

OPERATIONS RECORD BOOK

of (Unit or Formation) 425 (R.O.A.F.) SquadronPage No. 1
No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																							
			<p>RECRUITAL STRENGTH OF UNIT AS AT BEGINNING 1st 12.42</p> <table border="1"> <thead> <tr> <th></th> <th>R.O.A.F.</th> <th>R.A.F.</th> <th>R.O.A.F. (U.S.A.)</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>Pilots</td> <td>7</td> <td>2</td> <td>Nil</td> <td>9</td> </tr> <tr> <td>Aircraft (other than)</td> <td>18</td> <td>4</td> <td>Nil</td> <td>22</td> </tr> <tr> <td>Ground</td> <td>4</td> <td>-</td> <td>Nil</td> <td>4</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Total</td> <td>35</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th></th> <th>R.O.A.F.</th> <th>R.A.F.</th> <th>R.O.A.F. (U.S.A.)</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>Pilots</td> <td>14</td> <td>2</td> <td>Nil</td> <td>16</td> </tr> <tr> <td>Aircraft (other than)</td> <td>49</td> <td>16</td> <td>2</td> <td>67</td> </tr> <tr> <td>Senior R.O.A.F. (Ground)</td> <td>8</td> <td>11</td> <td>Nil</td> <td>19</td> </tr> <tr> <td>Other ranks</td> <td>69</td> <td>102</td> <td>1</td> <td>172</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Total</td> <td>264</td> </tr> </tbody> </table>		R.O.A.F.	R.A.F.	R.O.A.F. (U.S.A.)	TOTAL	Pilots	7	2	Nil	9	Aircraft (other than)	18	4	Nil	22	Ground	4	-	Nil	4				Total	35		R.O.A.F.	R.A.F.	R.O.A.F. (U.S.A.)	TOTAL	Pilots	14	2	Nil	16	Aircraft (other than)	49	16	2	67	Senior R.O.A.F. (Ground)	8	11	Nil	19	Other ranks	69	102	1	172				Total	264		
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Dishforth	1.12.42		WEATHER: Cloudy with moderate visibility. Wind light S.W. becoming north-westerly.																																																									
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Dishforth	3.12.42		WEATHER: Wind light or variable.																																																									
Dishforth	4.12.42		WEATHER: Overcast with fog all day. Wind south-easterly, light. P/O. Foster and W/O. Matheson returned today from a course at the 55th Operational Battle School. Both men displayed a keen interest in the course and declared it was of great value.																																																									
Dishforth	5.12.42		WEATHER: Cloudy with moderate visibility improving during the day. Wind south-easterly, 10/15 becoming W.S.W. 15/20. P/O. Millward appointed to the rank of Temporary Flying Officer.																																																									
Dishforth	6.12.42		WEATHER: Weather becoming very cold. Wind light N. becoming light south-easterly and later south-westerly 20/25.																																																									
Dishforth	7.12.42		WEATHER: Cloudy with intermittent drizzle early. Moderate visibility. Wind SEW 15 to 20 m.p.h. P/O. G.S. Davis, Flight Commander of "A" Flight left today for LONDON and Buckingham Palace where he will be officially invested with the R.F.C., which will be presented to him by the King.																																																									
Dishforth	8.12.42		WEATHER: Cloudy with intermittent rain early. Moderate visibility deteriorating in evening. Wind S.W. becoming S.E. 10 to 15 m.p.h.																																																									

