

OPERATIONS RECORD BOOK

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

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																				
TOPOLIFFE	2.2.53.		<p>NUMERICAL STRENGTH OF UNIT AS AT 1st MARCH 1953</p> <table border="1"> <thead> <tr> <th>(Officers)</th> <th>Aircrew</th> <th>Ground</th> <th>(Airmen)</th> <th>Aircrew</th> <th>Ground</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F.</td> <td>25</td> <td>4</td> <td></td> <td>74</td> <td>131</td> </tr> <tr> <td>R.A.F.</td> <td>12</td> <td>-</td> <td></td> <td>47</td> <td>169</td> </tr> <tr> <td>R.A.F. (CAN)</td> <td>1</td> <td>-</td> <td></td> <td>7</td> <td>-</td> </tr> <tr> <td>(U.S.A.) R.C.A.F.</td> <td>1</td> <td>-</td> <td></td> <td>7</td> <td>-</td> </tr> <tr> <td>Total strength</td> <td>37</td> <td>4</td> <td></td> <td>128</td> <td>300</td> </tr> </tbody> </table> <p>Weather: Fair with 4 to 7/10 low and medium cloud and good visibility. Surface wind light variable before mid-day becoming W, 15 to 18 M.P.H. and falling light variable again in evening.</p> <p>Five A/C were detailed for "Gardening" operations in the NEOTARINES and HINGLANTINE areas. Briefings were held at 14.00 and 15.00 hrs. Three A/C carried 1 x B200 and 1 x G300; two carried 2 x B200. Take off commenced at 18:05 hrs and the five A/C were airborne by 18:07 hrs. 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 sea level to 500 ft. "Gee" fix could not be obtained 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. Parachutes could not be observed but both are confident that they were laid correctly. Heavy and light accurate flak 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 CANR.95634, Sgt. Worley R.B. killed in the crash of A/C "F" HZ.769 on the night of 24th February was held at 14.00 hrs. at Dishforth Cemetery. The Squadron was well represented.</p> <p>Flying Times for the Period: Operational - 20 hrs. 4 mins.; Non-Operational Day 2 hrs. 55 mins. Night - Nil.</p>	(Officers)	Aircrew	Ground	(Airmen)	Aircrew	Ground	R.C.A.F.	25	4		74	131	R.A.F.	12	-		47	169	R.A.F. (CAN)	1	-		7	-	(U.S.A.) R.C.A.F.	1	-		7	-	Total strength	37	4		128	300		A.145 - A.148
(Officers)	Aircrew	Ground	(Airmen)	Aircrew	Ground																																				
R.C.A.F.	25	4		74	131																																				
R.A.F.	12	-		47	169																																				
R.A.F. (CAN)	1	-		7	-																																				
(U.S.A.) R.C.A.F.	1	-		7	-																																				
Total strength	37	4		128	300																																				
TOPOLIFFE	2.3.53.		<p>Weather: Fair with good visibility.</p> <p>Three A/C were detailed for "Gardening" operations in the NEOTARINES II area. Briefings were held at 14.00 and 15.00 hrs. The three A/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 ft. Visibility was reported as obscured by a slight haze but parachutes were seen to open in each instance. Some light flak and 2/4 S/L were encountered on TAKEOFF and on the west end of SPINCHWOOD. One of the A/C fired a No. 1 "Buster" and all flak immediately stopped and S/L ceased. Both of these A/C returned to base undamaged reporting a satisfactory venture. The third A/C found visibility very bad in the "Garden" area with a thick sea fog and climbed up to 4000 ft. no pin point or "Gee" fix could be obtained and it was necessary to return to base with the load of 2 x B200. The undercarriage of the A/C was damaged on landing at base. There were no injuries to crew. Aircrew not detailed for operations were given ground instruction including line training, dingy and parachute drill.</p> <p>Flying Times for the Period: Operational - 18 hrs. 30 mins.; Non-Operational Day 6 hrs. 15 mins. Night - 2 hrs. 15 mins.</p>		A.149 - A.151																																				

