of AC. Grown that had not been on recent operations underwent ground training and some flying training was also carried out. Flying Times for the Period: Operational - Nal; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all 3 x 500 lb.; 160 x A. b. incensions are detailed for EURHM operations on EURM. Six A.G. carried 5 x 500 lb.; 160 x A. b. incensions are detailed for EURHM operations on EURM.				by CAM, I 15050 Flight Lightenant W.C. Klassen Training was asserted by the Bake 200, Captaiget	-3
The Cunnery Leader gave a half hour lacture on turnet troubles. Nord was reserved that the following histories missing from operation of the night of January 26th are prisoners of war is Ceremany. GAN, R. 11899 Syt. Rised A.C.; CAN, R. 105952 Syt. Ingress A.C.; CAN, R. 107551 Syt. Vallis K.G. It was further stated that he other three members of the crew were killed these are; as follows: Gall R. 18275 Syt. Rollarsh V.F.; Call R. 107016 Syt. Putness M.S.; CAN, R. 110339 Syt. Masterman N.A. Flying Times for the Period: Operational 50 hrs. 22 mins. Non-Operational Day 4 hrs. Night MIL. Weather: Cloudy locaming fair in the eftermoon. Washility Asteriorating to 1000 to 2000 years at duck. Winds E.S.E. 'ly to S.E. 'ly' 10 to 15 M.F.H. falling light and becoming N.W. 'ly by sidnight. The Squadron was stood down for operational flying after having been on operations the preceding sight nonemoutive nights during which time St. operational sorties were undertaken. The fast's respite was welcomed and considerable progress was made in servicing and maintenance of A/C. Crews that had not been on recent operations underwent ground training and none flying training was also carried out. Flying Training was also carried act. Flying Times for the Period: Operational - Nil; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all \$1.50 tay. Eight A/C in this Squadron were detailed. For Edulation operations on ESSNic Six A/G carried.				to operations. Ten Airgumers proceeded to Sutton Bank Range where AGV rounds were	PG.
the following hirrors missing from operation of the night of January 26th are prisoners of war in Garmany add, R. pl.10899 Sate. Riscal A.C., CARR. 10395 Sate. Improm L.C., CARR. 107551 Sgt. Vallis K.G. It was further stated that the other three members of the crew were killed these were, as follows: CARR. 10376 Sgt. McMargh V.F., CARR. 107016 Sgt. Futnes M.S., CAR. Ral10379 Sgt. McMargh V.F., CARR. 107016 Sgt. Futnes M.S., CAR. Ral10379 Sgt. McMargh V.F., CARR. 107016 Sgt. Futnes M.S., CAR. Ral10379 Sgt. McMargh V.F., CARR. 107016 Sgt. Futnes M.S., CAR. Ral10379 Sgt. McMargh V.F., CARR. 107016 Sgt. Futnes M.S., CAR. Flying Times for the Feriod: Operational 50 hrs. 22 mins. Non-Operational Day A hrs. Night MIL. BROWNER A.S.E. 'ly to S.E. 'ly to to 15 M.F.L. falling light and becoming N.W. 'ly by sidelight. The Squadron was stood down for operational flying after having been on operations the preceding sight monopoutive might wing which the 20 operational sorties were undertaken. The Say's respite was welcomed and considerable progress was made in servicing and maintenance of A/C. Green that had not been on recent operations underwent ground training and some Al-ling training was also carried out. Flying Times for the Period: Operational - Nal; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. FOLLOWS 5. Lab. Fight A/C in this squadron were detailed for ROMBING operations on BESSNe Six A/G carried 5x 500 lb.; 360 x 4 lb. incendiaries; 16 x 30 lb.; 350 x 4 lb. incendiaries; 16 x 30 lb.; 350 x 4 lb. incendiaries; 16 x 30 lb.; 350 x 4 lb. incendiaries; 16 x 30 lb.; 350 x 4 lb. incendiaries; 16 x 30 lb.; 350 x 4 lb.; incendiaries; 16 x 30 lb.; 350 x 4 lb.; incendiaries; 16 x 30 lb.; 350 x 4 lb.; incendiaries; 16 x 30 lb.; 350 x 4 lb.; incendiaries; 16 x 30 lb.; 350 x 4 lb.; incendiaries; 16 x 30 lb.; 350 x 4 lb.; incendiaries; 16 x 30 lb.; 350 x 4 lb.; incendiaries; 16 x 30 lb.; 350 x 4 lb.; incendiaries; 16 x 30 lb.; 350 x 4 lb.; incendiaries; 16 x 30 lb.; 350 x 4 lb.; incendiaries; 16 x 30 lb.; 350 x 4 lb.;				The Cunnery Leader gave a half hour lecture on turret troubles. Word was received that	
Sgt. Vallie K. G. It was further stated that the other three members of the drew were killed flass are, as follows: CARLE, 18376 Sgt. McMargh V.F., CAMER, 187016 Sgt. Future M.R., CAME. Rallo339 Sgt. Manterman F.A. Flying Times for the Feriod: Operational 50 hrs. 22 mins. Non-Operational Day 4 hrs. Night - Nil. Weather: Cloudy becoming fair in the afternoon. Wisibility deteriorating to 1000 to 2000 yes at dusk. Winds E.S.E. 'ly to S.E. 'ly 10 to 15 M.F.E. falling light and becoming N.W. 'ly by sidesight. The Squadron was stood down for operational flying after having been on operations the preceding sight monaspoutive nights awring which time D. operational sorties were undertween. The fay's respite was welcomed and considerable progress was made in servicing and maintenance of M.C. Grews that had not been on recent operations underwent ground training and some flying training was also carried out. Flying Times for the Period: Operational - Nil; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all 5 x 500 lb.; 360 x 4 lb. incendiaries; 16 x 30 lb.; 37 x 500 lb.; 36 x 4 lb. incendiaries; 16 x 30 lb.; 30 x 4 lb. incendiaries; 16 x 30 lb.; 30 x 4 lb. incendiaries; 16 x 30 lb.; 30 x 4 lb. incendiaries; 16 x 30 lb.; 30 x 4 lb. incendiaries; 16 x 30 lb.; 30 x 4 lb. incendiaries; 16 x 30 lb.; 30 x 4 lb. incendiaries; 16 x 30 lb.; 30 x 4 lb. incendiaries; 16 x 30 lb.; 30 x 50 lb.; 30 x 4 lb. incendiaries; 16 x 30 lb.; 30 x 50 lb.; 30 x 4 lb.; incendiaries; 16 x 30 lb.; 30 x 4 lb.; incendiaries; 16 x 30 lb.; 30 x 50 lb.; 30 x 4 lb.; incendiaries; 16 x 30 lb.; 30 x 50 lb.; 30 x 4 lb.; incendiaries; 16 x 30 lb.; 30 x 50 lb.; 30 x 50 lb.; 30 x 4 lb.; incendiaries; 16 x 50 lb.; 30 x 50 lb.; 30 x 4 lb.; incendiaries; 16 x 50 lb.; 30 x 50 lb.; 30 x 4 lb.; incendiaries; 16 x 50 lb.; 30 x 50 lb.; 30 x 4 lb.; incendiaries; 16 x 50 lb.; 30 x 50 lb.; 30 x 50 x 50 lb.; 30 x				the following Aircrew missing from operation of the night of January 26th are prisoners of	
