

## OPERATIONS RECORD BOOK

of (Unit or Formation) **426 (R.C.A.F.) SQUADRON**Page No. **1**

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.
Linton-on-Ouse	1.11.43		<p><b>WEATHER:</b> - Low cloud, rain or drizzle and fog. No wind.</p> <p>Squadron standdown. Authority was received for the appointment of A/P/L R.F. Epps, GAN J11552 to the acting rank of Squadron Leader w.e.f. 20.10.43, the date of his assuming duties as G.O. "A" flight. A capacity house attended tonight's NESA Show in the H.A.A.F.I., featuring the distinguished star of stage and screen, Robert Donat, supported by Edith Evans and Isabel Jeans in one of Bernard Shaw's plays, "The Heartbreak House". The artist received a thunderous ovation at the last curtain. They were later entertained in the Sergeant's Mess.</p>	<p>SECRET.</p> <p>Reference Appendix</p>
Linton-on-Ouse	2.11.43		<p><b>WEATHER:</b> - Low cloud, some rain or drizzle. Poor visibility. Light E. wind.</p> <p>Squadron standdown. A lecture was given in the afternoon to all airmen by the Station Intelligence Officer, reviewing generally the present situation in the enemy occupied countries. The address was very interesting and well received. Nine airmen N.C.O.'s and two groundcrew having been recommended for commissioned rank by the Squadron Commander, were interviewed by the Station Commander, Group Captain R.N. Edwards, APO.</p>	
Linton-on-Ouse	3.11.43		<p><b>WEATHER:</b> - Low cloud and poor visibility. Light S.E.'ly wind.</p> <p>After one very lengthy standdown operations were ordered for today to attack the HANNEBANDERBORN Works at DUESSELDORF, using the special navigational aids. Fourteen crews were briefed for the attack, but aircraft "F" was scrubbed early owing to an unserviceable main leg. Aircraft "F" did not take-off owing to an excessive magneto drop. Twelve aircraft took off on the attack, one of which did not return, "B.G. 713", piloted by GAN J.31136 P/O D.W. Biddle. Aircraft "B.G. 711" piloted by GAN R.79136, WO1 Olsson, A.L. turned back owing to the rear turret becoming unserviceable. Five aircraft were successful in bombing the special target using the navigational aids. Due to failure of the special navigational equipment, the other five aircraft attacked DUESSELDORF as part of the main force. Results of attack on special target could not be assessed, but all crews reported that the main force attack appeared most successful. Many large first class fires observed and were well concentrated.</p>	<p>A.586 to A.598</p> <p>A</p> <p>B.41</p>
Linton-on-Ouse	4.11.43		<p><b>WEATHER:</b> - Low cloud and poor visibility. Calm freshening S.E.'ly wind.</p> <p>Squadron standdown. Owing to poor weather no flying was carried out. Tear gas played havoc with the eyes of several of our airmen who were caught without their gas masks during the weekly practice gas alarm this morning. All airmen attended a special showing in the afternoon of the films "Desert Victory" &amp; "Battle of Britain". A signal was received advising that His Majesty has approved the immediate award of the O.B.M. to 158306 P/O R.J. Stuart for his excellent work on the LIEBIG raid on the 20th October. Authority was received posting P/L J.N. GUNSON, GAN C.7836, Squadron Adjutant to 1559 Conversion Unit for Adjutant's duties, P/O R.E. McGarvey, GAN C.12792 assumes duties as Squadron Adjutant w.e.f. 1.11.43.</p>	

