

OPERATIONS RECORD BOOK

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

8516

No. of pages used for day

SECRET.

Place	Date	Time	Summary of Events
Linton-on-Ouse	1.3.44		J.23627 P/O R.V. Brittain, having been posted non-effective sick, his crew were posted w.e.f. today to Wombledon to pick up a new captain. Operations were scheduled for tonight and eight- een aircraft were offered. Due to late take-off all aircraft were marshalled. At about 2000 hours a sudden snow squall covered all aircraft with wet snow which later froze. Despite all efforts to remove it, it stuck on too tightly and all aircraft from the Station had to be scrubbed.
Linton-on-Ouse	2.3.44	2.3.44	Beautiful clear day allowed plenty of flying training to be carried out. Fifteen crews were detailed for night cross-country's which were successfully completed.
Linton-on-Ouse	3.3.44	3.3.44	A "Bulls Eye" was scheduled and six aircraft were offered. One was scrubbed prior to take- off because all the crew had been inoculated. This was another beautifully clear day allow- ing further extensive training to be carried out. WO2 Weaver, O.M. WO2/Ad and 2/Sgt. Plummer, W.A., Nav., both R.C.A.F., were appointed to the rank of Pilot Officer.
Linton-on-Ouse	4.3.44	3.3.44	Training was carried out during the day. An un-expected snow fall in the afternoon caused two aircraft on training flights to be diverted elsewhere. P/Sgt. Sambrook, C.P.R. and SGT. Shepherd, G.E. both Air Gunners in the R.C.A.F., were appointed to the rank of Pilot Officer.
Linton-on-Ouse	5.3.44		No operations were scheduled so considerable flying training was carried out. An unfortunate accident occurred at 1500 hours to Lancaster No. D.S. 757 "D" piloted by P/L P.N.J. Logan, J.17678, resulting in the death by drowning of Sgt. Mabey, W.T.J. 1587161, Flight Engineer. P/L Logan was to do an air test and was instructed to take a look at an air sea rescue dinghy anchored some two miles off the coast at BRIDLINGTON, Yorks., when at low altitude, to enable the crew to better see the dinghy the port outer engine cut allowing the wing to drop. Before the pilot could regain control the aircraft had struck the sea breaking off the tail. All the crew were thrown about but managed to get clear of the aircraft, (which sank in less than two minutes) and into the dinghy, with the exception of Sgt. Mabey who was hauled aboard in an unconscious condition due to drowning. Taking into consideration the nature of the accident and the quickness with which the aircraft sank it is indeed fortunate that there were not more casualties. All were picked up quickly by an rescue boat and taken to R.A.F. Station Hospital, BRIDLINGTON where wet clothes were removed and first aid treatment given. Other members of the crew are as follows. P/O H.W. Birnie - J19162 slightly injured. P/O J.H. Willis - J.19438 Air Bomber. P/O D.C. Jamieson - J.19853, WO/Ad both uninjured and Sgt. Hughes-Games, A.S.W. Pitter III, a passenger who was slightly injured. P/O Jamieson has just recently returned to flying after hospitalisation due to injuries received in a previous crash from which he was the sole survivor.
Linton-on-Ouse	6.3.44		Two crews took dinghy drill At YORK BATHS in the morning. Routine flying and ground training for the rest of the day. Five aircraft did a night cross-country. The navigators did some training on new R.F. units for GEE and all aircrew attended an intelligence lecture in the afternoon.