Sgt. Vallis K.G. It was further stated that the other three members of the crew were killed these are, as follows: CARK. Rilb375 Sgt. McMargh V.F., CARS. 107016 Sgt. Futnes M.E., CAR. Rall0339 Sgt. Masterman N.A. Flying Times for the Period: Operational 50 hrs. 22 mins. Non-Operational Day 4 hrs. Night - MI. Meather: Cloudy becoming fair in the afternoon. Valibility detariorating to 1000 to 2000 yes. at dusk. Winds R.S.E.'ly to S.E.'ly 10 to 15 M.F.L. falling light and becoming N.W.'ly by the Squadron was stood down for operational flying after having been on operations the preceding split nonsecutive nights auring which time N. operational Sorties were undertaken. The day's respite was welcomed and considerable progress was made in servicing and maintenance of A/C. Grews that had not been on recent operations underwent ground training and some Flying Times for the Period: Operational - Nil; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all a.155 day. Fight A/C in this Squadron were detailed for BOMBNE operations on BOSSNe. Six A/G coarded. 3 x 500 lb. 160 x A lb. incendiance. 16 x 30 lb. in operations on BOSSNe. Six A/G coarded.					
Explicitly and the period: Operational 50 hrs. 22 mins. Non-Operational Day 4 hrs. Night - Mil. Brolliff Lines for the Period: Operational 50 hrs. 22 mins. Non-Operational Day 4 hrs. Night - Mil. Brolliff Lines for the Period: Operational 50 hrs. 22 mins. Non-Operational Day 4 hrs. Night - Mil. Brolliff Lines for the Period: Operational 50 hrs. 22 mins. Non-Operational Day 4 hrs. Night - Mil. Brolliff Lines for the Period: In the afternoon. Which like the falling light and becoming N.W. 11 hrs. at ducks. Winds E.S.E. 'ly to S.E. 'ly 10 to 15 M.F.I. falling light and becoming N.W. 11 hrs. at ducks. Winds E.S.E. 'ly to S.E. 'ly 10 to 15 M.F.I. falling light and becoming N.W. 11 hrs. at ducks. Winds Exhibit the pre- occity of the day's respite was welcomed and one operations and maintenance of A/C. Grown that had not been on recent operations underwent ground training and some falling training was also carried out. Flying Times for the Period: Operational - Nil; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. FOLITYE S. Lals Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all \$1.55 day. Fight A/C in this Squadron were detailed for BORDING operations on BESSN: Six A/G carried \$3.5 500 lb.; 260 x h. b. incendiaries; 16 x 30 lb.; 250 x h. b. incendiaries; 16 x 30 lb.; 250 x h. b. incendiaries; 16 x 30 lb.; 250 x h. b. incendiaries; 16 x 30 lb.; 250 x h. b. incendiaries; 16 x 30 lb.; 250 x h. b. incendiaries; 16 x 30 lb.; 250 x h. b. incendiaries; 16 x 30 lb.; 250 x h. b. incendiaries; 16 x 30 lb.; 250 x h. b. incendiaries; 16 x 30 lb.; 250 x h. b. incendiaries; 16 x 30 lb.; 250 x h. b. incendiaries; 16 x 30 lb.; 250 x h. b. incendiaries; 16 x 30 lb.; 250 x h. b. incendiaries; 16 x 30 lb.; 250 x h. b. incendiaries; 16 x 30 lb.; 250 x h. b. incendiaries; 16 x 30 lb.; 250 x h. b. incendiaries; 16 x 30 lb.; 250 x h. b. incendiaries; 16 x 30 lb.; 250 x h. b. incendiaries; 16 x 30 lb.; 250 x h. b. incendiaries; 250 x h. b. incendiaries; 250 x h. b. incendiaries; 250 x h. b				Sgt. Vallis K.G. It was further stated that the other three members of the grew were billed	*
Religible				these are, as follows: CAN.R. 18176 Set. McHargh V.F. CAN.R. 107016 Set. Putner M.R. CAN.	
Weather: Gloudy becoming fair in the aftermoon. Minibility deteriorating to 1000 to 2000 year at dusks. Winds E.S.E.'ly to S.E.'ly 10 to 15 M.F.H. falling light and becoming N.W.'ly by midnight. The Squadron was stood down for operational flying after having been on operations the preceding sight somescoutive nights during which time 30 operational sorties were undertaken. The day's respite was welcomed and considerable progress was made in servicing and maintenance of A/C. Crows that had not been on recent operations underwent ground training and mome flying training was also carried out. Flying Times for the Period: Operational - Nil; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all day. Fight A/C in this Squadron were detailed for Modellin operations on MSSNig. Six A/C carried. 3 x 500 lb.: 460 x lb. incensions. 16 x 30 lb. in operations on MSSNig. Six A/C carried.			25.000	Rel10339 Sgt. Masterman W.A.	
missipht. and a.s.s. 1 to sale 1, 10 to 15 kP.1. Falling light and becoming NV.1y by The Squadron was stood down for operational flying after having been on operations the pre- coding sight domesource mights owning which thus IN experational sorties were undertaken. The day's respite was welcomed and considerable progress was made in servicing and maintenance of A/C. Crews that had not been on recent operations underwent ground training and some flying training was also carried out. Flying Times for the Period: Operational - N1; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. #COLIFFE 5.1.41 Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all and this squadron were detailed for BOMBNE operations on BOSSNe. Six A/G coarded 3 x 500 lb.: 460 x lb. incompliance. 16 x 30 lb.: 400 x lb.: 400				Flying Times for the Period: Operational 50 hrs. 22 mins. Non-Operational Day 4 hrs. Night	NII.
aidalght. aidalght. The Squadron was stood down for operational flying after having been on operations the preceding pight domesourive mights during which this The operational sorties were undertaken. The day's respite was welcomed and considerable progress was made in servicing and maintenance of A/C. Crews that had not been on recent operations underwent ground training and some flying training was also carried out. Flying Times for the Period: Operational - Nil; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. FCALFFE 5.3.4.3. Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all 4.159 day. Fight A/C in this Squadron were detailed for ECHRING operations on ECSRs. Six A/G coarded. 3 x 500 lb. 160 x A lb. incompliance. 16 x 30 lb. in operations on ECSRs.					
