R.A.F. Form 540
See entructions for use of this form in K.R. and A.C.I., posts. 2499. and War Manual. Pt. II. chapter XX., and notes in R.A.F. Pochet Book.

OPERATIONS RECORD BOOK

Page No. 1

of (Unit or Formation) No. 426 (R.C.A.F.) SQUADRON

No. of pages used for day....

Place	Date	Time Summary of Events SECRET.	References to Appendices
		MEGRICAL STRENGTH OF UNIT AT 1st MARCH 1943.	
		OFFICIES EXTEN GROUND TOTAL	
		R.O.A.F. 26 4 50	
		3 7 3	
		AUROS FLYING GROUND TOTAL	don est a con
		R.C.A.P. 76 176 252	
		R.G.A.F. (USA) 6 207 1 7	
		\$66.00 J	-
	9	NOTAL 124 315 477	
Dishforth	1-3-43	WRATHER: Pair to cloudy. Bood visibility. Surface wind - light, variable, or calm, less	-
		Five grows were required by Group for "Gardening" operations. Prosher grows were selected	
		and hetering took place at 15.00 hours. Two sireraft were unable to take off, owing to one	three?
		gine trouble, but they were off at 18,00 hours. They followed the familiar North Sea routs to the FRISLAN DELANGS, pan-pointed "SDANKELOD", and laid 6 mines about fifteen miles off	A-153 - 155 I
		the Dutch Coast. A certain amount of light flak was encountered, but no damage was sustained, and all AC returned to base. Cress were informed at briefing how successful the SOAF	1
		Group had been in mine-laying, and how many ships were known to have been destroyed as a	
		direct result of their efforts.	
Dishforth	2-5-43	WEATHER: Pine. Excellent vis. Wind - N.W. *ly, 10 - 15 mph.	
		A stand-down from operations was received at 10.30 hours. Weather was very good over the	
		country, so two cross-country's, one combined with air-firing in FileY RAY, were carried out, and two A/C had fighter application exercises with SPITFICE A/C. F/Lt. F.W. Parker	
		was promoted to the rest of ACTING SQUADENN LAADER, 0.0. "B" Flight with effect from 15-2-4. Three new cross reported to this Squadron - Sgt. Todd and cross, Sgt. Wildia and cross, from	
		22 0.T.U. WELLEBOURGE MOUNT-FORD, and Sgt. Cox and crew from No. 9 Squadron, Wandington,	
Dishforth	3-5-43	WEATHER: Cloudy. Good vis. all day. Wind - E'ly, 10 - 15 mph.	
		Twelve A/C were detailed for operations during the morning, to help carry on the great and	
		increasing Semer Command offensive. The target Thankons - Of these, sloven took off in perfect order within a very few minutes, while one A/C, with minute with the not able to	,
		take off until a quarter of an hour later.	

Place	Date	Time	-cont'd from page one-	Summary of Events	SECRET.	References to Appendices
Dishforth	3-3-43		ma- 1/0 × 2606 busine taken	off so late, was unable to make u	lost time, and at 60E the	
D7910 01 011	2,40		This A/C, A. Joyo naving taken	ed to return to Base. A/O Z. 3461	remahed the German Coast, but	
			at this nint the starboard en	rine cut. The Captain, Sgt. LLOYD	, immediately turned for home.	
			After flying for helf an hour	on one engine, the starboard engi-	ne picked up again, and the	
			A/C returned to base. A/C B.	C. 1A2. Captain F/O MERRIFIELD, wa	s compelled to drop its load.	
			194000 1b on lights at 5420N	- 0910E, since an excessive amount	of petrol had been consumed	A-156 - 167 I
			and the A/C could not have ma	de the journey from HUGING to Bas tify the River ELES. They bombed	late the concentration of	
			target, and were able to iden	cloud in the area, and visibility	and condensation of	
	3,10		bebbs markers. There was in	rews reported large fires in the	target area, visible many	
			miles away Not one of our A	C was missing. This trip gave tr	mendous boost to Squadron	
			morele. P/O J.B. MILIMARD and	A F/O J.G. McMEILL were promoted to	the rank of ACTING FLIGHT	
			LIEUTENANT with effect from 1	Feb. 1943, and took over post of	DE UTY FLIGHT COMMANDER of	
			"A" and "B" Flights respective			
				Vis. good, becoming poor in early	5-10	
Dishforth	4-3-43		WEATHER: Fair becoming fine.	Vis. good, becoming poor in early	evening. wind - 5.4. Ty mph.	
			at 2 - 1	d-down from operations in the morn	ing . Sections carried out	
			mounting two ining and maintena	oce. Two crows flew to FILEY BAY.	and took part in air to air	
			firing in co-coeration with L	(SANDER A/C from DRIFFIELD, One c	rew had fighter-affiliation	
			excercises with SPITPING A/O	From CATHERICKS		
Diahforth	5-3-43		WEATHER: Fine: becoming cloud	y in the afternoon, Good visibili	ty. Wind N.W N., 5-10 mph.	
			Group requested twelve A/C for	r the nights bosbing operations on	ESSEN. Twelve A/C of 426	
			and top two of 425 Squadrons m	ade a very impressive take-oil at	mak. At interrogation all	
			crews were very enthusiastic	about the route chosen, which was	by way of EGMORD, north of	
			AMSTERDAM, on the Dutch Coast	. A/C B.K. 140 returned early wit int at DORSTEN well marked by P.F.	Port engine trouble. The	
			others found their turning po	s, at the target, fifteen miles fu	rther on. There was no cloud	A-166 - 179
				arran man arrando de contrato de como man cama	i-lereble-haze-and-snoke.	W-100 - 1/3 1
			The Saudon dropped 176000 1	bomb and mixed loads of incendia	ries and 500 lb H.E. bombs	
			PHONE BATTANER BATTANER TA A TAKE	YI TT. A Great many searchlights	and a lot of heavey flak were	
			encountered. P/L MILLMARD who	carried out special reconnaisance	over the target reported many	
			bomb bureate and incendiaries	soread out over the aiming point.	He saw one very large fire	
			which the the middle of the on	noestration. The clow of fires on	ald be seen from the Dutch	
			Coast more than a 130 miles a	may. A/C B:K: 401 Captained by P/	Track took off at 19,10; hrs	
				se. Dotails of arew with operation	ust stabe -suc northe -ste -se	
			follows.			
		1 - CA - CA - W	NUMBER RANK NAME	TRADE	OP. TRIPS OP. HOURS	
			J.16651 P/0 Track,	Adde 6010 Access to a first resident Adde 600 Access to Company to	6 35.16	1
			128617 P/0 Chapman		5 28.43	
		10000	R.104057 SOT Davies, R.111185 SOT Paterson		6 34.51	100000000000000000000000000000000000000
			R.137111 SOT WILLIAM	R.E. A/Gurner	6 35.06 5 26.47	
	i		P. TOTISK SOF Walen.	. G. W.OP/AG		188 6 5 6 6 6 6 6
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R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.L. para. 230: and Wer Manual. Pt. II., chapter XX., and notes in R.A.F. Perdye Book.