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
TWOCLIFFE	3.3.43		<p>Weather: Cloudy all day but excellent visibility apart from slight haze before dawn. 10/10 low cloud at about 3000 ft. lowering in the brief periods of slight drizzle just before mid-day. Winds N.W. 'ly 5 M.P.H. becoming E.S.E. 'ly 15 to 20 M.P.H. in the afternoon and evening.</p> <p>Nine A/C were detailed for BOMBING of HAMBURG. Six of the A/C carried 1 x 500 lb. in B., 2 x 500 L.D., 330 x 4 lb. incendiaries, 30 x 4 lb. incendiaries, and 16 x 30 lb. incendiaries. THREE of the A/C carried 1 x 4000 lb. T.M. Briefing was held at 14:00 hrs. and main briefing at 15:00 hrs. Take off commenced at 18.14 hrs. and the nine A/C were airborne at 18.19 hrs. Two A/C developed mechanical difficulties and returned to base, the remaining seven reached the target and found visibility good except for slight ground haze. Loads were released from an average height of 15,000 ft. P.F.F. markers were distinctly seen in bomb sight in each instance. Actual results could not be observed but crews reported many large fires burning. The target area particularly was burning furiously with a few scattered fires in suburbs. Two huge fires were burning in dock areas. Three or four principal corners of S/L were reported within two miles of centre of town with intense accurate heavy and light flak fired up the cones as high as 17,000 ft. Flak and S/L was also encountered across Kiel Canal and on the way to the target. Two unidentified A/C were seen going down in flames. One of our A/C returned with two ton 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.97 Group Captain B. F. Johnson went on this operation in the capacity of 2nd Pilot in A/C "E.K. 398, captained by CAN. J.15250 Flight Lieutenant W.C. Klassen. Training was carried out by crews not assigned to operations. Ten Airgunners proceeded to Sutton Bank Range where 4000 rounds were fired. The Gunnery Leader gave a half hour lecture on turret troubles. Word was received that the following Aircrew missing from operation of the night of January 26th are prisoners of war in Germany: CAN. R. 114899 Sgt. Riach A.C.; CAN. R. 103952 Sgt. Ingram A.C.; CAN. R. 107531 Sgt. Vallis K.C. It was further stated that the other three members of the crew were killed. These are as follows: CAN. R. 118176 Sgt. McHargh V.P.; CAN. R. 107016 Sgt. Turner M.E.; CAN. R. 110339 Sgt. Masterman E.A.</p> <p>Flying Times for the Period: Operational 50 hrs, 22 mins. Non-Operational Day 4 hrs. Night - Nil.</p>		A.152-A.156
TWOCLIFFE	4.3.43		<p>Weather: Cloudy becoming fair in the afternoon. Visibility deteriorating to 1000 to 2000 yds. at dusk. Winds E.S.E. 'ly to S.E. 'ly 10 to 15 M.P.H. falling light and becoming N.W. 'ly by midnight.</p> <p>The Squadron was stood down for operational flying after having been on operations the preceding night nonstop nights during which time 54 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.</p> <p>Flying Times for the Period: Operational - Nil; Non-Operational Day - 5 hrs. 35 mins. Night - Nil.</p>		
TWOCLIFFE	5.3.43		<p>Weather: Fair to fine becoming cloudy after dark. Generally moderate to good visibility all day.</p> <p>Eight A/C in this Squadron were detailed for BOMBING operations on BREMEN. Six A/C carried 3 x 500 lb.; 360 x 4 lb. incendiaries; 16 x 30 lb. incendiaries. Two A/C carried 1 x 4000. Briefings were held at 14:00 hrs. and 15:00 hrs. Take off commenced at 19:07 hrs. and was completed at 19.11 hrs. Two A/C returned to base due to mechanical difficulties. The</p>		A.159-A.164

OPERATIONS RECORD BOOK

of (Unit or Formation) 221 (R.C.A.F.) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendices
TOPOLIFFE	5.3.43.	(cont.)	<p>remaining six reached the target without exception. Visibility was good except for some ground haze and in the later periods of the operations, smoke. Crews had no difficulty in identifying the target area and bombs were released on target. Fires which were in position. Bombs were released from an average height of 15,500 ft. Results of our bombing could not be observed due to the ground haze and smoke. Heavy intense aircraft fire was encountered as well as over 40 S/L. All crews reported excellent results, great large fires being observed particularly around the aiming point. The glow of the fires was still observed on return 15 minutes after leaving the Dutch Coast. One of our A/C sustained minor flak damage but returned to base. Of the eight A/C that took off, two landed at other Stations. The following A/C were received to-day on charge: WELLINGTON X, "M", H.E. 222, Hercules VI, Port 337959/309869, Starboard 337618/309826; WELLINGTON X, "M", H.E. 554, Hercules VI, Port 334670/270125, Starboard 335071/270527.</p> <p>Flying Times for the Period: Operational - 35 hrs. 44 mins. Non-Operational Day 2 hrs. Night - 1 hr.</p>		
TOPOLIFFE	6.3.43.		<p>Weather: Fair, small amounts of low cloud. Visibility two to four miles during daylight becoming 2000 yards by midnight. Surface wind light and variable.</p> <p>Seven A/C were detailed for operations. Briefings were held and all preparations made but the operation was scrubbed at 18.45 hrs. just 15 minutes before take off. One crew reported for duty from Wellbourne. Crews on strength now total 27 main, 4 freighter and one under training. Two new A/C were received to-day, details are as follows: WELLINGTON X "M", H.E. 687, Hercules VI, Port 4065787/312316 Starboard 4065712/312312; WELLINGTON X, "L", Hercules VI, H.E. 656, Port 4065768/312477 Starboard 4065769/312478.</p> <p>Flying Times for the Period: Operational - Nil, Non-Operational Day 4 hrs. 20 mins, Night - Nil.</p>		
TOPOLIFFE	7.3.43.		<p>Weather: Very poor visibility all day except for short period in late afternoon. Light winds. The Squadron was given a stand down to-day. Visibility was exceptionally poor which prohibited any flying training. Specialist officers devoted the day to ground training. Sun-ray treatments were given to aircrew. Dingy and parachute drill was carried out in the morning.</p> <p>Flying Times for the Period: Operational - Nil, Non-Operational - Nil.</p>		
TOPOLIFFE	8.3.43.		<p>Weather: Misty with thick haze late afternoon then fine with excellent visibility.</p> <p>Five A/C were detailed for GARDENING operations in NECTARINES I area. This detail was later reduced by operations to two A/C only. Pre-briefing was held at 16.00 hrs. and main at 15.00 hrs. The two A/C carried 1 x 108, and 1 x 300. Take off was at 19.19 hrs., both reached the designated area. VISIBILITY WAS OBSERVED BY SEA MIST. The FIX was obtained by pin point in one case and "Cee" fix in the other. Both A/C released "Vegetables" from an average height of 600 ft., and parachutes were seen to open. One crew reports that one mine appeared to explode on contact with the water. No opposition was encountered. Both A/C returned to base undamaged.</p> <p>Flying Times for the Period: Operational 7 hrs. 47 mins. Non-Operational Day 5 hrs. 15 mins. Night - Nil.</p>		A 165-A 166

