

OPERATIONS RECORD BOOK

7256
3.22-1-424
DAS

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																																				
TOPCLIFFE	1.4.43		<p><u>NUMERICAL STRENGTH OF UNIT AS AT 1st APRIL, 1943.</u></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>29</td> <td>3</td> <td></td> <td>74</td> <td>248</td> </tr> <tr> <td>R.A.F.</td> <td>11</td> <td>-</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> <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>42</td> <td>3</td> <td></td> <td>131</td> <td>366</td> </tr> </tbody> </table> <p>Weather: Slight rain before dawn becoming fair to cloudy all day with good visibility. Wind mainly 15 to 20 M.P.H., gust at times.</p> <p>The Squadron was again stood down for the day. All crews carried out their D.I. this morning. Navigators held a general discussion with the Squadron Navigation Leader. A few crews were detailed for local circuits and bumps in the morning. Total flying training time to-day = 3 hrs. 05 mins. In the afternoon all crews were ordered to practise dinghy and parachute drill and a few pilots and bomb aimers practised on the link trainer in the afternoon. Crews were dismissed at 16,30 hrs.</p>	(Officers)	Aircrew	Ground	(Airmen)	Aircrew	Ground	R.C.A.F.	29	3		74	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		
(Officers)	Aircrew	Ground	(Airmen)	Aircrew	Ground																																				
R.C.A.F.	29	3		74	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																																				
TOPCLIFFE	2.4.43		<p>Weather: Cloudy 4/10 to 8/10, low cloud 2 - 3000 ft. Good visibility. Wind N.W. 10 to 15 M.P.H.</p> <p>Several crews were detailed for flying training to-day, and gunners had a chance to do some air to sea firing. Total flying training time to-day = 14 hrs. 55 mins. This Squadron was ordered to detail all our freshmen crews for operations to-night. As we have only two, both were detailed for this raid. The target being LORIENT. Briefing was held at 14,00 hrs. and 15,00 hrs. and take off set at 20,40 hrs. Both A/C arrived over the target at 23,14 hrs. Visibility was good over the bombing area. There was little activity over the target. Heavy and inaccurate flak was experienced and a few searchlights were seen. No fires were noticed and no enemy fighters were seen. Neither of our A/C sustained any damage and landed safely. One of our A/C Wellington I "B" HS.367 piloted by CAN.R.128795 Sgt. White R.C. overhot and crashed in a field near No. 5 Hangar. Fortunately no one was injured. A/C classified as CAT "B".</p>		A.233 - A.234																																				
TOPCLIFFE	3.4.43		<p>Weather: Fair or fine all day with good visibility. Light winds.</p> <p>The Squadron was detailed to stand by for a bulls-eye to-night. This order was cancelled at 11,30 hrs. Crews were detailed for air to sea firing, bombing and local flying to-day. Total flying training carried out during the day: 12 hrs. 25 mins.</p> <p>In the afternoon crews were detailed for parachute and dinghy drill. During the evening 7 crews were detailed for a cross country flight. Training Flying time at night: 20 hrs. 45 mins. Two of our A/C had an accident last night at approximately 23,30 hrs. Apparently one A/C was being towed off the runway when another taxied into it, steps are being taken to find out the cause of this and to learn who is responsible. Three new Wellington X'S arrived on the Squadron. Two being ferried in from Vickers Armstrong at Chester and the other from No.18 M.U. The A/C letters, numbers and engines are, as follows: "W" H.E.864, Port A065874/312283, Starboard A065752/312161; "A" LN.438; Port A065525/311934, Starboard S06177/A308067; "B" LN.439, Port A065567/311976, Starboard 65544/311953.</p>																																						