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																												
Linton-on-Ouse	5.11.43		<p>WEATHER: - Low cloud. Light S. or S.E. winds. Fog and rain later.</p> <p>Squadron stand-down. A revised establishment was received today, WAR/RS/362 dated 1.10.43. Major changes are the deletion of posts for Squadron Engineer and Squadron Armament 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/RS/360. All airmen on the squadron were required to move from their billets to new quarters as a result of a decision to move the W.A.A.F. personnel from their site to the station.</p>																														
Linton-on-Ouse	6.11.43		<p>WEATHER: - Low cloud and fog soon becoming fine with good visibility and strong gusty N.W. wind.</p> <p>A beautiful clear brisk day and fully expecting that operations would be called an early conference was held to line up crews. No sooner done, however, when the order "stand-down" was given and aircraft were made ready for a full-out flying training programme. Approval was received for the commissioning of a further seven aircraft:</p> <table><tr><td>CAN R. 131550</td><td>P/S Berry</td><td>D.A.</td><td>(Pilot)</td></tr><tr><td>CAN R. 120954</td><td>P/S Archibald</td><td>L.P.</td><td>(Pilot)</td></tr><tr><td>CAN R. 119657</td><td>P/S Morrison</td><td>N.B.</td><td>(WOP/AC)</td></tr><tr><td>CAN R. 70286</td><td>P/S JONES</td><td>G.H.</td><td>(NAVIGATOR)</td></tr><tr><td>CAN R. 130663</td><td>P/S PHILL</td><td>M.W.</td><td>(WOP/AC)</td></tr><tr><td>657953</td><td>P/S BROWN</td><td>J.</td><td>(Pilot)</td></tr><tr><td>658009</td><td>P/S SOUTHWELL</td><td>V.</td><td>(NAVIGATOR)</td></tr></table> <p>An officer's mess meeting was held in the afternoon at which the Station Commander outlined plans for the occupation of the communal site to take the overflow of officers as a result of the increasing number of aircraft now being commissioned. Flying during the afternoon included dropping "live" 1,000 lb. bombs, 32 in number, off FLAMBORO HEAD. The bombs were being disposed of for the Station Ammunition and it provided a good exercise for bomb aimers and pilots in dropping "live" bombs, smoke floats being used as targets. Five aircraft were engaged in G.H. air training.</p>	CAN R. 131550	P/S Berry	D.A.	(Pilot)	CAN R. 120954	P/S Archibald	L.P.	(Pilot)	CAN R. 119657	P/S Morrison	N.B.	(WOP/AC)	CAN R. 70286	P/S JONES	G.H.	(NAVIGATOR)	CAN R. 130663	P/S PHILL	M.W.	(WOP/AC)	657953	P/S BROWN	J.	(Pilot)	658009	P/S SOUTHWELL	V.	(NAVIGATOR)		
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Linton-on-Ouse	7.11.43		<p>WEATHER: - Fine. Strong N.W. wind and good visibility falling off towards mid-night.</p> <p>Another grand day and very brisk. Operations were called for and fourteen crews briefed for the attack. It was to have been a later take-off and all aircraft were marshalled during the afternoon. The operation was scrubbed however at approx. 23.00 hours as the crews were preparing to proceed to their aircraft. Church services were held as usual in the station Chapel. W/O W.H. SWETMAN, RFC CAN. J.15176, Squadron Commander, assumed command of R.C.A.F. Station, Linton-on-Ouse W.A.A.F. today during the absence of the Station Commander.</p>																														
LINTON-ON-OUSE	8.11.43		<p>WEATHER: - Cloudy during daylight. Visibility poor. Light S.W.'ly wind.</p> <p>Although the weather looked a bit grim in the morning, operations were called for. The bomb load was identical to that called for yesterday and as only two aircraft had been de-bombed, the armours had an easy time of it. Aircraft were marshalled for a late take-off and and thirteen crews briefed for the attack. ....cont'd on page 3.....</p>																														



## OPERATIONS RECORD BOOK

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No. of pages used for day \_\_\_\_\_