aidalght. aidalght. The Squadron was stood down for operational flying after having been on operations the preceding pight domesourive mights during which this The operational sorties were undertaken. The day's respite was welcomed and considerable progress was made in servicing and maintenance of A/C. Crews that had not been on recent operations underwent ground training and some flying training was also carried out. Flying Times for the Period: Operational - Nil; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. FCALFFE 5.3.4.3. Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all 4.159 day. Fight A/C in this Squadron were detailed for ECHRING operations on ECSRs. Six A/G coarded. 3 x 500 lb. 160 x A lb. incompliance. 16 x 30 lb. in operations on ECSRs.	MEMILLEZD			meather: Cloudy becoming fair in the afternoon. Visibility deteriorating to 1000 to 2000 year	•
The Squadron was stood down for operational flying after having been on operations the pre- outing sight nonmonutive mights during which thus % operational sorties were undertaken. The day's respite was velocomed and considerable progress was made in servicing and maintenance of A/C. Crows that had not been on recent operations underwent ground training and some flying training was also carried out Flying These for the Period: Operational - Nal; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. #CLIFFE 5. Lal. Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all day. Fight A/C in this squadron were detailed for BOMBING operations on BOSNA. Six A/C carried 3 x 500 lb.; 360 x L lb. inconditions of 30 lb.; squadrons on BOSNA. Six A/C carried				as works. Raines he belle ly to de he ly 10 to 15 M.P.H. Telling light and becoming N.W. Iv her	
The day's respite was welcomed and considerable progress was made in servicing and maintenance of A/C. Crews that had not been on recent operations underwent ground training and some flying training was also carried out. Plying These for the Period: Operational - Nal; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all day. Eight A/C in this squadron were detailed for BOMDIN operations on BOSNA Six A/C coarded. 3 x 500 lb.; 360 x h. lb. incendiance; 16 x 30 lb.; incendiance of BOSNA Six A/C coarded.				The Canadana was shaddan as a same a	
The day I respite was welcomed and considerable progress was made in servicing and maintenance of A/C. Crews that had not been on recent operations underwent ground training and some flying training was also carried out. Flying Times for the Period: Operational - Nil; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all day. Fight A/C in this Squadron were detailed for MOMBING operations on MOSENG. Gir A/G carried 3 x 500 lb.: 360 x h. lb. incendiance. 16 x 30 lb.: 100 x h. lb.: 10				the Squarron was stood down for operational flying after having been on operations the pre-	
Flying Times for the Period: Operational - Nil; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. Flying Times for the Period: Operational - Nil; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. Foliers 5.3.43. Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all day. Fight AC in this Squadron were detailed for BOMBIN operations on BOSENG Six A/S corried 3 x 500 lb.; 360 x h. lb. inconditions 1 k x 30 lb. inconditions on BOSENG Six A/S corried				The day's results war walnut auring which time 54 operational sorties were undertaken.	
Figing Finding was also carried out. Flying Fines for the Period: Operational - Nil; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. FOLIFFE 5.3.43. Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all day. Fight A/C in this Squadron were detailed for BOMBING operations on BOSENG Gir A/C carried 3 x 500 lb.: 360 x lb. incompliance; 16 x 30 lb. input limits operations.				The second and considerable progress was made in servicing and maintenance	
Flying Times for the Period: Operational - Nil; Non-Operational Day - 5 hrs. 35 mins. Night - Nil. **CLIFFE** 5.3.43. **Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all day. Eight A/O in this Squadron were detailed for BOMBIN operations on BOSEN: Six A/O carried 3.5.50 lb.: 360 x h. lb. inconditions 16 x 30 lb. inconditions on BOSEN: Six A/O carried				flying training was also carried out.	
#CLIFFE 5.3.43. Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all 4.159 day. Fight AC in this squadron were detailed for BOMBIN operations on BOSEN Six A/O carried 3 x 500 lb.; 360 x L lb. inconditions of 5 x 50 lb.; and the squadron of the squ				Plying Times for the Period: Operational - Nil: Non-Chevertianal Part - E has 25 and 19 and	*****
day. Eight A/O in this Squadron were establed for BOMBING operations on BOSSNe Six A/O carried 3 x 500 lb.; 360 x L lb. incondiguous 16 x 30 lb. incondiguous	······································			in the state of th	Na.L.
day. Eight A/O in this Squadron were establed for BOMBING operations on BOSSNe Six A/O carried 3 x 500 lb.: '50 x h lb. incendiantes: 16 x 30 lb. incendiantes:	DPCLIFFE	5-3-43-		Weather: Pair to fine becoming cloudy after dayly Consumily made to A and a dayly	A 150-A 7
Right A/C in this Squadron were detailed for BOMDING operations on BESEN. Six A/G carried	The late of the la			CAY TO THE RESIDENCE OF THE PARTY OF THE PAR	
1 1 2 X 300 XD.: 300 X & Ib. incendiament 16 x 30 Ib incendiamien Man 1/2				Fight A/C in this Scusdrop were detailed for FORTING constitute on Forty	
The first war build with the first t				I X DOU ID.: 300 X 4 Ib. incendiamies: 16 w 30 Ib incendiamies man 1/2	
				Dilelings were hele at 12.00 hrs. and 15.00 hrs. Take are account as	C1516 (C) (FP)
completed at 19.11 hrs. Two AC reduced to base due to mechanical difficulties. The				completed at 19.112 hrs. Two A/C returned to base due to machanical dietariation	

