R.A.F. Form 540
See entructions for use of this form in K.R. and A.C.I., pears. 2309 and War Manual. Pt. II., chapter XX., and notes in R.A.F. Pochet Book.

## OPERATIONS RECORD BOOK

5.22-1-42 6 30900 No. of pages used for day

of (Unit or Formation) 426 (R.C.A.P.) SQUADRON

Place	Pate,	Time	Summary of Events SECRET.	Rolerences Appendices
Linton-en-Ouse	1.11.43		WEATHER: - Low cloud, rain or drisale and fog. No wind,	100
	3		Squadron standdows. Authority was received for the appointment of A/F/L.R.F. Epps, GM J11552 to the meting read of Squadron Leader w.s.f. 20,10,43, the date of his assuming detice as 0.0. *** Plight. A capacity house attended tonight's ENGA Show inthe N.A.A.F.I., featuring the dis- ************************************	MAD
			tinguished star of stage and screen, Robert Bonat, supported by Solth Evens and Issued Joseph	
			ovation at the last oursein. They were later entertained in the Sergeunt's Hoss.	
dinton on Ouse	2.11.43		WEATHER: - Low cloud, some rain or drizale. Poor visibility. Light E. wind.	
			Squadron standarm. A lecture was given in the afternoon to all aircrew by the Station Int- elligence Officer, reviseing generally the present attention in the energy occupied countries,	
			The address was very interesting and well received. Him aircrew F.G.O's and run grammani,	
			the Station Commender, Group Captain D.H. Edwards, AFC.	
inton-en-Ouse	3.11.43	M	WHATHER: - Low cloud and poor visibility, Light S.E. 'ly wind.	
			After our very lengthy standsom operations were ordered for today to attack the MANUSCHAMMENT Works at DUNNELDOMY, using the special newigational side. Four-toes were briefled for the	A.568 to A.5
			attack, but already full man combbed early owing to an unpersonnel and log of the strack.	
			did not thereoff owing to me course of the course of thick the not return Dis. 715, piloted by Cast. J. 715, piloted by Cast. J. 711, piloted by Cast. R. 791.56, WHI Classer, A.L. turned back owing to the rear turnet becoming unserviceable, Pive aircraft were accessored in bushing the special target using the	3.41
			The state of the s	
			not be assessed, but all ower reported that the main force attack appeared most successful.  Heny large first class fires observed and were well concentrated.	
Inton-on-Ouse	4.11.43		WARTHER - Low cloud and poor visibility. Calm: freshening S.S. 'ly wind.	
			Squatron shoulders. Owing to dorf member no flying was carried out. Year gas played heree with the open of several of our alrever she were engit without their gas many during the	
			sees of the files "Desert Victory" & "Battle of Britain". A signal we received shrining that	
	***************************************		Annual control of the	
		l	J. Company Cas. C. 7035. Senances Adjutant to 1637 Conversion Unit for Adjutant's detice.	***************************************
			J.H. Genner, Car. G.7635, Squares Adjutent to 1609 Conversion Unit for Adjutent's detice; p/o R.S. McGartner, Car. G.7635, Squares Adjutent to 1609 Conversion Unit for Adjutent's detice;	

Place	Date	Time	Summary of Events SECRET.	References to Appendices			
Linton-on-Ouse	5.11.43		MATERI:- Low cloud, Light S.ork.E. winds. Fog and rain later.				
			Squadron standsons. A revised establishment was received today, WAR/RE/362 deted 1,10.43. Najor changes are the deletion of posts for Squadron Engineer and Squadron Armsonst Officers				
			and the setting up of personnel for the Repair and Inspection Section on the station as a separate establishment. Echelon No. 9426, Establishment WAR/20/360, All sirmen on the equatron				
	Path		were required to more from their billets to new quarters as a result of a decision to move the				
inton-on-Ouse	6,21,43		WATHER: - Low cloud and fog soon becoming fine with good visibility and strong gusty N.W. wind.				
			A beautiful clear brisk day and fully expecting that operations would be called an early con-				
			ference was held to line up grews. Ho soomer done, however, when the order "standdown" was				
			given and aircraft were made ready for a full-out flying training programs. Approval was re-				
			GAN R. 131550 P/S Berry D.A. (Pilot)  GAN R. 120954 P/S Archibald L.P. (Pilot)				
			CAN B. 119697 W/S MORTHER B.B. (MDP/AC)				
			GAN R. 70286 N/S JUNES G.H. (MATURATOR) GAN R. 130663 N/S PRELL M.N. (MOP/AG)				
			657953 P/S BROWN J. (PILOT)				
			658009 7/8 SOUTHMEL V. (RAVIGATOR)				
			an officer's mess meeting was held in the afternoon at which the Station Commander outlined				
			pland for the occupation of the communal site to take the everflow of efficers as a result of the increasing number of aircrew new being commissioned. Flying during the afternoon included				
			dropping "live" 1,000 lb. bombs, 32 in number, off MANDON HEAD. The bombs were being disposed of for the Station Armousy and it provided a good exercise for bomb sincer and pilots in drops				
		1000	ping "live" bombs, smoke fleats being used as targets. Five aircraft were engaged in C.H. air	••••••			
Linton-on- 0 use	7.11.43		MATHER: - Pine. Strong N.W. wind and good visibility falling off towards mid-night.				
			mother grand day and very brist. Operations were called for and fourteen grans briefed for the				
		22200340	attack. It was to have been a later take-off and all stronget were neveralled during the action-				
			need. The operation was sampled however at appear, 21.00 hours as the serve was preparing to proceed to their aircraft. Church services were held as usual in the station Chapels. T/C				
			.H. Sweman, Dec Gan. J.15176, Squatron Commander, assumed command or R.C.A.F. Station, intom-on-Ouse w.e.f. today during the absence of the Station Commander.				
in the second	177193		Company Compan				
LINTON-ON-OUSE	8.11.43		MATHER - Cloudy during daylight, Visibility poor, Light S.V.'ly mind.	4 5235			
			Although the weather hooked a bit gris in the norming, operations were called for. The bonb				
		1	lead was identical to that called for yesterday and as only two aircraft had been de-bombed.				
			the amourers had an easy time of it. Already were marshalled for a late take-off and and thirteen grown briefed for the attackcomt'd on page 5				