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Dishforth	8.12.42	(Cont'd)	All ground crew and aircrew personnel have now completed a three day "Backers Up" course. This course has been in operation on this Station since October and provides training in weapons and ground defence.		
Dishforth	9.12.42		WEATHER: Cloudy with moderate visibility. Intermittent rain in the afternoon. Wind S.W. becoming S.E. 20 to 25 m.p.h. Group Captain Russell, Station Commander, spent the morning at the Squadron interviewing N.O.O. aircrew personnel who were recommended for appointment to commissioned rank. W/Omr. Durman and a party of civilians representing the British Commonwealth Joint Air Training Plan in Canada visited the Squadron today and were shown around by S/Ldr. Crooks. They seemed very much impressed with the Station and Squadron and the high spirits of all the members of the Squadron both aircrew and ground personnel. The Commanding Officer, W/Omr. S.S. Blanchard and Sgts. Gauthier and Patch went on operations with 425 Squadron. Engineering Officer reported that six aircraft were unserviceable due to elec legs. Night flying washed out due to inclement weather.		
Dishforth	10.12.42		WEATHER: Cloudy with moderate visibility. Wind southerly 15 to 20 m.p.h. Navigation Officer reported that three navigators had completed all the exercises required in the Group Training syllabus, also that nine other navigators require only one "bailage" exercise to ready them for operational duty. Ground training in all aspects of navigation is now complete. Two details with Fighter Affiliation were carried out with Tomahawk aircraft and two others carried out with Spitfires. "Bailage" arranged but later cancelled due to weather. Squadron hockey team went to Durman where they engaged 408 Squadron in a battle on ice. From S/Lt. Batton's report it certainly was a "battle," and although our boys lost they showed great improvement and promise to take 425 Squadron "into camp" next week.		
Dishforth	11.12.42		WEATHER: Cloudy with slight rain in morning. Visibility moderate deteriorating in evening. Wind S.E. 15 to 20. Weather conditions made flying practice impossible. "Bailage" arranged but had to be "washed out" 30 minutes before take off. The Armament Officer reports that no tool kits are available for his Section. This will mean a high percentage of unserviceability. The Air Gunners held their weekly discussion in the crew room. The Navigators dress "box chart tracing" case into service today. This will save the Navigators about one hour per trip in the preparation of charts. The Navigation Section has devised a new and interesting pastime for off duty hours. It is a jig-saw puzzle of the Lake Valley made by the Navigators themselves. The first Navigator to try it is still struggling hard with it. Air-Bombers were given instruction today in the use of the Tricell flare chute and the operation of the 4000 lb. manual release.		
Dishforth	12.12.42		WEATHER: Fog early but visibility becoming moderate in afternoon and falling to fog again at dusk. Wind light S.E. The shortage of Armourers is being felt very strongly in the Armament Section. Flying "washed out" in the afternoon. W/O's started doing D.I.'s on their own aircraft today. A deficiency of 2 volt 1F accumulators is making it difficult to do proper D.I.'s. Signals office being redecorated. "Bailage" arranged but later "scrubbed" much to the annoyance of the Navigators. This is the fifth successive night that flying has been "washed out" due to adverse weather conditions.		

