

MONTH OF FEBRUARY 1944

OPERATIONS RECORD BOOK

5. 22-1-425  
7A5

Page No. 1

R.A.F. Form 540  
See instructions for use of this form in K.R. and A.C.I.,  
para. 2340 and War Manual Pt. II., chapter XX., and  
also in R.A.F. Pocket Book.

of (Unit or Formation) 425 (R.C.A.F.) SQUADRON

No. of pages used for day 6

6582

SECRET.

References to Appendices

| Place                          | Date   | Time            | Summary of Events  |           |      |                 |              |           |      |               |       |          |     |             |      |           |     |             |      |          |     |                 |      |           |     |                 |      |           |      |               |     |           |      |            |     |           |      |                |     |           |      |                |     |           |      |               |      |           |      |                 |      |         |      |            |           |         |      |          |              |
|--------------------------------|--------|-----------------|--|-----------|------|-----------------|--------------|-----------|------|---------------|-------|----------|-----|-------------|------|-----------|-----|-------------|------|----------|-----|-----------------|------|-----------|-----|-----------------|------|-----------|------|---------------|-----|-----------|------|------------|-----|-----------|------|----------------|-----|-----------|------|----------------|-----|-----------|------|---------------|------|-----------|------|-----------------|------|---------|------|------------|-----------|---------|------|----------|--------------|
| R.C.A.F. STATION<br>THORNHURST | 1.2.44 |                 | Aircrew not engaged on flying proceeded to R.C.A.F. Station Dalton where a film on "Security" was shown.<br>01637 S/Ldr. Moleman, Pilot proceeded to No. 1 R.C.D.U., Rescott, to attend a course on engine handling.<br>The following crews arrived on posting from No. 1666 Con. Unit:<br><table border="0"> <tr> <td>J. 23787</td> <td>P/O</td> <td>Wilmot R.E.</td> <td>Pilot</td> <td>R. 159953</td> <td>Sgt.</td> <td>Landry J.G.M.</td> <td>Pilot</td> </tr> <tr> <td>J. 23947</td> <td>P/O</td> <td>Hudson J.H.</td> <td>Nav.</td> <td>R. 131123</td> <td>P/O</td> <td>Boyer A.V.</td> <td>Nav.</td> </tr> <tr> <td>J. 26854</td> <td>P/O</td> <td>Baglestone W.R.</td> <td>W/AG</td> <td>R. 111996</td> <td>WO2</td> <td>Piquette J.A.M.</td> <td>W/AG</td> </tr> <tr> <td>R. 158177</td> <td>Sgt.</td> <td>Wiltse T.R.</td> <td>P/O</td> <td>R. 151142</td> <td>Sgt.</td> <td>Boch L.F.</td> <td>P/O</td> </tr> <tr> <td>R. 17055</td> <td>P/O</td> <td>Dewall</td> <td>A/G</td> <td>R. 96641</td> <td>Sgt.</td> <td>Vincent J.F.R.</td> <td>A/G</td> </tr> <tr> <td>R. 193367</td> <td>Sgt.</td> <td>Furness R.H.</td> <td>W/AG</td> <td>R. 161851</td> <td>Sgt.</td> <td>Pilon J.J.R.</td> <td>W/AG</td> </tr> <tr> <td>1854255</td> <td>Sgt.</td> <td>Walspar H.</td> <td>P/O (RAF)</td> <td>1558329</td> <td>Sgt.</td> <td>Sin D.J.</td> <td>P/O (R.A.F.)</td> </tr> </table> <p>Flying consisted of 9 Night Cross-Country flights.</p> | J. 23787  | P/O  | Wilmot R.E.     | Pilot        | R. 159953 | Sgt. | Landry J.G.M. | Pilot | J. 23947 | P/O | Hudson J.H. | Nav. | R. 131123 | P/O | Boyer A.V.  | Nav. | J. 26854 | P/O | Baglestone W.R. | W/AG | R. 111996 | WO2 | Piquette J.A.M. | W/AG | R. 158177 | Sgt. | Wiltse T.R.   | P/O | R. 151142 | Sgt. | Boch L.F.  | P/O | R. 17055  | P/O  | Dewall         | A/G | R. 96641  | Sgt. | Vincent J.F.R. | A/G | R. 193367 | Sgt. | Furness R.H.  | W/AG | R. 161851 | Sgt. | Pilon J.J.R.    | W/AG | 1854255 | Sgt. | Walspar H. | P/O (RAF) | 1558329 | Sgt. | Sin D.J. | P/O (R.A.F.) |
| J. 23787                       | P/O    | Wilmot R.E.     | Pilot  | R. 159953 | Sgt. | Landry J.G.M.   | Pilot        |           |      |               |       |          |     |             |      |           |     |             |      |          |     |                 |      |           |     |                 |      |           |      |               |     |           |      |            |     |           |      |                |     |           |      |                |     |           |      |               |      |           |      |                 |      |         |      |            |           |         |      |          |              |
