

OPERATIONS RECORD BOOK

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																								
			NUMERICAL STRENGTH OF UNIT AT 1st MARCH 1943.																										
			<table border="1"> <thead> <tr> <th></th> <th>OFFICERS</th> <th>FLYING</th> <th>GROUND</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F.</td> <td></td> <td>26</td> <td>4</td> <td>30</td> </tr> <tr> <td>R.A.F.</td> <td></td> <td>9</td> <td>4</td> <td>13</td> </tr> <tr> <td></td> <td></td> <td>35</td> <td></td> <td>43</td> </tr> </tbody> </table>		OFFICERS	FLYING	GROUND	TOTAL	R.C.A.F.		26	4	30	R.A.F.		9	4	13			35		43						
	OFFICERS	FLYING	GROUND	TOTAL																									
R.C.A.F.		26	4	30																									
R.A.F.		9	4	13																									
		35		43																									
			<table border="1"> <thead> <tr> <th></th> <th>AIRCRAFT</th> <th>GROUND</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F.</td> <td>76</td> <td>176</td> <td>252</td> </tr> <tr> <td>R.A.F.</td> <td>42</td> <td>165</td> <td>207</td> </tr> <tr> <td>R.C.A.F. (USA)</td> <td>6</td> <td>1</td> <td>7</td> </tr> <tr> <td>W.A.A.F.</td> <td>11</td> <td>31</td> <td>42</td> </tr> <tr> <td>TOTAL</td> <td>135</td> <td>373</td> <td>508</td> </tr> </tbody> </table>		AIRCRAFT	GROUND	TOTAL	R.C.A.F.	76	176	252	R.A.F.	42	165	207	R.C.A.F. (USA)	6	1	7	W.A.A.F.	11	31	42	TOTAL	135	373	508		
	AIRCRAFT	GROUND	TOTAL																										
R.C.A.F.	76	176	252																										
R.A.F.	42	165	207																										
R.C.A.F. (USA)	6	1	7																										
W.A.A.F.	11	31	42																										
TOTAL	135	373	508																										
Dishforth	1-3-43		<p>WEATHER: Fair to cloudy. Good visibility. Surface wind - light, variable, or calm, less than 10 mph.</p> <p>Five crews were required by Group for "Gardening" operations. Fresher crews were selected and briefing took place at 15.00 hours. Two aircraft were unable to take off, owing to engine trouble, but they were off at 18.00 hours. They followed the familiar North Sea route to the FRISION DELTA, pinpointed "HILTON", and laid 6 mines about fifteen miles off the Dutch Coast. A certain amount of light flak was encountered, but no damage was sustained, and all A/C returned to base. Crews were informed at briefing how successful the HRA Group had been in mine-laying, and how many ships were known to have been destroyed as a direct result of their efforts.</p>		A.153 - 155 incl.																								
Dishforth	2-3-43		<p>WEATHER: Fine. Excellent vis. Wind - N.W.'ly, 10 - 15 mph.</p> <p>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 FLEET BAY, were carried out, and two A/C had fighter application exercises with SPITFIRE A/C. P/Lt. F.W. PARKER was promoted to the rank of ACTING SQUADRON LEADER, O.O. "B" Flight with effect from 15-2-43. Three new crews reported to this Squadron - Sgt. Todd and crew, Sgt. Wildin and crew, from 22 O.T.U., WELLSBOURNE MOUNT-FORD, and Sgt. Cox and crew from No. 9 Squadron, WADDINGTON.</p>																										
Dishforth	3-3-43		<p>WEATHER: Cloudy. Good vis. all day. Wind - E'ly, 10 - 15 mph.</p> <p>Twelve A/C were detailed for operations during the morning, to help carry on the great and increasing Bomber Command offensive. The target - HAMBURG - of these, eleven took off in perfect order within a very few minutes, while one A/C, with engine trouble was not able to take off until a quarter of an hour later.</p> <p style="text-align: center;">- cont'd -</p>																										