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
TROCHIFFE	9.3.43		<p>Weather: Lovely day with little cloud and good visibility. The Squadron was given a stand down to-day and progress was made in training. Dingy and parachute drill was carried out during the morning. Squadron Specialist Officers conducted a question period in which recent problems were thoroughly discussed. Two new Wellington A/C were received, details were: Hercules VI, Fort S.E. 1078/37764, Starboard 3310760/37769, and Hercules VII, Fort S.E. 1078/37764, Starboard 3310760/37769. The softball season was inaugurated by a game between the "Crooks" and the "Young Bloods". The "Crooks" victory of 7 to 5 was highlighted by the only home run of the season. Captain M. E. Johnson. Although the "Crooks" looked better on the diamond, the "Young Bloods" looked much better the morning after at breakfast.</p> <p>Flying Times for the Period: Operational - Nil; Non-Operational Day 8 hrs. 25 mins. Night - Nil.</p>		
TROCHIFFE	10.3.43		<p>Weather: Cloudy with intermittent drizzle but generally good visibility. 21 Wellington Squadrons in No. 6 Group were given a stand down today. Bomb timers spent the afternoon in link training. 1 hr. in the morning was devoted to a question and answer period by other Specialist Officers. Link and parachute drills were given.</p> <p>Flying Times for the Period: Operational - Nil; Non-Operational Day 2 hrs. 5 mins. Night - Nil.</p>		
TROCHIFFE	11.3.43		<p>Weather: Cloudy with occasional showers becoming fair and fine after dusk. Visibility mainly 10 to 20 miles except for showers. Surface wind W.N.W. by 10 to 15 M.P.H. at times and falling light variable or calm in late evening.</p> <p>Squadron was given a stand down for the 3rd consecutive day. Another question and answer period was held by each Specialist Officer. Dingy and parachute drills were carried out in the morning. A lecture on escaping was given to all Aircrew by Flight Sergeant Waring based on his actual experience.</p> <p>Flying Times for the Period: Operational - Nil; Non-Operational - Day 1 hr. 30 mins. Night - Nil.</p>		
TROCHIFFE	12.3.43		<p>Weather: Fine with small amounts of low and medium cloud in afternoon dispersing in evening. Visibility good becoming moderate to poor with smoke haze in late evening. Surface winds light variable or calm, less than 5 M.P.H.</p> <p>Fifteen A/C were detailed for BOMBING operations on BSEEN. Briefings 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/C returned early, three to base one to another station due to mechanical or instrument difficulties. It is regretted that one of the A/C, "J" Wellington III, B.K. 348, was unreported since take off, the crew are as follows: CAPT. CAN. J. 16785 P/O Caldwell R. G., NAV. CAN. J. 11280 P/O Cory, G. J., R/A. CAN. R. 105759 P/S Topping, W. E., W/O CAN. R. 102165 Sgt. Larson A. F., A/G CAN. R. 92418 Sgt. Parker, L. A. The remaining ten reached the target area in good visibility obscured somewhat by haze and smoke. F.F.F. marker flares were seen in bomb sight and loads were released from an average height of 15,500 ft. Actual results of our bombing could not be observed but several crews report numerous bursts of bombs from other A/C. The resulting fires were seen to spread growing into one terrific red blaze. Two large explosions were observed by several crews. An effective smoke screen two miles N.W. of town gave off volumes of smoke over the target area but the F.F.F. flares appeared to be correctly laid. Two of the ten A/C that reached the target area suffered minor FFF damage but all of the ten returned to base reporting a most successful undertaking. Following A/C taken off charge - "C" Wellington III, B.K. 560, Fort A357291/51, 6223 Starboard A057850/51, 6191.</p> <p>Flying Times for the Period: Operational - 60 hrs. 58 mins. Non-Operational Day 4 hrs. 30 mins. Night - Nil.</p>		A-267-A-177