K.A.F. Form 540

See netruction to use of this jum in K.R. and A.C.L., pare. 280 and Wes Manual. Pt. II. chapter XX.. and natio in R.A.F. Packer Book.

OPERATIONS RECORD BOOK

Page No. Three

of (Unit or Formation) 1824 (R.G.A.F.) Squadron,

No. of pages used for day.....

Place	Date	Time	Summary of Events SECRET.	References to Appendices
TOPCLIFFE	5.3.43.	(cont)	Control Manager Del Cella Control	
			remaining six reached the target without exception. Visibility was good except for some	
				77
				1
	1 1			
				1
	7			
		5 3		
			Flying Times for the Period: Operational - 35 Hys. Man Constituted Day 2	
			Might - 1 Hr.	
			1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	
TOPCLIFFE	1000			·
THE CHILLY IN	6.3.43.		Weather: Pair, small amounts of low cloud. Visibility two to four miles during daylight	
	- 1			
		1		1
- 100				
	100		Heroules VI, Heroules VI, Fort A05/57/12316 Starbourd A05/75/31210; Wallington)	
				- 15 W E
			Flying Times for the Period: Operational - Nil, Non-Operational Day 4 hrs. 20 mins. Night -	N. 2
			- The state of the	Mare
TOPCLIPER	7.3.43.		Weather: Very poor visibility all day except for short period in late afternoon. Light win	
			The Squadron was given a stand down to-day. Visibility was exceptionally poor which prohibi	åa
			and flying theiring Contain the day, visibility was exceptionally poor which prohibi	ted.
			any flying training. Specialist Officers devoted the day to ground training. Sun-ray treat	
			ments were given to aircrew. Dinghy and parachute drill was carried out in the morning.	
			Flying Times for the Period: Operational - M1, Non-Operational - M1,	
TOPCLIFFE	8-3-43-		was a second of the second of	
***************************************	······································		Meather: Misty with thick haze late afternoon then fine with excellent visibility.	A 165-A 16
			at 15.00 prs. The two A/C carried 1 x 108, and 1 x 100. Take off was at 19.19 hrs., beth	
			by pin point in one case and "Gee" fix in the other. Both 4/C released "Vegetables" from	
			an average height of 500 ft., and parachutes were seen to open. One grew reports that one	
				.0.
			A/C returned to base undamaged. Both	
			Might - Mil. Miles for the Period: Operational 7 hrs. 47 mins. Non-Operational Day 5 hrs. 15 mins.	
			Night - Nil.	
	Th.			
	4			to but a product
	THE PERSON			

Place	Date	Time	Summary of Events SECRET.	Reference to Appendice
TOPCLIFFE	9.3.43.		Weather: Lovely day with little cloud and good visibility. The Squadron was given a stand	
LUTULLITES	Ja Jafbja		down to-day and progress was made in training. Dinghy and parachate drill was carried out	
	1		during the morning. Squaren Specialist Officers conducted a question seried in which	
			recent problems were thoroughly discussed. Two new Wellington X WC were received, details	
			are: H.E.703 Heroules VI, Port SSi0760/377740, Sterboard SSi0788/377769; and H.E. 705.	
*		Accessory of the control of	Hercules VI, Port S. S. 10784/377764. Starboard SS10676/377656. The softball season was	
			inaugurated by a game between the "Grocks" and the "Joung Bloods". The "Grocks" victory of	
	1		7 to 5 was highlighted by the only home run of the game blasted out by Group Captain E. F.	
	-		Johnson, Although the "Crecks" Looked better on the diamond, the "Young Bloods" looked	
			much better the norming after at breakfast	
***************************************			Flying Times for the Period: Operational - Nil; Non-Operational Day & hrs. 25 mins. Night -	303.7
			Figure 1 mes for the refront operational - with non-operational pay of mes. 25 mins. Might	NALL:
POPCLIFFE	10.3.43.	×	Weather: Cloudy with intermittent drizale but generally good visibility, All Wellington	
			Squadrons in No. 6 Group were given a stand down today. Bomb Aimers spent the afternoon	
			in link training. 1 hr. in the morning was devoted to a question and answer period by	,a
		1,0	other Specialist Officers. Link and parachute drills were given.	
***************************************	·		Flying Times for the Period: Operational - Nil; Mon-Operational Day 2 hrs. 5 mins. Night - 1	11.
COPCLIFFE	17.3.43		Meather: Cloudy with occasional showers becoming fair and fine after dusk. Fisibility	
			mainly 10 to 20 miles except for showers. Surface wind W. N. W. 1v 10 to 15 M.P.H. at times	
			and falling light variable or calm in late evening.	
	1		Squadron was given a stand down for the 3rd consecutive day. Another question and answer	
			period was held by each Specialist Officer. Dinghy and parachute drills were carried out	
			in the morning. A lecture on escaping was given to all Aircrew by Flight Sergeant Waring	C
			based on his actual experience.	
			Elving Times for the Period: Operational - Nil; Non-Operational - Day I br. 30 mins. Night	- Nil
OPCLIFFE	12.3.43		Weather: Fine with small accounts of low and medium cloud in afternoon dispersing in evening	167-A
		No.	Visibility good becoming moderate to poor with smoke haze in late evening. Surface winds light variable or calm, less than 5 MgP.Hr.	
			[B. 4. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.	
			Fifteen A/C were detailed for SOMBING operations on ESSEN. Briatings were held at 14.00 hrs and 15.00 hrs. Take off commenced at 19.29 hrs. and was completed by 19.37 hrs. Four A/O	*
			returned early, three to bese one to another Station due to mechanical or instrument difficu	744
	0.000		It is regretted that one of the A/G, "J" Wellington III, B.K. 148, was unreported since take	arta Obs
			off, the crew are as follows: CAPI. CAN. J. 16785 P/O Caldwell, R. G., RAV. CAN. J. 11240 P/O C	
			ori, the grew are as ichiows: Garle Gameda Boro For Canada in the Ge, Mare Gameda inche	ory,
			G.J., B/A. Gall.R. 103759 F/S Topping, W.P., W/CF CAN.R. 102165 Sgt. Larsen A.F., A/G CAN.R. 924 Sgt. Farker, L.A. The remaining ten reached the target area in good visibility obscured som	20
			what by haze and smoke. P.F.F. marker flares were seen in bomb sight and loads were release	a
			from an average height of 15,500 ft. Actual results of our bombing could not be observed by	+
			Trom an average in this or 19,300 to. When tentre of our pompting court into be preserved by	
			several grows report numerous bursts of bombs from other Al. The resulting fires were seen	3
			to spread growing into one terrific red blazs. Two large explosions were observed by severa	1
			to spread growing into one terrific red blaze. Two large explosions were observed by severa grows, in effective make screen two miles N.W. of town gave off volumes of make over the	1
			to spread growing into one terrific red blaze. Two large explosions were observed by severa cross. In effective make over the cares, an effective make over the target area but the PLFF. flares appeared to be correctly ladi. Two of the ten A/C that	1
			to spread growing into one terrific red blaze. Two large explosions were observed by severs many, in affective make screen two miles N.W. of town gave off volumes of make over the target area but the P.F.F. flares appeared to be correctly laid. Two of the ten A/C that reached the target area suffered minor Tlak damage but all of the ten returned to base	1
			to spread growing into one terrific red blaze. Two large explosions were observed by severa orans. An affective masks surem two miles N.W. of town gave off volumes of sanks over the target area but the P.F.F. flares appeared to be correctly laid. Two of the ten A/C that reached the target area suffered minor Tlak designs but all of the ten returned to take recording a most successful undertaking. Fellowing A/C taken off charge - "D" Wellington II	1
			to spread growing into one terrific red blaze. Two large explosions were observed by severs many, in affective make screen two miles N.W. of town gave off volumes of make over the target area but the P.F.F. flares appeared to be correctly laid. Two of the ten A/C that reached the target area suffered minor Tlak damage but all of the ten returned to base	ı-

(*9305) WL 31579-2544 116M 3/40 T.S. 700

MANNIN BORRIOGE

R.A.F. Form 540
See natruction to use of this form in K.R. and A.C.I., para. 2349 and War Manual, Pt. II., chapter XX., and natus in R.A.F. Perket Book.