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																										
			-cont'd from page one-																																												
Dishforth	3-3-43		This A/C, X.3696 having taken off so late, was unable to make up lost time, and at 6 ⁰⁰ the Captain, P/Sgt. COLLINS decided to return to Base. A/C X.3661 reached the German Coast, but at this point the starboard engine cut. The Captain, Sgt. LLOYD, immediately turned for home. After flying for half an hour on one engine, the starboard engine picked up again, and the A/C returned to Base. A/C B.K. 142, Captain P/O MORRISON, was compelled to drop its load, 1st 4000 lb on lights at 5420N - 0910E, since an excessive amount of petrol had been consumed and the A/C could not have made the journey from LUGGER to Base. Eight A/C reached the target, and were able to identify the River ELBE. They bombed into the concentration of P.F.F. markers. There was no cloud in the area, and visibility was good. Several 4000-lb bombs were seen to burst and crews reported large fires in the target area, visible many miles away. Not one of our A/C was missing. This trip gave tremendous boost to Squadron morale. P/O J.B. MILLWARD and P/O A.G. MOWELL were promoted to the rank of ACTING FLIGHT LIEUTENANT with effect from 15 Feb. 1943, and took over post of DE-UTY FLIGHT COMMANDER of "A" and "B" flights respectively.		A.156 - 167 Incl.																																										
Dishforth	4-3-43		WEATHER: Fair becoming fine. Vis. good, becoming poor in early evening. Wind - S.W.'ly 5-10 mph.																																												
			The Squadron was given a stand-down from operations in the morning. Sections carried out routine training and maintenance. Two crews flew to FINEY BAY, and took part in air to air firing in co-operation with LYNDAKER A/C from BRIFFIELD. One crew had fighter affiliation exercises with STIFFEN A/C from CATTERICK.																																												
Dishforth	5-3-43		WEATHER: Fine; becoming cloudy in the afternoon. Good visibility. Wind N.W. - N., 5-10 mph.																																												
			Group requested twelve A/C for the night's bombing operations on BREMEN. Twelve A/C of 426 and twelve of 425 Squadrons made a very impressive take-off at 2000. At INTERPRETATION all crews were very enthusiastic about the route chosen, which was by way of BREMEN, north of AMSTERDAM, on the Dutch Coast. A/C B.K. 140 returned early with port engine trouble. The others found their turning point at DOBBER, well marked by P.F.F. flares, and had no difficulty in spotting P.F.F. flares, at the target, fifteen miles further on. There was no cloud over the target, and visibility was good, though there was considerable haze and smoke. The Squadron dropped 1st 4000 lb bomb and mixed loads of incendiaries and 500 lb H.E. bombs from heights between 14,000 and 15,000 ft. A great many searchlights and a lot of heavy fire were encountered. P/O MILLWARD who carried out special reconnaissance over the target reported many bomb bursts and incendiaries spread out over the aiming point. He saw one very large fire right in the middle of the concentration. The glow of fires could be seen from the Dutch Coast more than a 150 miles away. A/C B.K. 401 Captained by P/O Trank took off at 19.10 hrs. and has not been heard of since. Details of crew with operational trips and hours are as follows.		A.166 - 179 Incl.																																										
			<table border="1"> <thead> <tr> <th>NUMBER</th><th>RANK</th><th>NAME</th><th>TRADE</th><th>OP. TRIPS</th><th>OP. HOURS</th></tr> </thead> <tbody> <tr> <td>3.16651</td><td>P/O</td><td>Trank</td><td>C.B. Pilot</td><td>3</td><td>44.01</td></tr> <tr> <td>128617</td><td>P/O</td><td>Chapman</td><td>C.B. Navigator</td><td>6</td><td>35.16</td></tr> <tr> <td>R.104057</td><td>SOT</td><td>Davies</td><td>W.F.R. A/Bomber</td><td>5</td><td>28.43</td></tr> <tr> <td>R.111185</td><td>SOT</td><td>Peterson</td><td>N.F. W.OP/AG</td><td>6</td><td>34.31</td></tr> <tr> <td>R.137111</td><td>SOT</td><td>Williams</td><td>N.F. A/Gunner</td><td>6</td><td>32.06</td></tr> <tr> <td>R.107124</td><td>SOT</td><td>Walen</td><td>G. W.OP/AG</td><td>5</td><td>26.47</td></tr> </tbody> </table>	NUMBER	RANK	NAME	TRADE	OP. TRIPS	OP. HOURS	3.16651	P/O	Trank	C.B. Pilot	3	44.01	128617	P/O	Chapman	C.B. Navigator	6	35.16	R.104057	SOT	Davies	W.F.R. A/Bomber	5	28.43	R.111185	SOT	Peterson	N.F. W.OP/AG	6	34.31	R.137111	SOT	Williams	N.F. A/Gunner	6	32.06	R.107124	SOT	Walen	G. W.OP/AG	5	26.47		
NUMBER	RANK	NAME	TRADE	OP. TRIPS	OP. HOURS																																										
3.16651	P/O	Trank	C.B. Pilot	3	44.01																																										
128617	P/O	Chapman	C.B. Navigator	6	35.16																																										
R.104057	SOT	Davies	W.F.R. A/Bomber	5	28.43																																										
R.111185	SOT	Peterson	N.F. W.OP/AG	6	34.31																																										
R.137111	SOT	Williams	N.F. A/Gunner	6	32.06																																										
R.107124	SOT	Walen	G. W.OP/AG	5	26.47																																										
			All other A/C returned to Base and reported a most successful trip.																																												

