

OPERATIONS RECORD BOOK

Page No. 1

of (Unit or Formation) 456 (R.C.A.F.) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events				SECRET.	References to Appendices
INITIAL STRENGTH OF UNIT AS AT 1st MAY 1943								
			AIRCREW	AIRCRAFT	Groundcrew	AIRCREW	AIRCRAFT	Groundcrew
			R.C.A.F.	33	4	R.C.A.F.	49	341
			R.C.A.F. (RHA)	1	-	R.C.A.F. (R.H.A.)	5	2
			R.A.F.	6	-	R.A.F.	3	9
			TOTAL	40	4	TOTAL	57	352
						TOTAL	63	429
Dishforth	1a5+43		WEATHER: Overcast, with rain in morning. Visibility, moderate to good. Surface wind N.W. 10-15. Owing to bad weather the Squadron was stood down from operations. R.119999 Sgt. Dingley, F/O, and crew were posted to the Squadron from 25 O.T.U. J.8216 F/O. Fraser, D.G., and crew were posted to the Squadron from 22 O.T.U. REINHOLD Wallenhausen-Meinhards, 429841 F/O. G.P. Buddick was detached from the Squadron and attached to R.A.F. Station, MANCHESTER for a Bombing Leader's Course.					
Dishforth	2a5+43		WEATHER: Cloudy, becoming fair. Visibility poor at first, good after noon. Surface wind N.W. 10-15 10-15 May. 16 Eleven crews were requested by GROUP for night operations. The weather over the CONTINENT was rather doubtful, so crews were briefed to attack either BREMEN or MUNICH. The latter target was finally chosen, but the operation had to be cancelled at 21.45 hours because of a risk of low stratus cloud drifting over RAF ANGLIA from the North Sea.					
Dishforth	3a5+43		WEATHER: Fair, becoming cloudy with rain at times. Visibility moderate to good. Surface wind N.E. 10-15 May. 16 This day resembled the preceding one closely. The same eleven crews were detailed and briefed to attack the same target MUNICH following the same route, at the same time. It was doubtful whether the weather would be good enough and the Met. Office was kept busy all day answering inquiries of aircrews. The operation was cancelled after briefing.					
Dishforth	4a5+43		WEATHER: Fair. Visibility moderate early, then good. Surface wind, light, variable, mainly E. by N. Eleven crews were briefed for a raid on FRANKFURT. All a/c took off b.t. three turned back before reaching the target, R.E. 462, three guns in rear turret W.M. H.A. 461 port midair W.M. H.A. 201 midair. Eight a/c claim to have bombed the primary target in good weather conditions. P.P.L. flares were well concentrated and tremendous flares were seen. Heavy opposition was heavy at the beginning of the attack, but diminished after a time. All a/c returned to Dishforth briefing a message from the a/c 462, in which was read to all crews, telling them of the good work they were doing, and stressing the irreparable damage being done to the enemy's industrial centres. He pointed out the tendency of crews to underestimate their targets, and urged them to press home their attacks with determination.				A.360-4.368	