www.bomber.com

Place	Date	Summary of Events	References to Appendices
TOPCLIFFE	4/4/43	<p>Weather: Fog in early morning after 09.00 hrs. Visibility improved from poor to moderate 4 to 9 miles, smoke and 3 to 6/10 cloud. W.S.W.'ly light increasing 10 to 15 M.P.H. gusty at times.</p> <p>Training flying carried out to-day consisted of air tests, time 1 hr. 05 mins. This Squadron was ordered to detail 16 A/C for operational duties to-night. Primary briefing was held at 14.30 hrs. and main at 15.30 hrs. Target - KIEL. All our A/C took off at the appointed time and 14 were successful in reaching the target. Our 2 unsuccessful A/C failed to reach the target for the following reasons - Wellington X "X", Captain was ill during the morning but as he felt better during the afternoon he thought he would be able to manage the trip. At 21.15 hrs. he suddenly became ill again but continued the journey hoping to improve. As his condition gradually grew worse he decided to abandon the operation at 22.10 hrs. position 54° 59' N. 05° 45' E. The bomb load consisting of incendiaries was brought back. This Airman is now confined to sick quarters. Our other A/C had trouble when its port engine oil went up to 95° and pressure dropped to 35 P.S.I. at 22.42 hrs. the Captain F/S Mayer decided to return. The A/C load consisting of 1 x 4,000 lb. bomb was fused and jettisoned. Our successful A/C reached the target area between 23.04 hrs. and 23.30 hrs. Visibility was very poor and results obscured by 10/10 cloud. Apparently the sky markers were inaccurate and results were affected thereby, although red glow of fires could be seen in three separate areas. All crews were rather disappointed in their trip because weather condition was a hindrance and prevented observation of any results obtained. Between 23.12 hrs. and 23.35 hrs. at KIEL, in 10/10 cloud moderate but accurate heavy flak and a little light flak was experienced between 15,000 and 18,000 ft. Searchlights were ineffective owing to cloud thickness. Between 23.45 and 00.30 hrs. in Heligoland area in 10/10 cloud considerable accurate light and heavy flak shooting 7 to 15,000 ft. was experienced by one of our A/C. It is presumed that this flak was probably coming from a convoy. At 23.30 hrs. flying at 15,000 ft. 10 miles S.W. HAMBURG a collection of bright orange lights were extinguished as our A/C flew over. Our A/C Wellington "P" flying at 16,000 ft. at 00.15 hrs. position 54° 26' N. 08° 06' E. sighted an enemy aircraft approximately 300 yards on the port beam. Our A/C took evasive action and lost the enemy. Between 23.45 hrs. and 00.24 hrs. our A/C "L" flying at 10,000 ft. between KIEL and the Coast, was followed by an enemy A/C with reddish forward light. The enemy did not come closer than 800 - 900 yds. The rear gunner fired two short bursts and the enemy aircraft disappeared shortly after. The Station Commander, CAN.C.37 Group Captain B. F. Johnson, assumed the position of 2nd Pilot in 2/L Allison's crew for this trip. All A/C returned and landed safely - Three at other Stations, namely, Coltishall, Lissett and East Moor. Total operational flying time: 96 hrs. 39 mins. There were no injuries to crews and A/C were undamaged.</p>	A.235- A.250
TOPCLIFFE	5/4/43	<p>Weather: Cloudy with occasional showers in the evening. Visibility moderate to good becoming less in showers. Wind variable in morning becoming strong S.W.'ly by noon, 25 - 30 M.P.H. with gusts to 40 M.P.H. veering to W.N.W.'ly and moderating slightly in the evening.</p> <p>The Squadron was stood down for the day at 14.00 hrs. all crews reported to Station Sick Quarters for sun ray treatment. At 15.00 hrs. flying personnel gathered in their respective sections and discussed the previous night's operations amongst themselves and with those who did not go. Our two A/C who landed at R.A.F. Stations, Lissett and Coltishall returned this afternoon. Flying time - 1 hr. 45 mins. All aircrews were dismissed for the day at 16.30 hrs.</p>	