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Linton-on-Ouse	7.3.44		Operations were scheduled for the night and fourteen aircraft were offered. All took off without incident at about 19.00 hours. For this sortie they were carrying a very heavy load of 1000 and 500 lb. bombs.	A.858 to A.871
Linton-on-Ouse	8.3.44		All aircraft returned safely between midnight and 01.30 hours. Three were diverted to EASTWOOD because of an obstruction on the runway (i.e. one 1,000lb. bomb dropped by a returning aircraft from the other squadron. The target for the night was the railway marshalling yards at LE MANS, near PARIS but due to 10/10ths cloud the target was not identified by many aircraft and consequently they returned with their bombs or jettisoned as instructed. Normal training took place during the day. One aircraft scheduled for a Bulls-eye was scrubbed on account of the illness of the navigator.	
Linton-on-Ouse	9.3.44		Heavy ground fog held up all flying training in the morning. The afternoon cleared however and some air to air firing and fighter affiliation was carried out. Arrangements had been made with a Mosquito Squadron for a night fighter affiliation tactics practice but this had to be scrubbed due to the dark weather. This is the first time that tactics with night fighters had been arranged and it was anticipated that much valuable experience would be gained by both bombers and fighters. P/L W.C. Van Eken ⁸⁵⁸ 15603 has reported for the purpose of taking a summary of evidence in connection with P/L Logan and the crash of Lancaster B.3. 757. A new crew reported to the Squadron for duty and were allotted to "B" flight. R.158596 Sgt. Simmons Pilot and crew.	
Linton-on-Ouse	10.3.44		Operations were on schedule and sixteen were offered but the show was scrubbed at noon. Some training, fighter affiliation and a cross country were carried out during the afternoon.	
Linton-on-Ouse	11.3.44		There was a "stand-down" so training was the order of the day including fighter affiliation. Navigators did ground training. Five aircraft did a cross country and night bombing.	
Linton-on-Ouse	12.3.44		Stand-down again today and fighter affiliation training was carried on. R.112179 WO1 Kennedy Rtd. - Air Bomber received his appointment as Pilot Officer.	
Linton-on-Ouse	13.3.44		Stand-down "again" today. High gusty winds cancelled flying in the afternoon but five aircraft did a night bombing exercise.	
Linton-on-Ouse	14.3.44		Fighter affiliation was carried on extensively throughout the day. A Bulls-eye was on a night and sixteen aircraft participated, taking off at approx. 20.30 hours. Air Commodore C.R. Sloan - G.71 accompanied W/O H.H. Swetson on the trip. P/B 158596 Sgt. Simmons - 156712 AIR Bomber was posted to No. 19 O.T.U. on being screened. P/L G.O. McDonald and crew were posted to P.F.F. This was excellent crew and the squadron were loath to see them go, however, they should do well in their new field.	