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Dishforth	5.5.43		WEATHER: Fog at first, then mainly fair. Visibility poor early, then moderate. Surface winds light, variable, - 10 m.p.h. There was a stand-down from operations today. At 16.20 hours S.M.P informed Operations that two crews were required to carry out a sea-search. 2/Lt D.R. Shuttleworth and Sgt. J. Petch - A.363 crew and crews were detailed, and hurriedly briefed to search a small area in the NORTH SEA in the hope of sighting a dinghy. The latter crew were airborne at 17.40 hours, searched for nearly four hours, but saw nothing. The latter failed to take off.		
			There were to have been two night cross-country's, but visibility at R.A.F. deteriorated and they had to be cancelled.		
			In the first five days of the month S/Ls. D.W. BENSON and S/Ls. J.A.C. CHALK sold 4,250 dollars worth of 4th CONFER VICTORY fund bonds to members of the Squadron.		
Dishforth	6.5.43		WEATHER: Cloudy with slight rain early. Visibility good, becoming excellent. Surface wind N.Ely 5-10 m.p.h. Twelve crews were briefed to lay mines off the FRENCH COAST. Bad weather caused the operation to be cancelled late in the evening.		
			The Flight Commander of "A" Flight since the formation of the Squadron, J.6098 S/Ldr. Col. DOWDING, D.F.C. & Bar., was posted to R.C.A.F. Operational Headquarters, LONDON, W.C. 1 on 25.4.43. J.6771 P/O. M.W. Davidson, having completed his first tour of operations as a Wireless/Operator Air Gunner, was posted to 1539 COMMUNICATING UNIT, RCAF, LONDON, W.C. 1 on 25.4.43.		
Dishforth	7.5.43		WEATHER: Fair to cloudy. Visibility excellent. Surface wind, W. by N. 20-30 gusting 35-40. There was a stand down from operations. Three crews were detailed to take part in a Higher Command "WILDFIRE" exercise. Weather in the South of England was poor, so the exercise was continued to the A., 5 & 6 Group areas, but had to be cancelled later.		
			S/Ls. PERINIANI and crew, who had landed at PRESTWICH after mining operations on the night of 28/29 April, their a/c having been damaged by light flak, flew to PRESTWICH to bring back the a/c which had been repaired.		
Dishforth	8.5.43		WEATHER: Overcast; rain in morning, and thunderstorms in afternoon. Visibility moderate to good. Surface wind, N.W. by N. 10-15 m.p.h. Gusts 15-20, falling calm in evening. There was a stand down from operations. All aircrew went to the Briefing Room in the afternoon to hear a lecture by W/COL. HEDDERY, MC, a night-fighter pilot. He gave a lot of interesting and valuable information about the German night-fighter organisation, and the tactics of German pilots, with useful hints as to how to frustrate them.		
Dishforth	9.5.43		WEATHER: Mainly cloudy with rain and showers. Visibility excellent. Surface wind N.W. by N. 10-15 m.p.h. N.W. by N. 30-40 gusting 45-50. Group requested fourteen crews for operations. Crews were briefed to attack DUESSELDORF. The Commanding Officer, two Flight Commanders and a Flying Officer from the newly formed A.S.C. (R.G.A.F.) Squadron, Skipton, were to have flown as second-pilots on the operation, but it had to be cancelled because of bad weather. Routine work was carried out in the morning, and in the afternoon aircrew saw a security film "West of Min".		