| J. 23947                       | P/O    | Hudson J.H.     | Nav.   | R. 131123 | P/O  | Boyer A.V.      | Nav.         |           |      |               |       |          |     |             |      |           |     |             |      |          |     |                 |      |           |     |                 |      |           |      |               |     |           |      |            |     |           |      |                |     |           |      |                |     |           |      |               |      |           |      |                 |      |         |      |            |           |         |      |          |              |
| J. 26854                       | P/O    | Baglestone W.R. | W/AG   | R. 111996 | WO2  | Piquette J.A.M. | W/AG         |           |      |               |       |          |     |             |      |           |     |             |      |          |     |                 |      |           |     |                 |      |           |      |               |     |           |      |            |     |           |      |                |     |           |      |                |     |           |      |               |      |           |      |                 |      |         |      |            |           |         |      |          |              |
| R. 158177                      | Sgt.   | Wiltse T.R.     | P/O  | R. 151142 | Sgt. | Boch L.F.       | P/O          |           |      |               |       |          |     |             |      |           |     |             |      |          |     |                 |      |           |     |                 |      |           |      |               |     |           |      |            |     |           |      |                |     |           |      |                |     |           |      |               |      |           |      |                 |      |         |      |            |           |         |      |          |              |
| R. 17055                       | P/O    | Dewall          | A/G  | R. 96641  | Sgt. | Vincent J.F.R.  | A/G          |           |      |               |       |          |     |             |      |           |     |             |      |          |     |                 |      |           |     |                 |      |           |      |               |     |           |      |            |     |           |      |                |     |           |      |                |     |           |      |               |      |           |      |                 |      |         |      |            |           |         |      |          |              |
| R. 193367                      | Sgt.   | Furness R.H.    | W/AG   | R. 161851 | Sgt. | Pilon J.J.R.    | W/AG         |           |      |               |       |          |     |             |      |           |     |             |      |          |     |                 |      |           |     |                 |      |           |      |               |     |           |      |            |     |           |      |                |     |           |      |                |     |           |      |               |      |           |      |                 |      |         |      |            |           |         |      |          |              |
| 1854255                        | Sgt.   | Walspar H.      | P/O (RAF)  | 1558329   | Sgt. | Sin D.J.        | P/O (R.A.F.) |           |      |               |       |          |     |             |      |           |     |             |      |          |     |                 |      |           |     |                 |      |           |      |               |     |           |      |            |     |           |      |                |     |           |      |                |     |           |      |               |      |           |      |                 |      |         |      |            |           |         |      |          |              |
|                                | 2.2.44 |                 | The Station Inspection was carried out by Air Commodore C.M. McEwen, (M.C., ) "D.F.C." the Base Commander. After the inspection, the bi-monthly pay parade was held in the R. & I Hangar.<br>Eleven aircrew M.C.O.'S were interviewed for the purpose of commissioning, by the Base Commander.<br>Flying training was carried out as follows: 3 aircraft on local flying and 2 on Air/Air practices.   |           |      |                 |              |           |      |               |       |          |     |             |      |           |     |             |      |          |     |                 |      |           |     |                 |      |           |      |               |     |           |      |            |     |           |      |                |     |           |      |                |     |           |      |               |      |           |      |                 |      |         |      |            |           |         |      |          |              |