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Linton-on-Ouse	15.3.44		<p>Operations were scheduled and sixteen aircraft were offered. All took off successfully and bombed the main target which was STUTTGART. Three aircraft landed in South England and two failed to return namely: Aircraft D.S. 829. "H"</p> <p>R.141589 P/S McIlwain C.H. Pilot R.161773 SGT Renneberg R.V. Navigator W. 99724 WO2 Hillman J.A. Wireless Operator/Air Gunner R.177327 SGT Nicholls W.P. Air Bomber 1628831 SGT Stead E.W. Flight Engineer R.196365 SGT Brewer E.O. Mid Upper Air Gunner R.178876 P/S Strauss E.W. Rear Gunner</p> <p>Aircraft D.S. 771 "H"</p> <p>R.156776 P/S Simard A.G. Pilot R.167026 P/S Brooks J.P. Navigator R.118844 P/O Black R.B. Wireless Operator/Air Gunner J.27272 P/O Young H.K. Air Bomber 927501 SGT Hammond W.A. Flight Engineer R.203508 SGT Martin I.W. Mid Upper Air Gunner R.203519 SGT Yeo L.E. Air Gunner</p>		A.872 to A.887
Linton-on-Ouse	16.3.44		Operations were again ordered and fourteen aircraft were offered. Shortly before take-off the effort was scrubbed, probably due to poor weather conditions. The weather all day was warm and sunny, giving the first real taste of spring.		
Linton-on-Ouse	17.3.44	v	<p>Another grand spring day, warm and sunny. Training was carried on mostly fighter affiliation. W/O Swetman proceeded to WRATTON by air to bring back another aircraft for the squadron. Word was received today that the Lancaster "L" D.S. 687 piloted by WO² Robertson, D.F., which had landed at WOOD on Thursday on return from STUTTGART had been severely damaged by flak. The starboard main plane was badly damaged and the fuselage and tail plane holed. The mid-upper gunner P/O H.M. Sharer was wounded by flak, a small piece entering his right knee.</p>		
Linton-on-Ouse	18.3.44		<p>Operations were scheduled and sixteen aircraft were offered. There was one non starter and one early return due to rear turret being unserviceable. The target was FRANKFURT. All our aircraft returned but all landed at HOBHAM as a diversionary landing ground on account of low cloud at base. Shortly after landing at HOBHAM "H" piloted by P/O A.L. Olason was taxi-ted into by another aircraft, damaging a wing and tail plane. No one was injured.</p>		A.888 to A.900 & B.69
Linton-on-Ouse	19.3.44		Operations were again scheduled and fourteen aircraft were offered but at 1700 hours the effort was scrubbed on account of poor weather conditions. All aircraft which had landed early returned to base by the early afternoon.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	20.3.44		Operations were again scheduled and thirteen aircraft were offered. The effort was again scrubbed at 17.00 hours on account of weather. 1st Lt. J.K. Smith - Pilot "A" flight a member of the U.S.A.A.F., completing a tour with this Squadron was awarded the American D.F.C. for extraordinary achievement while piloting a Lancaster.		
Linton-on-Ouse	21.3.44		Operations were again scheduled but again cancelled presumably on account of weather conditions. Fourteen aircraft were offered. A Concert party organized by No. 62 (R.C.A.F.) Base put on a concert in the H.A.A.F.I. at 1900 hours followed by a dance. The station has two excellent bands which worked alternately in the concert and at the dance. Many Squadron personnel attended and a very enjoyable evening was spent.		
Linton-on-Ouse	22.3.44		Operations were scheduled and fifteen aircraft were offered. Fourteen aircraft took off commencing at 1840 hours. One was a non-starter due to a petrol cock sticking on a fuel tank. One aircraft returned early because the rear turret was unserviceable. The target was FRANKFURT and from all respects it was an exceptionally good show.		A.901 to A.913 B.70
Linton-on-Ouse	23.3.44		Two of our aircraft failed to return from the previous nights operations details of which are as follows:		
			<u>Aircraft L.L. 647 "R"</u>		
			R152120 P/S Wright H.G. Pilot (8th trip)		
			R172246 P/S Gray H. Navigator		
			J12045 P/O Bucrow W.J. Wireless Operator/Air Gunner		
			J27393 P/O MacDonald H.F. Air Bomber		
			1296342 SGT Pearson L. Flight Engineer		
			J14814 P/O Sears E. Mid Upper Air Gunner		
			R186511 SGT McLean J.W. Rear Gunner		
			<u>Aircraft D.S. 741 "R"</u>		
			J9657 P/L BOW H.H. Pilot (11th trip)		
			J22225 P/O Hetherington T. Navigator		
			N2404314 P/S Mullally J.A. Wireless Operator/Air Gunner		
			R89734 SGT Bell A.M. Air Bomber		
			1677587 SGT Gilmore D. Flight Engineer		
			G193 P/O Brown J.D. Mid Upper Air Gunner		