(740850-0002) Wk. 24531-0002 1300 22/4 T.S. 700

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R.A.F. Form 540

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

of (Unit or Formation) A-26 (B-26A-F) Squadron

No. of pages used for day.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																								
DUNFERMLINE	10.5.43		<p>WEATHER: Ominously snow, sleet, rain much of day. Visibility poor, becoming moderate. Surface wind N.E. by 10-15 mph.</p> <p>Weather was extremely bad all day as there were no operations.</p> <p>W/O. MARSHALL, W/O. Station Intelligence Officer gave a lecture to all crews of the Squadron, on PRINCIPLES OF NIGHT FIGHTING AND OPERATING, together with a list of general operational information.</p>																																										
DUNFERMLINE	11.5.43		<p>WEATHER: Fair to cloudy. Visibility excellent but moderate later. Surface wind, N.W. by 10-15 mph.</p> <p>There was a stand day from operations.</p> <p>All aircraft parked in N.W. of Station at 4:00 hours. The Commanding L/C Gravell, DFC announced, said loud clear, that 426 (R.C.A.F.) Squadron was to be moved to RAF TURNBULL-HORNSEA and that it was to convert to BOMBER role at aircraft's present position.</p>																																										
DUNFERMLINE	12.5.43		<p>WEATHER: Cloudy with intermittent rain. Visibility moderate. Wind S.E. by 15-20 mph.</p> <p>The Right Honourable MONTGOMERY-MILLS, His Majesty's Secretary of State for the Colonies, visited the station during the day. He met several officers of the Squadron and was present at the briefing of two crews to attack DUNFERMLINE. The a/c took off between 2345-0000 hours. Three of these were forced to turn back - H.L. 231, running game in rear turret, H.L. 375 petrol tank flaps loose, H.L. 368 oxygen failure.</p> <p>Five a/c's which had bombed the target successfully. There was no cloud and good visibility. P/F.P. sections were rather scattered, but plenty of fires were reported. There was great search light activity, but low pick-up in the area. These five a/c returned to base.</p> <p>A/F.H. 127 took off at 2340 hours and did not bomb target of choice. A/c H.L. 366 took off at 2346 hours. At 0040 hours this a/c was on APPROX W/T 4%. Message received "HORNSEA H.O.D. AND OTHERS REPORT - Message from faded out. R.C.A.F. were then plotting as hostile. Twelve a/c went to search for it, but saw nothing.</p> <p>Details of the two missing crews with particulars of operational trips and hours are as follows:</p> <table> <thead> <tr> <th></th> <th>Trips</th> <th>O/Hours</th> <th>O/Hours by Trips</th> </tr> </thead> <tbody> <tr> <td>H.366 2nd Sqn. HORNSEA, Initial</td> <td>12</td> <td>112.47</td> <td>110.503 9.7% DUNFERMLINE, N.E.</td> <td>10.00</td> <td>5</td> </tr> <tr> <td>Z.3216 2nd Sqn. HORNSEA, Final</td> <td>-</td> <td>57.72</td> <td>57.72 100% HORNSEA, G.</td> <td>-</td> <td>4</td> </tr> <tr> <td>Z.11239 P/L. HORNSEA, G.</td> <td>12</td> <td>56.12</td> <td>51.22330 4th. HORNSEA, D.</td> <td>7.40</td> <td>5</td> </tr> <tr> <td>Z.22356 P/L. LARSON, D. (RCAF)</td> <td>9</td> <td>40.40</td> <td>42.03330 4th. HORNSEA, D.</td> <td>-</td> <td>1</td> </tr> <tr> <td>1770763 R/T. PERINSON, D.R. (RCAF)</td> <td>12</td> <td>115.10</td> <td>114.815 10% DUNFERMLINE, N.E.</td> <td>-</td> <td>1</td> </tr> <tr> <td>Z.31207 2nd Sqn. HORNSEA, G.</td> <td>21</td> <td>145.35</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table> <p>On 17/17/43, S/Ldr. HORNSEA and crew, one of the first crews on this SQUADRON, were posted to 426 (R.C.A.F.) Squadron for Pathfinder duties after having completed 24 sorties from 426 Squadron.</p>		Trips	O/Hours	O/Hours by Trips	H.366 2nd Sqn. HORNSEA, Initial	12	112.47	110.503 9.7% DUNFERMLINE, N.E.	10.00	5	Z.3216 2nd Sqn. HORNSEA, Final	-	57.72	57.72 100% HORNSEA, G.	-	4	Z.11239 P/L. HORNSEA, G.	12	56.12	51.22330 4th. HORNSEA, D.	7.40	5	Z.22356 P/L. LARSON, D. (RCAF)	9	40.40	42.03330 4th. HORNSEA, D.	-	1	1770763 R/T. PERINSON, D.R. (RCAF)	12	115.10	114.815 10% DUNFERMLINE, N.E.	-	1	Z.31207 2nd Sqn. HORNSEA, G.	21	145.35	-	-	-	A370-A371	
	Trips	O/Hours	O/Hours by Trips																																										
H.366 2nd Sqn. HORNSEA, Initial	12	112.47	110.503 9.7% DUNFERMLINE, N.E.	10.00	5																																								
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DUNFERMLINE	13.5.43		<p>WEATHER: Cloudy. Visibility moderate. Wind S.E. by 15-20 mph.</p> <p>Two crews were detailed for take part in a large scale raid on HORNSEA. Aircraft were vectored between COLOGNE and DUNFERMLINE and not very heavy flak and search light opposition there. H.L. 300 and H.L. 305 were forced to return home due to heavy flak and returned to COPENHAGEN and COLOGNE respectively. Six aircraft attacked the primary target in good weather conditions. P/F.P. sections were well concentrated and timed. Many bombs were seen to burst around the primary target. Five a/c were seen to return. Four aircraft landed at HORNSEA, H.L. 301 at RUMBY.</p>		A378-A387																																								