OPERATIONS RECORD BOOK

Page No. 3

of (Unit or Formation) 426 (R.G. A.F.) SQUADRON

No. of pages used for day....

Place	Date	Time	Summary of Events SECRET.	References to Appendices
Dishforth	6-3-43		WRATHER: Cloudy. Moderate to good visibility. Wind - light, mainly N.W. *ly, less than 10mph.	
			During the morning Group requested 10 essems for the night's operations on Easem. Of those shoes, four-had thissen part on the heavy cand suspensell, radd-on the same target the night before. The route and time on target were to be the same. At briefing the station Commander Joung Ospitali 7.1. Flant, rest the following message from the Art Officer Commanding in Other Bomber Commend: - I have recorded the following message from the Prime Minister which please convey to all rank s of your command - I congratulate you and all ranks of the McErepolitam Bomber Command upon the very fine rate of discharge twon Sensony and other even targets solve	
		0_	leved during the month of Pobruary. In total volume you exceeded by half as much again any provious months of the war. Pobruary thus marks quite a definite edvance to which further improvements will be made. 'I have sent the following reply - 'All ranks of Bember Command thank you for your measure of companulations which is a source of pride and emcouragement to use. You may rest assured that, we will use to the full, every accession of strength to deal the energy ever harder blows.'	
			The takesoff was to be at 18.55 hours. About helf an hour before this, grews asy two signals fired from the Watch Office. The operation had been cancelled. Met. forecasters thought to untikely that wishelity would be good enough at the time of return.	
Dishforth	7-3-43		MRATHER: Thick fog until afternoon, then becoming fine with moderate visibility. Wind -	
			Pive erows for gardening operations off the PRISIAN ISLANDS were detailed. There was a thick fog over the Group area during the morning, and it seemed unlikely that the A/C would be able to take-off. The operation was cancelled shortly offer briefing.	
	600		Notification was received that Sgt. Filot Baker and Sgt. Observer Fenton have been presented to the rank of Filot Officer, effective 4-1-63.	
Dishforth	8-3-43		WEATHER: Foggy until 1A00 bours: then cloudy to fair, with good vis. Surface wind - S.E., 5 - 10 mph. in morning: S.W W., 10 - 15 mph. in afternoon.	***************************************
			Due to weather conditions Group ordered an operational standard at 10,00 hours, but at 11,30 hours the order was changed out six aircraft was requested for Gardening of the MIJIAN FLAMES. By take-off time the weather had improved and the six A/O measuremental set out, warmed by men, that they would pass through outd front hair may over the North Sea, One aircraft was obliged to return early and jettleoned its mines, but the remaining five completed their mission and reported a successful trip.	A.180 - 18
Dishforth	9-3-43		WEATHURN Fine, becoming fair in afternoon. Excellent visibility. Winds Light, mainly W'ly, loss than 10 mph.	
			Group requested 12 A/C for mining operations and crows were detailed and briefed. Two crows were to make a husardous tray to lay their mines in the Kiel Fiord, and the other two were to plant their vegetables at the estuary of the Kibe. Only 10 aircraft were able to take-off and one of thes was obliged to return early, the eight A/C detailed for his Rosemary Area.	
			completed their mission and all returned to bese to report a messessial aris. 4/0 I. 328t detailed for the Wallflower area, and captained by P/O G. Baker is missing and nothing has	
		A	Control of the Contro	rer)