MAN SOLUCIO

R.A.F. Form 540
See entructions for use of this form in K.R. and A.C.I., pages 2399 and War Manual, Pt. II., chapter XX., and notes in R.A.F. Packet Book.

## OPERATIONS RECORD BOOK

Page No. 3

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

No. of pages used for day.....

Linton-on-Ouse  \$,11.45 , Court'd frum page 2	References to Appendices
one preschoul?. All necess was contacted however, before may made off for the day, and a new code breadenst has since been laid down by Base Sprevious. After all that herever, the "yes" one through at 20.10 iours; one has lead at one in Re. 8 Group hat completely those that made to ware interested that was the continuous reasons are stated by the contant and a first of the off, On Instructions True Station Reasonstore, Firster recently constituted officers ware detailed to more from the present quarters, I stop and the articles accommendate the more from their present quarters, by until such time as the Command after is prepared for company. It has since been decided, however, that articles accommendation will be eath anticles in the personnel quarters by allowing three officers to a room. The supariors has been handleaped for the last west due to an account of all conners being man-officially one reason or markers. One expensitly it has been possible to office only if or it company. I have treat the superior for replacements have not any yet been such as our reason or markers. One expensitly it has been possible to office all yet out are articled that gummer trained or greater lash Turrets are last not available.  **Continuous last Turrets are last not available.**  **Continuous last Turrets are last not available.**  **Continuous last the such as a suc	
ooks president has since been laid down by Base Operations. After all that however, the "red one through at Call Disury one has been done of mostly proceeds to their afterst."  No ware advised that weather conditions at bases in No. 8 Group had completely chosed ind and PA-LA were unable to take off. On instructions From Station Beaumanters, given recent in the Call Disurd of the Call Disurd Open Call	
To wave advised that weather conditions at bases in No. 8 Group had completely chosed ind and PAPA. Were unable to take off. On instructions Press Sections, Private recognitions of recognitions are detailed to sure from their present quarters to the Malalp, of the until such time as the Command after the prepared from companies, To has since been described, because, that afficient accommendation will be note, smallable in the personnel quarters by allowing three officers to commendation will be note, smallable in the personnel quarters by allowing three officers to commendation will be note, smallable in the personnel quarters by allowing three officers to commendation will be note, smallable in the personnel quarters by allowing these officers of the following the note of the commendation of the commendation of the constitution of th	
Pays, were making to take off. On instructions from Station Insulationary friction resulting consistent on the Command afficient were desided to more their present quarters to the Kalaly, at the until such time as the Command after any present for company. It has atmost desided, hereary, that afficient commands at a prepared for company. It has atmost desided, hereary, that afficient commands at a prepared for company. It has atmost desided, hereary, that afficient commands at the prepared for company. Company of the commands of the register of the fact work does to a excount or amorbing for sequently if has been possible to offer only 15 or 15 around intended of the registred 16. Urget requests for replacements have not as yet been met, and we are advised that games trained on France Rath Turvice are just not available.    Prom all security of the Specien personal way able to attend.	
until such time as the Command site is prepared for company. It has since been decided, because, that supjected so completion will be made suchable in the personnel decided, because, that supjected so completion will be made suchable in the personnel protects by allowing three officers to a room. The aguadron has been helicapped for the last work due to an excessive made or did demones being non-effective for our resonner or suchers. Our sequently it has been possible to offer only is or it arway instead of the required it. Organization for replacements have not as yet been made into general their general terrates are just not available.  The such as the such as the such as the such as were advised that general terrates on Justice and the such as the s	
until such time as the Gommand site is prepared for company. It has since been decided, hereway, that sufficient accommands it is prepared for company. It has since been decided, hereway, that sufficient somewhat will be note and able in the parameter of an excessive makes of fir demons being man-protective for one remove or mathers. Company of the last work due to an excessive makes of fir demons being man-protective for one remove or mathers. Company requestly it has been possible to orier and put of orient and we are advised their gamers trained on Fances Rach Turvive are just not available.  Mathematically for of the Syndron personal was able to attend.  Mathematically for of the Syndron personal was able to attend.  Mathematically for of the Syndron personal was able to attend.  Mathematically for of the Syndron personal was able to attend.  Mathematically for of the Syndron personal was able to attend.  Mathematically for of the Syndron personal was able to attend.  Mathematically for of the Syndron personal and on the same standard was not good, and rive details of fighter affiliation had to be sorobbed. Ground training advanced by all sections.  Mathematically for a finite allowed the sorobbed. Ground training advanced by all sections.  Mathematically for a finite for a finite finite for a filiation in the morning and five on G.E. training in the afformant. For containing two received.  G.E. training in the afformant. For containing two received.  G.E. training in the afformant. For containing two received.  G.E. training in the afformant. For containing two received.  G.E. training in the afformant. For containing two received.  G.E. training in the afformant. For containing two received.  G.E. training in the afformant. For containing two received.  G.E. training the for a formatical training containing the first all the formatic containing two received and of work in proparing the formatic containing the formatic contributed official opening and they have provided thems of the for the formatic contai	