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
			H.M. 323 extensively damaged by flak at DEDWELL. Aircraft H.M. 697 and H.M. 243 took off at 23.30 and 23.35 hours and have not been heard of since. Details of crews with operational trips and hours are as follows:		
			Trips Op.Hours	Trips Op.Hours	
			212204 Sgt THOMAS J.A. 3 17.10 2104030 Sgt. MINTON J.A. 3 16.40 2136222 Sgt HORNBY A.P. 6 23.10 J16323 P/O WAGNER R.E. 4 20.55 220705 Sgt MINTON P.O. 2 23.30 1397003 Sgt MINTON W.R. 2 23.30 1126710 Sgt HORNBY N. 0 0 1300131 Sgt HORNBY G.R. 4 21.45 1126531 Sgt HORNBY G.R. 1 23.02 1393016 Sgt MINTON R.D. 3 16.40		
DISPORTH	14.5.43		WEATHER Cloudy. Visibility improving to excellent. Wind S.W. by 10-20 m.p.h. After having operated on two consecutive nights, the Squadron was granted a stand-down from operations. Two aircraft took part in a full scale Bomber Command "Bullseye" exercise. Seven new crews arrived on the Station from 23.4.43, 11.5.43, to make up the large gaps in the Squadron caused by operational losses and postings to other Squadrons. Crews P/O J.W. PARKER and crew J16305 P/O A.J. SHAPFORD and crew J16307 P/O L.N. HS CAMP and crew J16322 P/O R.A. KREMER and crew J22006 P/O L.N. HS RAY and crew (23.4.43, WILLIAMSTON) J16304 P/O HORNBY R.D. and crew J16305 Sgt MINTON L.P. and crew		
			It was announced that His Majesty the King, on the recommendation of the Air Officer Commanding in CHINA, had been pleased to grant the Distinguished Flying Cross to J15007 A/C LANK WILL PARKER.		
DISPORTH	15.5.43		WEATHER Fine to Part. Visibility excellent. Wind N.W. by 10-20 m.p.h. There was a stand-down from operations. S/LDR L. CHERRY D.F.C. visited H.M. 6 Group to discuss the re-arming of the Squadron with FORTRESS II AIRCRAFT and the move of the Squadron to LILLEHAMPTON.		
			All Section leaders and experienced airmen spent a busy day training the recently posted crews so that they might be ready for operations with the least delay.		
DISPORTH	16.5.43		WEATHER Cloudy. Fair in afternoon. Visibility very good. Wind light, variable, mainly W.W. Eight crews set off to lay mines in camp areas near the station. 15 mines were laid - H.M. 904 had one hang up although the pilot made several runs from the pinpoint in attempting to release the mine. It was a quiet, successful trip - no enemy opposition was reported. All aircraft returned to base.		A388-A395
			J16305 P/O J.J. THOMPSON was promoted to the rank of Flying Officer. S/AGT R.L.J.M. KARRELL, Squadron Medical Officer, sent to LONDON for a five days course on Surgery of the Chest. An 8 Group Operational Summary received on this day. It was announced that on the night of 20th April, out of the three photographs of the aiming point DEDWELL obtained by Bomber Command, two were taken by crews of the Squadron, J16225 P/O J.H. MILLWARD and crew and J16069 P/O MERRIVELD L.A. and crew		
DISPORTH	17.5.43		WEATHER Fair to cloudy. Visibility very good. Wind light, variable, mainly S.E. by.		

(P0005-300) Wt. 54031-332 1300 1142 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.I.
page 2349 and War Manual, Pt. II, chapter XX, and
notes in R.A.F. Pocket Book.

of (Unit or Formation) 406 (R.G. 1000) (Squadron)