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	8.11.43		<p>...Cont'd from page 2..... Some confusion was caused during the afternoon as a result of a legitimate "tammy test" being broadcast which came very close to the code broadcast for "squadron". All crews were contacted however, before any made off for the day, and a new code broadcast has since been laid down by Base Operations. After all that however, the "red" came through at 22:10 hours, one bus load of crews having already proceeded to their aircraft. We were advised that weather conditions at bases in No. 6 Group had completely closed in and P.O.F. were unable to take off. On instructions from Station Headquarters, fifteen recently commissioned officers were detailed to move from their present quarters to the W.A.A.F. site, until such time as the Communal site is prepared for occupancy. It has since been decided, however, that sufficient accommodation will be made available in the permanent quarters by allowing three officers to a room. The squadron has been handicapped for the last week due to an excessive number of Air Gunners being non-effective for one reason or another. Consequently it has been possible to offer only 13 or 14 crews instead of the required 16. Urgent requests for replacements have not as yet been met, and we are advised that gunners trained on Fraser Nash Turrets are just not available.</p> <p>From all accounts tonight's H.M.A. show was very well presented, although few of the Squadron personnel were able to attend.</p>		
Linton-on-Ouse	9.11.43		<p>WEATHER:- Cloudy during daylight. Visibility poor. Lights S.W.'ly or S. winds.</p> <p>Squadron standdown. Routine training carried out.</p>		
Linton-on-Ouse	10.11.43		<p>WEATHER:- Bumpy; poor visibility and freshening S.S.W. wind. Rain 18.00-20.00 hours then cloud clearing, visibility improving and wind veering W.N.W.</p> <p>Squadron standdown. Flying training programme laid on, but visibility was not good, and five details of fighter affiliation had to be scrubbed. Ground training advanced by all sections.</p>		
Linton-on-Ouse	11.11.43		<p>WEATHER:- Fine; good visibility and light N.W. wind. Slight rain 23.00 hours with cloud increasing and wind freshening W.'ly.</p> <p>Squadron standdown. Two aircraft engaged on fighter affiliation in the morning and five on G.H. training in the afternoon. Four commissions were received.</p> <p>GAW. R. 123921 P/S GRIFFITHS C.A. (PILOT) GAW. R. 122817 P/S GRIFFIN W.P. (PILOT) GAW. R. 96898 P/S LACHANCE J.R.R. (NAVIGATOR)</p> <p>Wing Commander V.M. Newman, D.M. in his capacity as Station Commander tonight officially opened the new Sergeant's Mess. The sergeants had put in a great deal of work in preparing the Mess for today's official opening and they have provided themselves with a most comfortable and attractive lounge of which they may be justly proud.</p>		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	22.11.43		<p>WEATHER:- Cloudy becoming fine. Very good visibility. Strong W.N.W. winds.</p> <p>Command standdown today. Weather was excellent and a heavy flying programme carried out. Something new in the way of a station parade was held this morning, the two squadrons and the S.H.Q. being out in full strength. The squadron fell in at 07.30 hours in the Squadron Hangar and marched in column of route to the Station Parade Ground where the complete wing was inspected by the Base Commander. Immediately following inspection, flights were paraded off independently for pay parade.</p>		
Linton-on-Ouse	23.11.43		<p>WEATHER:- Fair to cloudy. Thunderstorms and showers in afternoon.</p> <p>Squadron standdown. Commission papers were received this morning for CWO. R.150768 P/S DAYMOND, G.N. - Air Bomber. Flying training included fighter affiliation, bombing details, and G.H. training. Air Bombers were engaged in G.H. and Link synthetic training and Air Gunners on the Spotlight trainer and turret manipulation.</p>		
Linton-on-Ouse	24.11.43		<p>WEATHER:- Showers of rain and snow. Visibility moderate to good. Strong N.W. winds.</p> <p>A miserable, cold wet day with plenty of snow and sleet, the first of the season. All aircraft were grounded and sections took advantage of the opportunity to have their crews face the camera for escape passport photographs. The station was entertained in the evening by the R.A.F. Gang Show. Nominal rolls were completed today allocating squadron personnel to the revised establishments for Daily Servicing Section, the new Squadron Section, and personnel available for posting to the Base Maintenance Section. W/C W.H. Shetman, RFO relinquished command of R.O.A.F. Station Linton-on-Ouse on the return of the Station Commander.</p>		
Linton-on-Ouse	25.11.43		<p>WEATHER:- Rain and hail showers. Drying out at night. Visibility moderate to good. Strong winds.</p> <p>Squadron standdown. Local flying and ground training carried out.</p>		
Linton-on-Ouse	26.11.43		<p>WEATHER:- Cloudy. Slight intermittent rain or drizzle. Visibility moderate to good.</p> <p>Operations were called for, and fourteen aircraft were bombed up for the attack. The operation was scrubbed, however, at approximately 13.00 hours. Plans were then laid on for extensive night flying and twelve aircraft detailed for cross country and bombing exercises. Two aircraft were unable to take off owing to electrical trouble. A new crew reported to the Squadron from 1679 Conversion Flight. Today's London Gazette announces the award of the D.F.C. to Pilot Officer H.J. Thomas, 50096 (R.A.F.V.R.).</p>		