allowing these efficient to a room. The squadron has bode hundicapped for the last week do to a seconsive maker of air Gamers being non-effective for one reason or mothers, Gamera sequently it has been possible to organ only 15 or 14 crows instead of the required 15. Urgest requests for replacements have not as yet been subt, and we are navised that gamers trained on France Rach Turrets are just not architable.    Property of the Squadron personnel wave able to attend.	
segmently it has been possible to occur only 15 or 14, or even instead of the required 16. Urgent represents here not any 15 or 14, or even instead of the required 16. Urgent represents here not any 15 or 14, or even instead of the required the required that represents here not any other not, and we are advised that games trained on games high turned are lated to arrive the any of the Squadron personnel, more able to attend.  **Barrier of the Squadr	
sequently it has been possible to error only 13 or 14 error instead of the required 16. Urgett requests for replacements have not an yet been and, and we are advised that gamers trained on gamers high travers are just not available.  Lithrogh for of the Squadron personnel were able to attend.  Beautiful - Cloudy during daylight, Visibility poor, Lights S.W. 'ly or S. winds.  Squadron standbows. Restine training carried out.  Squadron standbows. Restine training carried out.  Squadron standbows. Restine training carried out.  Squadron standbows. Flying training programs laid on, but visibility was not good, and five details of fighter arrillation had to be sorobbed. Ground training advanced by all sections.  Then—Gune 12.11.43  Squadron standbows. Flying training programs laid on, but visibility was not good, and five details of fighter arrillation had to be sorobbed. Ground training advanced by all sections.  Then—Gune 12.11.43  Squadron standbows. For aircraft congaged on fighter affiliation in the norming and five on G.S. training in the effections. Four consistence were received.  Squadron standbows. For aircraft congaged on fighter affiliation in the norming and five on G.S. training in the effections. Four consistence were received.  Squadron standbows. For aircraft congaged on fighter affiliation in the norming and five on G.S. training in the effection. Four consistence were received.  Squadron standbows. For aircraft congaged on fighter affiliation in the norming and five on G.S. training in the effection. Four consistence were received.  Squadron standbows. For aircraft congaged on fighter affiliation in the morning and five on G.S. training in the effective of the same consistence were received.  Squadron standbows. The same and the squadron departs of the same constraints and constraints after a most constraint.	
Jegosphy for replacements have set as yet sees set, and we are Advised that gamere trained on France Hash Turrets are just not available.  Jesu all associate totight's MAA show we very well presented, although for of the Squadron personnel was able to attend.  BATHER: Gloody during daylight, Vissibility poor, Lights S.W. by or S, winds.  Squadron shandless, Brutine training carried out,  Squadron shandless, Pring training programs laid on, but windbility was not good, and five details of fighter agrillation had to be sorubbed. Ground training advanced by all sections.  BATHER: Pines good visibility and light N.W. winds Slight rain 23,00 hours with cloud increasing and wind freshesing W. by.  Squadron standless. For aircraft capaged on fighter affiliation in the morning and five on G.R. training in the attennon. Four commissions were received.  OM. R. 122017 P/S GRIPTIN U.S. (PINOT)  GAM. R. 122017 P/S GRIPTIN U.S. (PINOT)  CAM. R. 122017 P/S GRIPTIN U.S. (PINOT)	
Although for of the Squadron personnel were able to attend.  Delial3  Warrente - Cloudy during daylight, Visibility poor, Lights S.V. 'ly or S. winds.  Squadron standshows, Regtine training carried out,  Squadron standshows, Regtine training carried out,  Squadron standshows, Plying training programms laid on, but windbility was not good, and five details of fighter arrillation had to be sorobbed. Ground training advanced by all sections.  Squadron standshows, Plying training programms laid on, but windbility was not good, and five details of fighter arrillation had to be sorobbed. Ground training advanced by all sections.  Squadron standshows, Fur airwarf capaged on fighter arrillation in the morning and five on G.M. training in the afternoon. Four consistence were received.  Squadron standshows. Two airwarf capaged on fighter affiliation in the morning and five on G.M. training in the afternoon. Four consistence were received.  Squadron standshows. Two airwarf capaged on fighter affiliation in the morning and five on G.M. training in the afternoon. Four consistence were received.  Squadron standshows. Two airwarf capaged on fighter affiliation in the morning and five on G.M. training in the afternoon. Four consistence were received.  Squadron standshows. May be affected by J.S. (FILOT)  CAM. B. 125017 F/S GREPTIM U.S. (PILOT)	
The all sections to sight's Sale and was very well presented,  although for of the Squadron personal wave able to attend.  Beguadron standards, Restine training carried out,  Squadron standards, Restine training carried out,  Squadron standards, Restine training carried out,  Squadron standards, Plying training programms laid on, but windbillity was not good, and five details of fighter arrillation had to be sorobbed. Ground training advanced by all sections.  Squadron standards, Plying training programms laid on, but windbillity was not good, and five details of fighter arrillation had to be sorobbed. Ground training advanced by all sections.  Squadron standards, Ture aircuraft capaged on fighter affiliation in the morning and five on G.S. training in the afforment. Four consistence were received.  Gas. B. 125027 P/S GRIPPIN U.S. (PILOT)	