OPERATIONS RECORD BOOK

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

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
TOPOLIFFE	13.3.43		<p>Weather: Fair to fine, no low cloud, good visibility after 12.00 hrs., 1500 to 2500 yds. during dark hours. Light S.E.'ly winds.</p> <p>Ten A/C were detailed for mining operations in the ISOTARINES II area. One A/C was scrubbed due to mechanical difficulties in the rear turret. Two A/C carried 2 x B200, two A/C carried 1 x B200, 1 x G300, three carried 1 x B200, 1 x A100, and the other two A/C carried 1 x B200, 1 x A100. Five A/C took off commencing 01.13 hrs., the remaining four commenced at 01.30 hrs. Crews of two A/C were unable to obtain pin point on account of thick haze and returned and landed at other Stations. Mines were jettisoned in one case. Seven of the crews report visibility poor on account of sea haze but were able to obtain pin points. Runs were made to dropping point and "Vegetables" released from an average height of 650 ft. Four of the crews saw both parachutes open. Two of our A/C encountered flak from flakships. One A/C was observed. Of the seven A/C that successfully carried out the assignment, six landed at other Stations on diversion and one crash-landed at base, no injuries were suffered by the crew.</p> <p>Flying Times for the Period: Operational 47 hrs. 57 mins. Non-Operational Day 1 hr. Night - Nil</p>		A.178-A.186
TOPOLIFFE	14.3.43		<p>Weather - Mist and thick smoke haze until afternoon and then fine with good visibility. Light Southerly winds.</p> <p>Squadron was given a stand down on operations to-day and as a result considerable progress was made in training. In the Signals Section 1½ hrs. was devoted to Morse practice and a 1-hr. lecture given by a Signals Officer on special signals. 15 D.L.'s on aircraft were carried out. Bombers put in one hour on A.M.L. and 1½ hrs. on "Gee". Two new Navigators were given "Gee" training on ground and a lecture was given on NAVIGATION. CHARTS WERE prepared for future operational trips. The following A/C were received to-day on charge: Wellington X, H.E.591, Hercules VI, Fort 389671/376693, Starboard 389509/376489; Wellington X, H.E.594, Hercules VI, Fort 389730/376710, Starboard 389690/376670; Wellington X, H.E.689, Hercules VI, Fort 3810550/377510, Starboard 389950/376930. One A/C was taken off charge - Wellington X, H.E.594, Hercules VI, Fort 384670/427016, Starboard 385071/427027.</p> <p>Flying Times for the Period: Operational - Nil, Non-Operational Day 6 hrs. 10 mins. Night - Nil.</p>		
TOPOLIFFE	15.3.43		<p>Weather: Fog until noon then smoke haze until dusk improving to 3 to 4 miles. Wind S.E.'ly becoming W.'ly after dusk. Variable amounts of medium cloud.</p> <p>No operations were detailed for the day. Further training was carried out by Specialist Officers. Gunnery Section devoted 2 hrs. to shadowgraph. The Signals Officer gave 1 hr. lecture on manipulation of radio equipment and a 1-hr. lecture on radio training. Wireless Operators engaged in 2 hrs. of Morse practice and a 1-hr. lecture on radio training. Wireless Section took 1 hr. A.M.L. training and 2 hrs. on "Gee". In the Navigation Section an informal discussion was held on drift recorder. Several operational logs were back-plotted.</p> <p>Flying Times for the Period: Operational - Nil; Non-Operational Day 45 mins. Night - Nil.</p>		