			1579241 P/S Frith J.D. Rear Gunner		
			A dull foggy morning caused all flying to be scrubbed and an unfavourable met report also prohibited any night cross countries. Word was received from H.Q. No. 6 (R.C.A.F.) Group that W/O W.H. Gashman and his crew were screened effective from this date.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	24.3.44		Operations were again scheduled and twelve aircraft were offered. All twelve took off but two returned early due to oxygen failure and lack of power respectively. All others returned safely having bombed the target which was BERLIN. One of our aircraft landed at COLTISHALL the rear gunner having a slight wound between the eyes. Another landed at WOODBRIDGE with only twenty gallons of petrol left in the tanks. The total losses on the show were particularly heavy and this unit was fortunate that no losses were sustained. Unexpectedly high winds caused most aircraft to be blown off track and scattered and the ground defences, G/L's and Ack Ack were particularly active.		A.914 to A.923 B.71 & B.72
Linton-on-Ouse	25.3.44		Operations were again scheduled and five aircraft were offered. The target being and easy one in FRANCE (AUXOYER) where marshalling yards received attention. All five took off, bombed the target and returned without incident.		A.924 to A.928
Linton-on-Ouse	26.3.44		Operations were again scheduled and ten aircraft were offered. All took off and bombed the main target which was BERLIN. All save one of our aircraft returned safely and reported an uncertain show due to 10/10ths cloud. W/C W.H. Swetman, DFC, Officer Commanding, was awarded an immediate D.S.O. At 1200 hours today all Squadron personnel had their picture taken with the Commanding Officer and a Lancaster aircraft in the background. (+ see over)		A.929 to A.938
Linton-on-Ouse	27.3.44		Stand down today and no flying training was done because the weather had completely closed in.		
Linton-on-Ouse	28.3.44		Operations were scheduled but were scrubbed about 1700 hours. Ten had been offered. All of W/L J. Brown (159067) Pilots' crew were posted on being screened XXXXXX with the exception of the Flight Engineer.		
Linton-on-Ouse	29.3.44		Operations were again on scheduled and XXXXXX eleven aircraft were offered. It was later scrubbed at 16.30 hours.		
Linton-on-Ouse	30.3.44		Operations were scheduled and thirteen aircraft were offered. All took off at approx. 2200 hours, the target being NUREMBERG.		A.939 to A.951
Linton-on-Ouse	31.3.44		The heaviest losses ever were taken by Bomber Command on this trip. A number of circumstances probably accounted for the heavy losses, heavy concentration of fighters, exceptionally high imprecisely winds and bright moonlight. Many aircraft were going down by crews who returned and many fighters were also seen. One aircraft landed at WESTCOTT due to petrol shortage. Two of our aircraft are missing the details of which are as follows:		
			Aircraft D.S. No. 30		
			J.8353 W/L Cracknell W.O. Pilot		
			R102288 W/S Devey A.G. Navigator		
			NE415551 WO Woodman L.E. Wireless Operator		
			R130883 SGT Orr H.F. Air Bomber		
			622571 SGT Wride H. Flight Engineer		
			J22460 W/O Robinson L.E. Mid Upper Air Gunner		
			R116609 W/S Haycock R.G. Rear Gunner		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	31.3.44	continued.		
			Aircraft D.S. 852 "B"		
			R99255 P/O Douglas R.G. Pilot (3rd trip) + 3		
			J24034 P/O Wey E.G. Navigator		
			R116190 WO2 Gullen G.H. Wireless Operator		
			J27165 P/O Stewart D.T. Air Bomber		
			651297 SGT Vincent J.H. Flight Engineer		
			R216241 SGT Sjoquist H.E. Mid Upper Air Gunner		
			R188674 SGT Clark H.A. Rear Gunner		
			A Bulls Eye was held at night and three junior crews participated.		
			*)... continuation and appendix to entry for 26th March 1944		A.929
			Aircraft D.S. 789 "A"		
			J19280 P/O Olsson A.L. Pilot (25th trip)		
			J19263 P/O Koivu J.O. Navigator		
			R106617 WO1 Phinney C.G. Wireless Operator		
			J19063 P/O Proudlock T.H. Air Bomber		
			524033 SGT Berle T. Flight Engineer		
			2208899 SGT Jones R.V. Mid Upper Air Gunner		
			1992319 P/S Fox F.E. Rear Gunner		
			MEMORIAL STATEMENT OF UNIT AS AT 31st MARCH 1944		
			OFFICERS		
			Aircrew	Groundcrew	Total
			R.C.A.F. 61	1	62
			R.A.F. 13		13
			U.S.A.A.F. 2		2
			76	1	77
			ALLIED		
			Aircrew	Groundcrew	Total
			R.C.A.F. 68	235	303
			R.A.F. 48	28	76
			R.A.A.F. 4		4
			117	261	378
			AIRCRAFT ON CHARGE: 14 Lancaster Mk. II		
			SUMMARY OF FLYING HOURS:		
			Operational: 559.30 Training: 308.25 Other Flying: 39.45		