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of (Unit or Formation) 436 (R.C.A.F.) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Dishforth	13.12.42		<p>WEATHER: Cloudy with poor visibility early improving to moderate in afternoon and evening. Wind S.W. becoming strong S.W. in afternoon.</p> <p>Two QRS exercises completed by W.O.G. W.O.G. now assisting W/T maintenance crews with maintenance. Signal office is in great need of a telephone.</p> <p>55 R.C.'s were received by the Amusement Section bringing the total up to 115.</p> <p>Serviceability of aircraft for amusement equipment available now 100%.</p> <p>Exercise with Fighter Affiliation cancelled due to rough flying conditions and night flying program was once again "scrubbed".</p> <p>Four Air Bombers practised on Bombing Teacher and then all Air Bombers were given lectures on target identification by Station Intelligence Officer.</p>		
Dishforth	14.12.42		<p>WEATHER: Partly cloudy with moderate visibility deteriorating to fog and rain in evening. Wind S.W. 40 to 45 m.p.h.</p> <p>Another day of adverse weather conditions. Fighter Affiliation arranged but once again cancelled. The Navigation Section is doing very well regarding compass winding during these poor flying days and have also completely covered the walls of the Navigation Room with useful hints and aids to good navigation.</p> <p>The P.M. 56 beam gun mountings have arrived in Amusement Section but Amateurs are still without very necessary tool kits.</p> <p>Several aircraft unserviceable due to lack of air bottles required for elec. legs. Also there is a shortage of Vickers two-way pumps. A routine check of all parachutes was carried out.</p>		
Dishforth	15.12.42		<p>WEATHER: Overcast and wet early. Moderate visibility falling to fog in evening. Wind S.W. 40 to 45 m.p.h.</p> <p>W.O.G. today checked their aircraft for correct crystal and spark. A great dearth of spare valves for Marconi and A.113 sets has been found. W.O.G. preparing for Group I trade tests and were introduced to new Beacon System. Once again we had no flying, day and night, due to adverse weather conditions. A lecture by the Squadron Commander was given to all pilots. In the afternoon an Inter-Flight Rifle competition was held by the Squadron Gunnery Officer. Air Bombers carried out Link and Hunt trainer practice and experimented with black and white target maps.</p> <p>Four R.A.F. electricians and four fitters have been posted from our Squadron.</p>		
Dishforth	16.12.42		<p>WEATHER: Cloudy with poor visibility falling to fog in the evening.</p> <p>No flying due to poor weather conditions. "Bullseye" arranged but on strength of Meteorological report was later "scrubbed". Fighter Affiliation was also cancelled.</p> <p>A photographic lecture on cameras and film cluses was held for all aircraft personnel.</p> <p>W.O.G. had electrical equipment demonstrated by electricians.</p> <p>Air Bombers engaged in A.M.L. and Hunt Trainer exercises. Bombing up procedure was carried out by the Amateurs using 4000 lb. G.P., 500 lb. G.P. and S.R.O's.</p>		
Dishforth	17.12.42		<p>WEATHER: Partly cloudy with moderate visibility. Wind S.W. 20 to 30.</p> <p>The order of the day was once again poor weather and no flying. A "Marching in" Band composed of Squadron, Station and Air Ministry Personnel commenced an inspection of 436 Squadron buildings and equipment preparatory to official taking over.</p> <p>A lecture by Nash and Thompson, representing F.M. 20 turrets was given to all Air Gunners. Our Station Defence system has been re-organised and various officers, N.C.O.'s and airmen detailed to specific duties.</p> <p>Chief topic of conversation seems to be the glorious victory of 436 Squadron hockey team over our deadly rivals 435 Squadron. Score 2-0. Navigation section is becoming very Astro-conscious.</p>		

Place	Date	Time	Summary of Events	SECRET	References to Appendices
Dishforth	18.12.42		<p>WEATHER: Overcast and foggy all day. Light southerly wind.</p> <p>No flying again due to poor weather conditions. The whole Squadron was given the half day off, which was badly needed by most of the boys who played hockey the day before, and gladly accepted by everyone in the Squadron. Modifications were carried out on S.M.C.'s, turrets and all other armament equipment requiring same. The W/O's were on electrical instruction today and also were given a lecture on the Browning gun.</p> <p>Our Squadron has rounded into fine shape under the able guidance of W/Chdr. Blanchard and his able assistants and our 100% condition regarding health of airmen and general training. The boys are "raving" to get a crack at anything "Jerry" has to offer. It's a grand Squadron and should make an enviable record.</p>		
Dishforth	19.12.42		<p>WEATHER: Similar to 1900 hours then wind became W.N.W. 10/15 with visibility good.</p> <p>No flying today due to poor weather conditions. The Air Bombers were engaged in Link Trainer and Hunt Trainer practice during the morning and in the afternoon a bombing up practice was carried out by the Armament Section and carefully looked on by the Squadron Air Bombers.</p> <p>This is the thirteenth day of little or no flying and it certainly was a good thing that our training was so near completion before the poor weather set in.</p> <p>Physical training under the supervision of W/Chdr. Blanchard now takes place every day at 16.00 hours. A very good thing for all our airmen. It should put them in fine shape for home and the New Year.</p>		
Dishforth	20.12.42		<p>WEATHER: Wind and good visibility early becoming SE 10/15 with moderate visibility.</p> <p>The most notable event today was the operations on Bulwer, in which two of our pilots took part. P/O Milne and Sgt. Rennie made their initial operational trip as second pilots with a squadron from Linton. They returned safely and stated that the raid was a real success and that they thoroughly enjoyed it.</p> <p>Today the Bombing Section was moved from No. 2 to No. 1 Hanger and the majority of Air Bombers were engaged in drawing wall maps and putting up charts etc.</p> <p>One of our very few slight mishaps occurred today when aircraft "A for Apple" lost a tail wheel while taxiing. Touch was 330777.</p>		
Dishforth	21.12.42		<p>WEATHER: Partly cloudy with rain early. Wind S.W. 25/30 gusty backing to S.E. in evening.</p> <p>Good visibility.</p> <p>A very quiet day with poor weather once again and very little flying. Modification of all aircraft armament requiring same was taken care of during the day.</p> <p>The Air Bombers were again engaged in Link and Hunt Trainer practice and later were given general instruction in bombing gear.</p> <p>Rather a quiet day in all departments. There were however two or three U.C.M. exercises completed although the TR-3 in the Watch Office was found to be almost U/S.</p>		
Dishforth	22.12.42		<p>WEATHER: Cloudy. Moderate visibility becoming good. Wind S.E. becoming S.W. 10 to 15 m.p.h.</p> <p>This particular day turned out very successful as far as flying was concerned. We were finally blessed with good weather and a dummy operation was organised with our initial objectives, controlled take-off and landing. Fifteen aircraft took off in 11 minutes, 30 seconds and on the return journey, thirteen aircraft, controlled by R/T, landed in 36 minutes.</p> <p>A good show all round. The shortage of spare parts, e.g. 11134 inter-communication units and other such small items seems to be our weak point at the moment. Nav. Section was quite pleased with the (showing today).</p>		