OPERATIONS RECORD BOOK

Page No. Five

of (Unit or Formation) 424 (Ra G. A.F.) Squadron

No. of pages used for day.....

Place	Date	Time		Summary of Events	SECRET.	References to Appendices
S. E.		-	The second of the second of the	but to the second of the second of the	3500 L 0500 - 3	A-178-A-18
TOPCLIFFE	13, 3, 43			e, no low cloud, good visibility after 12,00		
	-		1701 3-4-23-3	for winder exemptions in the NECTARINES II.s	res. One A/C was scrubbed	1
						-
			visibility poor on ac	count of sea haze but were able to obtain pin	KED et Bour of the cres	
			dropping point and "Y	regetables" released from an average height of open. Two of our A/C encountered flak from fl	alcahina OneR/A was	-
	1		saw both parachutes o	open. We that successfully carried out the assi	coment	02
			Stations on diversion	Period: Operational 47 hrs. 57 mins. Mon-Oper	stional Day I hr. Night w	-011
***************************************			Flying Times for the	Period: operacional 47 ms. 57 mms ich sp-		
				nick smoke haze until afternoon and then fine	with mod wisibility. Li	ght
TOPCLIFFE	14-3-43		Weather - Mist and th	lick smoke haze until alternoon and them line	BASIL BROOK TANAHAMAN V. R	- T
			Southerly winds.	stand down on operations to-day and as a resu	It considerable progress	
			Squadron was given a	In the Signals Section ly hrs. was devoted	to Morse practise and a	
	1					
			The state of the s	and in one hours on A.M. L. and Is hrs. on "let	6. IMO DEM UNIATKR COLS	
						*
	1					
						201.7
			Flying Times for the	Period: Operational - Nil, Non-Operational I	ay 6 hrs. 10 mins. Night	- N11.
			Washing Box until v	soon then smoke haze until dusk improving to	to 4 miles. Wind S.E. 1	У
TOPCLIFFR	15.3.43					
				-4-47-4 Com the day Winther training was Car	wied out by Specialist	
			Flying Times for the	Period: Operational - Nil; Non-Operational I	My 45 mins. Night - Mil.	
	26 2		2022/19-00-22-3:11	coming cloudy about mid-day. Fog carly with	visibility impreving slew	13
TOPCLIFFE	16,3,43					
,			during morning to 10	oo to 2000 yards and to 2 to 4 miles in the alight S. M. 1y freshening S. W. 1y to S. S. W. 1y	O to 15 M.P.H. in afterne	(a)
			and falling off light	THE PROPERTY OF THE PROPERTY O	ther conditions. Liverey	r-
			Section 1 by wes d	evoted to link training and ly hrs. to "Gee".	A discussion was held on	1
			Section, I hr. was d	570-55 W		
		Total Control	STATISTICS STATISTICS SAID VINE			THE RESERVE OF THE PARTY OF THE

Place	Date	Time	Summary of Events SECRET.	to Appendic
TOPCLIPPE	16.3.43	(cont)	reasons for lack of good photographs. Signals Section put in 1 hr. on Morse practice and carried out 15 D.L.'s on NC. Signals Officer gave 1 hr. lecture on manipulation of W/T	
			equipment and in the afternoon gave a p hr. lecture on D.I.'s. Gunnery Section assigned	
			3 details to Air to Sea firing, 1330 rounds were fired. Navigation Section back-plotted	
			logs and "Goo" training was given to several Nagigators. Two 4/0 were completely swing.	
			In the evening a bitterly contasted softball game took place between "A" and "B" Flights, "B" Flight claim a victory of 18 to 7, "A" Flight refuse to confirm the score.	
			Plying Times for the Period: Operational - Nil; Non-Operational Day 5 hrs. 5 mins. Night -	N47.
			Flying Times for the Period: Operational - Mil; Non-Operational Day) hrs.) miles, Right -	12.20
	1 . 1	1	The state of the s	
TOPCLIFFE	17-3-43		Weather: Fog and mist all day. Wisibility improving from nil to 2000 yards and then deter-	
AMENIAKAM			iorating again. Surface wind mainly S.E. 'ly 5 to 10 M.P.H. becoming light variable or calm	
			4= late oftenses	··
			Bed weather conditions resulted in another stand down for the Squadron. Further ground	
			the second secon	
			by Rembing Section. Signals Officer gave 1 hr. lecture on special equipment and a	
			I be loop was swing on 2 AC by Navigators.	1:
	1		In the state of th	
***************************************			the afternoon Lt. Stiles, R.N., gave a la hr. lecture on mining operarations. This was	
			attended by all Aircrew personnel of the Station.	
	18, 3, 43		Weather: Thick fog in the morning improving rapidly about mid-day to moderate to good	
TOPCLIFFE			visibility and small amounts of cloud. Wind light M.W. 'ly at first becoming N.E. E.N.E. 'ly	
	1		10 to 15 V P H of times	
,			muta consideration was endered to detail 15 M/C for operations to-night. Due to adverse weather	
			conditions this overation was cancelled in the afternoon. In the afternoon most crews	
			money to Station Sick Charters where they received sun-ray treatment followed by one	
			hour's lecture by the Flight Commanders and Section Leaders. Several crews were then detailed	
			A In take and one owner flow oil filming.	Commence of the commence of th
			Day - Flying training hours were as follows: "B" Flight 3 hrs. 25 mins. "A" Flight 3 hr.45 mi	ns.
			No night flying was carried out.	
		0.01	Weather: Cloudy with occasional slight drizzle, 8/10 low aloud base 1500 to 2000 ft.	
TOPCLIFFE	19-3-43		Visibility 2 to 4 miles. Surface wind N.E. 'ly 6 to 12 M.P.H.	
			Visibility 2 to 4 miles. Surface with R.R. by 0 to 12 mer. h. Seventeen 1/0 were detailed for bombing duties tenight. Briefings were held at 14.15 hrs.	
			and 15.15 hrs. This operation was cancelled at 19.00 hrs. due to adverse weather conditions	
			The Pitcht of the Pitcht	
The water to the second			5 hrs. 30 mins. CAN. C.3300 F/L L. R. Gingras assumed duties of Squadron Adjutant vice	
			CAN. C.7711 F/L B. J. Knight, posted to 405 (R.C.A.F.) Squadron.	
	20.7		Weather: Cloudy, poor visibility all day. 10/10 low stratus 1500 to 2500 fts. Visibility	1,83**
TOPCLIFFE	20-3-43		4 miles at dawn gradually deteriorating to 1500 yards. Winds M.N.W. 'ly to N.N.W. 'ly 10 to	
			15 M D R	
			mt. a and and to detail 17 4/C for enerations to-might. Due to adverse weather	
			acceptations this order was cancelled, at 19.00 hrs. Training Flying was carried out to-day,	
			as follows: Air to sea test - 1 hr. 10 mins.	Killed
	ETO 31 A THE ZALES OF \$2500	BLESS CONTRACTOR OF		***************************************