TOPOLIFFE	16.3.43		<p>Weather: Overcast becoming cloudy about mid-day. Fog early with visibility improving slowly during morning to 1000 to 2000 yards and to 2 to 4 miles in the afternoon deteriorating again after dusk. Winds light S.E.'ly freshening S.W.'ly to S.S.W.'ly 10 to 15 M.P.H. in afternoon and falling off light again at night.</p> <p>The Squadron was stood down again to-day on account of adverse weather conditions. Aircrew engaged in parachute and dingy drill and were given Sun-Ray treatments. In the Bombing Section, 1 hr. was devoted to link training and 1½ hrs. to "Gee". A discussion was held on</p>		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
TOPCLIFFE	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 A/C. Signals Officer gave 1 hr. lecture on manipulation of W/T equipment and in the afternoon gave a 1/2 hr. lecture on D.L.'s. Gunnery Section assigned 3 details to Air to Sea firing, 1330 rounds were fired. Navigation Section back-plotted 3 logs and "Oce" training was given to several Navigators. Two A/C were completely swung. In the evening a bitterly contested 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. Flying Times for the Period: Operational - Nil; Non-Operational Day 3 hrs. 5 mins. Night - Nil.		
TOPCLIFFE	17.3.43		Weather: Fog and mist all day. Visibility improving from nil to 2000 yards and then deteriorating again. Surface wind mainly S.E.'ly 5 to 10 M.P.H. becoming light variable or calm in late afternoon. Bad weather conditions resulted in another stand down for the Squadron. Further ground training was carried out, as follows: 1 hr. each of link and A.M.L. training was carried out by Bombing Section. Signals Officer gave 1 hr. lecture on special equipment and a 1/2 hr. lecture on radio training (fault finding). The Jeep was swung on 2 A/C by Navigators. A discussion was held on meteorological phenomena and their relationship to aviation. In the afternoon Lt. Stiles, R.N., gave a 1 1/2 hr. lecture on mining operations. This was attended by all Aircrew personnel of the Station.		
TOPCLIFFE	18.3.43		Weather: Thick fog in the morning improving rapidly about mid-day to moderate to good visibility and small amounts of cloud. Wind light N.W.'ly at first becoming N.E. E.N.E.'ly 10 to 15 M.P.H. at times. This Squadron was ordered to detail 15 A/C for operations to-night. Due to adverse weather conditions, this operation was cancelled in the afternoon. In the afternoon most crews reported to Station Sick Quarters where they received sun-ray treatment followed by one hour's lecture by the Flight Commanders and Section Leaders. Several crews were then detailed for air tests and one crew for air firing. Day - Flying training hours were as follows: "B" Flight 3 hrs. 35 mins. "A" Flight 3 hr. 45 mins. No night flying was carried out.		
TOPCLIFFE	19.3.43		Weather: Cloudy with occasional slight drizzle, 8/10 low cloud base 1500 to 2000 ft. Visibility 2 to 4 miles. Surface wind N.E.'ly 6 to 12 M.P.H. Seventeen A/C were detailed for bombing duties tonight. Briefings were held at 14.15 hrs. and 15.15 hrs. This operation was cancelled at 19.00 hrs. due to adverse weather conditions. Flying training carried out to-day was, as follows: "A" Flight 1 hr. 05 mins., "B" Flight 3 hrs. 30 mins. CAN. C. 3300 P/L L. R. Gingras assumed duties of Squadron Adjutant vice CAN. C. 7711 P/L B. J. Knight, posted to 405 (R.C.A.F.) Squadron.		
TOPCLIFFE	20.3.43		Weather: Cloudy, poor visibility all day. 10/10 low stratus 1500 to 2500 ft. Visibility 4 miles at dawn gradually deteriorating to 1500 yards. Winds E.N.W.'ly to N.E.W.'ly 10 to 15 M.P.H. This Squadron was ordered to detail 17 A/C for operations to-night. Due to adverse weather conditions 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.		