2.111112 507 Zeevis, H. A/Domber 10 66.26 2.7610 577 Murphy. H. R.P/Jounner 10 66.26 2.8.97.36 2/3 Mulachina, D.F. A/Gumer 3 47.31 R.16343 304 Baribeau, L.G. A/Gumer 3 47.31 R.16343 305 Baribeau, L.G. A/Gumer 3 47.31 R.16343 305 Baribeau, L.G. A/Gumer 1 4.70 Dishforth 10-54.5 Exaffici Cloudy: occasional slight dristle in morning. Vis. good. Vind 5.5.1/y, 15-25 mph. At 01.00 hours Group reported that a light flaming 5.0.5. had been reported in the sea off finitely and there was a possibility it slight have one from a dincly containing the ores of the A/G missing from the previous mights operations. The crew Captained by P/S Collins was detailed to take off at daybeek to make a sea-search in the area from shich the light was reported. At 07.30 hours of 07.3565 too off and returned at 12.00 hours to rejort that a red very carridge had been mighted, but nothing else had been found in the area, At a red very carridge had been mighted to make a further search in the area, At a result of this report, but all returned at 13.00 hours after a fruitless search, and for lack of further sightings the meanth was abandoned. P/Rigs. M.J. Murphy was notified today that he had been promoted to the rank of Pilot Officer, effective 4-4-4.5. Extend to 10-50 mph in afternoon Seoup advised bits sorning that the Equadron would be stood down from operations for the day. Advantages was taken of the fair weather and operational stand down to proceed with routine training and one day, and tay night crosse countries were carried out. F/Sgt A.C.Collins was notified that the had been proceed to the cash of Pilot Officer, effective 2-2-4-5. Bottfaction was also received from Group that His Majesty the King had approved the issociate was taken also received from Group that His Majesty the King had approved the issociate to make and as a result of Sortic No. A.2 to Hasburg on Feb. 3-1945.	References to appendices	SECRET.	vents	Summary of Ev		r aide)	ron other	(cont'd f	Time	Date	Place
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Dishforth 10-54.5 Paint	5 - 193	60.26		Navigator	D.B.	Coons,	SGT	R. 92573			
Dishforth 10-54,5 MANUER Cloudys considenal slight drightle in morning. Vis. good. Wind S.T. 127, 15-65 mph. 45 M.O. hours drown reported that a light flaming S.G.S. had been reported in the sam off whiley and there was a possibility it sight have come from a dishly containing the cown of the AD instance from the previous nights operations. The curve Captained by 3/d Collins was abstalled to take-soft at deplerant to make a consciench in the ace house into the light max reported. At 07, 30 hours a 3/d X.566 tool off an intermed at 12.00 hours to request that the remain of this myooff, six A/d were decided to make a further search in the mane, and took off at approx. S.G.O hours, but all resurred at 13,00 hours after at Itselfies search, and for lack of further sightings the search was absoluted. First, M.J. Harphy was notified today that he had been promoted to the reads of Palet Officer, effective in-1-2,4 MANUER and the first weekers and operations for the day. Advantage was taken at the fair weekers and operations I send down from operations for the day. Advantage was taken at the fair weekers and operational stand down from proceed with routine training and one day, and two might crosses countries were carried out. Figg tal-co-collins was matical that the had been promoted to the reads of Palet Officer, 124, 144, 144, 144, 144, 144, 144, 144		60.26	10	W.OP/AGunner	L.	Murphy,					
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result of this reports, six A/D were detailed to make a ruther search in the irres, and took off at Approx. 15.00 hours, but all returned at 19.00 hours after a fruitiens search, and for lack of further sightings the search was abandoned. Night Mai. May see a search was abandoned. Search Mai. Mai. May see a search was a search was abandoned. Night Mai. Mai. Mai. Mai. Mai. Mai. Mai. Mai.		ours to report that a	returned at 12.0	696 took off and	MC X.36	30 hours	. At 07	reported			
Dishforth 11-5-45 MEATERN Hainly fair, but choudy around non. Very good vis. Wind Wily, 5-10 mph. in morning, 4 november to 10-90 mph in effection would be stood down from operations for the day. Advantage was taken of the fair weather and generational stand down to proceed with routing training and one day, one two might crosses countries were affected. Notification was also received from Group the Risks in Tabellies College, and the middle into many of the fair that the seast of Philat Officer, affective Models. Notification was also received True Group the Risks in Tabellies College, and the International of the fair that were as a seast of Section No. A.4.2 to Heading on Pag. 5-1985. On this args the "A" On syntained by Silender Books, as the Victor of the target and the Risks are the AVO to 12-0-130 mph. No namelastions were imaged, consists the heat Access to open, the undernations to fail, and the Risks are the AVO to 12-0-130 mph. No namelastions are imaged, consists the return two areas of the trade of the trade and encountered heavy openation from flat during nost of the traje. Eventually, throughts skilling already skilling attendable, the AVO was Insist sarely at Collishall.		in the area, and took	te a further sear	e detailed to mak	A/C were	post, six	this re	result of			
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Group advised this morning that the Squadron would be stood down from operations for the day. Advantage was taken of the fair weather and operational stand down to proceed with routine training and one day, and two might crosse countries were carried out. Fight Act-Collins was notified that the hald been proceeded to the rank of Filed Officer, effective Schools. Notification was also received from Group that His Ha leavy the King had approved the immed- inte moral of the first bar to the Drigot, to Chaestry 0.10. Porting A.P.Col., A.P. Filed. Domander. The surral was made as a result of Scrite No. A.42 to Hamburg on Feb. 3-13A,5. On this brigh the A/O Outsined by S/Lender Dowle, was hit by files over the target and the riags to cane down several degrees, reducing the speed of the A/O to 12O-130 mph. No name- ignitional wide were evaluable and during the return trip across Germany the A/O files north of the treek and encountered heavy opposition from Edu during nost of the trip. Eventually, throughs drillial dimenship, the A/O was landed surely at Collishall.		43. (1) (1) (1)	icer, effective 4	ank of Pilot Off	o the ra	promoted to	ad been	that he h			