|                                | 3.2.44 |                 | G. 1181 P/Lt. I.H. Leconte, Pilot, returned from No. 1666 Conversion Unit on completion of ground training.<br>The undersigned arrived from 1666 Con. Unit on posting to this unit to crew with P/Lt. Leconte.<br>1135167 Sgt. Derrideller, J.T.H. P/O (R.A.F.)<br>The flying programme was as follows: 1 A/G on air test, 11 aircraft on Bull's Eye Exercises.<br>The undersigned arrived on posting from 1666 Con. Unit for Flight Engineer Leader duties.<br>160061 A/S/Lt. H.J. Goodwin P/O (R.A.F.)   |           |      |                 |              |           |      |               |       |          |     |             |      |           |     |             |      |          |     |                 |      |           |     |                 |      |           |      |               |     |           |      |            |     |           |      |                |     |           |      |                |     |           |      |               |      |           |      |                 |      |         |      |            |           |         |      |          |              |
|                                | 4.2.44 |                 | The following crews arrived on posting from 1664 Con. Unit:<br><table border="0"> <tr> <td>R. 144389</td> <td>P/O</td> <td>Burison J.F.G.</td> <td>Pilot</td> <td>J. 21415</td> <td>P/O</td> <td>L'Abbe J.W.</td> <td>Pilot</td> </tr> <tr> <td>J. 24480</td> <td>P/O</td> <td>Bartis R.C.</td> <td>Nav.</td> <td>J. 21823</td> <td>P/O</td> <td>Grauel T.G.</td> <td>Nav.</td> </tr> <tr> <td>J. 26858</td> <td>P/O</td> <td>DeBodders J.Y.</td> <td>W/AG</td> <td>R. 96579</td> <td>WO2</td> <td>Dube H.E.</td> <td>W/AG</td> </tr> <tr> <td>R. 161701</td> <td>Sgt.</td> <td>Davidson R.L.</td> <td>P/O</td> <td>R. 173360</td> <td>Sgt.</td> <td>Wadon P.P.</td> <td>P/O</td> </tr> <tr> <td>R. 194194</td> <td>Sgt.</td> <td>Hurston J.R.R.</td> <td>A/G</td> <td>R. 187514</td> <td>Sgt.</td> <td>Girard H.N.</td> <td>P/O</td> </tr> <tr> <td>R. 94369</td> <td>Sgt.</td> <td>Leguit J.R.C.</td> <td>W/AG</td> <td>R. 189996</td> <td>Sgt.</td> <td>McDonald J.A.R.</td> <td>W/AG</td> </tr> <tr> <td>2201515</td> <td>Sgt.</td> <td>Welch D.</td> <td>P/O (RAF)</td> <td>2207320</td> <td>Sgt.</td> <td>Best A.</td> <td>P/O (RAF)</td> </tr> </table> <p>The flying was as follows: 1 aircraft on Air Test; 6 aircraft on Bull's Eye Exercises.</p>   | R. 144389 | P/O  | Burison J.F.G.  | Pilot        | J. 21415  | P/O  | L'Abbe J.W.   | Pilot | J. 24480 | P/O | Bartis R.C. | Nav. | J. 21823  | P/O | Grauel T.G. | Nav. | J. 26858 | P/O | DeBodders J.Y.  | W/AG | R. 96579  | WO2 | Dube H.E.       | W/AG | R. 161701 | Sgt. | Davidson R.L. | P/O | R. 173360 | Sgt. | Wadon P.P. | P/O | R. 194194 | Sgt. | Hurston J.R.R. | A/G | R. 187514 | Sgt. | Girard H.N.    | P/O | R. 94369  | Sgt. | Leguit J.R.C. | W/AG | R. 189996 | Sgt. | McDonald J.A.R. | W/AG | 2201515 | Sgt. | Welch D.   | P/O (RAF) | 2207320 | Sgt. | Best A.  | P/O (RAF)    |
| R. 144389                      | P/O    | Burison J.F.G.  | Pilot  | J. 21415  | P/O  | L'Abbe J.W.     | Pilot        |           |      |               |       |          |     |             |      |           |     |             |      |          |     |                 |      |           |     |                 |      |           |      |               |     |           |      |            |     |           |      |                |     |           |      |                |     |           |      |               |      |           |      |                 |      |         |      |            |           |         |      |          |              |
| J. 24480                       | P/O    | Bartis R.C.     | Nav.   | J. 21823  | P/O  | Grauel T.G.     | Nav.         |           |      |               |       |          |     |             |      |           |     |             |      |          |     |                 |      |           |     |                 |      |           |      |               |     |           |      |            |     |           |      |                |     |           |      |                |     |           |      |               |      |           |      |                 |      |         |      |            |           |         |      |          |              |