OPERATIONS RECORD BOOK

Page No. Three

RAF. Form 540

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

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	6.4.43		Weather: Fine, excellent visibility but short gusty winds 25 to 30 M.P.H. becoming showery in the afternoon. Flying training was carried out by several crews to-day. Total flying time - 7 hrs. 30 mins. OAK, O.148 Wing Commander H.M. Carscallen proceeded to R.A.F. Station, Waddington, to-day to attend a court martial. RAF. 43026 Squadron Leader J. Cosar, Officer Commanding "B" Flight, assumed command of the Squadron during the absence of Wing Commander Carscallen. During the afternoon crews held round table discussions regarding their respective duties as aircrews.		
TOPOLIFFE	7.4.43		Weather: Fair to cloudy with isolated showers and wind reaching gale force all day. Visibility moderate to good. Due to strong winds prevailing all day, the Squadron was stood down. Crews busied themselves in "genning" up on the latest instructions received. The different Section Leaders gave lectures in their respective section rooms to all flying personnel. The Squadron Signals Officer, C.M. 115900 Pilot Officer Souallard J.J.H.O., was promoted to Flight Lieutenant rank to-day with effect 16th March, 1943. Aircrew personnel were dismissed at 16.30 hrs.		
TOPOLIFFE	8.4.43		Weather: Fair to cloudy with varying amounts of low and medium cloud. Visibility good becoming very good at times. Surface winds mainly N.W.'ly to N.E.'ly 10 M.P.H. Several crews were detailed for flying training this morning - air to sea firing, local circuits, and bumps. Total training flying time 9 hrs. 45 mins. This Squadron was ordered to detail 10 A/C for operations to-night. Primary briefing was held at 15.00 hrs. and main at 16.00 hrs. Target - DUISBERG. Our A/C took off between 21.15 hrs. and 21.21 hrs. except one A/C which was not airborne until 21.49 hrs. This A/C Wellington X "v" piloted by Sgt. G. Wilson took off 29 minutes later than the last A/C, due to engine trouble. Despite all efforts it was found impossible to arrive at the target at the same time as the others and therefore this crew had to regretfully turn back. Two other A/C had to return for different reasons. "P" piloted by Sgt. J. E. Ryan had trouble as its gun box became useless and the rear turret unmanageable. "H" piloted by P/O L.N. Brown turned back because of loop trouble and the gun box becoming useless. This trip seemed disappointing even to the crews that reached the target. Visibility was very poor with 10/10 cloud, meteorological reports were also poor. Our A/C reached the target between 23.15 hrs. and 23.35 hrs. Captains were quite disappointed with the P.F.P. as they were late in the first instance and that moreover no other flares followed the red ones, thereby forcing the pilots to circle the target area hoping that the other flares would be dropped. Crews therefore decided to bomb on the searchlight and flak concentration. The latter was intense and accurate, two of our A/C being struck. The flak went up to 20,000 ft. Searchlights were numerous but ineffective due to thickness of cloud. Several of our A/C brought back part of their load owing to bombs hanging up. It was impossible to see any results of the bombing. No enemy A/C were seen during the trip. Damage to A/C was light, no casualties and all our A/C landed safely at base. Most crews felt disappointed about this trip. Total operational time - 50 hrs. 35 mins.		A251-A260
TOPOLIFFE	9.4.43		Weather: 4 to 6/10 low cloud increasing during the morning to 7 to 10/10. Good visibility. Winds N.W.'ly backing early in the afternoon to W.'ly. The Squadron was stood down for the day. Crews were detailed for air tests. Total training flying time - 2 hrs. 45 mins. The navigation problem is getting into an acute stage. As at this date, five crews are grounded because of lack of navigators, the latter being either sick		