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		<p>WEATHER: Cloudy. Moderate to good visibility. Wind - light, mainly N.W., 'ly, less than 10 mph.</p> <p>During the morning Group requested 10 crews for the night's operations on Essen. Of these chosen, four had taken part on the heavy and successful raid on the same target the night before. The route and time on target were to be the same. At briefing the Station Commander Group Captain J.M. Plant, read the following message from the Air Officer Commanding in Chief Bomber Command: - 'I have received the following message from the Prime Minister which please convey to all ranks of your command - 'I congratulate you and all ranks of the Metropolitan Bomber Command upon the very fine rate of discharge upon Germany and other enemy targets achieved during the month of February. In total volume you exceeded by half as much again any previous months of the war. February thus marks quite a definite advance to which further improvements will be made.' I have sent the following reply - 'All ranks of Bomber Command thank you for your message of congratulations which is a source of pride and encouragement to us. You may rest assured that we will use to the full, every accession of strength to deal the enemy ever harder blows.' "</p> <p>The take-off was to be at 18.55 hours. About half an hour before this, crews saw two signals fired from the Watch Office. The operation had been cancelled. Met. forecasters thought it unlikely that visibility would be good enough at the time of return.</p>		
Dishforth	7-3-43		<p>WEATHER: Thick fog until afternoon, then becoming fine with moderate visibility. Wind - S.E. 'ly, 5 - 10 mph.</p> <p>Five crews for gardening operations off the FRIELAN 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 after briefing.</p> <p>Notification was received that Sgt. Pilot Baker and Sgt. Observer Fenton have been promoted to the rank of Pilot Officer, effective 4-1-43.</p>		
Dishforth	8-3-43		<p>WEATHER: Foggy until 1400 hours; then cloudy to fair, with good vis. Surface wind - S.E., 5 - 10 mph. in morning; S.W. - W., 10 - 15 mph. in afternoon.</p> <p>Due to weather conditions Group ordered an operational standdown at 10.00 hours, but at 11.30 hours the order was changed and six aircraft were requested for Gardening of the FRIELAN ISLANDS. By take-off time the weather had improved and the six A/C successfully set out, warned by Met. that they would pass through cold front half way over the North Sea. One aircraft was obliged to return early and jettisoned its mines, but the remaining five completed their mission and reported a successful trip.</p>		A.180 - 181
Dishforth	9-3-43		<p>WEATHER: Fine, becoming fair in afternoon. Excellent visibility. Winds Light, mainly W'ly, less than 10 mph.</p> <p>Group requested 12 A/C for mining operations and crews were detailed and briefed. Two crews were to make a hazardous trip to lay their mines in the Kiel Fjord, and the other two were to plant their vegetables at the estuary of the Elbe. Only 10 aircraft were able to take-off and one of these was obliged to return early. the eight A/C detailed for the Rosemary Area completed their mission and all returned to base to report a successful trip. A/C Z.1284, detailed for the Wallflower area, and captained by P/O G. Baker is missing and nothing has</p>		(over)

Place	Date	Time	(cont'd from other side)	Summary of Events	SECRET.	References to Appendices				
			been heard from it since take-off. Details of the missing crew, with operational trips and hours, are as follows:-							
			<u>NUMBER</u>	<u>RANK</u>	<u>NAME</u>	<u>TRADE</u>	<u>OP. TRIPS</u>	<u>OP. HOURS</u>		
			J.16767	P/O	Baker, G.R.	Pilot	11	67.26	A.185 - 193	
			R.92573	Sgt	Coons, D.B.	Navigator	10	60.26		
			R.111112	Sgt	Zeavin, H.	A/Bomber	10	60.26		
			R.76210	Sgt	Murphy, L.	W.O./Gunner	10	60.26		
			R.97436	P/O	McLachlan, D.F.	A/Gunner	8	47.31		
			R.149430	Sgt	Baribee, L.G.	A/Gunner	1	4.30		
Dishforth	10-3-43		WEATHER: Cloudy; occasional slight drizzle in morning. Vis. good. Wind S.W.'ly, 15-25 mph. At 01.00 hours Group reported that a light flashing S.O.S. had been reported in the sea off Whitby and there was a possibility it might have come from a dinghy containing the crew of the A/C missing from the previous nights operations. The crew Captained by P/S Collins was detailed to take-off at daybreak to make a sea-search in the area from which the light was reported. At 07.30 hours A/C X.3696 took off and returned at 12.00 hours to report that a red Verry cartridge had been sighted, but nothing else had been found in the area. As a result of this report, six A/C were detailed to make a further search in the area, and took off at approx. 15.00 hours, but all returned at 19.00 hours after a fruitless search, and for lack of further sightings the search was abandoned. P/Sgt. M.J. Murphy was notified today that he had been promoted to the rank of Pilot Officer, effective 4-1-43.							A.124 - 200
Dishforth	11-3-43		WEATHER: Mainly fair, but cloudy around noon. Very good vis. Wind W'ly, 5-10 mph. in morning, increasing to 10-20 mph in afternoon. 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 night cross-countries were carried out. P/Sgt A.C. Collins was notified that he had been promoted to the rank of Pilot Officer, effective 26-2-43. Notification was also received from Group that His Majesty the King had approved the immediate award of the first bar to the D.F.C., to S/Lieut. G.R. Davis, D.F.C., "A" Flight Commander. The award was made as a result of Sortie No. A.42 to Hamburg on Feb. 3-1943. On this trip the A/C Captained by S/Lieut. Davis, was hit by flak over the target and the hydraulics were damaged, causing the bomb doors to open, the undercarriage to fall, and the flaps to come down several degrees, reducing the speed of the A/C to 120-130 mph. No navigational aids were available and during the return trip across Germany the A/C flew north of the track and encountered heavy opposition from flak during most of the trip. Eventually, through skillful airmanship, the A/C was landed safely at Colliishall.							(Reference to Sortie A.42)