| J. 26858                       | P/O    | DeBodders J.Y.  | W/AG   | R. 96579  | WO2  | Dube H.E.       | W/AG         |           |      |               |       |          |     |             |      |           |     |             |      |          |     |                 |      |           |     |                 |      |           |      |               |     |           |      |            |     |           |      |                |     |           |      |                |     |           |      |               |      |           |      |                 |      |         |      |            |           |         |      |          |              |
| R. 161701                      | Sgt.   | Davidson R.L.   | P/O  | R. 173360 | Sgt. | Wadon P.P.      | P/O          |           |      |               |       |          |     |             |      |           |     |             |      |          |     |                 |      |           |     |                 |      |           |      |               |     |           |      |            |     |           |      |                |     |           |      |                |     |           |      |               |      |           |      |                 |      |         |      |            |           |         |      |          |              |
| R. 194194                      | Sgt.   | Hurston J.R.R.  | A/G  | R. 187514 | Sgt. | Girard H.N.     | P/O          |           |      |               |       |          |     |             |      |           |     |             |      |          |     |                 |      |           |     |                 |      |           |      |               |     |           |      |            |     |           |      |                |     |           |      |                |     |           |      |               |      |           |      |                 |      |         |      |            |           |         |      |          |              |
| R. 94369                       | Sgt.   | Leguit J.R.C.   | W/AG   | R. 189996 | Sgt. | McDonald J.A.R. | W/AG         |           |      |               |       |          |     |             |      |           |     |             |      |          |     |                 |      |           |     |                 |      |           |      |               |     |           |      |            |     |           |      |                |     |           |      |                |     |           |      |               |      |           |      |                 |      |         |      |            |           |         |      |          |              |
| 2201515                        | Sgt.   | Welch D.        | P/O (RAF)  | 2207320   | Sgt. | Best A.         | P/O (RAF)    |           |      |               |       |          |     |             |      |           |     |             |      |          |     |                 |      |           |     |                 |      |           |      |               |     |           |      |            |     |           |      |                |     |           |      |                |     |           |      |               |      |           |      |                 |      |         |      |            |           |         |      |          |              |
|                                | 5.2.44 |                 | J. 15457 A/S/Lt. L.A. Wainwright "DEC" Sqdn. Signals Leader, proceeded to 61 RCAF Base on posting, for instructor duties in No. 6 Group Aircrew School.<br>Flying was carried out as follows:<br>1 aircraft dual check and solo flying; 2 A/G on local solo; 1 A/G on local flying and cross-country; 4 A/G on Air to Air practice and bombing and 1 on circuits and landings.   |           |      |                 |              |           |      |               |       |          |     |             |      |           |     |             |      |          |     |                 |      |           |     |                 |      |           |      |               |     |           |      |            |     |           |      |                |     |           |      |                |     |           |      |               |      |           |      |                 |      |         |      |            |           |         |      |          |              |