www.bombercommand.com

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
TOPOLIFFE	9.4.43	(contd)	and two cases of refusal to fly. It was proposed and it is hoped will be approved by higher authorities that two of our bomb aliers, who were trained as navigators, and were more or less pushed into their actual Air Force trade, will be permitted to re-enter as navigators. Both these Officers would prefer navigator ranks to their present duties. It was also proposed to try and get new navigators just in from Canada and to train them on the Squadron with a crew. The Navigation Leader did not think that this would be practicable as the former would have no O.T.U training and to his mind this training is very important. Contact was made with H.Q. 6 Group and our predicament was explained to them. We were promised that they would do their best to help us to improve the present situation. Several postings and promotions were received this morning affecting the Squadron. Among others were the following Officers: RAF 43026 S/L J. Comar, Officer Commanding "B" Flight was posted to 1535 BAF Flight as Commanding Officer; CAN. J.15250 P/L W.C. Klassen, Deputy Flight Commander, was posted as Officer Commanding "B" Flight with the rank of Squadron Leader; CAN. J.15177 P/L F.V. Taylor, Deputy Flight Commander "A" Flight was posted to 420 (R.C.A.F.) Squadron with the rank of Squadron Leader effective on posting.		
TOPOLIFFE	10.4.43		Weather: Cloudy all day, visibility 10-20 miles improving by mid-day to 30 miles, winds 6-12 M.P.H. A most interesting event happened to the Squadron today. Several Spitfires and a few of our aircraft had a fighter affiliation today. It was most interesting and beneficial to our crews. P/L Anderson in charge of the fighters had only praise for the way our Squadron pilots handled their A/C in practising evasive action. Total flying training today 6 hrs., 25 min. This squadron was ordered to detail 16 A/C for operations to-night. Primary briefing was held at 15.00 hrs. and main at 18.00 hrs. Target - FRANKFURT. Time off set: 23.15 hrs. One of our aircraft had to be scrubbed because of engine trouble. Fifteen others took off as ordered. One of our aircraft "B" had the petrol flap of the port wing unlocked causing the wing to fly low. This aircraft returned and landed after being airborne for 24 minutes, bringing back its bomb load. Another "B" had three guns in the rear turret w/o, this aircraft also returned with its bomb load. Our aircraft "B" crashed at BGLWENDEB, HSN, at approximately 00.58 hrs. All the crew except the rear gunner were killed. According to his statement something went wrong with the engines and the pilot gave orders to bail out. This aircraft must have been losing height for some time as the gunner said that he bailed out from approximately 600 ft. When he landed the aircraft had crashed and was burning. It was impossible for him to help as he landed about half a mile away from the aircraft. Next of kin have been notified and all necessary action has been taken concerning the Canadian personnel. The members of this crew were amongst the most popular in the Squadron and their loss is keenly felt by all those who knew them. (KILLED) Pilot, SGT. BULE, R.M. RCAF (KILLED) - (NAV) P/O. R.W. THOMPSON, RAF. (KILLED) - (S/A) P/S. TAYLOR, I.T. RCAF (KILLED) - (W/OP) SGT. KIDSGRUY, A.W. RCAF (KILLED) - (A/C) SGT. LEEB, A.G. RCAF (slight injuries, shock). Our successful aircraft reached the target and bombed the target between 02.34 hrs. and 02.58 hrs. Visibility was very bad and apparently the EFP was late over the target as some had to orbit over the burning area while waiting for the flares. 10/10 cloud did not permit any pinpointing nor was the target seen at any time. The first flares were seen by our pilots at 02.54 hrs. Light and heavy flak but inaccurate was experienced by most crews. A few searchlights were seen but were ineffective due to cloud thickness. For the same reason it was impossible to see any results in the bomb bursts. One of our crews saw a JU88 at 02.50 hrs. flying at 15,000 ft. The enemy passed above this aircraft from the port side and did not permit them to notice any results although a certain amount of glow could be noticed through the clouds. Owing to a shortage of petrol three of our aircraft landed at other stations. None of these aircraft sustained any damage and all landed safely. Total operational flying times for this trip, 96 hrs. 34 min.		A261-A275

