

OPERATIONS RECORD BOOK

Page No. 1

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices	
			MEMORIAL SERVICE OF UNIT AS AT 1st JANUARY 1943			
			OPERATIONS			
			Flights	Ground	Total	
			R.C.A.F.	21	4	25
			R.A.F.	2	-	2
			Total	23	4	27
			ALERTS	Flights	Ground	Total
			R.C.A.F.	72	126	198
			R.A.F.	32	162	194
			R.C.A.F. (U.S.A.F.)	3	-	3
			R.A.F. (S.W.A.)	1	-	1
			Total	108	288	396
Dishforth	1.2.43		WEATHER Fair to cloudy. Moderate visibility. Surface wind S.W. by E, 5-10 m.p.h. Three crews were standing by from 0900 hours for "holding" but at 09.30 hours "Operations" advised that the operation was cancelled. At 10.30 hours they advised that the Squadron was stood down from operations for the balance of the day. As the weather was nice, cross-country training flights were scheduled, and two day cross-country, one night cross-country and "airborne and bungee" were carried out. Otherwise the day was quite uneventful.			
Dishforth	2.2.43		WEATHER Cloudy slight rain 0900 to 1300 hours, showers in afternoon. Moderate visibility. Wind N.W. by W, 10-15 m.p.h. At 10.30 hours this morning Group advised that the Squadron was stood down from "operations" for the day, no activity was directed towards preparing for the next operation. Maintenance, armament, electrical and electrical sections concentrated on changing all U/O categories of aircraft to serviceable, and navigation, gunnery and flight sections devoted their energy to changing the classification of crews on the Flight Commander's order form. It is operational. During the day a visit to the Squadron was made by Air Vice Marshall G.R. Broadbent, D.F.C., who found time amongst his many other duties to interview several R.C.A.F. who are applicants for commission office.			
Dishforth	3.2.43		WEATHER Cloudy slight rain early afternoon. Wind moderate at first, becoming very good in afternoon. Temperature 40° F. Wind S.W. by E, 10, becoming N.W. by E, 15, in afternoon.			

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Bishforth	1.2.43	(Continued from Page 1)	<p>Three crews were standing by for MOLLING operations at 0900 hours. Weather conditions were not favourable and the stand-by was cancelled. Nine crews were briefed in the afternoon for an attack on Hamburg. An instability front passed through the Group Area, and produced bad weather conditions in the North Sea. For this reason, the four 423 type a/c were withdrawn at 17.00 hours. Shortly before take-off the Station Commander withdrew one universal type a/c from the operation. Four a/c took off at 18.20 hours. W/O Mr. Blomfield returned early with engine trouble, and S/Ldr. Crooks came back shortly afterwards, having been unable to surmount the Cold Front. The other two a/c went on to the target. The navigators had no aids beyond 400 miles, but were greatly helped by P.F.F. Both a/c dropped 9 cans of incendiaries in the target area. The a/c captained by W/O Maries returned without incident and landed at COLTSHALL. A landing accident caused considerable damage to a/c. The second a/c, captained by S/Ldr. Davis was hit by flak which damaged the hydraulics. This caused the undercarriage to lower itself, the bomb doors to remain open, and the flaps to fall several degrees. The airspeed fell off to 120-130 m.p.h. By a skilful feat of airmanship the a/c was flown back to this country and landed at COLTSHALL.</p> <p>S/Os Lewis, P/O. Hunt and P/O. Chapman, as officers under instruction, attended a District Court Martial convened at R.A.F. Station, Bishforth, Yorks.</p>		A.40 - A.42
Bishforth	4.2.43		<p>WEATHER: Fair. Excellent visibility. Wind W., 5-10, becoming W.N.W., 10-20 M.p.h.</p> <p>The day dawned bright and clear and indicated the strong possibility of action tonight. We were not disappointed for Group requested 9 a/c for a raid on Lorient, and 9 crews were detailed for the 9 a/c. Briefing and all the other preparations requisite for a large effort proceeded smoothly and at 18.00 hours the first wave of aircraft were setting course. Combined with the efforts of neighbouring squadrons the air over the field was so full of Wellingtons that one got the impression of a sight which brings a nostalgic feeling to all of us - of large flocks of geese winging to the warmer climates of the south.</p> <p>An innovation was introduced on this raid in that our a/c were divided into two groups, one group carrying all incendiaries and the other 4,000 pounders. The incendiaries preceded the "heavies" by 40 minutes in order to have the target well illuminated and make it possible for the 4,000 pounders to be laid in the exact required spot. The scheme proved extremely successful and all the crews reported the most successful trip yet made to Lorient. The weather and visibility were excellent, and the fact that the defences of the U-boat base appeared to have been strengthened considerably since our last visit acted in no way as a deterrent to our crews, all of whom dropped their bombs without difficulty and returned safely to base.</p> <p>The satisfaction with the results of the raid felt by all crews who had participated was heightened by the receipt of the following communication from the Commanding Officer of the Station:</p> <p>"I am directed by the Air Officer Commanding, to convey to you and your Squadron, the congratulations of the Air Officer Commanding in Chief, Bomber Command, for the manner in which operations on the night of February 4th, 1943, were carried out."</p>		A.43 - A.51
Bishforth	5.2.43		<p>WEATHER: Overcast with slight rain or drizzle most of day. Moderate visibility, becoming poor. S.S.W. 'ly 10-20.</p> <p>Three crews were detailed for "gardening" operations in the morning. The weather was so bad that it seemed very unlikely that the a/c would take off. Briefing was held as usual at 14.30. The operation was cancelled at 16.30. The day was spent in routine activity, the Sections carried out ground training as Maintenance re-serviced a/c after their very successful trip to LORIENT the night before.</p>		