Description of the state of the	
Squadron standbown. Routine training carried out.  **Barrens - Shader poor visibility and freshening S.S.V. wind. Rain 18,00-20,00 hours then cloud clearing, visibility improving and wind veering V.N.V.  **Squadron standbown. Flying training programms laid on, but windbility who not good, and five details of fighter arrillation had to be sorubbed. Ground training advanced by all sections.  **Barrens - Pine; good visibility and light N.V. wind. Elight rain 23,00 hours with cloud increasing and wind freshening V.*1y.  **Squadron standbown. For airwarft capaged on fighter affiliation in the morning and five on G.H. training in the afternoon. Four commissions were received.  **Out. R. 122017 P.S. CHIPTES G.A. (PILOT)  **CAM. R. 122017 P.S. CHIPTES G.A. (PILOT)  **	
Sensition. Plying training programs laid on, but visibility was not good, and five details of fighter agrillation had to be sorubbed. Ground training advanced by all sections.  **The sensition of fighter agrillation had to be sorubbed. Ground training advanced by all sections.  **The sensition of fighter agrillation had to be sorubbed. Ground training advanced by all sections.  **The sensition of fighter agrillation had to be sorubbed. Ground training advanced by all sections.  **The sensition of fighter agrillation and to be sorubbed. Ground training advanced by all sections.  **The sensition of fighter agrillation of fighter affiliation in the morning and five on G.H. training in the afternoon. Four commissions were reserved.  **One R. 125027 P/S CRUPTUS C.A. (PILOT)  Gat. R. 125037 P/S CRUPTUS C.A. (PILOT)  Gat. R. 125037 P/S CRUPTUS J.R. (SATURATION)  **Thing Commander V.H. Servines, MS in his capacity as Station Communior tenight officially opened the new Sorgeant's Mean; The compounts had put in a great deal of work in proparing the Management of Satial appears and they have propried the new for marketable.	
Squadrom standarms. Flying training programms laid on, but visibility who not good, and five details of fighter affiliation had to be sorubbed. Ground training advanced by all sections.  **BATHER:- Pine; good visibility and light N.V. wind. Slight rain 23.00 hours with cloud increasing and wind freshesing V. 1y.  Squadrom standarms. For aircraft capaged on fighter affiliation in the morning and five on G.H. training in the afternoon. Four consistents were received.  OHE. P. 129:27 P.S. GRIPPINS C.A. (PILOT)  CAS. R. 129:27 P.S. GRIPPINS C.A. (PILOT)  CAS. R. 129:27 P.S. GRIPPINS J.R. (SHYRMAND)  Wing Commander V.H. Savetmen, NW in his capacity as Station Communior temphs officially opened the new Sorgeant's Ness, The compensate had put in a great deal of work in preparing the Mac. The compensate had put in a great deal of work in preparing the Mac. The compensate had put in a great deal of work in preparing the Mac. The compensate had put in a great deal of work in preparing	
details of fighter aggillation had to be sorubbed. Ground training advanced by all sections.  **The Communication of the Communication	
Greating and wind freshming W. *1y.  Segments standarm. For aircraft engaged on fighter affiliation in the morning and five on G.H. training in the afternoon. Four commissions were received.  OHN. R. 127027 P/S GRIPFINS C.A. (FILOT)  GAN. R. 127027 P/S GRIPFINS U.S. (PILOT)  GAN. R. 127037 P/S GRIPFINS J.S. (SANTANOO)  Wing Commander V.H. Sertmen, MD in his conceptly as Station Communior temphs officially opened the new Sorgeant's Ness, The congestus had put in a great deal of work in proparing the Mean. The congestus had put in a great deal of work in proparing the Mean. Can before officially opening and they have purylished themselves with a must constraints.	
G.E. training in the afternoon. Four comminstant were received.  G.E. P. 125921 P/S GREFFIN V.F. (PRIOT)  G.E. R. 122637 P/S GREFFIN V.F. (PRIOT)  Eing Commander V.E. Sevience, RM in his concepty as Station Communior tenight officially opened the new Sorgeant's New, love purposed that put in a great deal of work in proparing the Most Car test's official opening and they have provided themselves with a must constraint and the Most Car test's official opening and they have provided themselves with a must constraint.	
Gam. P. 123921 P/S CRIPPINS C.A. (FILOT) GAM. R. 12287 F/S CRIPPIN V.F. (FILOT) GAM. R. 22287 F/S CRIPPIN V.F. (FILOT) GAM. R. 22287 F/S CRIPPIN V.F. (FILOT)  Sing Community V.H. Sevines, MV in his expectly so Station Community tenight officially  special the new Sorgeant's Hean. The exceptants had put in a great deal of west in preparing the Mose Can being's official opening and large here provided themselves with a must constraints	
CAN. R. 12507 P/S GREFTH W.F. (PAJOT)  GAN. R. 95650 B/S LACHMEN J.R. (MATERATOR)  Him Commander V.H. Sertmen, RMC in his capacity as Station Communior tenight officially  spend the new Sorgant's Hear, The carporate had put in a great deal of work in proparing the Hear Car ten're official spening and they have provided themselves with a must constructed.	
GAN, R. 96656 B/S LACEASON J.R. (MATERIAGON)  Wing Gomession V.H. Sections, RNS in his capacity so Station Community tendit of finishly opened the new Sorgenni's Hear. The compounts had yet in a great deal of west in propering the Moor Can being's official opening and large horse provided themselves with a most confertable.	
opened the new Sorgeant's Hear, The corresponds had put in a great deal of west in proparing the Most Car before official opening and thus here provided themselves with a most constructible.	
opened the new Sorgeant's Hose, The corresponds had put in a great deal of west in proparing the Most Car being official opening and they have provided themselves with a most constraints.	
and alternative appears of manufacturing and the partial partial	