Group advised this morning that the Squadron would be stood down from operations for the day, Advantage was taken of the fair weather and operational stand down to proceed with routine training and one day, and two might cross- countries were carried out. Figgt Act, Collins was notified that the had been presented to the rank of Filot Officer, effective Scotchia. Notification was also received from Croup that His is leavely the King had approved the ismode into ment of the first bar to like Sci., to Sci., and Filiph Commander. The surrel was made as a result of Scriet for, A-42 to Headung on Feb. 3-1945. De this trip the A/O Captained by S/Lender Dowle, was hit by fisk over the target and the particulate seem issuand, counting the hath down to make the more alleged and the Lags to case down several degrees, reducing the speed of the A/O to 120-130 mb. No manufactured the return trip, across General the A/O to 120-130 mb. No manufactured the seven was highled and during the return trip, across General the A/O fise north of the track and encountered heavy opposition from flat during most of the trip. Eventually, throught stilling discountered heavy opposition from flat during most of the trip. Eventually, throught stilling discountered heavy opposition from flat during most of the trip. Eventually, throught stilling discountered heavy opposition from flat during most of the trip. Eventually, throught stilling discountered heavy opposition from flat during most of the trip. Eventually, throught stilling discountered heavy opposition from flat during most of the trip. Eventually, throught stilling discountered heavy opposition from flat during most of the trip.		ly, 5=10 mph. in morn-	y good vis. Wind	round noon. Very	soudy an	air, but of	Mainly f	WEATHER:		11-3-43	ishforth
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Notification was also received from Group that His Hailangshy the King had approved the immediate sound of the first bar to the SafeOr, to Cylesdes, Out Donis, Bright, "As Thight Commander. The sward was made as a result of Sortie No. A.42 to Hasburg on Feb. 3-198.). (Refe. on this trip the J/C Captained by S/Lender Dovid, was hit by fish over the target and the hydraulica sees immagal, counting the heat flows to open, the underwarding to fall, and the flows to come down several degrees, reducing the speed of the J/C to 120-130 mh. Ho need of the track and encountered heavy opposition from fish during nost of the trip. Eventually, throught skillful diesanship, the J/C was Innied sarely at Collishall.		F/Sgt A.C.Collins was	es were carried o	t cross- countrie	wo night	day, and to	and one	training			
Domainder. The sward was made as a result of Sortia No. A.42 to Hamburg on Fels. 3-19.55. In this trip the A/C Captained by 3/Lender Dowle, was this by flast over the target and the hydraulican seem Hamagad, causing the humb doors to open, the underconvings to fell, and the flast to come down several degrees, relating the speed of the A/C to 120-130 mbs. No navelagations data were available and during the return trip across Germany the A/C flav north of the track and encountered heavy opposition from flat during most of the trip. Eventually, throught smillight distributes and surface of the A/C was lanted sarely at Collishall. (Finite—1900) We held—1900 Me held a flat of the A/C was lanted sarely at Collishall.		d approved the ismed-	Majorty the King	a Group that His	ved from	also receiv	ion was	Notificat			
be this trip the A/C Caytained by S/Lender Bowte, was lift by Take over the target and the hydraulies were listaged, constituting the hosth drows to gam, the undercoverings to fall, and the Tags to come down several degrees, reducing the spend of the A/C to 120-130 mph. No navigational other were available and during the return trip across Germany the A/C files north of the track and encountered heavy opposition from fall during most of the trip. Eventually, throught shillful direamship, the A/C was lanted sarely at Collishall. (**John-pag**) Whister-page 1900 miss TA 700	ference	rg on Feg. 3-1943.	le No. A.42 to Ha	a result of Sorti	nde as a	mard, was m	. The a	Commander			
rlaps to come down several degrees, reducing the speed of the A/O to 120-130 mph. No marks stational adds were available and during the return strip cores Germany the A/O files north of the track and encountered heavy opposition from flak during most of the trip. Eventually, throughs skilling allemanship, the A/O was Ismael sarely at Collishall. (*sate-speed Wilefar-spee 1900 Miles IA 700	ortie A.	r the target and the	was hit by flak	S/Leader Dowie,	ned by	C Captair	rio the	On this t			
of the track and encountered heavy opposition from flak during most of the trip. Eventually, throught stilltil dimension, the AU was Index surely at Collisionally. (Finite—page) Wiggle—spin 150m index TA 700		20-130 mph. No nave	seed of the A/C t	reducing the se	degrees.	a several o	come daw	flens to			
Continuous William at the ACC was larged sarely at Collinail.		the trip. Eventually,	flak during most	opposition from	d heavy	engountered	ack and	of the tr			
(*side_gag) W. 5452222 1500 1544 T.A. 700		er, er ke-bete ger.	erely at collisha	C was landed so	o, the A	airmanshi,	MILLIAN	throught.		2-49	d Parking
(*side_gag) W. 5452222 1500 1544 T.A. 700	11.53										
(*side_gag) W. 5452222 1500 1544 T.A. 700											
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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.L.
para. 299. and War Manual. Pt. IL. chapter XX... and
notes in R.A.F. Pocher Book.