OPERATIONS RECORD BOOK

Page No. 3

of (Unit or Formation) 425 (Squadron)

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Dickforth	6.2.43		<p>WEATHER: Generally fair; slight rain at dawn and at 1600 hours. Excellent vis. Wind E. 1/2 S. 10-20 mph.</p> <p>Group advised early this morning that only three a/c could be required for mining this evening, and as 13 a/c were serviceable it was decided to take advantage of the good weather to proceed with the training of inexperienced crews. Cross-country, fighter co-operating, disarming and circuits and landings were carried out as far as possible without interfering with the day's operational requirements.</p> <p>At dusk three a/c took off loaded with mines to carry out mining in the coastal waters off the Frisian Islands. All three returned by 22.30 hours to report a successful and uneventful trip.</p>		A.52 - A.54
Dickforth	7.2.43		<p>WEATHER: Fine. Excellent vis. Wind N.W. 1/2 E. 10-15 mph.</p> <p>At 10.30 hours Group informed us that yet another attack was to be made on LORIENT, the German-controlled "U"-boat base in the Bay of Biscay. At the Commanding Officer's conference it was decided to send eleven crews on this raid. The a/c were briefed in the morning. Wellington D.F. 680, pilot Sgt. Stann, R. undertook top-lift operations and landed outside it. None of the crew were hurt but the a/c had to be put in Category B (44). A 1/2 was hooked into Wellington R. 240 and so damaged the front turret the a/c had to be withdrawn from the operation. After briefing, nine crews took off. They cruised against at 20,000 ft by way of GORHEM and began their attack in operational height over the English Channel at 12.00 hours. At this point Wellington R. 240 was forced to return to base with W/T failure. The remaining 8 a/c went on to LORIENT and successfully bombed the target with incendiaries and H.H. 3.3.3. The bombs were dropped by the Squadron. All a/c returned to base. At interrogation, all crews reported that the whole town seemed to be ablaze. First opposition was fairly heavy but none of our a/c sustained damage. No encounters with hostile fighter a/c were reported. The Squadron has now made 45 sorties against LORIENT.</p> <p>Sgt. Thompson and Sgt. Pelling went on this operation as second pilots in two a/c of 425 Squadron.</p>		A.55 - A.63
Dickforth	8.2.43		<p>WEATHER: Cloudy. Moderate to poor visibility. Surface wind - S.W. 1/2 E. 10-15 mph.</p> <p>The appearance of the weather today led to the belief that there would be no large-scale operations in the offing and this was substantiated when Group requested only 3 a/c for mining. Even this operation, however, was scrubbed at the last moment, leaving the net result as the addition of several more briefing hours to the experience of three crews.</p> <p>A number of promotions were announced today, and Sgt. G.R. Frank advanced to the commissioned rank of Pilot Officer, thereby earning the honour of being the first P.O. on the Squadron to be commissioned. The following Sergeants also became authorized to add a cross to their stripes: Sgt. Evelyn, Clark, Maxwell, Rivett and McLaughlin.</p>		
Dickforth	9.2.43		<p>WEATHER: Cloudy & Moderate to poor visibility. Surface wind - S.W. 1/2 E. 10-15 mph.</p> <p>The weather has been so poor recently that the Squadron has had very few opportunities to carry out flying training or crews who have not yet reached operational standard. The conditions also has been partly waterlogged, and almost H/S. One cross-country was flown in the afternoon. Four crews were briefed for "Gardening" off the FRISIAN ISLANDS. They were a little surprised to learn that take-off was to be at 02.00 hours the next morning in order to take advantage of better conditions in the "garden" area. However the operation was cancelled at 23.15 hours.