Place	Date	Time	Summary of Events SECRET	References to Appendices
Linton-on-Ouse	12,11,43		WEATHER: - Cloudy becoming fine. Very good visibility. Strong W.N.W. winds.	579
			Command standsown today. Weather was excellent and a heavy flying programme carried out, thin new in the way of a station pareds was held this morning, the two equations and the fleein out in wall strength. The aquatron fell in at 07.30 hours in the Squatron Hangar as marched in column or routs to the Station Pareds Ground where the complete wing was importly the Bane Commander. Immediately following immediate, flights were pareded off indepently for pay pareds.	ad
Linton-en-Ouse	13,11,43		MATHER: - Pair to cloudy, Thunderstorms and showers in afternoon,	
			Squadrom standarum. Commission papers were received this morning for Gam. R. 150766 3/5 DATHOND, G.R Air Bomber. Flying training included fighter affiliation, bombing details and G.R. training. Air Scabers were engaged in GEE and Link synthetic training and Air Sc on the Spetlight trainer and turner manipulation.	
Linton-on-Ouse	14.11.43	-	MATHER: - Showers of rain and mow. Visibility moderate to good, Strong N.N.V. winds.  A miserable, cold wet day with plenty of smow and sleet, the first of the season. All air were grounded and sections took advantage of the opportunity to have their grown fact the	
			were grounded and sections took ascartage of the operating to the seeining by the R can for escape passport photographs. The station was entertained in the seeining by the R Gang Show. Reminal rolls more completed today allocating squadron personnel to the revise setall theorems for Butly Surviving Saction, the new Squadron Reminus, and personnel avail for posting to the Base Haintenamos Section. M/O W.H. Beckman, BO relinquiched comment. R.C.A.F. Station Linten-on-Ouse on the return of the Station Comments.	ed able
			R.G.A.F. Station Linear-visco at the Policy State of the Policy St	100 A
Liston on Ouse	15.11.43		MATTER: - Rain and hall showers, dring out at night, Visibility moderate to good. Stron Squadron etendions. Local flying and ground training carried out.	g winds.
			• • • • • • • • • • • • • • • • • • • •	
Linton-on-Ouse	16-11-43		WEATHURE - Clendy. Slight intermittent rain or drizale. Visibility moderate to good.	
			Operations were called for, and flurteen aircraft were bushed up for the attack. The operations are solved, however, at approximately 13,00 hours. Plans were then laid on for extensions and the solve aircraft detailed for cross country and heabing asseroisses. The aware unable to take off owing to electrical trouble. A new crew reported to the Squarum 1679 Chawersian Flight. Today's London Gasette amounces the sward of the BeFs. to Pilo	from
			Officer H.J. Thomas, 50096 (R.A.P.V.R.)	
			(No. 17.1.1)	