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of (Unit or Formation) 425 (R.C.A.F.) SQUADRON

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| Place                          | Date    | Time | Summary of Events   | SECRET. | References to Appendices   |
|--------------------------------|---------|------|---|---------|----------------------------|
| R.C.A.F. STATION<br>THORNHURST | 13.2.44 |      | The following personnel proceeded to R.A.F. Station Perahore to attend funeral of<br>Sgt. Jabin and Crew:<br>S/P J.M. Laplante R.C. Chaplain<br>J.14794 S/O J.G. Hegelsfeld Navo<br>J.21364 S/O J.H. Demere Navo<br>R.198410 Sgt. H.J. Braust A/C<br>The under mentioned to Linton having been detailed as second pilot for the night's<br>operation:<br>R.157746 S/S Waite A.H. Pilot  |         |                            |
|                                | 14.2.44 |      | The inspection of No. 2 and 3 living sites was carried out in the morning by the Station<br>Commander<br>No flying was carried out due to unfavourable weather.   |         |                            |
|                                | 15.2.44 |      | All flying was cancelled due to bad weather conditions.<br>In the evening at 1830 hrs their fortnight ly pay-parade was held.<br>The following pilots participated in the night operation with Linton and Middleton St. George,<br>as 2nd Pilots:-<br>S/P Lecante S/S Waite S/O Wilmet S/S Stowell<br>S/S Vincent S/O L'Abbe Sgt. Hall Sgt. Stark   |         |                            |
|                                | 16.2.44 |      | 10 crews were detailed for night operations but this was later cancelled. All flying was<br>cancelled due to unfavourable weather condition. Lectures were given to the aircrew by<br>their section leaders.  |         |                            |
|                                | 17.2.44 |      | 9 crews were detailed for operations in the evening, but this order was cancelled during<br>the day. The following aircrew personnel proceeded to Gosport in order to represent the<br>Squadron at the funeral of 801922 Sgt. J.J. Shumham, Flight Engineer (R.A.F.), who lost<br>his life in a flying accident on the night of 11th February:-<br>1450691 Sgt. Adams G. S/E R.A.F.<br>55427 Sgt. Owen J.S. A/S R.A.F.<br>R.96579 WO2 Dube H.E. W/AG<br>R.55806 Sgt. Boushard J.E. A/C  |         |                            |
|                                | 18.2.44 |      | The night operation, for which 10 crews had been detailed, was cancelled in the afternoon.<br>One aircraft was also detailed for a cross country but was cancelled due to weather<br>conditions.  |         |                            |
|                                | 19.2.44 |      | 10 aircraft were detailed for bombing operation over Leipzig, Germany but only two took-off<br>in view of the fact that three aircraft of 428 Squadron bogged and blocked the runway,<br>the remainder of the aircraft were too late to take-off.<br>Attack appeared to be successful but owing to 10/10ths cloud tops 5-10,000 ft. over<br>target no details could be seen. Glow of fires could be seen through clouds, about<br>100 miles away. Flak over target was slight to moderate with searchlights, not effective.<br>Sightings mainly good but believed enemy were using decoy flares Red at position 'Q'.<br>All aircraft returned safely.<br>Capt. Townsend of No. 1 Canadian Line of Communication of Signals visited the squadron in<br>connection with inquiry into the accidental death of Pt. J.R. Dubroy, on the night of<br>11th February, 1944. |         | A1201<br>to<br>A1202 Incl. |