OPERATIONS RECORD BOOK

Page No 5

of (Unit or Formation) NO. 426 (R.O.A.F.) SQUADRON

. . . .

Place	Date	Date Time Summary of Events SECRET.	References to Appendices
Dishforth	12-3-43	12-3-43 WEATHER: Pine: becoming fair in afternoon, Good vis, until repid deterioration to poor around 17,30 hours. Wind = light, variable,	
		Early this morning Group requested a maximum effort, and twelve cross were detailed and	
			A. 201 - 21
		Garman War Effort, Twelve sirerest were divisors by 19.25 hours. On was forced to return early from the Butch Coast due to oxygen failure, but the remaining eleven went on to attack	
		is probably the squadron's most effective effort baring in wild manifest	
		minimum of lose, Notification was received that M/Sgt. Trippe had been promoted to the runk of Filet Officer, effective 25-12-42.	
Dishforth	15-3-43	13-5-45 MEATHER: Pair. Visibility poor in morning, moderate in afternoon. Wind = light, variable	
		Due to the neteorological forecast that visibility would be poor after sunset, Group ordered	
		an epoparional stand down	
***************************************		ious trades, and a general stand down was declared effective for the afternoon to permit of operation in Machonals. Notification was received that P/ogt Devideon was premoted to	
		the ran of Pelot Officer, effective 25-1242, thus ending a week which had seen at least one promoti to commissioned rank each day.	
ishforth	24-3-43	14-5-4.) Whater: Fine. Visibility poor in morning, moderate in afternoon. Wind = calm all morning becoming very light 8, 1y in afternoon.	
		A heavy fog was Lying over the countryside as we came down to work this morning, and the	
		surprise. Routine training and maintenance were carried out in the marning, and as Squadron standson in the afternoon gave everybody the apportunity to rost from the labor of the past	
		work,	
ishforth	15-3-43	15-5-45 WEATHER: Fog in morning: fair but misty (vis. 1500 yds.) in afternoon, surface wind = light	
		generally S.E. 19 Economy With 1500 year, in altermoon, surface wind a light	
		The fog is still lying over us, so again we have an operational standdown. Normal routine training and maintenance were carried out during the day.	
shforth	16-3-43	16-145 WATER Ports and to	
		Sys, by in morning, S.W. ly in actions, so, in atternoon, wind a light, generally	
		Still fegging, so our stand down from operations continues. Visibility improved to some	
	19	Satent arter mideday and it was negatible to conduct severel alate a	***************************************

R.A.F. Form 540

See nutractions for use of this form in K.R. and A.C.L. pore. 2959, and War Manual, Pt. U., chapter XX., and notes in R.A.F. Pocher Book.

OPERATIONS RECORD BOOK

Page No. 5

of (Unit or Formation) NO. 426 (R.C.A.F.) SQUAURON

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Place	Date	Time	Summary of Events SECRET.	References to Appendices
Dishforth	12-3-43		WEATHER: Pine: becoming fair in afternoon, Good via, until rapid deterioration to poor around 17,50 hours. Wind * light, variable,	
			Early this marning Group requested a maximum effort, and twelve crows were detailed and	
			time ESSEN would receive such a blow that it would be leaven and the crew felt that this	A.201 - 21
			German was Ellert Tuelte sirerett ware atransa be 10.05 berne One one Conced to	
			early from the Butch Goast due to oxygen failure, but the remaining eleven went on to a tack the primary target and all returned safely to Base. Every over reported a very successful	
			WIND AND CLAUDED that the rold we the most companies and common their had sent most	
			is probably the Squadron's most effective effort, having in midd maximum of rount and	
			minimum of loss. Motification was received that T/Sgt. Tripps had been promoted to the runk of Pilot Officer, effective 26-12-42.	
Dishforth	13-3-43		MEATHER: Pair. Visibility poor in morning, moderate in afternoon. Wind = light, variable	
			less that 5 mh.	
			Due to the meteorological forecast that visibility would be poor after sumset, Group ordered an operational stand down. All sections concentrated on maintenance as because their var-	
			10us trades, and a general stand down was declared acception for the acteurs to accept a	
			operations in Exception. Notification was recovered that Prog Davidson was presented to the rank of Palet Officer, effective 26-1242, thus ending a week which had seen at least one presented to present on to consistency rank each day.	
Dishforth	24-3-43		WHATER: Pine. Visibility poor in morning, moderate in afternoon. Wind * calm all morning becoming very light S. Ly in afternoon.	
			A heavy fog was lying over the countryside as we came down to work this morning, and the arrival of word from Group that there would be an operational stand down did not come as a	
		1000072020100	surprise. Routine training and maintenance were carried out in the wounder and as Consideration	
			standarm in the afternoon gave everybody the questimity to rest from the labor of the past	
dishforth	15-3-43	1	MEATHER: Fog in morning: fair but misty (vis. 1500 yds.) in afternoon, surface wind = light	
			Sous-arry 2" to an analysis and the second second of our and an arrangement of our arrang	
		- 3	The fog is still lying over us, so again we have an operational standdown. Normal routine training and maintenance were carried out during the day.	
ishforth	16-3-43	,	EATHER: Fog in morning: improving to about 4000 yds. in aftermoon. Wind = light, generally	
			S.E. 'ly is sorming, S.W. 'ly in afternoon. till fogging, so our stand down from operations continues. Visibility improved to some	
		DESCRIPTION OF THE PARTY OF THE	Extent after mid-day and it was nessible to conduct concern a find a serious	
		······································	Suctions in circuits and landings. During the oftermoon the first command and by adve to	
			e attempted on the Squadron was made, and proved entirely successful.	