OPERATIONS RECORD BOOK

of (Unit or Formation) 426 (R.O.A.F.) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Dishforth	25.12.42		<p>WEATHER: Fine with good visibility deteriorating to cloudy with fog in evening. Wind SW 5 to 10 m.p.h.</p> <p>Our Squadron was visited today by W/Comm. Walker, a Group SIGNAL Senior Signals Officer, accompanied by W/O. Greenhalgh of a Group Signals Staff, and W/O. Miller of a Group "Cook" Section and arrangements were made for the immediate delivery of the operational signals equipment needed to make 426 Squadron serviceable for operations as far as W/T equipment was concerned. We also learned that a Station Signals Officer is to be posted at our Station in the near future.</p> <p>Our Bomb Alarms were once again engaged in Link Trainer and an Army Band Interior Decorating to the Bombing Room.</p> <p>Four details with Fighter Affiliation were completed this afternoon which we think is rather a good show.</p>		
Dishforth	26.12.42		<p>WEATHER: Overcast and foggy except for a few hours in the afternoon. Wind light S.W.</p> <p>Poor weather again today with little or no flying. Some persons started a malicious rumour of a "Challenge" for Xmas Eve and in about two minutes the Squadron was a beehive of malicious rumours. It was only a rumour however and in the early afternoon a "stand down" and everyone departed to prepare for Xmas Eve activities.</p> <p>About the only domestic activity was the decorating of the Officer's Mess. It seemed very cheerful and a real welcome change to see Xmas decorations up once again. We were entertained by an excellent R.N.S.A. party who afterwards came to the Officer's Mess to give a hand in our carol singing. Decorating was carried out and everyone was happy.</p>		
Dishforth	25.12.42		<p>WEATHER: Overcast and fog all day. Light S.W. wind.</p> <p>Here it is Xmas Day, with no activities of any sort except around the various Messes. The Officer's invited the Sergeants to their Mess in the morning and proceeded from there to the Airman's Mess where they served a hearty meal to all ranks. A trifle crowded but a very good time was had by all. After the mid-day meal the officers once again took on the role of waiter and served dinner to the W.A.A.F. girls of their Mess. The rest of the day passed "quietly" on the Stations.</p>		
Dishforth	26.12.42		<p>WEATHER: Fog all day.</p> <p>Another very quiet day with no flying in the morning because of poor weather conditions and a general "Stand Down" in the afternoon. Fog completely covering the whole area.</p>		
Dishforth	27.12.42		<p>WEATHER: Fog or mist all day.</p> <p>Poor flying conditions but the daily inspections were carried out as usual. Air Gunners and Air Members engaged in Bomb Trainer during the morning.</p> <p>In the afternoon a P.A. parade was staged which on completion was followed by a general "stand down". The days are passing slowly and quietly lately. The fog which has covered the whole of this area for the past two days is still persisting.</p>		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Dishforth	28.12.42		WEATHER: Poor visibility till after lunch. Intermittent slight rain or drizzle in afternoon. Then good visibility in evening and fair weather. Winds S. veering W. to N-W late in day, and local flying. In the afternoon the weather became very poor and no flying was possible. Weather fair. Search for all aircraft was staged at 14.00 hours. The W/T section borrowed a dingy radio from 425 Squadron and gave a very good demonstration of its use in an emergency and also for long swinging. Modifications were once again carried out by the Armament Section. Mustang Navigators secured their full quota of astro-compasses and now only lack the mythical "one" to complete their equipment.		
Dishforth	29.12.42		WEATHER: Good visibility becoming moderate. Snow showers late afternoon and night. Winds N.W. veering N.E. Link Trainer exercises carried out. Air Bombers "gassed up" on fuselage.		(15/20, gusty.
Dishforth	30.12.42		WEATHER: Snow showers till early afternoon. Moderate to good visibility except in showers. Winds N.W. falling to light moderating. Link Trainer, Unit Trainer and Bombing Teacher practices carried out by Air Bombers.		
Dishforth	31.12.42		WEATHER: Good visibility becoming moderate. Weather fair to cloudy. Winds N.W. fly 10/15 m.p.h. Four CBE awards completed today. Complete check of W/T equipment for each aircraft was also made. The ceiling star chart in the Navigation Section is now complete after much hard work by the Navigation Officer and his assistants. The idea has been suggested as the subject of an article for "The Mail" as also have the snappy and original notices which adorn the walls of the Navigation Section. The position of the Navigation Section with regard to "GEN" is becoming more satisfactory and twenty sets are now on hand and only need the alternators to go with them to fit all the aircraft. The alternators are due any day now and when they arrive the Navigators will be all set and "raring" to go. CHANGES IN ADMINISTRATION - NIL CHANGES IN UNIT COMMAND - NIL CHANGES IN STATION COMMAND - Group Captain J.L. Plant (Canada) assumed command of R.A.F. Station, Dishforth, vice Group Captain H.L. Russell with effect from the 21st December 1942. REWARDS AND AWARDS: GAN. J. 5008 R/LIN, C.B. DOWNS awarded the Distinguished Flying Cross. AIRCRAFT ON CHARGE: Twenty Wellington Mark III, (as at 31st December 1942.) HEALTH: The Medical Officer reported that the general health of the Squadron was very satisfactory for the month of December. There were no contagious diseases. SICKNESS: The following breakdown of the personnel admitted to hospital during the month: Sickness (including Aircrew): One admitted to Harrogate General Hospital for 8 days One admitted to Station Sick Quarters for 7 days One admitted to Station Sick Quarters for 3 days.		