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OPERATIONS RECORD BOOK

of (Unit or Formation) 226 (B.S.A.F.) Squadron

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET	References to Appendices
TOPOLIFFE	20.3.43	(cont)	Insistent personnel are kept busy bomb-up and de-bombing 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 see aircraft take-off with their load.		
TOPOLIFFE	21.3.43		Weather: Fog at first becoming fine by noon with no cloud all day. Visibility less than 1000 yds. improving to 2000 to 4000 yds. by noon and 4 to 6 miles in the afternoon. Wind N.W. 'ly in the morning becoming E. 'ly 10 to 15 M.P.H. in the afternoon. The Squadron was stood down to-day. All aircrews were detailed for parachute and dingy drill in the morning. Flying training was divided between local flying and fighter co-operation. Total flying carried out to-day - 19 hrs. 15 mins. A/G taken on charge: Wellington I, SN.509, Port 289722/376592 Starboard 289888/376568. A/G taken off charge: Wellington III, SN.613, Port 4056829/311029, Starboard 4056788/311024. Two Officers and ten cadets from the A.T.C. visited the Squadron to-day. Cadets were given a lecture on star engines and taken up in a Wellington III aircraft for a half hour trip. The boys seemed to have thoroughly enjoyed the trip. The Squadron's newest aircraft Wellington I, "P" SN.509 was airborne for the first time since its arrival at this Unit. The Pilot reported that this aircraft was satisfactory in every way.		
TOPOLIFFE	22.3.43		Weather: Fog to mist after dawn becoming fair, 3 to 4/10 cloud at 2 in 3000 ft. Wind N.E.E. 'ly 5 to 10 M.P.H. Visibility 5 to 8 miles deteriorating to 2 to 4 miles at dusk. Three aircraft were detailed for MGLING to-day and 18 for bombing operations to-night. MGLING orders were cancelled at 10.30 hrs. and bombing cancelled at 17.00 hrs. At 11.00 hrs. all aircrew reported to Station Sick Quarters for Sun-day treatments. Flying personnel reported to the Gunnery Leader's Office at 13.45 hrs. where they attended a lecture on fighter tactics. This talk which lasted 1 1/2 hrs. was enjoyed and it is hoped was beneficial to all concerned. No flying training was carried out to-day.		
TOPOLIFFE	23.3.43		Weather: Cloudy with occasional light rain. Low cloud 8-10/10 at 800 to 1500 ft. Wind N.E.E. 'ly 10 to 20 M.P.H. This Squadron was ordered to detail 10 A/G to night. Briefing took place at 1400 and 1500 hrs. The detail was a mining operation in the THEPOLL and MORTARINES area. One of our A/G had to be cancelled at the last minute because of the illness of Navigator. This airman had reported on sick parade in the morning but in late afternoon his case took a turn for the worse and the Medical Officer grounded him. It is expected that he will be discharged from Station Sick Quarters in three or four days time. This trip was unsuccessful although successful and all our A/G planted their "Vegetables" as ordered. Visibility was quite good with only a slight mist rising from the sea. All A/G reported obtaining a pin-point and "Go" sign. Parachutes were seen to open by the Rear Gunners on all A/G except one. No flak ships nor enemy A/G were seen. As weather was unfavourable at base most A/G landed at other R.A.F. Stations. One of our A/G was damaged on landing. This was due to poor visibility and rain. This A/G ran into a tree stem 25 to 40 yds. from the end of the runway. The propeller was damaged and some fabric torn. It is expected that repairs will be completed in two or three days. Due to unfavourable weather only one hour's training flying was carried out to-day.		A.187-A.195

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
TOPOLIFFE	24.3.43		<p>Weather: Cloudy to overcast with intermittent slight rain about mid-day. Visibility moderate to poor. Surface winds N.W. 'ly 5 to 10 M.P.H. in the morning veering N.E. 'ly in afternoon and backing N.W. 'ly 10 to 15 M.P.H. in late evening.</p> <p>This Squadron was ordered to detail all available aircraft for operations to-night. Unfortunately we were 9 A/C short in the morning due to the fact that our A/C which were on operations last night were forced to land at other Stations because of weather conditions. At 13.00 hrs. this situation was remedied as all our A/C had returned to base. Therefore this Squadron was able to have 15 A/C ready for operations at 17.00 hrs. This operational order was cancelled later on in the afternoon. Non-operational flying to-day - 11 hrs. 30 mins.</p>		
TOPOLIFFE	25.3.43		<p>Weather: Cloudy to overcast with slight drizzle. Visibility poor during most of the day. Winds 10 to 15 M.P.H.</p> <p>The Squadron was ordered to detail 15 A/C for operations to-night. Briefing was held at 14.00 hrs. and 15.00 hrs. This operation was cancelled at 21.45 hrs. The Air Officer Commanding in Chief, Royal Canadian Air Force (Overseas) C.M.L.C. 30 Air Marshal H. Edwards C.B. accompanied by the Air Officer Commanding No. 6 Group R.C.A.F., C.M.L.C. 2 Air Vice-Marshal G.E. Byrnes C.B.E. visited the Squadron to-day. Flying Training to-day - 1 hr.</p>		
TOPOLIFFE	26.3.43		<p>Weather: Cloudy to overcast with light drizzle ceasing after dawn remaining overcast till late evening. Visibility poor to moderate. Winds mainly N.W. 'ly 5 to 10 M.P.H. becoming 10 to 15 M.P.H., gusty at times.</p> <p>This Squadron was ordered to detail 16 A/C for operations to-night. Primary briefing was held at 14.30 hrs. and 15.30 hrs. Take off set at 19.00 hrs. Duty BOMBING DUISSENG. One of our A/C was unable to leave because of faulty trigger adjustment in Rear Turret gun. Three of our A/C were unsuccessful and had to turn back before reaching the target, one A/C's oxygen pipe fractured when climbing to fly over front, and had oxygen failure at 15,000 ft. and crew could not rectify it, thereby considering it impossible to carry on due to weather and as lack of oxygen was affecting the crew. The last A/C's four guns in the rear turret were useless. All these A/C except one jettisoned their bombs. Our successful aircraft reached the target in 10/10 cloud and poor visibility rendered it difficult to assess the result of the raid. The P.F.F. were accurate and appeared right on the target. Bombing seemed to have been well directed on sky markers and captains reported seeing red 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. Accurate moderate and heavy flak was experienced, two of our A/C being struck by fragments one of which had its bomb door panel shattered and held by fragments. One of our A/C manned by an experienced crew reported six balloons flying above cloud between 10,000 and 14,000 ft. Very few searchlights were seen during this raid and only one of our crews reported seeing an enemy A/C. The latter a JU88 circled over the Wellington and swung in from starboard crossed track and came in on port. By weaving our A/C evaded the enemy the latter keeping off and disappearing. Although it was impossible to observe results of bombing, the glow seen through clouds 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.</p>		A.198-A.207
TOPOLIFFE	27.3.43		<p>Weather: Cloudy all day dispersing towards evening then becoming cloudless. Visibility two miles till 10.00 hrs. improving 10 to 20 miles lessening toward dusk. Winds S.W. 'ly light veering W.S.W. 'ly 10 M.P.H.</p>		