Place	Date	Time	Summary of Events SECRET.	Reference to Appendice
Dishforth	17-3-43		WEATHER: Fog until mid afternoon: then misty. Wind = light, variable, or calm,	
			The fog has not yet dispersed, and Group created something of a record by relaying the advice that there was an operational stand does to us by 69,40 hours. During the morning the aircrew gathered in No. 2 hangar, each man took his place at the business end of a shovel and the floor of the hangar was given a thorough soraping. A Equadron stand down in the afternoon en-	
			abled them to recuperate from this heavy labor in Harrogate and meighboring towns.	
Dishforth	18-3-43		WRATUR: Fog in morning: becoming fair with moderate visibility in afternoon. Wind = light, N.W.'ly in morning, S.R.E.'ly, 10-15 mph. in afternoon.	
			Met. informed us that a wind shift would soon roll away the fog which has been lying over us for days, and we were prepared, therefore, when Group advised that all available sirecurt were required. Our serviceshility of aircraft has reached a hight level and 17 crews were detailed but that is as far as we got because the operation was sorubbed isseciately after lunch.	
Dishforth	19-3-43		WEATHER: Cloudy with moderate visibility all day. Wind = N.E E.N.E. 10-15 mph.	
		<u> </u>	Again this morning Group requested all available aircraft for operations, and as serviceabil- ity is still on the up grade 18 areas were detailed and briefed. Take-off was to have been at 1 a.m. but the operations was scrubbed at 21.00 hours. A congratulatory message was received today from the Secretary of State, reading as follows: "Your ourningly planned and brilliantly executed attacks on Krupys destroyed no small part of Germany's biggest war	
			factory. Congratulations to you and all under your command on this achievement in the teeth of German's strongest defences. Retification was received today that Sgt. J.H. Jameett and Sgt. J.H.J. Tucker have been presented to the rank of Pilot Officer.	
ishforth	20-3-43		WEATER: Mainly cloudy with moderate traibility. Wind = N.N.W'ly, 10-15 mph.	
		-	Once more liet, held out hopes of operating tonicht and Group again requested all available aircraft. Our serviceability improves every day so today minoteen crows were detailed and briefied. We got a little further today in that operational suppore had been disposed of before the operation was sorubbed. The anouncement of washout was followed by a great rush to establishes for operations in Harrogate and neighboring towns.	
lahforth	21-3-43		WEATTUR: Fog early, clearing about 11.00 hours, then fine and practically cloudless, with moderate visibility. Wind = light, N.N.W. Ty in morning, E.N.E. Ty 5-10 mph in afternoon.	
			After several days of ineffective briefing Group today ordered an operational stand down early in the sorming. The day was spent, therefore, in routine maintenance and training, and several training flights were carried out together with oross-countries.	

(*20886--9305) Wt. 54632--2328 230M 22440 T.S. 706

MANN POLITICAL

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. 7

of (Unit or Formation) 426 (R.C. A. F.) Squadron No. of pages used for day.... SECRET. Summary of Events Time Date MEATHER: [| early, clearing about 10.00 hours, then fine to fair, with moderate to good vimbility. Find = light, E.M. 19, in morning, M.M. 19, 10 = 15 mpch, in aftermoon.

After so many days of inscrivity (operational), the Squadron was shie to put forward 19 already for operations. There were bridged to attack US. MARAIMS. The operation has to be concelled due to had weather conditions. 22.3.45 Dishforth ENATION: Fog early, clearing about 11.30 hours, then fine to fair, with moderate wisshility.

Find = light, R. Ty in morning becoming R. Ty. 10.00 myrs, in aftermonts

Fifteen aircraft were requested for might operations by Group. The crees were briefed to lay

mines off the FIRMAN DELAND, All we took off within ten minutes and Elew without incident to

the MERCH COMMING. THE SEARCH.—was unable to planpoint and brought back to mines,

the other s/c all pinpointed EMENDERALING and twenty-sight mines were successfully dropped,

the other s/c all pinpointed EMENDERALING and twenty-sight mines were successfully dropped,

the DISERCHER NADE. Here first s/c to return, IE. 588, overshot alighty and comahed across

the DISERCHER NADE. Here of the new were hurt. Those which returned later were diverted to

minute, and one s/c inneed at FOREINDERALING. The following letter was received by the Squadous

Commender from the Air Officer Commanding Re. 6 (E.C.A.F.) Group:

"The grows of No. A55 Equadran which were encased on Gardening operations on the above

mentioned date are to be congratulated on their very fine effort. The tracings on examination

show a standard of accuracy wall above the average, which is now accounting the

it is efforts such as these which make it possible to resp such a "rich harvest of Rums"

in these waters. 23.3.43 (Signed) G.E. MRODIES

Alf Vice Marghel,
Alf Officer Commanding,
Ro. 6 (R.C.A.F.) Group WEATHER: Cloudy: intermittent alight rain in morning. Moderate visibility winds M.W. 10-15 mph in morning; vesting to district by statistics. 24.3.42 Dishforth Seventeen organ were required by Group for operations. These errors were again briefed to attack 5t. Manaire, but again bad weather conditions prevented the operation from being carried out. Sgt. Getfiths and crew reported for duty with this Squadron fund No. 22 G.T.U. Wellsebourne Nountford. WRATHER: Overcaut: rain most of day, visibility moderate, Wind N.N.E., 5-10 mph 25.3.43 Sixteen green were briefed to attack KIGL. Bad weather conditions caused this operation to be cancelled early in the afternoon. The distinct was visited by AIR MANGHALL R. SMANDLARK OPTIONS COMMUNIC IN CHIEF R.C.A.F. OVERHALL. He inspected the Squadron hagars and offices, marge type and set our of the Squadron in the west during the evening. The Squadron Ground Green Section 1 and 1 and