www.bombercommand.com

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
TOPCLIFFE	11.4.43		Weather: Cloudy with slight rain in early afternoon. Visibility moderate to good. Surface mainly west north westerly in morning and W.S.W. ly. in the afternoon and evening, 5 to 10 miles per hour. The Squadron was stood down for the day. During the afternoon a few crews participated in a fighter affiliation, others held air to sea practice and one local cross country. Total training flying time 9 hrs. 15 min. Ground crew carried out their usual duties.		
TOPCLIFFE	12.4.43		Weather: Cloudy to overcast with smoke haze persisting most of the day. Visibility moderate to poor. Surface winds mainly S.W. ly. 5 to 10 M.P.H. The Squadron was stood down again today. All aircrews participated in parachute and dingy drill this morning. At 11.00 hrs all aircrews reported to Station sick quarters for sun ray treatment. All specialist officers held a meeting in the Commanding Officers office and discussed plans regarding the moving of the Squadron to R.C.A.F. station Leeming.		
TOPCLIFFE	13.4.43		Weather: Cloudy with slight local rain with some fair periods in the afternoon. The Squadron was ordered to detail 5 aircraft for a Bullseye to-night. The order was cancelled at 16.40 hrs. Several crews carried out local flying to-day. Training flying 7 hrs. 55 min. Air Gunners practised skeet shooting to-day. Six aircrew SGTs paraded to-day before AIR VICE-MARSHAL BROOKES, G.E. OBE. regarding their commissions.		
TOPCLIFFE	14.4.43		Weather: Cloudy with excellent visibility. Surface winds SW-W. ly. 5 to 10 M.P.H. This Squadron was ordered to detail 16 aircraft for operations to-night. Briefing was held at 17.00 hrs. Our 16 aircraft took off on time and were over the target between 00.53 hrs. and 01.18 hrs. Visibility was very good with little or no cloud and the target flares could be seen many miles away. Several enemy aircraft were seen on the way to the target. One of our aircraft saw two JU88's at 23.10 hrs. on the outward trip. One of the enemy came in from above closing in to 700 yds. Our aircraft gave one short burst and the enemy broke away but continued to follow plane for 20 minutes. An other enemy aircraft was sighted flying 700 feet above our aircraft and in the same direction. Our gunner fired a short burst and the enemy broke off and was not seen again. Neither of the enemy opened fire. Moderate accurate and inaccurate light and heavy flak was experienced over the target. Light flak was being shot up without any apparent effort at aiming. Searchlight cones were numerous and one of these was estimated to consist of 75 searchlights. Several aircraft were seen coming at different occasions. Numerous dummy fires were seen in the vicinity of the target area. One of our Captains reports seeing an explosion resulting in 3 separate balls of fire which fell to the ground still burning. This may have been an aircraft on fire. All crews reported a very successful trip and several fires were lit and a few outstanding ones were seen. It was also reported that several large explosions occurred during the bombing. On the return journey the reflection from the fires could be seen from many miles away. Unfortunately one of our aircraft, WELLINGTON X "O" HZ 273 is missing from this operation. The crew flying this aircraft consisted of the following personnel: CAPT CAN. R105255 SGT HARRISON, A.R. NAV. CAN. R.108536 P/O S. RATH, P. B/A. RAF. 657735 SGT. MALKIN, J.E. W/OP. CAN. R102405 SGT. McQUARRIE, E.A. A/G. CAN. R126403 SGT. COOKDAW, A.J. All necessary action has been taken regarding the crew.		A276-A291
TOPCLIFFE	15.4.43		Weather: Fair with good visibility. Wind, light W. - NW. ly 10 to 15 M.P.H. This squadron was ordered to detail 6 aircraft for mining operations on Bresat. Primary briefing was held at 15.00 hrs and main at 16.00 hrs. All our aircraft took off as ordered and reached the target. No opposition was encountered and no sightings, flak ships or enemy aircraft were seen. Visibility was very good although there was a slight haze and all mines were seen to drop and chutes open. Mines were dropped from an average height of 700 ft. None of our aircraft sustained any damage and all landed safely at base.		A292-A297