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

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Linton-on-Ouse	17.11.43		<p>WEATHER:- Cloudy. Slight showers at night. Visibility moderate. Fresh N.W. winds.</p> <p>Squadron standard. Grounds are in prominence these last few days, the roads being coated in ice during the mornings. Flying training consisted of two aircraft on Air Sea firing, nine aircraft on G.H. training and one aircraft on a cross country.</p>		
Linton-on-Ouse	18.11.43		<p>WEATHER:-</p> <p>Fine. Occasional slight showers. Visibility moderate. Fresh N.W. wind.</p> <p>After fourteen successive nights when no operations were carried out, Goodwood figures were called for today and fourteen crews briefed to take part in the heaviest raid yet sent over the Reich. The Squadron was part of a force of 450 aircraft detailed to attack <u>NEUMUN</u>, while another 400 aircraft were to attack <u>MANHEIM</u>. Take-off commenced at 17.15 hours and all aircraft together with fifteen aircraft of our sister squadron became airborne and set course for the target. Unfortunately four of our aircraft were forced to return early owing to technical failures. Aircraft D.S. 759 "X" piloted by P/O Griffiths, O.A., was damaged by heavy flak north of <u>MANHOVER</u> on route to the target and was forced to abandon the task owing to shortage of petrol from leaks in the port petrol tanks. Aircraft landed at <u>HANWICK</u>. The other nine aircraft were successful in bombing the primary. Results of bombing were difficult to assess owing to 10/10 th cloud over the target, but the reflection of bomb bursts and some fires were seen through cloud and a diffused red glow on the cloud was observed by several crews on return journey. Four of our aircraft landed at Southern aerodromes on return due to petrol shortage. Heavy flak was encountered and four of our aircraft damaged.</p>		A.599 to A.606 B.42 to B.45
Linton-on-Ouse	29.11.43		<p>WEATHER:- Fine to fair. Moderate vis. N.W. ly winds falling calm after noon.</p> <p>Squadron standard. Today will go down as a "RED LETTER DAY" in the history of the Squadron, our "THUNDERBOLT" crest being presented to the Squadron Commander by the Air Officer Commanding No. 6 (R.C.A.F.) Group, Air Vice-Marshal G.E. Brooke, OBE. The Air Officer Commanding, in his address, reviewed the work of the squadron since its formation and paid tribute to the excellent operational record which we have achieved. Distinguished visitors to the ceremony included Lady Birkett, a close friend to all aircrew of No. 6 Group; Air Commodore C.M. McEwen, M.C. DFC, Base Commander; Group Captain J.L. Plant, Commanding R.C.A.F. Station, Leeming; Group Captain D.M. Edwards A.F.C., Commanding R.C.A.F. Station, Linton-on-Ouse; Squadron Leader N. Matten, former Squadron Padre; Flight Lieutenant J.H. Comer, former Squadron Adjutant, to whom goes much of the credit in obtaining approval for the adoption of the "THUNDERBOLT" as the unit badge. Wing Commander W.H. Swinman, DFC, in thanking the Air Vice-Marshal for his encouraging remarks paid particular tribute to our ground crew 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 operational achievement.</p>		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	20.11.43		<p>WEATHER:- Thick fog early, slowly improving to 2000 - 3000 yards, by 15.00 hours, then deteriorating to fog again at night, wind calm all day.</p> <p>Squadron standdown. Bad weather prohibited flying training. A lecture was given to all aircrew in the afternoon by the Group Air Sea Rescue Officer. The Sergeant's Mess held their opening dance in their new mess in the evening, and it was voted the "best ever".</p>		
Linton-on-Ouse	21.11.43		<p>WEATHER:- Fog or mist practically all day, with calm winds.</p> <p>Squadron standdown and poor weather conditions contributed to grounding of all aircraft. A security lecture was given to all aircrew in the morning by the Station Intelligence Officer, and to ground crew in the afternoon. The film "Story of Stalingrad" was shown to aircrew of both squadrons in the afternoon.</p>		
Linton-on-Ouse	22.11.43		<p>WEATHER:- Cloudy to fair; becoming fine towards dusk, moderate to good vis, light mainly W. winds.</p> <p>Fourteen aircraft were detailed as part of a force of over 700 to attack BERLIN. Three of our aircraft did not take-off owing to technical failures. All the aircraft, however, attacked the primary. 10/10ths cloud over the target prevented any detailed assessment of the effectiveness of the raid, but all crews reported that P.F.F. markers were well concentrated and that attack should prove successful. Several crews 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 away from the target on the return journey.</p>	A.609 to A.619	
Linton-on-Ouse	23.11.43		<p>WEATHER:- Cloudy all day, with intermittent rain in afternoon and at night, and moderate to poor visibility.</p> <p>Seventeen figures were called for today and thirteen crews briefed for the second successive night's attack on the German Capital. It was an unfortunate night for the squadron, three aircraft being grounded at take-off owing to technical failures. The aircraft were forced to return early owing to severe icing causing loss of height and unmanageability of aircraft. Eight aircraft attacked the primary and reported well concentrated fires covering a considerable area, the glow of fires of which was still visible up to 100 miles away from the target. Several crews again reported a tremendous explosion of orange flames with thick black smoke sent billowing up over the cloud tops. Aircraft L.L. 682, piloted by P/O R.E. DeLamaze, S.17508 was hit by heavy flak over the target area, damaging the starboard outer engine. The aircraft returned on three engines, but crash landed into rising ground at HIGH NEWSPARKS FARM, MALDON, TORKS. P/O G.L. Huffman, J.21575 (Bomb Aimer) and R.124412 P/O C.D. Neaders, R.124412 (Rear Gunner) were killed. P/O J.E. Cleveland, J.15084, Squadron Navigation Leader, R.75406 Sgt. Martin, W.G. (Mid Upper Gunner) and the pilot were seriously injured. M.5946 Sgt. F.O. Dorst (Flight Engineer) was slightly injured, whilst M.51464 Sgt. W.H. McDarrighan (WOP/MS) escaped without injury.</p>		