No. of pages used for day _____

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
DISPATCH	17.5.43		There was a stand-down from operations. The Squadron spent a quiet day. A Harbor Command signal gave the news of the award of an immediate DISTINGUISHED SERVICE ORDER to the Commanding Officer, SQUADRON LEADER D. F. G. HARRIS D.F.C.		
DISPATCH	18.5.43		Weather: Fair. Visibility Good. Wind N.W., 10-15 mph. There was a stand-down from operations. The following news reported by the Squadron from 407 Squadron: S17053 Sgt BROWN J. and crew S122621 Sgt BROWN W. V. and crew S131113 P/O. HARRIS reported to the Squadron from Mid Squadron as a New Pilot. P/O F.G. HARRIS was posted to 22 S.E.U. 2112230 NEWS 10124700. He had completed 43 operational sorties.		
DISPATCH	19.5.43		Weather: Cloudy, becoming fair later. Visibility Good. Wind N.W., 10-15 mph. There was a stand-down from operations. A 3-aircraft party in a Harbor Command "Baffinay" aircraft in co-operation with ground and night fighter defences. S170527 Sgt COOK C. A. was appointed to a commission as PILOT OFFICER M.S.Y. 11181900 19th.		
DISPATCH	20.5.43		Weather: Fair to fine. Visibility good to very good. Wind, light, S.E. fig at first, then N.W. 15 There was a stand-down from operations. The following news reported to the Squadron from 22 S.E.U. S122627 Sgt COOK C. A. and crew S122631 P/O G.P. PARKER and crew All Commanders and Staff Officers visited the Station. The weekly R.H.D. show was given. The announcement of the award of the Distinguished Flying Cross (Imperial) to S13563 P/L. H.E. MARSH and S131110 P/O D.M. HARRIS was made. The Squadron has now received the following awards: 2 Distinguished Service Orders 1 Bar to Distinguished Flying Cross 2 Distinguished Flying Crosses 1 Distinguished Flying Medal 1 British Empire Medals		S. J. HARRIS
DISPATCH	21.5.43		Weather: Fair, Visibility fair to moderate. Wind NW-N, 5-10 mph. Squadron requested 9 Harbor aircraft for mine laying operations. THIS REQUEST WAS APPROVED TO DETACH ENTITLED NEWTON. They were believed to lay mines off the FRENCH COAST. Eighteen mines were laid in allotted positions - a 100% success - and crews reported no enemy opposition. In the evening a Canadian Army Concert Party gave a show, "The Banditaires", which was much appreciated.		H396-H404
DISPATCH	22.5.43		Weather: Fog early, then cloudy. Visibility poor. Wind NW-N, 5-10 mph. There was a stand-down from operations. P/L. H.E. MARSH D.F.C. assumed command of 406 Squadron in place of V/C L. COOK D.F.C. D.F.C. absent on leave.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
BRUNSWICK	23.5.43		J1A999 P/O KIRKLAND 2nd reported to ALBANY 2nd, GLOUCESTER for a R.A.T. Course WEATHER: Cloudy, with occasional slight rain in morning. Visibility improving to excellent. Wind: N.W. by E. 10-15 mph. Nine crews were detailed to take part in a heavy attack on BRUNSWICK. All aircraft took off between 23.00 - 00.00 hours and flew by way of WINDSOR to their targets. They found the weather over the HIST area good and P.R.P. marker flares well placed. Opposition was heavy at first but appeared to be broken up after the first wave had gone. All captains reported a successful trip. ALBANY 2nd took off at 02.00 hours and has not been heard of since. Details of crew with operational trips and hours are as follows:-		
			Flight 1 R99732 Sgt BURGESSON L.G. 10 20.05 J120601 Sgt BARTONLEY W.E. 10 20.30 J111229 Sgt JEPSON De 8 20.40 J102230 Sgt MONTAGUE K.M. 10 20.40 ALBANY 2nd CAPTAIN 2nd 10 20.25		HAC 606
			Flight 2 ALBANY 2nd 2nd had a difficult trip. In the words of the Captain, Sgt BURGESSON L.G.: "We were badly shot up and caught in large area of searchlights over most of targets. The shell of undergrounds was practically shot away. We took evasive action but searchlights followed us for a while so we got away and the front-turret-right gunner - De JEPSON - located gear I gave emergency signal to crew to hold on. Wireless operation was very poor (10.00 Sgt MONTAGUE K.M.) and my wireless (J120601 Sgt BARTONLEY W.E.) was cut immediately. The fire went out shortly afterwards. We had to land about 10 miles. At this time we were shadowed by a ME 109 which tried to get underneath us. I disengaged most of the way and just fighter-bait of MONTAGUE." This aircraft crossed the HIST area and crash landed at HANNOVER HARBOR. 3 A/C carried out a sea search		
BRUNSWICK	24.5.43		WEATHER Fair to cloudy. Visibility variable to good. Wind light, mainly between N and E. There was a stand down from operations. The following officers were detailed to attend a R.A.T. as officers under instruction - J15603 P/O W.H. HARRIS - R.A.T. J15632 P/O H.J. HARRIS - R.A.T. J17422 P/O S.L. CLAPP J11113 P/O C. ROBERT J11302 P/O W.J. ZIMMERMAN J14057 P/O H.M. GARNER J17411 P/O H.M. GARNER J14303 P/O H.M. GARNER		AA05 - AA07
BRUNSWICK	25.5.43		WEATHER Variable during approach because of air pressure. Visibility very good wind: N.W. by E. 10 mph. To continue Barber Gossard's "battle of the night", eleven crews were briefed to attack BRUNSWICK. Compared with the attack on BRUNSWICK 23/5, the crews were disappointed. Lt. J.G. MC KEILL, who carried out a aerial reconnaissance, stated, "P.R.P. marker flares were scattered. Weather was fair. Fires in target-area were scattered and not as good as usual. Pick me heavy but inaccurate - a disappointing night." Aircraft 2nd 2nd took off at 23.00, nothing has been heard of it since. Details of crew with operational trips and hours are as follows -		HAC 607 HAC 627