</p>		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Dishforth	10.2.43		<p>WEATHER: Cloudy with intermittent slight rain in morning and afternoon. Moderate vis. at first, becoming poor in evening. Wind variable, mainly S.W. 1/2, less than 10 m.p.h. Five a/c were detailed for "gardening operations" in the morning. The crews were briefed and take off ordered for 17.15 hours. Shortly before this Group informed us that weather conditions made a late take off at 0230 hours necessary. At 18.15 hours Group ordered 5 a/c to stand by from 2100 hours. The operation was cancelled weather was too bad. The Squadron has therefore been hampered of 15 sorties in the last three days.</p> <p>Lt. L. G. Foster, R/O. Victor Rolfe and 2/O. R. W. Simpson were promoted to the rank of Temporary Flying Officers.</p> <p>The 4. G. G. No. 6 Group visited the Station today. Major Stanley Lewis of Ottawa, Ontario visited the Station and contacted R.C.A.F. personnel, particularly those from Ottawa and its vicinity.</p> <p>Sgt. K. W. Tutton and crew and Sgt. B. Gault and crew reported to this Squadron from No. 22 C.F.U. The Squadron now has 17 operational crews and 10 crews under training. Given good weather conditions, the Squadron should soon be able to bring those latter to the required standard. There is certainly no lack of intention.</p>		
Dishforth	11.2.43		<p>WEATHER: Cloudy; intermittent slight drizzle at dawn and dusk. Good to very good vis. Wind S.W. 1/2 to 10-15 m.p.h. in morning, 30-35 m.p.h. gusty, in afternoon.</p> <p>At 10.30 hours Group informed Operations Room that the Squadron would not be required for operations during the day or night. Training of new crews was carried out by all Sections and aircraft were serviced by Maintenance Flight.</p> <p>At 13.30 hours the Squadron paraded in the Navigation Room and was addressed by the Station Commander, Group Captain J. L. Plant.</p> <p>Bad weather prevented the Squadron from carrying out cross-country flying. War stores are severely hampered by lack of equipment.</p>		
Dishforth	12.2.43		<p>WEATHER: Cloudy with intermittent slight rain in morning becoming fair in afternoon. Good to very good visibility. Wind E.N.E. 1/2, 20-30 m.p.h. gusty.</p> <p>Seven a/c were detailed for "gardening operations". The crews were briefed in the afternoon. A medium crew were to plant "vegetables" in the HILLWOOD area and three fresher crews in the HALLS FARM area. Of these, six took off at the appointed time, one a/c was grounded by w/y failure. All crews found their allotted pin-point without difficulty and eleven mines were laid. There was one hang-up. All a/c returned to base and crews reported a successful but uneventful trip.</p>		A.64 - A.69
Dishforth	13.2.43		<p>WEATHER: Fine in morning becoming cloudy with intermittent slight rain in afternoon. Excellent visibility. Wind S.W. 1/2, 20-30 m.p.h. gusty.</p> <p>11 a/c were required by Group for operations. The target was LORRY, so many times has the Squadron attacked this important Atlantic Coast submarine base that it is now looked on as our own target. The crews were briefed at 1500 hours. A new Wellington had been received with "J" type a/c, carrying 1 x 4000 lb. bomb were to attack first, followed after an interval by "universal" type a/c, carrying a mixed load of incendiaries and 500 lb. H.M. bombs. All a/c took off and reached the target without incident. Weather conditions were excellent once Brittain and crews had no difficulty in identifying their allotted aiming position. They reported tremendous fires over the whole area visible 130 miles away and returned to base well</p>		A.70 - A.80