OPERATIONS RECORD BOOK

Page No. 5

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Dishforth	12-3-43		WEATHER: Fine; becoming fair in afternoon. Good vis., until rapid deterioration to poor around 17:30 hours. Wind = light, variable.		
			Early this morning Group requested a maximum effort, and twelve crews were detailed and briefed. The target was <u>ESSEN</u> , for the second time in a week, and the crew felt that this time <u>ESSEN</u> would receive such a blow that it would no longer play a major part in the German War Effort. Twelve aircraft were airborne by 19:25 hours. One was forced to return early from the Dutch Coast due to oxygen failure, but the remaining eleven went on to attack the primary target and all returned safely to base. Every crew reported a very successful trip and claimed that the raid was the most concentrated and severe they had yet seen. This is probably the Squadron's most effective effort, having in mind maximum of result and minimum of loss. Notification was received that <u>Sgt. Trippa</u> had been promoted to the rank of Pilot Officer, effective 26-12-42.		A.201 - 212
Dishforth	13-3-43		WEATHER: Fair. Visibility poor in morning, moderate in afternoon. Wind = light, variable less than 5 mph.		
			Due to the meteorological forecast that visibility would be poor after sunset, Group ordered an operational stand down. All sections concentrated on maintenance as becomes their various trades, and a general stand down was declared effective for the afternoon to permit of operation in <u>MAINTENANCE</u> . Notification was received that <u>Sgt. Davidson</u> was promoted to the rank of Pilot Officer, effective 26-12-42, thus ending a week which had seen at least one promotion to commissioned rank each day.		
Dishforth	14-3-43		WEATHER: Fine. Visibility poor in morning, moderate in afternoon. Wind = calm all morning becoming very light S.W. 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 surprise. Routine training and maintenance were carried out in the morning, and as Squadron stand down in the afternoon gave everybody the opportunity to rest from the labor of the past week.		
Dishforth	15-3-43		WEATHER: Fog in morning; fair but misty (vis. 1500 yds.) in afternoon, surface wind = light generally S.W. in morning, S.W. in afternoon.		
			The fog is still lying over us, so again we have an operational stand down. Normal routine training and maintenance were carried out during the day.		
Dishforth	16-3-43		WEATHER: Fog in morning; improving to about 4000 yds. in afternoon. Wind = light, generally S.W. in morning, S.W. in afternoon.		
			Still fogging, so our stand down from operations continues. Visibility improved to some extent after mid-day and it was possible to conduct several flights and give some dual instructions in circuits and landings. During the afternoon the first compass swing by air to be attempted on the Squadron was made, and proved entirely successful.		

OPERATIONS RECORD BOOK

Page No. 5

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Dishforth	12-3-43		WEATHER: Fine; becoming fair in afternoon. Good vis., until rapid deterioration to poor around 17.30 hours. Wind = light, variable.		
			Early this morning Group requested a maximum effort, and twelve crews were detailed and briefed. The target was ESEN, for the second time in a week, and the crews felt that this time ESEN would receive such a blow that it would no longer play a major part in the German War Effort. Twelve aircraft were airborne by 19.25 hours. One was forced to return early from the Dutch Coast due to oxygen failure, but the remaining eleven went on to attack the primary target and all returned safely to base. Every crew reported a very successful trip and claimed that the raid was the most concentrated and severe they had yet seen. This is probably the Squadron's most effective effort, having in mind maximum of result and minimum of loss. Notification was received that P/Ogt. Trippa had been promoted to the rank of Pilot Officer, effective 26-12-42.		A.201 - 212
Dishforth	13-3-43		WEATHER: Fair. Visibility poor in morning, moderate in afternoon. Wind = light, variable less than 5 mph.		
			Due to the meteorological forecast that visibility would be poor after sunset, Group ordered an operational stand down. All sections concentrated on maintenance as became their various trades, and a general stand down was declared effective for the afternoon to permit of operations in the morning. Notification was received that P/Ogt. Davidson was promoted to the rank of Pilot Officer, effective 26-12-42, thus ending a week which had seen at least one promotion to commissioned rank each day.		
Dishforth	14-3-43		WEATHER: Fine. Visibility poor in morning, moderate in afternoon. Wind = calm all morning becoming very light S.W. 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 surprise. Routine training and maintenance were carried out in the morning, and as Squadron stand down in the afternoon gave everybody the opportunity to rest from the labor of the past week.		
Dishforth	15-3-43		WEATHER: Fog in morning; fair but misty (vis. 1500 yds.) in afternoon, surface wind = light generally S.W. in morning, S.W. in afternoon or calm.		
			The fog is still lying over us, so again we have an operational stand down. Normal routine training and maintenance were carried out during the day.		
Dishforth	16-3-43		WEATHER: Fog in morning; improving to about 4000 yds. in afternoon. Wind = light, generally S.W. in morning, S.W. in afternoon.		
			Still fogging, so our stand down from operations continues. Visibility improved to some extent after mid-day and it was possible to conduct several airtests and give some dual instructions in circuits and landings. During the afternoon the first compass swing by air to be attempted on the Squadron was made, and proved entirely successful.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
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 down to us by 09.40 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 scraping. A Squadron stand down in the afternoon enabled them to recuperate from this heavy labor in Harrogate and neighboring towns.		
Dishforth	18-3-43		WEATHER: Fog in morning becoming fair with moderate visibility in afternoon. Wind = light, N.W.'ly in morning, E.N.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 aircraft were required. Our serviceability of aircraft has remained a high level and 17 crews were detailed but that is as far as we got because the operation was scrubbed immediately after lunch.		
Dishforth	19-3-43		WEATHER: Cloudy with moderate visibility all day. Wind = N.E. - E.N.E. 10-15 mph. Again this morning Group requested all available aircraft for operations, and as serviceability is still on the up grade 18 crews 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 cunningly planned and brilliantly executed attacks on Krups 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." Notification was received today that Sgt. J.H. Sammett and Sgt. T.W.J. Tucker have been promoted to the rank of Pilot Officer.		
Dishforth	20-3-43		WEATHER: Mainly cloudy with moderate visibility. Wind = N.N.W.'ly, 10-15 mph. Once more Met. held out hopes of operating tonight and Group again requested all available aircraft. Our serviceability improves every day so today nineteen crews were detailed and briefed. We got a little farther today in that operational support had been disposed of before the operation was scrubbed. The announcement of washout was followed by a great rush to catch buses for operations in Harrogate and neighboring towns.		
Dishforth	21-3-43		WEATHER: Fog early, clearing about 11.00 hours, then fine and practically cloudless, with moderate visibility. Wind = light, N.N.W.'ly in morning, E.N.E.'ly 5-10 mph in afternoon. After several days of ineffective briefing Group today ordered an operational stand down early in the morning. The day was spent, therefore, in routine maintenance and training, and several training flights were carried out together with cross-countries.		