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| Place | Date    | Time | Summary of Events   | SECRET. | References to Appendices   |
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|       | 20.2.44 |      | <p>8 crews were detailed for operations over Stuttgart. Attack appears to have been successful as crews report many fires, rather scattered, but no R.E.F. Markers. Glow could be seen about 100 miles away. Defenses: Heavy flak, slight, in loose barrage up to 20,000 ft. Searchlights few and ineffective. Weather over target: 5 to 7/16ths cloud, tops about 6,000 ft. P.P. sky markers good and I.L. visible at times through breaks in cloud. Fighter opposition: sightings only. One aircraft returned early due to Starboard outer engine U/S. One aircraft is missing: the crew was as follows:-</p> <p>R.157746 P/S White A.H. Pilot<br/> R.81728 P/S McDougall W. Nav.<br/> R.90362 W/O Redman K.G. W/AG<br/> R.142155 P/S Powell R.A. B/A<br/> R.191887 Sgt. Cannon H.E. A/G<br/> R.197051 Sgt. Gibson G.T. MU/AG<br/> 1697226 Sgt. Johnstone W. P/E (R.A.F.)</p> <p>The following pilots proceeded to No. 1 R.E.F.U. Messcot, to attend course on engine handling.<br/> J.15605 P/Lt. Vanevan H.L. (DFC) Pilot<br/> J.25777 P/O Wilmot B. Pilot</p> <p>Flying training consisted of 4 night cross-country and 1 aircraft on Air to Air firing.</p> |         | A1203<br>to<br>A1210 Incl. |
|       | 21.2.44 |      | <p>The Squadron was not required for operations to-day.<br/> Two night cross-country were carried out.<br/> Capt. G.A.W. Howard of the H.L.L. and Lt. R.G. Smith, R.C.A., reported for a week's observation and familiarisation training with the Squadron.</p>   |         |                            |
|       | 22.2.44 |      | <p>10 aircraft were required for operations but this was cancelled.<br/> 1 test flight was carried out during the day, all other flying being cancelled due to weather conditions.</p>  |         |                            |
|       | 23.2.44 |      | <p>The Squadron was not required for operations to-day. A number of engine-risened crews were given the day off.<br/> Flying consisted of cross-countries, bombing practices and dual instruction to new arrivals.</p>  |         |                            |
|       | 24.2.44 |      | <p>10 aircraft were detailed for night operations over Schweinfurt, Germany. One A/G did not take-off due to tyre trouble, one returned early due to oxygen going U/S. Attack appeared to be successful but rather scattered. Opposition: Moderate heavy flak. A barrage from about 25,000 ft. S/L non effective, weather: no cloud, slight ground haze. 5 pilots participated in the night operation as 2nd pilot with 106 Squadron. Linton and all returned safely.</p>   |         | A1211<br>to<br>A1219 Incl. |
|       | 25.2.44 |      | <p>7 aircraft were detailed to attack Augsburg. One aircraft did not take-off due to both port engines ciling up and one A/G was scrubbed due to crew not having had sufficient sleep. Crews report fires all over the town with large columns of black smoke rising up to 16,000 ft. The P.P. were bang on time and the markers were well concentrated. Weather over target was clear with slight ground haze, probably smoke. All aircraft attempted photographs. One aircraft did not return, the crew was composed as follows:</p>  |         | A1220<br>to<br>A1224 Incl. |