OPERATIONS RECORD BOOK

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of (Unit or Formation) 426 (HAF) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																		
Bishforth	13.2.43	(CONTINUED)	<p>satisfied with the operation. Flak opposition was normal, there were no encounters with enemy aircraft. Several good photographs were taken in particular by the crew of B.K. 442 captained by Sgt. McInerney (No. 102169).</p> <p>On days when the Squadron is operating, there is little else to report for all Sections are fully occupied from the time when operations give the "stand by" until take-off. The Squadron gains experience with over airtie and the organization now works smoothly and efficiently.</p> <p>P/O. Shattock and crew - P/O. Shaw and crew reported for duty from No. 22 G.T.U.</p>																				
Bishforth	14.2.43		<p>Weather: Mainly fair apart from a few slight showers. Excellent vis. Wind S.W. 15-25 m.p.h. gusty.</p> <p>It is with every real regret and a sense of personal loss that we record that the Commanding Officer of 426 Squadron has been posted as "Missing". Advised and requested by all, it will be with difficulty, but with increased resolution, that we shall carry on the work of the Squadron which he built up from nothing in four months with such care and wisdom.</p> <p>At 10.00 hours Operations room informed us that six crews were required for operations. Crews who had not flown on the two previous nights in succession were selected. At 16.00 hours the C.O. again ascertained that only six crews were needed. The crews were briefed in the afternoon the target COLOMB. Meteorological experts forecast 8-10/10 cloud at 5000' over the target and a method of dropping bombs into a concentration of flares dropped by P.F.F. a/c was adopted. One a/c failed to take-off, owing to an electrical break-down. The remaining five a/c took-off in perfect order within two minutes. Two a/c - Nos. 3699 and 3661 returned early, the former with no blower w/s, the latter with four rear and one front guns jammed.</p> <p>Two a/c reached the target area, and bombed according to plan. Load 690 x 4 lb. incendiaries 30 x 4 lb. "M" type incendiaries, 8 x 30 lb. incendiaries. The P.F.F. did good work and although the target was completely covered by cloud, the operation was successful. Wellington No. 3620 took-off at 18.00 and nothing has been heard of it since. The names of the members of the crew with particulars of their operational hours and time are as follows:</p> <table border="1"> <tr> <td>P/O. S. H. Shattock</td><td>7 trips</td><td>44.50 hours</td></tr> <tr> <td>Sgt. E. W. Sutton</td><td>1 "</td><td>6.50</td></tr> <tr> <td>P/O. P. W. Jammerst</td><td>6 "</td><td>37.35</td></tr> <tr> <td>Sgt. P. M. Gorley</td><td>6 "</td><td>37.25</td></tr> <tr> <td>Sgt. A. Longwell</td><td>6 "</td><td>37.35</td></tr> <tr> <td>P/O. J. H. Emaline</td><td>6 "</td><td>37.35</td></tr> </table>	P/O. S. H. Shattock	7 trips	44.50 hours	Sgt. E. W. Sutton	1 "	6.50	P/O. P. W. Jammerst	6 "	37.35	Sgt. P. M. Gorley	6 "	37.25	Sgt. A. Longwell	6 "	37.35	P/O. J. H. Emaline	6 "	37.35		A. 81-48.
P/O. S. H. Shattock	7 trips	44.50 hours																					
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Sgt. A. Longwell	6 "	37.35																					
P/O. J. H. Emaline	6 "	37.35																					
Bishforth	15.2.43		<p>Weather: Mainly fairly occasional showers. Excellent visibility. Surface Wind W.-W.N.W., 25-30 mph, gusting to 50 mph at times.</p> <p>Six crews were detailed for "gardening" in the morning. Navigator's briefing took place at 1600 HRS. As soon as all Navigators had finished preparing flight plans the operation was called off by Group.</p> <p>Two cross country flights were carried out. The Squadron paraded at 15.30 hours. The District Court Martial sentence on R. 52780 AG2 Turner, R.A.F. was pronounced by the Station Adjutant. Squadron Leader L. Crookes, DSO became acting C.O. 426 Squadron.</p>																				