(\*zoli6-950) Wi. 5455-0524 1500 Eller T.A. 760

R.A.F. Form 540
See austructions to use of this form in K.R. and A.C.I., para. 2949 and War Manual. Pt. II.. chapter XX., and notes in R.A.F. Pocher Book.

## OPERATIONS RECORD BOOK

Page No. 5

of (Unit or Formation) 426 (R.C.A.P.) SCHADBON

No. of pages used for day-

Place	Date	Time	Summary of Events SECRET.	References to Appendices
Linton-on-Ouse	17-11-43		MATTER: - Cloudy, Slight showers at night, Visibility moderate, Fresh N.V. winds,	
			Squadron standarm. Greatesats are in prominence those last few days, the reads being coated in low during the mornings. Flying training commisted of two aircraft on Air Son firing, nine aircraft on G.H. training and one aircraft on a cross country.	
Linton-on-Ouse	18.11.43			
			Pine, Occasional slight showers. Visibility moderate, Fromb N.R. Wind wind,	
			After fourteen assessive nights when no operations were carried out, Goodwood figures were called for today, and fourteen oress briefed to take part in the heaviest raid yet sent ofer	
			the Reich. The Squadron was part of a force of 450 aircraft detailed to attack HEMLH, while	A.599 to A.60
			another 400 aircraft were to attack MANNIERIE. Take-off commenced at 17.15 hours and all air-	B.42 to B.45
			the target. Unfortunately four of our aircraft were forced to return early owing to technical	
			feilures, Aircraft D.S. 759 "E" piloted by P/O Griffiths, C.A., was damaged by heavy flat morth of HANHOVER on route to the target and was forced to abendon the task owing to shortage of peti	_
			from leaks in the part potrol tasks. Airgraft landed at HARDWIGGS, the other nine airgraft	<u></u>
			were successful in bunking the prinary. Results of bunking were difficult the assess owing to 10/10 th cloud over the target, but the reflection of bunk bursts and some fires were seen	
			through cloud and a diffused red glow on the chind was observed by several grows on return	·····
			journey. Four of our aircraft landed at Southern acredrames on return due to petrol shortage.	
			Heavy flak was encountered and four of our sirureft damaged.	
inton-en-Ouse	19.21.43		MATTER: - Pine to fair, Moderate vis. N.V. 'ly winds falling calm after noon.	
			Squadron standsom. Today will so down as a "MED LETTER DAY" in the history of the Squadron,	
			our "Transmitted" event being presented to the Squadron Commander by the Air Officer Commanding to, 6 (2.0,0,0,0) Group, Air Ties Namend C.E. Broker, C.E., The Air Officer Commanding, is bit address, reviewed the work of the agmadron sizes its formation and paid tibliotte to the excellen	
			address, reviewed the work of the squadron since its formation and paid tribute to the excellen	•
			perational record which we have achieved. Distinguished visitors to the caresony included Lady Birkett, a close friend to all aircrew of No. 6 Group; Air Commeders C.M. McGwen, M.C. BFC	
			CONTRACTOR OF THE PROPERTY OF	
			D.M. Edwards A.F.G., Commending R.G.A.F. Station, Linton-openue; Squadron Leader N. Hatton.	
			former Squadron Padro; Flight Lieutemant J.H. Gemor, former Squadron Adjutant, to when goos	
			made of the great in children opposed for the adoption of the "Timestations as the unit badge. Ving Generator Vi.S. Sweden, NGC, in therting the Air Yice Marshal for his encouraging remarks party pertuadar tribute to our ground cover and expressed his confidence that when the	
			remarks paid particular tribute to our ground erows and expressed his confidence that when the history of this war is written, 426 (R.C.A.F.) Squadron shall hold an enviable record of oper-	
			ational achievements.	