Passes: WL 51570-5544 EIGH 5/48 T.S. 700

R.A.F. Form 540
See astructions to use of this joins in K.R. and A.C.L., parts. 2949 and War Manuel. Pt. II. chapter XX. and natus in R.A.F. Porter Book.

OPERATIONS RECORD BOOK

Page No. Seven

of (Unit or Formation) A22 (2.4.4.) Squadron

No.	ot	pages	used	for	day	

Place	Date	Time	Summary of Events SECRET.	References to Appendices
TOPPLUM	20. 5.43	(cont)	imment personnel are hept busy benking up and de-benking aircraft daily and as this has been going on for the last few days they are getting jumpy and will feel quite happy when they finally are aircraft take off with their load.	
ROSINE/A	21.3.43		Noather: Fog at first becoming flow by been with no cloud all day. Visibility less than 1000 yes, improving to 2000 to 4000 yes, by mean and b to 6 miles in the afternoon. Hinds LK. 'ly in the neurals becoming L. 'ly 20 to 15 k.P. H. in the ofternoon.	
			H. N. 'ly in the morning becoming B. 13. 30 to 15 May. N. in the oftenson. The Significan was stood from to-day. All absences were detailed for personned and dingly drill in the morning. Paying tenining the divided between least Taying and Tighter on- operation. Total Lighing corrised out to-day - 19 Mrs. 25 mins. As taken on charges the linguist N. M. 509, Part 189722/976952 bearboard 28908/97608. As taken of thereo:	
			Sallington III, Dr.615, Part A056329/311099, Sharheard A056766/311094. Two Gfflours and ton cadots from the A.E.C. visited the Squadron to-day, Galets wase	
			flip. He boys seemed to have thereughly enjoyed the trip. The Squadron's newest aircraft wolkington 7, "I" M.509 was airborne for the first time minor its arrival at this Unit. The Filat reported that this aircraft was satisfactory in every my.	
500.078	23.43		Wather: Pig to just after domn becoming fair, 3 to 4/10 cloud at 2 to 5000 ft. Wind H. M. L. '1y 5 to 10 M.P.H. Visibility 5 to 8 miles deteriorating to 2 to 4 miles at duck. Three sirecasts was detailed for MCLING to day and 15 for bushing operations to might. MILING orders were consolided at 10,30 hrs. at bushing cancelled at 17,00 hrs. at 11,00 hrs.	
			MELING orders were cancelled at 10.30 hrs. and boshing cancelled at 17.00 hrs. At 11.00 hrs. all discover reported to Station Stat Quarters for Sur-Bay treatments. Flying personnel reported to the Gunnery Leader's Office at 13.45 hrs. where they attended a lecture on fighter taction. This talk which lasted M hrs. was enjoyed and it is hoped was beneficial to all conserned. Me Flying Training was carried out to-day.	
Strathty/A	23.3.43		Weather: Cloudy with occasional light rain. Low aloud 8-10710 at 800 to 1500 ft. wind R.E.E. '17' 10 to 20 M.P.E. This Squadron was ordered to detail 10 4/0 to night, brising took place at 1400 and 1500 h	A 187-A 1
1			The detail was a mining operation in the THEFOIL and MOTARINES area. One of our A/C had to be cancelled at the last minute because of the 11 lesse of Mavigator. This areas had report on sink parade in the margine but in less afternoon the control of the second of the control of the second of the	
			the Medical Officer grounder him. It is expected that he will be discharged from Station Sick Quarters in three or four days time. This trip was uncreasful although successful and all our 1/0 plented their "Vegetables" as ordered. Tielbility was guite good-with only a slight mist rising from the see. All 1/0 Preparted chaining a pin point and "Gee" fix. Peruchutes were seen to open by the Bear Cumners on all 1/0 except one. We flak ships nor	
			Paradistas were seen to open by the Bear Cummers on all A/C emcept one. No flak phips nor energy A/C verse seen. As weather was unfavourable at base must A/C handed at other R.A.F. Stations. One of our A/C was demand on lending. This was due to poor visibility and rain. This A/C ran little a tree stump 35 to A/C was from the end of the runsay. The propellar was damaged and some fabric torm. If is superised that repairs will be completed in two or three days. Due to unfavourable weather only one hour's training flying was conviced out to-day.	
7			damaged and some Cabric torm. It is superted that repeirs will be completed in two or three days. Due to unfavourable weather only one hour's training flying was carried out to-day.	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				1
				- La Carretta