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
TOPOLIFFE	16.4.43		Weather: Fair to moderate. Good visibility. Winds mostly N. NW. ly. 5 to 10 M.P.H. This Squadron was ordered to detail 15 aircraft for operations over MANNHEIM. Primary briefing was held at 15.00 hrs and main at 16.00 hrs. The visibility was good and weather good. Two of our aircraft failed to reach the target, one returning after 2 hrs. 10 min. flying and the other attacked another target. The first aircraft developed engine trouble and the second had the same trouble but had reached enemy territory at the time. All our other aircraft reached the target. The PFF markers were on the target but the attack did not appear to be very concentrated. There were a fair number of scattered fires and one outstanding large one. A number of searchlights were noticed and flak was light and quite accurate. One of our aircraft was shot up and quite severely damaged by flak. Personnel were not injured. Photographs taken were very good and clear. All our aircraft returned safely from this trip except W/ W/H 703 which was so badly damaged by enemy fire that after a safe landing at R.A.F. Station BASSINGBOURNE, it was categorized as Cat AC.		A298-A212
TOPOLIFFE	17.4.43		Weather: Fair to moderate with good visibility. The Squadron was stood down today. Personnel are busy getting ready for the Squadron move to LEMING. This requires considerable packing of equipment, marking etc. The Squadron was also advised today that it was to have a new Commanding Officer in the person of W/C. Roy of No. 425 R.C.A.F. Squadron. W/C. H.M. Carscallan is to be posted. Ten of our crews are to be posted to RCAF Station Dalton so they will be able to carry out operations. They are to be considered for the time being as being detached from 424 Squadron and attached to 428 Squadron, who is to make reports etc., as if these crews belonged to their own Squadron. Personnel are very much disappointed in leaving RCAF Station TOPOLIFFE were they were formed from new crews into a top notch Squadron.		
TOPOLIFFE	18.4.43		The advance party left this morning for RCAF Station LEMING at 0930 hrs. Everything went over without a hitch. At 11.30 hrs the Squadron was notified that the movement was cancelled. At 11.45 hrs we were told that we had to proceed as ordered. Personnel who are to fly at DALTON left this morning with their aircraft and equipment.		
TOPOLIFFE	19.4.43		The main party left this morning for LEMING. Aircrews who are moving out to LEMING reported to their flights at 0900 hrs with all their flying equipment. Our main party left at 10.00 hrs. and were all in at LEMING at 11.00 hrs. Getting blankets and generally finding their way around took up most of the day.		
TOPOLIFFE	20.4.43		As this Squadron is to move overseas shortly and as personnel are to be all RCAF there is quite a lot of confusion. New personnel posted are reporting in at TOPOLIFFE and they have to be sent on to LEMING. RCAF personnel are being posted out. As it is necessary to have part of the orderly room at TOPOLIFFE with some documents and the typewriters, this causing considerable confusion. LEMING has no typewriters and the only time one can be borrowed is at night. There are no cabinets here and all documents have to be left on the tables. It is most unfortunate that this Squadron had to move to another station whilst having to prepare to move overseas. This caused a tremendous increase in work. The Squadron personnel at present are in 4 different stations, 100 being at DISBORTH working on new aircraft which have been given to the Squadron, some at TOPOLIFFE packing, at DALTON flying, and the balance at LEMING doing nothing except the orderly room which is being drowned in work due to the fact that part of the equipment including our two typewriters are more than urgently required at TOPOLIFFE. It is impossible for the more urgent work. It is to be expected that returns will be very late and it is hoped that it will be understood that this is due to facts beyond the Squadron control and that everything will be done here to have them ready as soon as possible.		