Place	Date	Time	Summary of Events SECRET.	References to Appendices
Dishforth	26,3,43		WEATHER: Mainly overcast: rain in morning. Visibility moderate, wind N.W. 1y 10,20 mph	
			Seventeen crews were required by Group. The target selected was Duluburg. The seventeen A	/C
			took off at 19.10 hours and flew to the RUHR by way of BEREND. Crews found 10/10 cloud over	•
			the target area, and markers dropped by P.P.F. unusually scattered. Sombs were dropped in target from 15-20,000! Gloud prevented results from being observed, but some reflections of f	he
			and bursts were seen on clouds. Moderately heavy scattered flak was encountered. Four en	
			emy 1/C were sighted in the target area. Because of bad visibility at Base all A/C were di	7-
			erted to RAST ANGLIA. Thirteen landed at SWANTON MORLEY, one at MARMAN, one at OULTON and	one A. 228- 24
17			at Configuration and A, 550 is missing from this operation in mysterious direcustances. Topoliffe reported A/C given fix at 5347% -01205 after having CATFOSS. Nothing further ha	
1/37			been heard. Details of grow with operational trips and hours are as follows:	
			MERCH RACK HARE TROY O.P. TRUS	
			12565k 3ct. Hall. Pilot 5 9k-67	
			657755 SGT. Rende, J.J. Navigator 4 17,52	
			1230939 Sgt. Slipson, F. Air Borber 4 17.52	
			135945 Sgt. Stevenson, F. W.OP/AG 4 17.52	
			710081 Sgt. Reed, C.D. Air Gunner 4 17.52	
			P/O Halone and grew, Sgt. Thompson and crew, reported for duty to this Squadron from No. 23	
			0.7.U. 1 36H000.	
· • • • • • • • • • • • • • • • • • • •				
lishforth	27.3.43		WRATHER: Cloudy at first: becoming fair, Visibility improving to excellent, Wind- VW.N. W.	
			All A/C which had landed in RAST ANGLIA after the previous nights operations returned to BA	32
			between 1200 hours and 1200 hours. As soon as they landed they were informed that they were	
			required to operate again that night. The operation was cancelled before briefing.	
ishforth	28, 3, 43		WEATHER Pair, visibility excellent. Wind WW. N. W. 10-20 mph.	
			Seventeen orews were selected to attack ST, NAZALRE. They took off in daylight, flew direct	
			to START POINT, and started their climb to operational height over the English Channel, A/C	L
			B.K. 505 returned early, since an error in navigation would have made it at least ; hour la	
			without difficulty, brilliantly lit by P.F.F. markers. There was no cloud below and visibil	A. 245-264
	400000000000000000000000000000000000000		ity was good. The ground was continually lit by searchlights and bomb bursts. WING CONSIAN	17
			L. CHORS, D.P.S. reported a very good trip, fires burning well after leaving the target.	
			still visible over the Charmella, A/C B.S. 431, contained by P/O Shaw was twice attacked by might fighters, and its trailing aerial was shot away. AllA/C Truthed safely — twelve to	
			BASE, and five, because of petrol shortage, to HEADLIEU.	
4.1210年第一日				
shforth	29.3.43		WHATHERS Cloudy: alight rain mostes day after 11.00 hours. Visibility moderate. Wind S.S.W. 15-20 mphs	
			with a continuing high servicesbility rate the Squadron was able to put up fifteen crows for	•
			operation. At briefing, crews were informed that the target was to be the industrial town	*
	CONTRACTOR OF THE PARTY OF THE		BOCHIM in the RUMR. It was to be in the nature of a diversionary attack, since a strong force	

(*10886-0001) W. 12611-012 150N 12/48 T.S. 700

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R.A.F. Form 540

See sutractions for use of this form in K.R. and A.C.I., poor. 250 and War Manual. Pt. II. chapter XX., and notes in R.A.F. Poolph Bods.

OPERATIONS RECORD BOOK

Page No. 9

of (Unit or Formation) No. 426 (R.C.A.F.) SQUADRON

No. of pages used for day....