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Dishforth	16.2.43		<p>WEATHER: Fine to fair, Excellent visibility, E.N.W'y 20-30, gusting 40-45.</p> <p>Eleven crews were detailed for operations in the morning. The usual preparations were made by all sections. The target selected by Bomber Command was again LORIENT. Frequent practice has now resulted in a well-drilled operational take-off with a minimum delay. All a/c covered the well known route BASE - OSTERBEEK - LEUR BUIE - LORIENT and attacked the target successfully. At 4,000 ft. bombs were dropped by the Squadron in addition to thousands of incendiaries. Weather conditions in the target area were excellent and all crews reported great destruction to this important base. S/Ldr. G.L. BROWN, DFC who carried out a special reconnaissance, reported "I have never seen such a concentration of incendiaries and bombs dropped in such a short time, that is one minute after 'Time on Target'. Right a/c returned to BASE without difficulty. One landed at SALEMONT, one at GALENE and one at BUSE, all as a result of fuel shortage - always one of the anxieties of a Wellington Squadron.</p> <p>S/Lt. J.B. Cleveland reported to this Squadron for duty as Squadron Navigation Officer from 419 Squadron, Middleton St. George.</p>		A. 85-4.95
Dishforth	17.2.43		<p>WEATHER: Cloudy with moderate visibility at first; becoming fair with good visibility in the afternoon. E.N. 3-10 at first, becoming S.W. 10-20 later.</p> <p>After several days of intense activity, the Squadron received an operational stand-down in the morning. This gave Maintenance Section an opportunity to get all a/c ready for whatever might be in store. The Navigation Section carried out "Dew" training of Navigators recently arrived from C.I.U. Gunners Section did two crews air-firing in ROBIN HOOD'S BAY and two a/c took part in tactical exercises with Spitfire a/c from R.A.F. Gatwick. Four crews were detailed to standby for MINING operations the following morning.</p>		
Dishforth	18.2.43		<p>WEATHER: Fine. Very good vis. Light, mainly W'y, 5-10 m.p.h.</p> <p>"Mining" operations were cancelled at 0930 hours. Eight crews were briefed for "gardening" operations off the Frisian Islands in the afternoon. Of these seven had a very successful trip, pin-pointed BREKIDING ISLAND, set course for the "garden" area and planted two "vegetables" each. One a/c, S/Lt. 505 encountered fish; the fuselage was hit, but the electrical system became a/w. As it was late on R.T.A., the captain decided to return to BASE without laying mines. All a/c returned to BASE.</p> <p>This Squadron has now more than one hundred airties to its credit since its operational career in January 1943. Everyone now feels that he is playing his part in the "war effort" and morale is extremely high.</p>		A. 95 - A. 103
Dishforth	19.2.43		<p>WEATHER: Cloudy to fair. Very Good vis. S.S.W. 10-15 becoming W'y 15-25 m.p.h.</p> <p>The briefing of eleven crews for a bombing attack on the German port of WILHELMSHAVEN took place in the afternoon. All a/c took off in 14 minutes, set course, and made the long trip over the NORTH SEA successfully. When they reached the target area, they found it covered by a layer of low cloud and what was thought to be a smoke screen. As usual the P.R.E. did invaluable work and the red T.E. markers they dropped were clearly seen. Our a/c bombed into the concentration of markers from an average height of 15,500 ft. A/c N. 260 returned early because three guns in the rear and two in the front turret had jammed. A/c N.E. 142 captured</p>		A. 104 - A. 114