Place	. Date	Time	Summary of Events SECRET.	References to Appendices
inton en Ouse	20,11,43		MEATHER: - Thick fog early, slowly improving to 2000 - 3000 yards, by 15,00 hours, then deteriorating to fog again at night, wind calm all day.	
			Squadron standarm. Darr weather prohibited flying training. A lecture was given to all sir- crew in the afternoon by the Group Air Sea Resons Officer. The Sergeant's Ness held their spaning dence in their new mean in the evening, and it was world the "best even".	
inton-en-Ouse	21.11.43		MATRIR:- Fog or mist practically all day, with cela winds,	100 g 100
			Squadron standsown and poor weather conditions centributed to grounding of all aircraft. A security lecture was given to all aircraw in the morning by the Station Intelligence Officer, and to ground crew in the afternoon. The film Story of Stalingraff was shown to aircraw.of both squadrons in the afternoon.	
inton-on-Ouse	22.11.43		MATHER: - Cloudy to fair; becoming fine towards dunk, moderate to good vis, light mainly W. w.	pds.
			Pourteen sircuraft were detailed as part of a force of over 700 to attack BENLIN. Three of our	4-609 to 4
			primary 10/10ths cloud owns the tarrest presented our late all the allerest, however, attacked the	
			primary. 10/10ths cloud over the target prevented any detailed ascessment of the effectiveness of the raid, but all crows reported that P.F.F. markers were well concentrated and that attack should prove accounted. Several crows reported a very large explosion with a vivid orange flash at 20.21 hours and a dem crowse red large explosion with a vivid orange	
Aton on Ouse	23a1lak5		primary. 10/10ths cloud over the target prevented any detailed accessment of the effectiveness of the raid, but all cross reported that P.F.F. markers were well concentrated and that attack should prove successfully. Several crows reported two reported to the large three states.	
aton-ou-Ouse	23.11.43		primary. 10/10ths cloud over the target prevented any detailed assessment of the effectiveness of the raid, but all cross reported that P.F.F. markers were will concentrated and that attack should prove successful. Several cross sported a very large explosion with a virid orange flash at 20.21 hours and a deep crosse red glow could still be seen well over 100 miles smay from the target on the return journey.  MATHER:- Cloudy all day, with intermittent rain in afternoon and at night, and moderate to poor visibility.	
aton-on-Suse	25.11.45		primary. 10/10ths cloud over the target prevented any detailed assessment of the effectiveness of the raid, but all cross reported that P.F.F. markers were well concentrated and that attack should prove assessment of the effectiveness of the raid, but all cross reported a very large well concentrated and that attack should prove assessment of the vivid orange flash at 20,21 hours and a deep orange red glow could still be seen well over 100 miles smay from the target on the return journey.  MATHERITY Cloudy all day, with intermittent rain in afternoon and at night, and moderate to poor visibility.  Goodmood figures were called for today and thirteen grown briefed for the second successive night's attack on the German Gapital. It was an unfortunate night for the aguadron, three	
aton-on-Ouse	23.11.65		primary. 10/10ths cloud over the target prevented any detailed assessment of the effectiveness of the raid, but all cross reported that P.F.F. markers were well concentrated and that attack should prove successful. Several cross reported a very large explosion with a virid orange flash at 20.21 hours and a demp orange red glow could still be seen well over 100 miles samy from the target on the return journey.  MATHER: Cloudy all day, with intermittent rain in afternoon and at night, and moderate to poor visibility.  Goodmood figures were called for today and thirteen grows briefed for the second successive night's attack on the German Capital. It was an unfortunate night for the squadron, three already sheing assubbed at take off owing to technical failures. The already was four for the total country to the second or return early owing to severe icing causing loss of height and unmanageability of aircraft.  Eight aircraft stated the primary and residents.	
aton-os-Ouse	23.11.43		primary. 10/10ths cloud over the target prevented any detailed assessment of the effectiveness of the raid, but all cross reported that 2.7.2, markers were will concentrated and that attack the raid of the effectiveness of the raid, but all cross reported that 2.7.2, markers were will concentrated and that attack should prove assessment of the attack of the raid o	
aton-on-Ouse	23.22.45	V	primary. 10/10ths cloud over the target prevented any detailed assessment of the effectiveness of the raid, but all caves reported that P.F.F. sariors were well concentrated and that attack the raid over the second concentrated and that attack should prove successful. Several caves reported a very large explosion with a vivid orange flash at 20.21 hours and a deep orange red glow could still be seen well over 100 miles samy from the target on the return journey.  MATHERIT Cloudy all day, with intermittent rain in afternoon and at night, and moderate to poor visibility,  Goodmood figures were called for today and thirteen grows briefed for the second successive night's attack on the German Capital. It was an unfortunate night for the squadron, three advented being assubbed at take off owing to technical failures. The aircraft were forced to return early owing to severe icing causing loss of height and unsumageability of sircraft. Eight aircraft attacked the primary and reported will consenterated first covering a considerabil area, the glow of fires of which was still visible up to 100 miles samy from the target. Several crows again reported a transmious explosion of orange flass with thist black made sent billowing up over the cloud tops. Aircraft L.L. 669, piloted by P/O D.R. Delibera, J.17502 was hit by heavy flat over the target area, damaging the starboard outer engine. The aircraft	
460-30-0100	23.11.45		primary. 10/10ths cloud over the target prevented any detailed assessment of the effectiveness of the raid, but all cross reported that 2.7.7, markers were will concentrated and that attack the raid of the raid, but all cross reported that 2.7.7, markers were will concentrated and that attack should prove successful. Several cross ground a very large explosion with a vivid orange flash at 20.21 hours and a deep crosse red glow could still be seen well over 100 miles smay from the target on the return journey.  MATHRIE: Cloudy all day, with intermittent rain in afternoon and at night, and moderate to poor visibility.  Goodmond figures were called for today and thirteen grows briefed for the second successive might's attend on the German Capital. It was an unfortunate night for the squadron, three absorpt being assumbed at the off-swing to technical failures. The aircraft was not considerably area, the glow of fires of which was still visible up to 100 miles away from the target. Several cross again reported a transmission explasion of orange flase with this black make sent billowing up over the cloud tops. Aircraft 1.6. 569, piloted by F/O b. R. Dellaces, J. 17500 was hit by heavy flak over the target area, damaging the starboard outer online. The aircraft between the season of the se	
	23.11.45		primary. 10/10ths cloud over the target prevented any detailed ascessment of the effectiveness of the reid, but all cross reported that P.F.F. markers were will concentrated and that attack the reid. Several cross reported a very large explosion with a vivid crosse fluctual prover successful. Several cross reported a very large explosion with a vivid crosse flash at 20,21 hours and a deep crosse red glow could still be seen well over 100 miles smay from the target on the return journey.  MATHER: Oloudy all day, with intermittent rain in afternoon and at night, and moderate to poor visibility.  Goodmond figures were called for today and thirteen grown kriefed for the second successive night's stead on the Gersen Gapital. It was an unfortunate night for the agastron, three already heigh seasible at take-off-owing to technical failures. The aircraft were forced to return early owing to severe icing counting loss of height and unsuangeability of aircraft. Sight aircraft attacked the primary and reported will concentrated fries covering a counterpair area, the glow of rives of which was still visible up to 100 miles away from the target, Several cross again reported a transmenture explication of orange flass with think black marks seviced action of the passes of the property of the sevice of the sevice of the passes of the sevice	

R.A.F. Form 540 See instructions for use of this form in K.R. and A.C.L. para. 2349. and War Manual, Pt. II. chapter XX.. and notes in R.A.F. Pocket Book.