OPERATIONS RECORD BOOK

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

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
TOPOLIFFE	27.3.43	(contd.)	This Squadron was ordered to detail 15 aircraft for operations to-night. This order was cancelled at 13.45 hrs. In the afternoon several crews were detailed for training flying by their respective flight commanders. Other crews were detailed for dinghy and parachute skills. At 16.00 hrs. Navigators held a round table conference with the Squadron Navigation Leader on specific problems relating to navigation. Training flying carried out to-day: 8 hrs. 35 mins.		
TOPOLIFFE	28.3.43		<p>Weather: Fair becoming cloudy in early forenoon, little cloud at first increasing to 7-8/10 before midday, increasing to little low cloud by late evening. Low cloud 3,000 to 6,000 ft. Wind light becoming N.W. 'ly 15 M.P.H. backing to S.W. 'ly. Visibility 10 to 20 miles deteriorating to 8 to 10 miles by midnight.</p> <p>Two new Wellington I aircraft were received by the Squadron to-day. This Squadron was ordered to detail 16 A/C for operations to-night. Primary briefing was held at 14.30 hrs. and main at 15.30 hrs. Take off set at 19.15 hrs. Due to engine trouble two A/C had to be cancelled. Our A/C arrived over ST. MARAIRE and found the target well lit-up by numerous flares that had been dropped by the P.F.F., although the target was somewhat obscured by this cloud and a smoke screen. Numerous enemy fires were seen to be started as soon as attack began. Little flak was experienced at the beginning of the attack but was increasing considerably at the end. Numerous fires were started apparently all over the town and larger fires could be seen burning many miles away on the return trip. A few searchlights came into use and one of our Captains reported seeing an aircraft caught in a cone and A/A guns shooting at it until this aircraft struck the ground and exploded. Another of our pilots reported that he had seen an aircraft come and brought down in flames. Our aircraft "G" was tailed by J88 carrying no lights. She came in to about 400 yards astern, then to starboard quarter. Our aircraft turned to starboard and the enemy bore off without firing. He then made a second approach to starboard following our evasive motion. The enemy then came across our beam but did not fire. Our Rear Gunner opened fire and the enemy aircraft came through tracer for three seconds then broke off and did not return. No claim is made concerning this aircraft. None of our aircraft suffered any damage and 8 returned to base, the others landing at different R.A.F. Stations due to shortage of petrol.</p>		A. 208-A. 221
TOPOLIFFE	29.3.43		<p>Weather: Cloudy with slight rain in afternoon and evening. Visibility fair after midnight deteriorating about dawn to 2,000 to 3,000 yds. improving after midday to 4 to 6 miles. Winds S.E. 'ly to S.E. 'ly 10 to 15 M.P.H. in morning veering to S.W. 'ly about 10.00 hrs. and to W.S.W. 'ly about 13.00 hrs. then backing slowly.</p> <p>This Squadron was ordered to detail 16 A/C for operations to-night. 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 getting enough boost. The second was due to a far more serious reason. As this A/C was about ready to move in position for its take off, the Navigator, CAN 3.11178 P/O K.G.R. Wade refused to fly on the operation. As this Officer was not sick, he was immediately put under close arrest and charged with refusing to carry out his operational orders. 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 icing. In all cases bombs and incendiaries were safely jettisoned. Two of our A/C although over Germany did not bomb the primary target as they experienced engine overheating and dropping of oil pressure. One of</p>		A. 222-A. 232