OPERATIONS RECORD BOOK

Page No. 7of (Unit or Formation) 426 (R.C.A.F.) Squadron

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendix
Dishforth	22.3.43		WEATHER: τ early, clearing about 10.00 hours, then fine to fair, with moderate to good visibility. Wind - light; N.W. 'ly in morning, N.E. 'ly, 10 - 15 mph. in afternoon. After so many days of inactivity (operational), the Squadron was able to put forward 19 aircraft for operations. Crews were briefed to attack St. NAAIRE. The operation had to be cancelled due to bad weather conditions.		
Dishforth	23.3.43		WEATHER: Fog early, clearing about 11.30 hours, then fine to fair, with moderate visibility. Wind - light; N. 'ly in morning becoming E. 'ly, 10-20 mph. in afternoon. Fifteen aircraft were requested for night operations by Group. The crews were briefed to lay mines off the PHRYAN INLANDS. All a/c took off within ten minutes and flew without incident to the DUTCH COAST. One crew - in No. 426 - was unable to pinpoint and brought back two mines. The other a/c all pinpointed TROCHHELLEN and twenty-eight mines were successfully dropped. All a/c returned to base. The first a/c to return, No. 588, overshoot slightly and crashed across the DISHORTH ROAD. None of the crew were hurt. Those which returned later were diverted to LUTON, and one a/c landed at FROTHINGHAM. The following letter was received by the Squadron Commander from the Air Officer Commanding No. 6 (R.C.A.F.) Group: <u>"Gardening" Operations - 23/24th March</u> The crews of No. 426 Squadron which were engaged on Gardening operations on the above mentioned date are to be congratulated on their very fine effort. The findings on examination show a standard of accuracy well above the average, which is most encouraging. It is efforts such as these which make it possible to reap such a "rich harvest of Rhine" in these waters. (Signed) G.W. BROOKES AIR VICE MARSHAL, Air Officer Commanding, No. 6 (R.C.A.F.) Group		A.213 - A.227
Dishforth	24.3.43		WEATHER: Cloudy; intermittent slight rain in morning. Moderate visibility Wind N.W. 10-15 mph in morning; veering to E.W. by evening. Seventeen crews were required by Group for operations. These crews were again briefed to attack St. NAAIRE, but again bad weather conditions prevented the operation from being carried out. Sgt. Griffiths and crew reported for duty with this Squadron from No. 22 O.F.U. Walsborough Mountford.		
Dishforth	25.3.43		WEATHER: Overcast; rain most of day, visibility moderate, Wind N.W.E., 5-10 mph Sixteen crews were briefed to attack KIEL. Bad weather conditions caused this operation to be cancelled early in the afternoon. The Station was visited by AIR MARSHAL R. STANLEY, AIR OFFICER COMMANDING IN CHIEF R.C.A.F. OVERSEAS. He inspected the Squadron hangars and offices, during the afternoon, and met OFFICERS of the Squadron in the mess during the evening. The Squadron Ground Crew Soccer team defeated the Station A.M. team by two goals to nil.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																				
Dishforth	26.3.43		<p>WEATHER: Mainly overcast; rain in morning. Visibility moderate, wind N.W. 'ly 10-20 mph</p> <p>Seventeen crews were required by Group. The target selected was Duisburg. The seventeen A/C took off at 19.10 hours and flew to the Ruhr by way of NEMUND. Crews found 10/10 cloud over the target area, and markers dropped by P.F.F. unusually scattered. Bombs were dropped in the area from 15-20,000'. Cloud prevented results from being observed, but some reflections of fires and bursts were seen on clouds. Moderately heavy scattered flak was encountered. Four enemy A/C were sighted in the target area. Because of bad visibility at Base all A/C were diverted to EAST ANGLIA. Thirteen landed at SWANTON MEREY, one at MARHAM, one at OULTON and one at COTTINGHAM. A/C A.2690 is missing from this operation in mysterious circumstances. Footcliffe reported A/C given fix at 5.30 AM - 0120Z after having CATFOUL. Nothing further has been heard. Details of crew with operational trips and hours are as follows:</p> <table border="1"> <thead> <tr> <th>NAME</th><th>RANK</th><th>NAME</th><th>TRAC</th><th>O.F. TRIPS</th><th>O.F. HOURS</th></tr> </thead> <tbody> <tr> <td>1216824</td><td>Sgt.