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

No. of pages used for day _____

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
			OP. TRIPS OP. HOURS		
			R7605 2/3 PENGUIN S. 17 102.00		
			R125539 Sgt TAYLOR R.E. 2 10.00		
			J22819 P/O MARSH J.E. 16 97.00		
			R125732 Sgt SHAN H.O. 17 102.10		
			J228635 Sgt THOMAS R.P. 17 103.05		
			R126012 Sgt HEATY D.E. 18 111.15		
			THE AIR OFFICER COMMANDING 6 GROUP was present at investigation of air craft after the raid. The following commissions were announced - J17434 Sgt HENRY R.A. went 444(A). (Bomb Aimer) J17250 Sgt HARRIS E.A. went 523(A). (Inner Gunner) R10424 P/O R.H.D. BACON reported to this Squadron from 1469 Conversion Unit as an operational instructor.		
DIRSDALE	26.5.43		WEATHER Fair at first, then cloudy with slight rain in evening. Visibility moderate. Wind light, variable at first, 3/4ly 5-10 m.p.h. in afternoon. Eight crews were briefed to attack BREMEN. The operations had to be cancelled because of bad weather. The whole day was taken up in preparation for the operation.		
DIRSDALE	27.5.43		WEATHER Fair. Visibility excellent. Wind 1/4ly 10-15 m.p.h. Nine crews were briefed to attack BREMEN. As the weather over the target was not certain they were told that one of two R.A.F. methods were to be used. A reconnaissance aircraft brought back information that there was considerable cloud over the area; it was therefore decided to withdraw five crews and to send four experienced crews to bomb on visual - day marking. The four aircraft found about 5/10 cloud over the target but reported that markers were unusually well placed and that attack seemed to be successful. Searchlights were few but fire was heavy and accurate as usual. All aircraft returned to R.A.F. Aircraft R.E. 117 (600038 R.A.F. 1000-4507), was hit by fire, - astrodome, port propeller, rear turret, tail plane, port engine damaged. R.E. 117 gave the usual weekly star in the R.A.F. 1000. The following commissions were announced - R55265 Sgt KERR O.C. (W.M./10) J14753 - Sgt HARRIS R.A. (W.M./10) J17642 2/3 PENGUIN P.R. (W.M./10)	A448-A431	
DIRSDALE	28.5.43		WEATHER Fair. Visibility excellent. Wind 1/4ly 10-15 m.p.h. There was a stand down from operations. 1 A/G carried out a sea search. The following crews reported to the Squadron. R79135 2/3 GIBSON A.L. and crew.) J131550 Sgt HENRY R.A. and crew. From 23.5.43. R95703 Sgt COLLINS J.A. and crew. J1126615 Sgt SHAW M.G. and crew. From 22.5.43. J3990 2/L Ainslie HUGHES and crew from 426 Squadron.	A432	
DIRSDALE	29.5.43		WEATHER Fine to rain. Visibility very good. Wind 1/4ly 10-15 m.p.h. after rain. Ten crews were detailed to attack temporarily a target not previously bombed by the Command. The Air Officer Commanding 6 Group, who was present at briefing, presented "Target tokens" to 2/L MILLWARD and crew, one of the three crews from the whole of Bomber Command to bring back a photograph of the aiming-point at BREMEN on the night of 14th April. Aircraft R.E. 916 returned early, - starboard engine overheating.	A433-A443	