www.bombercommand.com

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. SEVEN

of (Unit or Formation) NO 424 (R.C.A.F.) SQUADRON.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
TOPOLIFFE	21.4.43		The Squadron aircrew strength was chopped down to 26 crews instead of 34 as we had to date. It is unfortunate as this means breaking up the Squadron and these crews are very disappointed and bitter about it. It is quite hard to make them understand that some had to go and it so happened that they were the unlucky ones. Work is still piling up and the orderly room staff at LEBMING is doing their best so as to be able to maintain a control over this, as part of the staff is needed at TOPOLIFFE. It is impossible to get anyone to help.	
TOPOLIFFE	22.4.43		The Squadron crew strength was again brought down today. This Squadron will proceed overseas with 20 crews. Therefore six more crews had to be told that they were not going with the Squadron. There was an awful howl and they wanted to know why they were sacrificed, as they put it, instead of others. It is very hard to explain and impossible to give them a satisfactory answer. Some of these crews have been with the Squadron for a considerable time and it is most unfortunate, but some had to go.	
TOPOLIFFE	23.4.43		Personnel at TOPOLIFFE are busy packing and preparing our stocks for overseas shipments. F/Lt. SOUAILLARD, who has been the Squadron Signals Leader since the formation of the Squadron has been posted. This officer was very capable and enthusiastic about his work and his work with the Squadron WOP/AGs made them second to none. The Squadron Adjutant was taken over to the hospital today with 102° temperature. It is expected that he will be confined there for at least five days.	
TOPOLIFFE	24.4.43		Postings in and out of the Squadron are coming on regularly. Personnel on the draft have or are being inoculated continually so that every one will be fit and prepared for eventualities. RCAF pay books are also coming in and are being sent to accounts at TOPOLIFFE.	
TOPOLIFFE	25.4.43		Several of our crews now stationed at DALTON, and who were stood down today came to LEBMING with a tale of woe. Conditions in DALTON were terrible, no washing facilities, poor food, etc. It is considered by the C.O. of this unit that this is simply beefing and conditions are not that bad. Nevertheless S/L Allison was detailed to go to DALTON and find out just what were the reasons for these complaints.	
TOPOLIFFE	26.4.43		S/L ALLISON reported that conditions in DALTON were far from perfect but that things were not as bad as they had been painted by our crews. Admittedly there is a vast difference between DALTON and TOPOLIFFE as to facilities, bathing conditions, comfort, etc., but that apparently the main reason of the beefing was that the crews felt like strangers there separated from the rest of the Squadron. It goes to show that the Squadron has a very good "Esprit de Corps" and that our lads are perhaps getting temperamental to a certain extent.	
TOPOLIFFE	27.4.43		Personnel are still coming in and being posted out. The Squadron was also advised today that it was to move to RCAF Station DALTON on May 3rd, 1943, as apparently LEBMING could not see their way clear to accommodate this Squadron. This means more packing and moving of personnel and kit and adding more difficulties to an already very serious situation. It is almost impossible to carry out instructions and have the work done on time in the continuous moving which disorganises the Squadron as the latter is not in the same place long enough to really get going properly.	

Place	Date	Time	Summary of Events	References to Appendices																														
TCPCLIFFE	28.4.43 to 30.4.43		<p>Quite a number of new airmen reported in during this period from different Stations and several of these men have not had very much experience on WELLINGTON aircraft.</p> <p>Aircraft on charge as at 30th April, 1943, -9.</p> <p>Health: The health of the Squadron remains good in general. There has been several cases of upper respiratory infections but most of them of a minor kind. One of our SGTs died of plura pneumonia. There were no cases of venereal diseases.</p> <p><u>NUMERICAL STRENGTH OF UNIT AS AT 30TH APRIL, 1943.</u></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>27</td> <td>3</td> <td>40</td> <td>248</td> <td></td> </tr> <tr> <td>R.A.F.</td> <td>8</td> <td>-</td> <td>23</td> <td>60</td> <td></td> </tr> <tr> <td>(U.S.A.) R.C.A.F.</td> <td>6</td> <td>-</td> <td>3</td> <td>-</td> <td></td> </tr> <tr> <td>TOTAL STRENGTH</td> <td>41</td> <td>3</td> <td>66</td> <td>308</td> <td></td> </tr> </tbody> </table> <p><u>OPERATIONAL - NON-OPERATIONAL & TRAINING FLYING HOURS, MARCH APRIL, 1943.</u></p> <p>(a) Operational Flying Hours Day: NIL Night 550 hrs. 04 mins.</p> <p>(b) Non-Operational Flying Hours. Day: 64 HRS NIGHT 21 " 20 "</p> <p>Total Flying Hours. 635 HRS 34 MIN.</p> <p><u>NO. OPERATIONAL SORTIES</u> 80.</p> <p style="text-align: right;"><i>W. J. ...</i> Wing Commander, Commanding, No. 424 (R.C.A.F.) Squadron, R.A.F. Station, TCPCLIFFE.</p>	(Officers)	AIRCREW	GROUND	(Airmen)	AIRCREW	GROUND	R.C.A.F.	27	3	40	248		R.A.F.	8	-	23	60		(U.S.A.) R.C.A.F.	6	-	3	-		TOTAL STRENGTH	41	3	66	308		
(Officers)	AIRCREW	GROUND	(Airmen)	AIRCREW	GROUND																													
R.C.A.F.	27	3	40	248																														
R.A.F.	8	-	23	60																														
(U.S.A.) R.C.A.F.	6	-	3	-																														
TOTAL STRENGTH	41	3	66	308																														