</td><td>Hall, B.</td><td>Pilot</td><td>5</td><td>26.07</td></tr> <tr> <td>657755</td><td>SGT.</td><td>Reade, J.J.</td><td>Navigator</td><td>4</td><td>17.52</td></tr> <tr> <td>1239939</td><td>Sgt.</td><td>Simpson, F.</td><td>Air Bomber</td><td>4</td><td>17.52</td></tr> <tr> <td>1359435</td><td>Sgt.</td><td>Stevenson, W.</td><td>W.O.F./AG</td><td>4</td><td>17.52</td></tr> <tr> <td>710081</td><td>Sgt.</td><td>Reed, C.D.</td><td>Air Gunner</td><td>4</td><td>17.52</td></tr> </tbody> </table> <p>P/O Malone and crew, Sgt. Thompson and crew, reported for duty to this Squadron from No. 23 O.T.U. FROTHINGHAM.</p>	NAME	RANK	NAME	TRAC	O.F. TRIPS	O.F. HOURS	1216824	Sgt.	Hall, B.	Pilot	5	26.07	657755	SGT.	Reade, J.J.	Navigator	4	17.52	1239939	Sgt.	Simpson, F.	Air Bomber	4	17.52	1359435	Sgt.	Stevenson, W.	W.O.F./AG	4	17.52	710081	Sgt.	Reed, C.D.	Air Gunner	4	17.52		A.228-244
NAME	RANK	NAME	TRAC	O.F. TRIPS	O.F. HOURS																																				
1216824	Sgt.	Hall, B.	Pilot	5	26.07																																				
657755	SGT.	Reade, J.J.	Navigator	4	17.52																																				
1239939	Sgt.	Simpson, F.	Air Bomber	4	17.52																																				
1359435	Sgt.	Stevenson, W.	W.O.F./AG	4	17.52																																				
710081	Sgt.	Reed, C.D.	Air Gunner	4	17.52																																				
Dishforth	27.3.43		<p>WEATHER: Cloudy at first; becoming fair. Visibility improving to excellent. Wind W.-W.N.W. 10-20 mph.</p> <p>All A/C which had landed in EAST ANGLIA after the previous night's operations returned to BASE between 1200 hours and 1400 hours. As soon as they landed they were informed that they were required to operate again that night. The operation was cancelled before briefing.</p>																																						
Dishforth	28.3.43		<p>WEATHER: Fair, visibility excellent. Wind W.-W.N.W. 10-20 mph.</p> <p>Seventeen crews were selected to attack ST. MARLAIR. They took off in daylight, flew direct to STANT FORT, and started their climb to operational height over the English Channel. A/C B.K. 505 returned early, since an error in navigation would have made it at least 1 hour late over the target. The remaining A/C had little opposition over FRANCE, and found the target without difficulty, brilliantly lit by P.F.F. markers. There was no cloud below and visibility was good. The ground was continually lit by searchlights and bomb bursts. WING COMMANDER L. GEMEN, D.F.C. reported a very good trip. Fires burning well after leaving the target, still visible over the CHANNEL. A/C H.R. 431, captained by P/O Shaw was twice attacked by night fighters, and its trailing aerial was shot away. All A/C returned safely to base to BASE, and five, because of petrol shortage, to BRAULIDU.</p>		A.245-264																																				
Dishforth	29.3.43		<p>WEATHER: Cloudy; slight rain most of day after 11.00 hours. Visibility moderate. Wind S.W. 15-20 mph.</p> <p>With a continuing high serviceability rate the Squadron was able to put up fifteen crews for operation. At briefing, crews were informed that the target was to be the industrial town of BOCHUM in the RUHR. It was to be in the nature of a diversionary attack, since a strong force of four engine A/C were to attack BREMEN that night. (Over) (See next page)</p>																																						