OPERATIONS RECORD BOOK

Page No. 7

of (Unit or Formation) 425 (HAF) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Dishforth	19.2.43		(CONTINUED) By Sgt. RANKIN was attacked by a F.W. 190 on the way home. After the most violent evasive action on the part of the bomber, which lasted for half an hour, the FIGHTER BROKE OFF AND attacked a J engine a/c. A/c R.J. 319 took off at 17.46 hours but nothing has been heard of it since. This is the fourth crew lost by the Squadron. Names and operational trips and hours of the missing crew are as follows:		
			Sgt. J.O.R. Gauthier	trips	hours
			P/O. G.A. HATHORN	"	"
			P/O. R.W. FERRIER	"	"
			Sgt. R.R. BAILEY	"	"
			Sgt. M. HUNGATE	"	"
			Sgt. R.G. BUNNEY	"	"
			All other a/c returned successfully to BHM.		
Dishforth	20.2.43		WEATHER: Fine, becoming fair with moderate vis., cloudy with deteriorating vis. in evening. Mainly light S.W. 'ly less than 10 mph. The Squadron was again detailed for "gardening" operations, and eight crews were selected, most of which had very little operational experience. They took off at 17.30 hours across the North-Sea without incident and laid mines in enemy waters off the BRITISH ISLANDS. All a/c returned to BHM and reported good visibility in the gardening area, a pinpoint easily made, and a successful trip.		A.115 - A.122
Dishforth	21.2.43		WEATHER: Cloudy becoming fair. Good vis. S.W. 10-15 mph. The promotion of W/Ldn. L. Crookes, D.F.C. to the rank of Wing Commander and the appointment as COMMANDING OFFICER 425 Squadron with effect from 15.2.43 was received by all as a piece of great good news. The Squadron was given a "stand-down" from operations in the morning. Normal training was carried out.		
Dishforth	22.2.43		WEATHER: Cloudy to fair. Fog at first, improving to moderate vis. later. Light S.E., becoming W. 'ly 10 mph. Group advised operations team that the Squadron would be required to provide SEVEN CREWS with as much operational experience as possible. The crews selected were briefed to attack HAMBURG. Preparations were made by all Sections, the a/c's bombed up and marshalled, the crews ready to go out to the a/c, when the operation was cancelled on account of the bad weather conditions forecast for Germany.		
Dishforth	23.2.43		WEATHER: Fog till afternoon, then improving to moderate vis. Calm or light S.E. 'ly. The Squadron received a stand-down from operations in the morning. All Sections carried out training throughout the day.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																		
Dishforth	24.2.43		<p>WEATHER Fair to cloudy and then fine. Vis. poor, becoming good in afternoon but falling poor again at night. S.W. Wly 10-15 m.p.h.</p> <p>The Squadron, having had an opportunity the previous day to service a/c was able to put forward 11 a/c and crews for night operations. It was not known at first whether the target was to be ROTTERDAM or COLOGNE, so plans had to be made for both flights. In the middle of the briefing crews were informed that the former had been chosen. At 16.50, one hour before scheduled time of take-off all crews were warned to stand by. At 17.15 all crews were ordered to the Briefing Room where they were told that the a/c of 5 Group were to take off. The a/c were shown at 18.15. Navigators worked against the clock having to use entirely new set winds, but having had a good deal of experience in making flight plans they were all ready and in their a/c by 17.55. One a/c failed to take off but the remaining 12 were off at 18.15. Three a/c returned early one with w/s rear turret, one with pilot's compass w/s, one on account of pilot's sickness. 