			그 그 그 이 이 전 하는 것이 그렇게 이 적합에게 하는 사람이 없었다. 이 없었다는 이 반장에게 되었다. 이 전 보다는 이 이 이 이 이 이 이 이 이 이 이 이 이 이 이 이 이 이 이	age No. Ma
		1		
Place	Date	Time	Summary of Events SECRET.	Reference to Appendice
TOPCILIFE	24.3.43		Weather: Cloudy to overcest with intermittent slight rain about mid-day. Visibility	
	1		moderate to poor. Surface winds N.W. 'ly 5 to 10 M.F.R. in the sorning veering M.E. 'ly in	
			ofteness and tacking E.W. 13 to 15 K.P.H. in late evening.	
			This Squadron was ordered to detail all swellable aircraft for operations to-night. Unfortunately we were 9 A/O short in the morning due to the fact that our A/O which were	
			on operations last night were forced to land at other Stations because of weather condition	
			At 13 00 her, this attraction was remained as all our 1/0 had returned to here. Therefore	
			this Squadron was shie to have 15 A/O resty for operations at 17,00 hrs. This operational order was cancelled later on in the afternoon. Hon-operational flying to-day - 11 hrs. 30	Spirite v
			order was cancelled later on in the afternoon. Hon-operational flying to-day - 11 hrs. 30	rins.
				ine.
KOROLAL JAR	25,3,43		Heather: Gloudy to overcast with slight drissle. Fisibility peer during meet of the day.	
			Vinds 10 to 15 K.P.H. The Squadron was ordered to detail 15 A/C for operations to-night. Briefing was held at	
***************************************			14.00 krs. and 15.00 krs. This operation was cancelled at 21.45 krs. The Air Officer	1
			Commending in Chief. Royal Camadain Mr. Series (Comments) Ciff. C. 10 Mr. Marchal H. Monarda	
	1	- 2	C. B. accompanied by the Air Officer Commanding No. 6 Group R.C. A.F., CAN.G. AZ Air Floo - Earshal C. E. Process C.R.E. visited the Squadren to-day. Flying Training to-day - 1 hr.	
			Marabal G.E. Prockes C.L.E. visited the Squadren to-day. Flying Fraining to-day - 1 Mr.	
TOPOLIPER	~			
TOPOLITYES	26,3,43		Meather: Cloudy to overcest with light drisale coming after down remaining overcest till late evening. Visibility poor to moderate, Winds mainly E.V. 'ly 5 to 10 E.P.H. becoming	- M-196-4-2
			10 to 15 K.P.H., gusty at times.	
	16.		This Squadron was ordered to detail 16 A/C for operations to-might. Primary briefing was	
			held at 14.30 bre. and main at 15.30 bre. The wef sat at 19.00 bre. They present the treatment	
			One of our A/C was unable to leave because of faulty trigger adjustment in Rear Turet gume. Three of our A/C were unsuccessful and had to turn back before reaching the target, one	San
	11111		firee of our A/C were unsuccessful and had to turn back before reaching the target, one	
			A/G's oxygen pipe fractured when climbing to fly over front, one had oxygen failure at	
	1		15,000 ft. and drew could not rectify it, thereby considering it impossible to carry on due due to weather and as lack of exygen was affecting the grew. The last \$\dark{0}\$ four pure in the rear turret were useless. All these \$\dark{0}\$ except one jettisoned their books. Our successful	
Cor Section			the rear turnet were uncleas. All these A/G except one jettiagned their books, Our money	m1
			aircraft reached the target in 10/10 cloud and pour visibility rendered it difficult to	
		*	assess the result of the raid. The P.F.F. were accurate and appeared right on the target.	-
			arrows t reached the three is 10/10 cloud and poor visibility rendered it difficult to assess the result of the reid. The P.P.T. were accurate and appeared right on the target, Sombing seemed to have been well directed on any sarriers and deptains reported socing red	9
			and white glows reflected on the clouds. The one white flare in each bundle of markers was found to be of great help in aiming. Accounts rederate and heavy flak was experienced, two	
			of our A/C heing atverse by framants one of which had the head are and a better and	
			by framents, One of our A/O manued by an experienced orse reported six bellooms flying	The same
			of our A/O being struck by fragments one of which had its book door paint shattered and hole by fragments. One of our A/O manued by an experienced cover reported air bellooms flying above cloud between 10,000 and 10,000 75; "Very few searchlights whre seen during this raid	
			and only one of our exemp membral seates on enemy 1/2 Who lather a WIOC -11-2 Ab-	
			wellington and swamg in from starboard crossed track and came in on port. By weaving our	
		é granga jun	wellington and swung in from starboard crossed track and case in on port. By weaving our A/C swaded the enemy the letter keeping off and disappearing, although it was impossible to observe results of besting, the glow seen through alouds was strong enough to conclude	
			that large fires had been lighted and that the raid can be considered successful. All our	
			aircraft reached base safely and no personnel were injured.	, contra
		·/		1000
OPOLIFER	27-3-43		Weather: Claudy all day dispersing towards evening then becoming cloudless. Weibility two miles till 10.00 hrs. improving 10 to 20 miles lessening toward dusk. Winds S.E. 'ly	

OPERATIONS RECORD BOOK

R.A.F. Form 540

See sustructions for use of this form in K.R. and A.C.I., para. 239, and War Manual. Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) 424(R.C.A.F.) Squadron

Place	Date	Time	the state of the s	Summary of Events	SECRET.	References to Appendices
TOPCLIFFE	27.3.43	(contd.)	This Squadron was or	leved to detail 15 aircraft for operations	to-night. This order was	
		0.5	cancelled at 13.45 h	rs. In the afternoon several crews were de	tailed for training flying	
			by their respective	flight commanders. Other crews were detail	ed for dinghy and parachute	
			drill. At 16.00 hrs	. Navigators held a round table conference	with the Squedron Navigation	
			Leader on specific p	roblems relating to navigation, ied out to-day: 8 hrs. 35 mins.	marks strongering a marks have	
					TO CARDON A VANDE SHEET SHEET SHEET SHEET	
TOPCLIFFE	28.3.43		Weather: Pair become	ing cloudy in early forenoon, little cloud- esing to little low cloud by late evening.	at first increasing to 7-8/10	A-208-A-22
		1 1	berere midday, incre	asing to little low cloud by late evening.	Low aloud 3,000 to 6,000 ft.	
				N. W. 'ly 15 M.P. H. tacking to S. W. 'ly. Visi	bility 10 to 20 miles deter-	
			iorating to 8 to 10			
	***************************************		Two new Wellington I	aircraft were received by the Squadron to-	day. This Squadron was	
			ordered to detail 16	NO for operations to-night. Primary brie	fing was held at 14.30 hrs.	
		7 -	and main at 15.30 hr	s. Take off set at 19.15 hrs. Due to engi	ne trouble two A/C/had to	
				C arrived over ST. NAZAIHE and found the te		
	1		flares that had been	dropped by the P.F.F., although the target	was somewhat obscured by	
				ce screen. Munerous dumy fires were seen		
		1		o flak was experienced at the beginning of		
		-	considerably at the	omi. Humerous fires were started apparent!	y all over the town and large	r
	1		fires could be seen	burning many miles away on the return trip.	A few searchlights comes	
		4	were seen and one of	our Captains reported seeing an aircraft o	aught in a cone and A/A guns	
			shooting at it until	this aircraft struck the ground and explod	ed. Another of our pilots	
			reported that he had	seen an aircraft coned and brough down in	flames. Our aircraft "G"	
			was tailed by JUBS or	arrying no lights. The enemy came in to ab	out 400 yards astern, then	
	1		to starboard quarter.	Our aircraft turned to starboard and the	enemy bore off without	
		·	firingHo then made	a second approach to starboard following	our evasive action. The	
			enemy then came acros	se our beam but did not fire. Our Rear Gun	ner opened fire and the	
		-	enemy aircraft came t	through tracers for three seconds then brok	e off and did not return.	
		Contract of	No claim is made conc	perming this aircraft. None of our aircraft	suffered any damage and 8	
. A. Theatan these	Charles S		returned to base, the	others landing at different R.A.F. Station	as due to shortage of petrol.	
			ON TELEVISION OF STATE	Not the first of the second of the second of the second	• America (Co solo anno)	
TOPCLIFFE	29, 3,43		Weather: Cloudy with	a slight rain in afternoon and evening. Wi	aibility fair after midnight	A, 222-A, 232
			deteriorating about	iawn to 2,000 to 3,000 yds, improving after	midday to 4 to 6 miles.	
			Winds S. S.E. 1ly to S.	E. 11y 10 to 15 M.P.H. in morning vooring t	o S. S. W. ly abour 10,00 hrs.	***************************************
			and to W.S.W. 'ly abou	at 13.00 hrs. then tacking slowly.		
			This Squadron was ore	tered to detail 16 A/C for operations to-mi	ght. Two of our A/C were	
			cancelled and three	failed to reach the target. The first A/C	was cancelled due to the	
			impossibility of get	ting enough boost. The second was due to a	far more serious reason,	
	the state of		As this A/C was about	ready to move in position for its take of	the Navigato GAN, J. 11178	
		332	P/O K.G.R. Wade refu	sed to fly on the operation. As this Offic	er was not sick, he was immed	 10 (18) (16)
6.150			istely put under clos	se arvest and charged with refusing to carr	out his operational orders.	
		120000	The unsuccessful A/C	had to turn back for the following reasons	: Engine overheating and	
			dropping oil pressure	in two cases and in third, severe iding.	In all cases bombs and	
		12000	incendiaries were sai	'ely jettisoned. Two of our A/C although o	ver Germany did not bomb the	
		-		y experienced engine overheating and dropp		
A						
		-				