OPERATIONS RECORD BOOK

Page No. 9

of (Unit or Formation) Nos. 426 (B.C. & F.) SQUADRON

No. of pages used for day

Place	Date	Time	(Continued from Page 8)	Summary of Events	SECRET.	References to Appendices																																			
Dishforth	29-3-43			<p>Crews were warned that met. conditions would be bad, and that they would have to climb through solid ex. great vertical extent, with a risk of adverse icing, to find the target probably covered by 10/10 cloud. The poor visibility prevented the fifteen A/C took off, and flew "contact" to FROTHINGHAM H.B. at this point they started their climb towards HUNTER on the DUTCH COAST. As forecast they found heavy cloud, and emerged from it only at a height of some 18,000 ft. or 19,000 ft. SIX A/C were forced to return early: (a) B.K. 436, unable to maintain height (b) B.K. 471, unable to climb over front (c) H.K. 261, bad weather and icing (d) B.K. 431, bad weather and icing (e) B.K. 440, runway guns in rear turret, (f) H.K. 431 complete failure of oxygen system. A/C H.K. 531 got off track, due to failure of navigators oxygen supply, and bombed an unknown town in the HERR area. A/C B.J. 762 took off at 19.31 hours and has not been heard of since. Details of crew with operational trips and hours are as follows:-</p> <table><thead><tr><th>NUMBER</th><th>RANK</th><th>NAME</th><th>TRADE</th><th>O.F. TRIPS</th><th>O.F. HOURS</th></tr></thead><tbody><tr><td>R.126792</td><td>Sgt</td><td>Rood,</td><td>H.L. Pilot,</td><td>3</td><td>14.55</td></tr><tr><td>R.136522</td><td>Sgt</td><td>Martin,</td><td>H. Navigator</td><td>3</td><td>15.20</td></tr><tr><td>R.145232</td><td>Sgt</td><td>Gibbs,</td><td>F.W. Air Bomber</td><td>2</td><td>9.30</td></tr><tr><td>R.126579</td><td>Sgt</td><td>Eagles,</td><td>J.D. W/AF/SG</td><td>2</td><td>9.20</td></tr><tr><td>R.141776</td><td>Sgt</td><td>Bailey,</td><td>J.A. Air Gunner</td><td>3</td><td>14.45</td></tr></tbody></table>	NUMBER	RANK	NAME	TRADE	O.F. TRIPS	O.F. HOURS	R.126792	Sgt	Rood,	H.L. Pilot,	3	14.55	R.136522	Sgt	Martin,	H. Navigator	3	15.20	R.145232	Sgt	Gibbs,	F.W. Air Bomber	2	9.30	R.126579	Sgt	Eagles,	J.D. W/AF/SG	2	9.20	R.141776	Sgt	Bailey,	J.A. Air Gunner	3	14.45	A.265-277
NUMBER	RANK	NAME	TRADE	O.F. TRIPS	O.F. HOURS																																				
R.126792	Sgt	Rood,	H.L. Pilot,	3	14.55																																				
R.136522	Sgt	Martin,	H. Navigator	3	15.20																																				
R.145232	Sgt	Gibbs,	F.W. Air Bomber	2	9.30																																				
R.126579	Sgt	Eagles,	J.D. W/AF/SG	2	9.20																																				
R.141776	Sgt	Bailey,	J.A. Air Gunner	3	14.45																																				
Dishforth	30-3-43			<p>WEATHER: Cloudy occasional slight rain. Good visibility. Wind S.W. ly, 20-30 mph. Gusty.</p> <p>After the activity on the last few days, the Squadron was granted a "stand-down" from operations. Normal servicing and training were carried out. P/O P.R. Marsh was appointed to the rank of Acting Flight Lieutenant.</p>																																					
Dishforth	31-3-43			<p>WEATHER: Cloudy. Visibility very good. Wind S.W. ly 20-30 mph. gusty.</p> <p>AT 09.05 hours Group advised the Squadron that it would not be required for operations. Servicing of Aircraft and routine training of aircrews were carried out. Two day cross-country trials were flown. The appointment of W/O Maries, P.O. to the rank of Pilot Officer, R.A.F.V.R. w.e.f. 12 Dec: 1942 was announced.</p> <p>PROMOTIONS AND AWARDS: J. 6008 N/LOS, C.B. Davis, DFC, Flight Commander "A" Flight, awarded first Bar to the Distinguished Flying Cross.</p> <p>COMMISSIONS: The following R.O.C.'s (aircrew) were appointed to the commissioned rank of Pilot Officer with effect from dates stated.</p> <table><tbody><tr><td>R.109406</td><td>Sgt. G.H. Baker,</td><td>Pilot, w.e.f. 4.1.43</td></tr><tr><td>R.99229</td><td>Sgt. H.W. Panton, Navigator</td><td>4.1.43</td></tr><tr><td>R.94736</td><td>Sgt. H.J. Murphy, Bomb/Aimer</td><td>4.1.43</td></tr><tr><td>R.72189</td><td>Sgt. E.D. Triggs, Bomb/Aimer</td><td>26.12.42</td></tr><tr><td>R.61677</td><td>Sgt. H.W. Davidson, W/AF</td><td>26.12.42</td></tr><tr><td>R.44848</td><td>Sgt. J.H. Smart, Pilot,</td><td>2.2.43</td></tr><tr><td>R.66759</td><td>Sgt. T.H.J. Tucker, Bomb/Aimer</td><td>2.2.43</td></tr><tr><td>75058</td><td>W/O. F.G. Maries, Pilot</td><td>12.12.42</td></tr></tbody></table>	R.109406	Sgt. G.H. Baker,	Pilot, w.e.f. 4.1.43	R.99229	Sgt. H.W. Panton, Navigator	4.1.43	R.94736	Sgt. H.J. Murphy, Bomb/Aimer	4.1.43	R.72189	Sgt. E.D. Triggs, Bomb/Aimer	26.12.42	R.61677	Sgt. H.W. Davidson, W/AF	26.12.42	R.44848	Sgt. J.H. Smart, Pilot,	2.2.43	R.66759	Sgt. T.H.J. Tucker, Bomb/Aimer	2.2.43	75058	W/O. F.G. Maries, Pilot	12.12.42	A.42												
R.109406	Sgt. G.H. Baker,	Pilot, w.e.f. 4.1.43																																							
R.99229	Sgt. H.W. Panton, Navigator	4.1.43																																							
R.94736	Sgt. H.J. Murphy, Bomb/Aimer	4.1.43																																							
R.72189	Sgt. E.D. Triggs, Bomb/Aimer	26.12.42																																							
R.61677	Sgt. H.W. Davidson, W/AF	26.12.42																																							
R.44848	Sgt. J.H. Smart, Pilot,	2.2.43																																							
R.66759	Sgt. T.H.J. Tucker, Bomb/Aimer	2.2.43																																							
75058	W/O. F.G. Maries, Pilot	12.12.42																																							