9 a/c continued to the target and dropped bombs into concentration of markers dropped by F.W.F. F/Lt. Parker who carried out special reconnaissance reported 10/10 cloud over the target area, with good visibility above, flak was said to be moderately heavy and very accurately predicted. A/c H.K.448 captained by F/Lt. Parker was hit by heavy flak over the target but was able to return to BASE. The a/c was placed in Cat. A.C. All a/c returned to BASE, but two had to be diverted to GOORTHEN, because of the heavy traffic in the BASE circuit.</p>		A.423-A.431																		
Dishforth	25.2.43		<p>WEATHER Fair to cloudy with good vis. Wly 10-15 m.p.h.</p> <p>Early in the morning an a/c of 423 Squadron returned from WILHELMSTADT with a 2/2 bomb (500 lb.) hung up. When the a/c landed at BASE, the bomb broke through the bomb doors and fell on to the airfield. The aerodrome was rendered totally w/s.</p> <p>In spite of this setback six crews were briefed for mining operations off the PRINIAN ISLANDS since it was hoped that the bomb could be disposed of in time. Unfortunately the first attempt to explode it was abortive and the operation had to be cancelled. At 1700 hours it was set off.</p>																				
Dishforth	26.2.43		<p>WEATHER Fair to cloudy; good vis. Fine at night. Wly 5-10 m.p.h.</p> <p>Eleven crews were detailed for bombing operations and were briefed as usual at 1500 hours. The target selected was COLOGNE the route by way of NORDENFLEK on the Dutch Coast and JULICH. As it was thought probable that 10/10 cloud would be discovered over the target an elaborate method of marking the target was devised by F.W.F. a/c. All but one of our a/c took off. Three a/c returned early from different points over the NORTH SEA, one with port engine w/s and two with rear turret trouble. Those that went on had no difficulty in reaching the target area and dropped their loads into the concentration of T.L. markers. Six a/c returned to BASE and reported a successful trip with considerable flak but no fighter opposition. One a/c H.1999 has not been heard of since it took-off. Names of crew with details of their operational hours are as follows:</p> <table><tr><td>Sgt. H. Bende</td><td>10 trips</td><td>57.45 hours</td></tr><tr><td>P/O. J.P. Monckton</td><td>8 "</td><td>47.55 "</td></tr><tr><td>P/O. H.E. Vay</td><td>8 "</td><td>47.55 "</td></tr><tr><td>Sgt. W.W. Cameron</td><td>8 "</td><td>47.55 "</td></tr><tr><td>Sgt. R. Williams</td><td>8 "</td><td>47.55 "</td></tr><tr><td>Sgt. R.E. Dean</td><td>9 "</td><td>27.12 "</td></tr></table>	Sgt. H. Bende	10 trips	57.45 hours	P/O. J.P. Monckton	8 "	47.55 "	P/O. H.E. Vay	8 "	47.55 "	Sgt. W.W. Cameron	8 "	47.55 "	Sgt. R. Williams	8 "	47.55 "	Sgt. R.E. Dean	9 "	27.12 "		A.32 - A.138
Sgt. H. Bende	10 trips	57.45 hours																					
P/O. J.P. Monckton	8 "	47.55 "																					
P/O. H.E. Vay	8 "	47.55 "																					
Sgt. W.W. Cameron	8 "	47.55 "																					
Sgt. R. Williams	8 "	47.55 "																					
Sgt. R.E. Dean	9 "	27.12 "																					