Place	Date	Time	arranam m x	Summary of Events	SECRET.	Reference to Appendi
TOPCLIFFE	29.3.43	(cont.)	These Wellington X "H" bombed 10 mil	es North of Dorsten and t	he other Wellington X "U"	_
			bombed Americh. Our successful A/C	carried out their attack	between 21,50 hrs. and 22,00 h	rs.
			There was very little cloud over the	target area but the latt	er was covered by base, P.F.F	•
			flares were dropped a few minutes la on the markers. Momerous searchligh	te at the beginning but l	ater the bombing was concentral	ted
			them to lose height and thereby resu	de were in the area and a	everal A/C were coned causing	
			operated with the searchlights. It	Total In sources.or nomers	R. Ussah scontage ITSK 00-	
		- 1	ground haze. Numerous dummy fires w	ere in the target area.	In two instances white lights	
			were seen 19 miles North and 15 mile	s N. E. of the target and	also at about 12 miles North	*
			and 8 miles N.W., 100 to 200 search1	ights in copes of 5 to 20	were noticed on this terrest.	
			One unidentified A/C was seen shot d	own at Haltern at 21.54 h	rs. Another A/C was coned	
***************************************			and seen to burst into flames, Half	a mile west of Bookus an	aircraft was coned, but as	
			it took evasive action it broke into	Thames and went down. A	t 21.58 hrs. another 1/0 was	
			coned and seen to go down in a verti	cal dive. Sixteen miles	from Hengelo a white beacon	
			at 19,000 ft. was seen flashing the 3,000 ft. 1100, with all navigation	letter Fr. At 23.01 hrs	. 5 NO were seen flying at	
			at 22.46 hre heavy flak come up to	inguts on. On the return	trip flying over Amsterdam	
			all landed safely at base.	AP, COO. A Co HOUR OL., DUT A	O SHITETED SNY GAMAGE AND	
			Operational hours - Night 72 hrs. 55	mines - Non-operations) - F	letne - 6 bes 20 stei	
4	- /		not recompany the personnels no expensely	motory and genilotic sciences	Design to Section 2	
TOPCLIFFE	30-3-43		Weather: Mainly cloudy periods or a	light rain in the afternoon	m. A to 7/10 how aloud at	
			1500 to 2000 ft. Good visibility.	Surface winds strong West	rly reaching gale force during	ļ
			This Squadron was stood down for the	day. Crews not on operat	tions last night were detailed	
			for flying training this morning. O	there were detailed for m	rechute and dinghy deill. Th	
			the afternoon all crews reported at ;	4.00 hrs. for sun-ray tre	estment at Station Sick Quarter	5.
			All flying personnel were dismissed a Flying training carried out to-day:	t 16.15 hrs. hrs. 40 mins.	TOP VILVET OF THE PROPERTY OF	
			The state of the s	20 40-405H.*	440 74 L	7
TOPCLIFFE	37-3-43		Weather: Cloudy all day with alight	drissle and isolated show	ers in late evening. Good	
	28 7 3		This Squadron was ordered to detail t	hree NO for MOLING opera	tions to-day. This order	
			was cancelled at 11.00 hrs. and the S all aircrew reported to their respect	quadron stood down for th	e day. During the afternoon	
			by the Flight Commanders and Section	Loaders.	table discussions were held	
			Of ENGINEERS OF THE PROPERTY O	и княсту воруч напрадова	42	
1 - 1 - 4 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -			Mircraft on charge as at 31st March.	AND PRODUCT TO THE MILE OF	POTTON TOX- CAST TO	
CONTRACT OF	7	- T	MANUAL TO OR GRAFES AS AT JUST MATCH.	DD1 22		
······································						
			Health - Upper respiratory diseases a month. There were three cases of ven	arel.		
	-		Airgrey - There were 10 airgrey admit	ted to homital during th	month making a total of 76	
			hospital days. There were no known o	ammalties.		
A			Ground Personnel - There were 15 pati	ents admitted to hospital	during the month with 71	
			hospital days	A CONTRACTOR OF THE PARTY OF TH		

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R.A.F. Form 540

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See statractions for use of this form an K.R. and A.C.L., pars. 2349 and War Manual. Pt. 11., chapter XX., and natus in R.A.F. Pochyt Book. of (Unit or Formation) A24 (R.C.A.F.) Squadron No. of pages used for day..... SECRET. Date Summary of Events to Appendices TOPCLIFFE 32.3.43 NUMERICAL STRENGTH OF UNIT AS AT 31st MARCH, 1943.
(Officers) Airurem Lircrew Ground R.G.A.F. R.A.F. (CAN) (U.S.A.) R.G.A.F. Total Strength 248 118 OPERATIONAL - NON-OPERATIONAL & TRAINING PLYING HOURS, MARCH 1963. (a) Operational Flying Hours Day: Hil Right: 505 hrs. 11 min (b) Mon-Operational Flying Hours Day: 134 Hrs. 53 mins. Night: 3 hrs. 15 mins. Total Flying Hours: 642 hrs. 59 mins. NO. OPERATIONAL SORTIES - 102. awalla of