| Place                | Date      | Time             | Summary of Events   | SECRET.      | References to Appendices |              |           |         |    |        |   |             |    |             |    |             |    |             |    |              |           |              |           |              |           |              |           |                  |     |                  |        |       |        |                      |        |                  |       |       |        |                     |      |                  |     |       |       |  |  |
|----------------------|-----------|------------------|---|--------------|--------------------------|--------------|-----------|---------|----|--------|---|-------------|----|-------------|----|-------------|----|-------------|----|--------------|-----------|--------------|-----------|--------------|-----------|--------------|-----------|------------------|-----|------------------|--------|-------|--------|----------------------|--------|------------------|-------|-------|--------|---------------------|------|------------------|-----|-------|-------|--|--|
|                      |           |                  | <p><b>PERSONNEL CHANGES</b></p> <p>16000 2/2/0 R. J. Sheriff W/O A.C. posted to 402 Sqdn. ref. 26.244</p> <p>16003 2/2/0 1/2/2 R. J. Goodwin W/O A.C. posted from 160. Com Unit ref. 26.244</p> <p>J. 267 2/2/0 1/2/2 A. W. Macdonald Pilot posted to 402 Sqdn. ref. 27.244</p> <p><b>CHANGES IN COMMAND:</b></p> <p>On 26.244 1/2/2 A. W. Macdonald, Flight Commander, assumed temporary command of Squadron on 26.244 vice C. 606 1/2/2 R. H. Richer (RUC) on admission to hospital.</p> <p>On 26.244 1/2/2 A. W. Macdonald, relinquished temporary command of Squadron on 26.244 on posting.</p> <p>On 26.244 1/2/2 R. A. Holman assumed temporary Command of Squadron on 26.244 vice 1/2/2 A. W. Macdonald.</p> <p><b>CHANGES IN SQUADRON COMMAND:</b> NIL</p> <p><b>ABSENCE OF CHIEFS:</b> 19 BOMBERS MARK III</p> <p><b>REMARKS:</b></p> <p>The state of sick leave was fairly consistent during the month of February, with from three to five reported each morning. Casualties were of a serious nature, though some threats and cuts were the most numerous. There was a total of sixteen aircrew members admitted to hospital for a total of sixty-four days and twelve other men admitted for sixty-seven days during the month of February.</p> <p><b>INDIVIDUAL OPERATIONS OF BOMBERS AT BOMBING STATION 1044</b></p> <table border="1"> <tr> <td>REPAIRS</td> <td>20</td> <td>CHIEFS</td> <td>2</td> <td>REPAIRS</td> <td>25</td> <td>CHIEFS</td> <td>2</td> </tr> <tr> <td>OPERATIONAL</td> <td>12</td> <td>OPERATIONAL</td> <td>12</td> <td>OPERATIONAL</td> <td>12</td> <td>OPERATIONAL</td> <td>12</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>32</b></td> <td><b>TOTAL</b></td> <td><b>14</b></td> <td><b>TOTAL</b></td> <td><b>37</b></td> <td><b>TOTAL</b></td> <td><b>14</b></td> </tr> </table> <p><b>OPERATIONAL AND CHIEFS' TRAINING HOURS FOR BOMBING STATION 1044</b></p> <table border="1"> <tr> <td>Operational Days</td> <td>111</td> <td>CHIEFS' TRAINING</td> <td>137.50</td> <td>TOTAL</td> <td>248.50</td> </tr> <tr> <td>Flying Training Days</td> <td>100.00</td> <td>CHIEFS' TRAINING</td> <td>20.00</td> <td>TOTAL</td> <td>120.00</td> </tr> <tr> <td>Other Training Days</td> <td>94.5</td> <td>CHIEFS' TRAINING</td> <td>2.5</td> <td>TOTAL</td> <td>16.50</td> </tr> </table> <p><b>OPERATIONAL AND CHIEFS' TRAINING HOURS FOR BOMBING STATION 1044</b></p> <p><b>INSTRUCTIONS:</b></p> <p>REPAIRS OVERSEAS R.O. 2 copies<br/>         Air Ministry 2 copies<br/>         R.O. 6 HQAF Group 1 copy</p> <p><i>(Signature)</i><br/>         (R. A. Holman) R/O<br/>         Officer Commanding<br/>         402 B.O.A.C. Squadron</p> | REPAIRS      | 20                       | CHIEFS       | 2         | REPAIRS | 25 | CHIEFS | 2 | OPERATIONAL | 12 | OPERATIONAL | 12 | OPERATIONAL | 12 | OPERATIONAL | 12 | <b>TOTAL</b> | <b>32</b> | <b>TOTAL</b> | <b>14</b> | <b>TOTAL</b> | <b>37</b> | <b>TOTAL</b> | <b>14</b> | Operational Days | 111 | CHIEFS' TRAINING | 137.50 | TOTAL | 248.50 | Flying Training Days | 100.00 | CHIEFS' TRAINING | 20.00 | TOTAL | 120.00 | Other Training Days | 94.5 | CHIEFS' TRAINING | 2.5 | TOTAL | 16.50 |  |  |
| REPAIRS              | 20        | CHIEFS           | 2   | REPAIRS      | 25                       | CHIEFS       | 2         |         |    |        |   |             |    |             |    |             |    |             |    |              |           |              |           |              |           |              |           |                  |     |                  |        |       |        |                      |        |                  |       |       |        |                     |      |                  |     |       |       |  |  |
| OPERATIONAL          | 12        | OPERATIONAL      | 12  | OPERATIONAL  | 12                       | OPERATIONAL  | 12        |         |    |        |   |             |    |             |    |             |    |             |    |              |           |              |           |              |           |              |           |                  |     |                  |        |       |        |                      |        |                  |       |       |        |                     |      |                  |     |       |       |  |  |
| <b>TOTAL</b>         | <b>32</b> | <b>TOTAL</b>     | <b>14</b>   | <b>TOTAL</b> | <b>37</b>                | <b>TOTAL</b> | <b>14</b> |         |    |        |   |             |    |             |    |             |    |             |    |              |           |              |           |              |           |              |           |                  |     |                  |        |       |        |                      |        |                  |       |       |        |                     |      |                  |     |       |       |  |  |
| Operational Days     | 111       | CHIEFS' TRAINING | 137.50  | TOTAL        | 248.50                   |              |           |         |    |        |   |             |    |             |    |             |    |             |    |              |           |              |           |              |           |              |           |                  |     |                  |        |       |        |                      |        |                  |       |       |        |                     |      |                  |     |       |       |  |  |
| Flying Training Days | 100.00    | CHIEFS' TRAINING | 20.00   | TOTAL        | 120.00                   |              |           |         |    |        |   |             |    |             |    |             |    |             |    |              |           |              |           |              |           |              |           |                  |     |                  |        |       |        |                      |        |                  |       |       |        |                     |      |                  |     |       |       |  |  |
| Other Training Days  | 94.5      | CHIEFS' TRAINING | 2.5   | TOTAL        | 16.50                    |              |           |         |    |        |   |             |    |             |    |             |    |             |    |              |           |              |           |              |           |              |           |                  |     |                  |        |       |        |                      |        |                  |       |       |        |                     |      |                  |     |       |       |  |  |

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