OPERATIONS RECORD BOOK

of (Unit or Formation) 435 (Bomber) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Dishforth	27.2.42		WEATHER: Fine; good vis. Fine at night. W'ly 5-10 m.p.h. The good weather, so remarkable during an English February, still held, so that it was possible to detail seven crews for "gardening" operations, and to send one crew on a day training exercise over-country and one on a night. Group required all French crews, an excellent opportunity to blood those with little experience. The area to be mined again lay off the FRENCH COAST. The usual routine followed and at 17:55 the first a/c took off. The fourth a/c X.356 crashed on take-off. The air-speed indicator did not register and the a/c hit a HILLEN but on the Great North Road side of the aerodrome. Although the a/c was severely damaged, none of the crew were injured. The remaining a/c took off fourteen minutes later. a/c X.361 returned early & fuel to rear turret gave a/c. Four a/c pinpointed the small island of BISHOPLAND, and seven mines were successfully dropped. One mine exploded on impact with the sea. All a/c returned to BISHOPLAND.		A.129-143
Dishforth	28.2.42		WEATHER: Fair to cloudy. Very good vis. W'ly 10-20 m.p.h. The Squadron had attacked KILBYN many times and had been expecting to attack some of the other French coastal towns on the French Atlantic coast. The last day of a very successful month for Bomber Command was chosen for a heavy and concentrated attack on ST. MALO, 3 a/c were detailed from this Squadron. Going out by way of ST. MALO, they crossed the French Coast near ST. BELIEVE. At this point one of our a/c was forced to turn back with the rear turret hydraulic failure. The others identified the target by means of P.P.V. markers and dropped their loads of high explosive and incendiary bombs. The night was very dark and there was some haze, but visibility was good. Captains reported several fires started and 4,000 lb. bomb bursts in the target area. Flares were seen when a/c were 70 miles from the target on the way home. Five of our a/c returned to BISHOP but three succumbed to the old bogey of petrol shortage and landed at LAMBHAY, LORRAINE and BISHOPLAND. In this way the Squadron completed its second month of operational activity with 152 sorties to its credit. 59 in January and 113 in February. No mean achievement for a new unit.		A.144-152
B			REWARDS AND AWARDS: Nil COMMISSIONS: The undermentioned R.O.O.'s (Aircrew) received appointments to the commissioned rank of Pilot Officer during the month of February with effect from dates stated. Sgt. G.B. Frank W.A. 25.12.42 Sgt. D. Lacey " 3.7.42 Sgt. J.W. Watson " 24.7.42 Sgt. A.J. Gibson " 21.8.42 PROMOTIONS: The undermentioned Pilot Officers were promoted to the temporary rank of Flying Officer on 1.1.42. P/O (A/P/L) R.M. Lowe 1.10.42 (missing) P/O R.O.F. Hunt 27.10.42 P/O (A/P/L) F.W. Parker 1.10.42 P/O F.W. Jeanneret 27.10.42 (missing) P/O G. Milne 1.10.42 (missing) P/O R.O. Lunt 11.11.42 (deceased) P/O V. Rolfe 1.10.42 P/O J.V. Lewis 13.10.42 P/O D.V. Simpson 1.10.42 P/O G.A. McKinnon 4.10.42 (missing) P/O R.O. Richards 23.11.42 (missing) P/O G. Miller 13.10.42 P/O G.A. McWilliam 1.10.42 (missing) P/O J.V. Hendon 4.10.42 P/O L.O. Foster 11.11.42 P/O R.D. Wilson 4.10.42		

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			POSTINGS: Nil																														
			CHANGES IN STATION COMMAND: Nil																														
			CHANGES IN ADMINISTRATION: Nil																														
			CHANGES IN UNIT COMMAND: W/Order, L. Crocker, DFO assumed command of 436 (RCAP) Squadron vice W/Order, S.G. Blanchard with effect from 15.2.45																														
			AIRCRAFT ON CHARGE: 15 Wellington Mark III																														
			HEALTH: The health of the Squadron has been satisfactory during the month of February. Colds, influenza and tonsillitis have formed the main trouble for lots of times. No case of infectious disease was encountered, but one case of Chicken pox was found in the Station and admitted to Ripon Isolation Hospital.																														
			The disposal for the month was as follows:																														
			AIRCRAFT: 15 lost a total of 21 days.																														
			GROUNDWORK: 27 lost a total of 53 days.																														
			OPERATIONAL FLYING HOURS: 660.05																														
			NON-OPERATIONAL HOURS: 32.10																														
			TRAINING HOURS: 144.15																														
			<u>NUMERICAL STRENGTH OF UNIT AS AT 28th FEBRUARY 1945</u>																														
			<table><tr><th>OFFICERS</th><th>Flying</th><th>Ground</th><th>Total</th></tr><tr><td>R.O.A.F.</td><td>26</td><td>4</td><td>30</td></tr><tr><td>R.A.F.</td><td>9</td><td>-</td><td>9</td></tr><tr><td>Total</td><td>35</td><td>4</td><td>39</td></tr></table>	OFFICERS	Flying	Ground	Total	R.O.A.F.	26	4	30	R.A.F.	9	-	9	Total	35	4	39														
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