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																				
			<p>PROMOTIONS: The undermentioned officers have been promoted to ranks as shown</p> <table><tr><td>J. 15643 P/O. W.P. Marsh,</td><td>to Flying Officer</td><td>with effect from 10.1.43</td></tr><tr><td>J. 6038 P/O. C.M. Davis,</td><td>to Flight Lieutenant</td><td>" " " 20.10.42</td></tr><tr><td>G. 15711 P/O. A. MacKillop,</td><td>to Flying Officer,</td><td>" " " 20.10.42</td></tr><tr><td>J. 20024 P/O. D.L. Kennedy,</td><td>to Flying Officer,</td><td>" " " 3.1.43</td></tr><tr><td>J. 14067 P/O. H.V. Malone,</td><td>to Flying Officer,</td><td>" " " 1.1.43</td></tr></table>	J. 15643 P/O. W.P. Marsh,	to Flying Officer	with effect from 10.1.43	J. 6038 P/O. C.M. Davis,	to Flight Lieutenant	" " " 20.10.42	G. 15711 P/O. A. MacKillop,	to Flying Officer,	" " " 20.10.42	J. 20024 P/O. D.L. Kennedy,	to Flying Officer,	" " " 3.1.43	J. 14067 P/O. H.V. Malone,	to Flying Officer,	" " " 1.1.43																							
J. 15643 P/O. W.P. Marsh,	to Flying Officer	with effect from 10.1.43																																							
J. 6038 P/O. C.M. Davis,	to Flight Lieutenant	" " " 20.10.42																																							
G. 15711 P/O. A. MacKillop,	to Flying Officer,	" " " 20.10.42																																							
J. 20024 P/O. D.L. Kennedy,	to Flying Officer,	" " " 3.1.43																																							
J. 14067 P/O. H.V. Malone,	to Flying Officer,	" " " 1.1.43																																							
			<p>POSTINGS: Nil</p>																																						
			<p>CHANGES IN STATION COMMAND: Nil</p>																																						
			<p>CHANGES IN UNIT COMMAND: Nil</p>																																						
			<p>AIRCRAFT ON CHARGE: Wellington Mark XI: 7 Wellington Mark XII: 12 Total: 19</p>																																						
			<p>HEALTH: The health of the Squadron generally during the month was quite satisfactory. There was a prevalence of common colds and one case of Measles was discovered and admitted to Isolation Hospital. The disposal for the month is as follows:</p> <p>AIRCREW: Sixteen excused duty for a total of twenty days. Twenty-two admitted to hospital for an average of seven days.</p> <p>GROUND CREW: Sixteen excused duty for a total of twenty days. Ten admitted to hospital for an average of seven days.</p>																																						
			<p>NUMERICAL STRENGTH OF UNIT AS AT FIRST MARCH 1943:</p> <table><tr><td>OFFICERS</td><td>FLYING</td><td>GROUND</td><td>TOTAL</td></tr><tr><td>R.O.A.F.</td><td>3</td><td>5</td><td>8</td></tr><tr><td>R.A.F.</td><td>3</td><td>5</td><td>8</td></tr><tr><td>TOTAL</td><td>6</td><td>10</td><td>16</td></tr></table> <table><tr><td>AIRCREW</td><td>FLYING</td><td>GROUND</td><td>TOTAL</td></tr><tr><td>R.O.A.F.</td><td>7</td><td>23</td><td>30</td></tr><tr><td>R.A.F.</td><td>15</td><td>143</td><td>158</td></tr><tr><td>R.O.A.F. (U.S.A.)</td><td>7</td><td>1</td><td>8</td></tr><tr><td>TOTAL</td><td>29</td><td>167</td><td>196</td></tr></table>	OFFICERS	FLYING	GROUND	TOTAL	R.O.A.F.	3	5	8	R.A.F.	3	5	8	TOTAL	6	10	16	AIRCREW	FLYING	GROUND	TOTAL	R.O.A.F.	7	23	30	R.A.F.	15	143	158	R.O.A.F. (U.S.A.)	7	1	8	TOTAL	29	167	196		
OFFICERS	FLYING	GROUND	TOTAL																																						
R.O.A.F.	3	5	8																																						
R.A.F.	3	5	8																																						
TOTAL	6	10	16																																						
AIRCREW	FLYING	GROUND	TOTAL																																						
R.O.A.F.	7	23	30																																						
R.A.F.	15	143	158																																						
R.O.A.F. (U.S.A.)	7	1	8																																						
TOTAL	29	167	196																																						
			<p>OPERATIONAL, NON-OPERATIONAL AND FLYING TRAINING HOURS: MARCH 1943</p> <table><tr><td>(a). Operational Flying Hours:</td><td>DAY 24.30</td><td>NIGHT 22.30</td><td>566.30</td></tr><tr><td>(b). Flying Training Hours:</td><td>DAY 22.00</td><td>NIGHT 10.30</td><td>102.30</td></tr><tr><td>(c). Non-Operational Flying Hours:</td><td>DAY 22.00</td><td>NIGHT 5.20</td><td>37.20</td></tr><tr><td></td><td></td><td>Total</td><td>706.30</td></tr></table>	(a). Operational Flying Hours:	DAY 24.30	NIGHT 22.30	566.30	(b). Flying Training Hours:	DAY 22.00	NIGHT 10.30	102.30	(c). Non-Operational Flying Hours:	DAY 22.00	NIGHT 5.20	37.20			Total	706.30		<p><i>C. H. Harris</i> Wing Commander, Commanding. No. 425 (R.O.A.F.) Squadron.</p>																				
(a). Operational Flying Hours:	DAY 24.30	NIGHT 22.30	566.30																																						
(b). Flying Training Hours:	DAY 22.00	NIGHT 10.30	102.30																																						
(c). Non-Operational Flying Hours:	DAY 22.00	NIGHT 5.20	37.20																																						
		Total	706.30																																						