## OPERATIONS RECORD BOOK

of (Unit or Formation) 426 (R.C.A.F.) SQUADRON No. of pages used for day...

Place	Date	Time	Summary of Events SECRET.	References to Appendices
Linton on Ouse	24.11.43		Whaterer - Olondy all day, with intermittent rain. Hoderate to good visibility. Strong S.W. winds, gusting over 40 m.p.h. at times; veering N.W. at night	
			Squadron was stood down today and draws were given a well sarmed rest. Ground grows weatered foverishly, however, in servicing aircraft in proparation for operations to be called for to-	-
			sults of the last two raids, (1) From the Sourcetary of State (2) Reply by C. inG. (3) Chief of Air Starf.	
inton-on-Ouse	25.11.43		WASTER: - Good visibility. Fair to fine. Strong N.V. winds.	
			Goodwood figures were again called for this marning. Ground cross had marked throughout the night to ensure maximus solvicesbility, and four-tesm cross were detailed to again attack HERLI	
			two adversets standing by an sparse. Take-off, originally set for appreciately 17,00 hours, and damped during the afternoon and sero hour set of midnight. The even houser, had alread partition of their faces and only before the sets.	
			partition of their bases and eggs before the order case through; he seems the second operational seal over them the operation was sarubbed and alone globbed over the fact that the had managed to back away two eggs to which they were not entitled.	7
inton-on-Ouse	26.11.43		Marriels - Pine to fair, Good rigibility. Light F'ly winds falling calm in the afternoons	
			The Battle of Berlin' continues. Fourteen aircraft took off as part of a force of 450 air- craft detailed to again attack the German Capital. Weather over the target was good and de-	
, ·			teness are staged and de-	A,628 to A.63
			glow of firsts being visible up to 130 miles same on return. Aircraft B.S. 716, pileted by 7/0 N.N. Griffin was comed by searchights over the tanget rea and attempted by A.U. 88, but seemental speaked section and to taken and no design surfered. Aircraft B.S. 776, pileted	3.48 to 3.50
			by 7/k W.H. Specters was also illustrated on this occasion over the target area, once being held for mostly a minute, and once again comed. over Hambyer area on return. Three atroarest abandoned the task and returned early due to technical failures. Aircraft D.S. 679, piloted	
			abandoned the task and returned early due to technical failures. Aircraft D.S. 679, piloted by 4/2 k.J. Bughes, J. 7990, Flight Communier, did not return.	
inten-en-Ouce	27.23.43		MATRIE: Fog or mist all day with intermittent rain or drizele. Wind calm or light S'ly.	
			Ispadron standdoms. Pureral services were held this morning in the station Chapel for P/O J.L. Buffman and Flight Sergeant G.D. Handers. S/L Butcher, Protestant Padro, commuted the	200
		į	.L. Buffaum and Plight Sergeent C.D. Handers. S/L Dutcher, Protestant Fadry, conducted the newwises, interment being held at the Stampfall Comstery, Himmodaff, North. Buff matcher prohibited flying training. Compact swings were done on two aircraft, Air bookers put in some more on the training and our Fireless Operations had a sensite on more practice. Ground	,
		1219107E	news were kept particularly may as a result of quite a number of aircraft having been diverted to this seredume from last nights effort.	

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
inten-on-Ouse	28,11,43		Thick fog in the early morning continuing rain or dringle to good and rain coased at 15.00 hours. Became fair.	Visibility became modern	•
		and and	dram standarm. Church services this morning were conducted by our station Chapel was filled to capacity. Ground training was swelve aircraft detailed for night flying at Strengall Range.	EGARMORG OFFILTING FIRE ONLY	
inton-on-Ouse	29.11.43	18.	THER: - Pair, Secasional alight showers. Visibility good. Str.	ing W. S.W. wind.	
		Squ the	adron was stood down today, and ground training advanced. It was Air Bomber will be responsible for D.I's on bombeights in future.	decided that in future	
Linton-oniOuse	50-11-43	IIIA	PRED: - Fine, Fair, occasional alight showers, Visibility good.	Strong W. N.W. winds.	
		oor oar	by figures were called for and 13 orews briefed for operations, which at approximately 16,00 hours. Distribution was made by Sconness of ubbon for the 1939-13 tare. Time Commander W.H. Swedman attend a Royal Perty at Buskingham Palace as Wednesday, December 1939-3 11592 assumed command of the Squadron for the period of	DEC preceded to LONDON	
		R.C.	10006. STREET OF URIT AS AT 30th-HOVEURR, 1943a 10008		
		U.S	P. (OM)		4
77577 <b>-</b> 03-0345	2*71*97	ATP	DEATT ON CHANGE 20 LANGASTER MAIN II		
		910E	DATURAL FAING HOURS SOLSO	20	
		DITUM	MER OF SHOOMSFULLY COMPLETED SCRIPES FLOWN DURING MOWIN - 51 MER OF MON-SHOOMSSFUL SORTING FLOWN DURING MOWIN - 10 LEMIA - The health in general for the first 15 days was a little be ing the latter part of the months	los eroraga, improving	
			Fire Co-	or, Oceanoling,	

(\*20886-9305) Wt 34631-0310 1300 11/40 T.S. 700