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
DUNDEEPORT	29.5.43 (continued)	A/C H.M. 431 bombed on E.T.A. short of petrol, navigation aids u/s.	Flight of our aircraft claimed to have bombed the target with great success. Weather was good and opposition over the target negligible. The P.P.P. were reported more concentrated than ever. Fires were seen eighty miles away. To reach the target and get clear of it after bombing a/c had to fly through four defence belts. This was heavy as usual, and three a/c's were damaged by flak. One aircraft landed at MELCHALD, the remainder at RAE. 3112165 left 3102165. Reported to the Squadron from 29.5.43. The Squadron has now completed 442 operational sorties since 14.1.43 for the loss of 18 crews.		
DUNDEEPORT	30.5.43	WEATHER: 0° east with continuous rain till noon, then mainly cloudy. Visibility moderate. Surface wind N.E. 3-10 mph., becoming ESE, 4-10 mph. in evening. There was a stand down from operations. An uneventful day.			
DUNDEEPORT	31.5.43	WEATHER: Cloudy, visibility moderate. Surface wind S.W. by 10-15 mph. Three experienced crews were selected to lay mines off the coast. Weather deteriorated during the day and all night flying was cancelled at 11.00 hours. The C.O. and the Adjutant went to RAF HEADMARCHET, TUES 14.6.43, to discuss arrangements for movement and re-equipping 426 Squadron.			
		HONOURS AND AWARDS: The following awards to personnel of the Squadron were announced during the month:			
		44054 W/O M. L. GROTH, D.F.C., received the DISTINGUISHED SERVICE ORDER. J15057 S/LDR F. J. PARISH, received the DISTINGUISHED FLYING CROSS. W1001 J/M. R. PARKER, received the DISTINGUISHED FLYING CROSS. J1110 S/O D. W. SEDDON, received the DISTINGUISHED FLYING CROSS.			
		COMMISSIONS: The following airmen R.C.O.'s were appointed to commissioned rank during the month:			
		J74392 S/L R. A. COOPER (A/C/AD) J373954 S/LT R. G. L. LEITCH (A/C/AD) R209170 S/LT H.A. THOMAS (A/C/AD) R52356 S/LT C.G. HARRIS (A/C/AD) R22225 S/LT H.A. HOBSON (A/C) R79117 S/LT J.A. CLARK (A/C/AD)			
		PROFESSIONS: J15057 S/O (A/C/L) F. J. PARISH DFC, promoted to the rank of S/L/L to o/a. 26.11.42. J14160 S/L R. J. THOMPSON promoted to the rank of S/L/L to o/a. 21.3.43			
		CHANGES IN STATION COMMAND: NIL			
		CHANGES IN UNIT COMMAND: NIL			
		CHANGES IN ADMINISTRATION: NIL			
		AIRCRAFT ON STATION: Fourteen Wellington Mark 10. Two Wellington Mark 3.			
		HEALTH: GENERAL: The general health of the Squadron was quite satisfactory during the month. There were no serious illnesses and no cases of infectious disease were reported.			

OPERATIONS RECORD BOOK

Page No.

R.A.F. Form 540

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

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		
			HEALTH (CONTINUED): AIR CREW: Seven admitted to Hospital. Eighteen excused flying with a total of 30 days. GROUND CREW: Six admitted to Hospital. Eight excused duty with a total of 13 days.					
			<u>MECHANICAL, EQUIPMENT AND INSTRUMENTS</u>					
			CHARTERS	AIRCREW	GROUNDCREW	AIRCREW	GROUNDCREW	
			R.C.A.F.	47	9	R.C.A.F.	95	26
			R.C.A.F. (USA)	3	-	R.C.A.F. (USA)	4	1
			R.A.F.	7	-	R.A.F.	56	77
			TOTAL	57	9	R.C.A.F. (USA)	101	
						TOTAL	134	325
			<u>OPERATIONAL, NON-OPERATIONAL, AND FLYING TRAINING</u>					
			(a) Operational Flying Hours	MAY	25.00			
				JUNE	225.00			
				TOTAL	250.00			
			(b) Non-operational Flying Hours	MAY	46.00			
				JUNE	46.00			
				TOTAL	92.00			
			(c) Flying Training Hours	MAY	125.00			
				JUNE	210.00			
				TOTAL	335.00			
						<i>Hoover</i>		
						Wing Commander, Commanding, 2nd Battalion, R.C.M.P.		