OPERATIONS RECORD BOOK

Page No. 7

of (Unit or Formation) 426 (R.C.A.F.) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices	
			WOUNDS (Continued)			
			R.C.A.F. (Aircraft) One Sgt. in Harrogate General Hospital for 31 days (remaining) One Sgt. in Catterick Military Hospital for 15 days (V) One Sgt. admitted to Station Sick Quarters for 3 days Two Sgts. admitted to Station Sick Quarters for 3 days One Sgt. admitted to Station Sick Quarters for 6 days.			
			CONVULSIONS (Officers) Nil admissions to hospital			
			CONVULSIONS (Other ranks) One airman admitted to Military Psychiatric Hospital Birmingham for one day (remaining) One airman in Harrogate General Hospital for 15 days One airman in Catterick Military Hospital for 3 days One airman in Catterick Military Hospital for 4 days One airman in Station Sick Quarters for 4 days One airman in Station Sick Quarters for 6 days.			
			MEDICAL STRENGTH OF UNIT AS AT 31st DECEMBER 1942.			
			OFFICERS			
			Pilots 8	1	—	9
			Aircraft (other than pilots) 18	4	—	22
			Ground 4	—	—	4
			Total			25
			AIRMAN			
			Pilots 14	2	—	16
			Aircraft (other than pilots) 52	15	2	69
			Senior N.C.O.'s 9	13	—	22
			Other ranks (Ground) 75	155	1	272
			Total			379
			W.A.A.F.			10
			Total			389
			<i>Attest</i>			
			Wing Commander, Commanding,			
			426 (R.C.A.F.) Squadron			

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