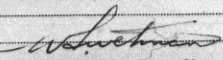
# OPERATIONS RECORD BOOK

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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		<p>WEATHER:- Cloudy all day, with intermittent rain. Moderate to good visibility. Strong S.W. winds, gusting over 40 m.p.h. at times; veering N.W. at night.</p> <p>Squadron was stood down today and crews were given a well earned rest. Ground crews worked feverishly, however, in servicing aircraft in preparation for operations to be called for tomorrow. The following messages were received and were an encouraging testimony as to the results of the last two raids. (1) From the Secretary of State (2) Reply by G.I.G. (3) Chief of Air Staff.</p>		
Linton-on-Ouse	25.11.43		<p>WEATHER:- Good visibility. Fair to fine. Strong N.W. winds.</p> <p>Goodwood figures were again called for this morning. Ground crews had worked throughout the night to ensure maximum serviceability, and fourteen crews were detailed to again attack BERLIN, two aircraft standing by as spares. Take-off, originally set for approximately 17.00 hours, was changed during the afternoon and zero hour set at midnight. The crews however, had already partaken of their "ham and eggs" before the order came through. No sooner was the second operational meal over than the operation was scrubbed and crews grieved over the fact that they had managed to tuck away two eggs to which they were not entitled.</p>		
Linton-on-Ouse	26.11.43		<p>WEATHER:- Fine to fair. Good visibility. Light W'y winds falling calm in the afternoon.</p> <p>"The Battle of Berlin" continues. Fourteen aircraft took off as part of a force of 450 aircraft detailed to again attack the German Capital. Weather over the target was good and defences were strong. All crews attacking primary reported that fires very soon sprang up and established themselves as a fierce conflagration burning in a solid mass around the markers over a large area in the centre of the target, with another large fire to the South-West; the glow of fires being visible up to 130 miles away on return. Aircraft D.S. 716, piloted by P/O W.F. Griffin was coded by searchlights over the target area and attacked by a J.U. 88, but successful evasion action was taken and no damage suffered. Aircraft D.S. 776, piloted by P/L W.H. Spafford was also illuminated on this occasion over the target area, once being held for nearly a minute, and once again coded over HANNOVER area on return. Three aircraft abandoned the task and returned early due to technical failures. Aircraft D.S. 679, piloted by P/O A.V. Hughes, J.7770, Flight Commander, did not return.</p>		A.628 to A.638 B.48 to B.50
Linton-on-Ouse	27.11.43		<p>WEATHER:- Fog or mist all day with intermittent rain or drizzle. Wind calm or light S'y.</p> <p>Squadron standdown. Funeral services were held this morning in the station Chapel for P/O G.L. Huffman and Flight Sergeant C.D. Manders. S/L Dutcher, Protestant Padre, conducted the services, interment being held at the Stonehall Cemetery, HAREGATE, YORK. Duff weather prohibited flying training. Commemorative services were done on two aircraft, Air bombers put in some hours on G.N. training and our Wireless Operators had a session on Morse practice. Ground crews were kept particularly busy as a result of quite a number of aircraft having been diverted to this aerodrome from last night's effort.</p>		