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
TOPOLITZE	29.3.43	(cont.)	<p>These Wellington X "H" bombed 10 miles North of Dorsten and the other Wellington X "U" bombed Americh. Our successful A/C carried out their attack between 21.50 hrs. and 22.00 hrs. There was very little cloud over the target area but the latter was covered by haze. R.F.F. flares were dropped a few minutes late at the beginning but later the bombing was concentrated on the markers. Numerous searchlights were in the area and several A/C were caused them to lose height and thereby resulting in scattered bombing. Heavy accurate flak co-operated with the searchlights. It was very difficult to assess results because of the ground haze. Numerous dummy fires were in the target area. In two instances white lights were seen 19 miles North and 15 miles N.E. of the target and also at about 12 miles North and 8 miles N.W., 100 to 200 searchlights in cones of 5 to 20 were noticed on this target. One unidentified A/C was seen shot down at Haltern at 21.54 hrs. Another A/C was seen and seen to burst into flames. Half a mile west of Bochum an aircraft was seen, but as it took evasive action it broke into flames and went down. At 21.56 hrs. another A/C was seen and seen to go down in a vertical dive. Sixteen miles from HangoLo a white beacon at 19,000 ft. was seen flashing the letter "F". At 21.01 hrs., 3 A/C were seen flying at 7,000 ft. 1100, with all navigation lights on. On the return trip flying over Amsterdam at 22.46 hrs. heavy flak came up to 19,000 ft. None of our A/C suffered any damage and all landed safely at base.</p> <p>Operational hours - Night 72 hrs. 55 mins.; Non-operational Flying - 6 hrs. 20 mins.</p>		
TOPOLITZE	30.3.43		<p>Weather: Mainly cloudy periods or slight rain in the afternoon. A to 7/10 low cloud at 1500 to 2000 ft. Good visibility. Surface winds strong West'ly reaching gale force during the afternoon.</p> <p>This Squadron was stood down for the day. Crews not on operations last night were detailed for flying training this morning. Others were detailed for parachute and dingy drill. In the afternoon all crews reported at 14.00 hrs. for sun-ray treatment at Station Sick Quarters. All flying personnel were dismissed at 16.15 hrs. Flying training carried out to-day: 6 hrs. 40 mins.</p>		
TOPOLITZE	31.3.43		<p>Weather: Cloudy all day with slight drizzle and isolated showers in late evening. Good visibility. Surface wind mainly W. ly 15 to 20 M.P.H. gusty at times.</p> <p>This Squadron was ordered to detail three A/C for MCHING operations to-day. This order was cancelled at 11.00 hrs. and the Squadron stood down for the day. During the afternoon all aircrew reported to their respective sections where round table discussions were held by the Flight Commanders and Section Leaders.</p> <p>Aircraft on charge as at 31st March, 1943: 22.</p> <p>Health - Upper respiratory diseases and furuncles have both been marked during the past month. There were three cases of venereal.</p> <p>Aircrew - There were 10 aircrew admitted to hospital during the month making a total of 36 hospital days. There were no known casualties.</p> <p>Ground Personnel - There were 15 patients admitted to hospital during the month with 71 hospital days.</p>		

OPERATIONS RECORD BOOK

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

No. of pages used for day _____

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<u>TOPOLIFFE</u>	<u>31.3.43</u>		<p><u>NUMERICAL STRENGTH OF UNIT AS AT 31st MARCH 1943.</u></p> <table border="0"> <tr> <td></td> <td colspan="2"><u>(Officers)</u></td> <td colspan="2"><u>(Airmen)</u></td> </tr> <tr> <td></td> <td><u>Aircrew</u></td> <td><u>Ground</u></td> <td><u>Aircrew</u></td> <td><u>Ground</u></td> </tr> <tr> <td>R.C.A.F.</td> <td>29</td> <td>3</td> <td>76</td> <td>248</td> </tr> <tr> <td>R.A.F.</td> <td>11</td> <td>-</td> <td>50</td> <td>118</td> </tr> <tr> <td>R.A.F. (CAN)</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>(U.S.A.) R.C.A.F.</td> <td>1</td> <td>-</td> <td>7</td> <td>-</td> </tr> <tr> <td>Total Strength</td> <td>42</td> <td>3</td> <td>131</td> <td>366</td> </tr> </table> <p><u>OPERATIONAL - NON-OPERATIONAL & TRAINING FLYING HOURS, MARCH 1943.</u></p> <p>(a) Operational Flying Hours Day: <u>Nil</u> Night: <u>505 hrs. 11 mins.</u></p> <p>(b) Non-Operational Flying Hours Day: <u>134 hrs. 33 mins.</u> Night: <u>3 hrs. 15 mins.</u></p> <p>Total Flying Hours: <u>642 hrs. 59 mins.</u></p> <p><u>NO. OPERATIONAL SORTIES - 102.</u></p>		<u>(Officers)</u>		<u>(Airmen)</u>			<u>Aircrew</u>	<u>Ground</u>	<u>Aircrew</u>	<u>Ground</u>	R.C.A.F.	29	3	76	248	R.A.F.	11	-	50	118	R.A.F. (CAN)	1	-	-	-	(U.S.A.) R.C.A.F.	1	-	7	-	Total Strength	42	3	131	366		
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			<p><i>[Signature]</i> Wing Commander, Commanding, 424 (R.C.A.F.) Squadron, R.A.F. Station, <u>TOPOLIFFE</u>.</p>																																					

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