29-3-43			9)			SECRET.	Appendices
Control of the Contro		Crows were warned that	met; condit:	tons would be bad	, and that they wo	uld have to climb throu	gh
		covered by 10/10 cloud-	The woon	th a risk of sove	to foing, to find	the target probably	-
		"contact" to Familia	H HD At th	in paint they at	read their alimb t	swards Billion on the	
		DUTCH COAST. As forego	ust they four	a bunda weand he	nd emerged from it	only at a height of	A. 265-277
		maintain height (b) B.K	00 It. 31X	A/C Were Torged	to return early. (bed weather and delay	- mercus distance de farre
		(d) B.K. 431, bad weath	er and icine	(e) B.K. 440. r	unaway guna in rea	turret, (f) H.E. 451	
		complete failure of ovy	mon.synton.	A/O H.S. 591 @	ot off track, due	to failure of mavigator	•
		19. The hours and has not	bed an unknow	wn town in the H	unic area. A/C B.	rational trips and	
1000000		hours are as follows: -					
100 Mr 200 1		NUMBER RANK NAME	3440.000	TRADE	O.P. TRIPS	O.P. HOURS	
	1			Pilot,		24.55	
					3		
Seate Service					2		
		R.141776 SGT Baile	To Jak	Air Gummer	3.00	24.45	
30-3-43		WEATHERS Cloudys occani	onel slight	rein. Good visib:	lity. Wind- S.W.	y, 20-30 mph. Custy.	
		After the activity on t	or the few	down of the Scando	on was greated a *	standadown from overne	
		tions. Horal servicia	THE PART LANGE WITH	M note outried	out. 2/0 F.P. Har	h was appointed to the	
31-3-43		MATRIX Cloudy Vi ib	ility very g	ood. Wind-W. 1	y 20-30 uph. gustj	•	
		AT 09.05 hours Group ad	vised the Sq	nadron that it we	uld not be require	d for operations.	
		Servicing of Aircraft as	nd routine t	PAINING OF MITCH	We were carried by	t. Top day gross-coun	
		w.e.f. 12 Dec: 1942 was	arnounced.	or a/d Harles, P.	G. to the rank of	Pilot Officer, R.A.F.V.	R.
		BOSOURS AND AVAICES J. 60	to the Dist	S. Doule, DFC, I	Light Commander "A	* Flight, exerted first	4-42
	19.2	CONCESSIONS. The follow	ring H_0.0.	(atrorew) were	speciated to the c	ommissioned rank of	
		· Pilot Offi	cer with of	feet from dates s	tated.	pulled the way to be a	
		P. 95525 - 8	orto Rays Par	ston, Barigator	414		
		5.76.2	4-2-7-0	phy Bub/Almer	41-43		,
	-	1,6167	7 - 7		2 12.12		
		201010	gla delle Sa	mat, Dilot,	224		
	.,	2.88759 3	B. 2.R.J. 2	fuciner, Bush/Aime	r 2.2.43		The second of the
	4		o. F.o. Eu	THE PERSON	12012002		
	92-3-43	30-5-43	DITOR ONET. As forced some 16,000 ft. As 19,10 maintain height (b) B.K (d) B.K	DITCH COLT. As forecast they four some 15,000 ft. SIX maintain height (b) Bak, 4/1, unable (d) Bak, 4/3, bad weather and icin complete failure of crygen system. (d) Bak, 4/3, bad weather and icin complete failure of crygen system. 29,78 hours with the not-been hearthours are as follows: NAMES Bake NAME Rail Ra	DOTTON COLOT. As forecast they found heavy cloud, as 16,000 ft. St 19,000 ft. St 12,000 ft. St 12,00	DITCH COLUT. As forecast they found heavy cloud, and emerged from it some logonous, and record of Nt. ST 19,000 ft. ST 12,000 ft	oxygen supply, and boabed an unknown town in the ZBR area. A/C BJ, 762 took off at 1972 hours and has not been hear of cines. Details of gree with operational trips and hours are as follows: NUMBER BANK NAME

PRESONTIONS The undermentioned officers have been premoted to ranks as shows J. 1963 F/O. E.F. March. J. 1963 F/O. C.S. Davie. G. 1971 F/O. A. Maddillan, to Flying Officer. J. 1964 J. 1964 J. L. Exempty, to Flying Officer. J. 1967 F/O. R. Maddillan, to Flying Officer. J	Place Date Tim	Appen
PRESCRIBER TO Underscattioned officers have been prescribed to reside as almoss J. 1803 P.O. P.P. Hard, to Plying Officery with effects from 10.143 to 2.600 P.O. Cale Bonds to Plying Officer, with 20.10.42 to Plying Officer, with		PRINCEIONS: The undermentioned officers have been promoted to ranks as showns J. 1563, F/O. F.F. Marsh, to Flying Officer with effect from 10.1.13 J. 5038 F/O. C.S. Bowle, to Flight Listenant 20.10.42 G. 15711 F/O. A. Maddillan, to Flying Officer, 25.10.12 J. 2002, F/O. B.L. Kemmedy, to Flying Officer, 3.1.85
POSTINGS: Hill GHARRES IN SERTICE CORANDS Hill ADERRAT ON CHARLES Wellington Mark X: 7 Wellington Mark XII: 12 Total: 19 HEAL IN The health of the Squaton generally during the month was quite antisfactory. There was a prevalence of cases works and one cases the state of the anoth is as follows: Alexical Boyltal. The disposal for the month is as follows: Alexical Strength Sixteen excused duty for a total of twenty days. Thenty-two admitted to heavital for an average of seven days. GENERO GROW Sixteen excused duty for a total of twenty days. Then admitted to heavital for an average of seven days. Description of the company of the company days. The admitted to heavital for an average of seven days. Description of the company days 1985 2001		# 15643 9/0. F.F. Harsh, to Flying Officer, 20,10,42 G.15711 F/0. A. MacMillan, to Flying Officer, 20,10,42 S.20024 F/0. D.L. Kennedy, to Flying Officer, 3,145
POSTINGS: Hill GHARRES IN SERTICE CORANDS Hill ADERRAT ON CHARLES Wellington Mark X: 7 Wellington Mark XII: 12 Total: 19 HEAL IN The health of the Squaton generally during the month was quite antisfactory. There was a prevalence of cases works and one cases the state of the anoth is as follows: Alexical Boyltal. The disposal for the month is as follows: Alexical Strength Sixteen excused duty for a total of twenty days. Thenty-two admitted to heavital for an average of seven days. GENERO GROW Sixteen excused duty for a total of twenty days. Then admitted to heavital for an average of seven days. Description of the company of the company days. The admitted to heavital for an average of seven days. Description of the company days 1985 2001		0.15711 P/O. A. Madillan, to Plying Officer, 20.1042
POSTINGS: Hill GHARRES IN SERTICE CORANDS Hill ADERRAT ON CHARLES Wellington Mark X: 7 Wellington Mark XII: 12 Total: 19 HEAL IN The health of the Squaton generally during the month was quite antisfactory. There was a prevalence of cases works and one cases the state of the anoth is as follows: Alexical Boyltal. The disposal for the month is as follows: Alexical Strength Sixteen excused duty for a total of twenty days. Thenty-two admitted to heavital for an average of seven days. GENERO GROW Sixteen excused duty for a total of twenty days. Then admitted to heavital for an average of seven days. Description of the company of the company days. The admitted to heavital for an average of seven days. Description of the company days 1985 2001		
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