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Linton-on-Ouse	28.11.43		<p>WEATHER:- Thick fog in the early morning continuing rain or drizzle. Visibility became moderate to good and rain ceased at 15.00 hours. Became fair.</p> <p>Squadron standdown. Church services this morning were conducted by the Archbishop of YORK and our station Chapel was filled to capacity. Ground training was advanced during the day, and twelve aircraft detailed for night flying at Stransall Range.</p>																																																																		
Linton-on-Ouse	29.11.43		<p>WEATHER:- Fair. Occasional slight showers. Visibility good. Strong W. S.W. wind.</p> <p>Squadron was stood down today, and ground training advanced. It was decided that in future the Air Bomber will be responsible for D.I.'s on bombights in future.</p>																																																																		
Linton-on-Ouse	30.11.43		<p>WEATHER:- Fine. Fair, occasional slight showers. Visibility good. Strong W. N.W. winds.</p> <p>Derby figures were called for and 13 crews briefed for operations. The effort however was scrubbed at approximately 16.00 hours. Distribution was made by Section Leaders to all eligible aircrew of ribbon for the 1939-43 star. Wing Commander W.H. Sweetman, DFC proceeded to LONDON to attend a Royal Party at Buckingham Palace on Wednesday, December 1st, 1943. Squadron Leader R.F. Byers, J.11552 assumed command of the Squadron for the period of his absence.</p> <p><b>RECORD OF STRENGTH OF UNIT AS AT 30th NOVEMBER, 1943.</b></p> <table border="1"> <thead> <tr> <th>OFFICERS</th><th>PILOTS</th><th>GROUND CREW</th><th>TOTAL</th><th>OFFICERS</th><th>PILOTS</th><th>GROUND CREW</th><th>TOTAL</th></tr> </thead> <tbody> <tr> <td>R.C.A.F. 42</td><td>1</td><td>50</td><td>93</td><td>R.C.A.F. (USA) 1</td><td>3</td><td>5</td><td>9</td></tr> <tr> <td>R.C.A.F. (USA) 1</td><td>-</td><td>1</td><td>2</td><td>R.A.F. 57</td><td>79</td><td>136</td><td>272</td></tr> <tr> <td>R.A.F. 17</td><td>-</td><td>1</td><td>2</td><td>R.A.F. (CAN) 1</td><td>31</td><td>51</td><td>83</td></tr> <tr> <td>R.A.F. (CAN) 1</td><td>-</td><td>1</td><td>2</td><td>R.A.F. 121</td><td>118</td><td>208</td><td>447</td></tr> <tr> <td>R.A.F. 2</td><td>-</td><td>1</td><td>3</td><td></td><td></td><td></td><td></td></tr> <tr> <td><b>TOTAL</b> 71</td><td>1</td><td>72</td><td>144</td><td></td><td></td><td></td><td></td></tr> </tbody> </table> <p><b>AIRCRAFT ON CHARGE 20 LANCASTER MARK II</b></p> <table border="1"> <tbody> <tr> <td>OPERATIONAL FLYING HOURS</td><td>368.50</td></tr> <tr> <td>FLYING TRAINING HOURS</td><td>212.05</td></tr> <tr> <td>OTHER FLYING HOURS</td><td>16.55</td></tr> <tr> <td><b>TOTAL ALL FLYING</b></td><td><b>597.10</b></td></tr> </tbody> </table> <p>NUMBER OF SUCCESSFULLY COMPLETED SORTIES FLOWN DURING MONTH - 51</p> <p>NUMBER OF NON-SUCCESSFUL SORTIES FLOWN DURING MONTH - 10</p> <p>HEALTH:- The health in general for the first 15 days was a little below average, improving during the latter part of the month.</p> <p style="text-align: right;">   Wing Commander, Commanding,  No. 426 (RCAP) Squadron. </p>	OFFICERS	PILOTS	GROUND CREW	TOTAL	OFFICERS	PILOTS	GROUND CREW	TOTAL	R.C.A.F. 42	1	50	93	R.C.A.F. (USA) 1	3	5	9	R.C.A.F. (USA) 1	-	1	2	R.A.F. 57	79	136	272	R.A.F. 17	-	1	2	R.A.F. (CAN) 1	31	51	83	R.A.F. (CAN) 1	-	1	2	R.A.F. 121	118	208	447	R.A.F. 2	-	1	3					<b>TOTAL</b> 71	1	72	144					OPERATIONAL FLYING HOURS	368.50	FLYING TRAINING HOURS	212.05	OTHER FLYING HOURS	16.55	<b>TOTAL ALL FLYING</b>	<b>597.10</b>		
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