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of (Unit or Formation) 425 (R.C.A.F.) Squadron

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>BOMB TONNAGE DROPPED ON ENEMY TERRITORY:</u>		
				Tons (2240 lbs.) H.E. - Incendiaries	
			Bombs dropped from 1.1.44 - 29.2.44	315 tons 1400 lbs.	198 tons 320 lbs.
			Bombs dropped during March	148 tons 1480 lbs.	130 tons 180 lbs.
			<u>POSTINGS TO AND FROM UNIT - AIRCRAFT PERSONNEL</u>		
			To Unit - R.158596 P/O. S.A. Simmons - Pilot	R.166141 P/O. R.F. Sellen - Pilot	
			J.24595 P/O. G.H. Lawson - Nav.	J.24551 P/O. F.B. Richardson - Nav.	
			R.158596 P/O. L.B. Thistle - WOP	R.174423 Sgt. H. Ripstein - WOP	
			R.193885 Sgt. S. Koguchi - A/C	R.155869 Sgt. D.T. Mitchell - A/B	
			R.129998 Sgt. W.B. Mountain - A/B	1317754 Sgt. K.H. Readings - F/E	
			R.1575532 Sgt. A.V. Smith - A/C	R.184344 Sgt. E. Matson - MU/AG	
			R.1911743 Sgt. J.C. Cooper - F/E	R.206380 Sgt. J.D. Garrett - A/C	
			R.159080 P/O. D.D. Dekin - Pilot	R.53865 P/O. M.L. Thompson - Pilot	
			J.24591 P/O. S.D. Atkinson - Nav.	R.24035 P/O. G.W. Hostetler - Nav.	
			R.107378 Sgt. E.H. Galkinson - WOP	J.25007 P/O. G.H. Westrell - WOP	
			R.156423 Sgt. G.A. Harrison - A/B	R.17394 P/O. W.H. O'Connell - A/B	
			1601545 Sgt. W.J. Hall - F/E	227643 Sgt. T. Lock - F/E	
			R.198615 Sgt. R.B. Callaway - A/C	R.218390 Sgt. G.G. Merritt - A/C	
			R.1593549 Sgt. J.G. Barber - A/C	R.108773 Sgt. L.A. Topley - A/C	
			R.151457 P/O. F.B. Williamson - Pilot	R.18343 P/O. J.H. O'Neill - Pilot	
			J.24554 P/O. N.S. Coxford - Nav.	J.44218 P/O. L.G. McDonald - Nav.	
			R.159555 P/O. R.E. Sumner - WOP	R.433045 Sgt. G.E. Johnson - A/B	
			R.172034 Sgt. D.J. Price - A/B	1579264 Sgt. V.H. Blackburn - WOP	
			2202696 Sgt. W. McEweney - F/E	1653104 Sgt. R. Goodenough - F/E	
			R.183132 Sgt. R.A. MacMillan - A/C	C.1591 P/O. F.W. W.S. Patterson - A/C	
			R.166197 Sgt. H.L. Walters - A/C	R.189709 Sgt. J.A.H. Piche - A/C	
			J.19783 P/O. L.A. Mann - Pilot	R.18783 P/O. G.R. Mann - Pilot	
			R.163509 WOP D.S. Smith - Nav.		
			R.107527 WOP L.G. McLelland - WOP		
			J.28083 P/O. J.K. White - A/B	J.23317 P/O. S.G. McDonald - Pilot - To 405 (RCAF) Squadron for P.F.F. duties.	
			1070752 Sgt. G. Gilder - F/E	J.22589 P/O. J.A. McIntyre - Nav.	
			R.205438 Sgt. D.G. Harkness - A/C	J.19918 P/O. G.H. Weaver - WOP	
			R.195500 Sgt. R.R. Burnett - A/C	J.23371 P/O. W.A. Parsons - A/B	
				1605816 Sgt. M.A. Burnaby - F/E	
				R.188880 Sgt. D.F. Service - A/C	
				J.19904 P/O. J.E. Shepherd - A/C	
				159067 P/O. J. Brown - Pilot - To 1654 C.U. for instructional duties on completion of operational tour.	

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			<p><u>Posting from Unit (Continued)</u></p> <p>APR 12671 P/O. G. E. Newton - Pilot - Posted to 27 O.T.U. for instructional duties.</p> <p>16897 P/O. V. Southwell - Navigator - Posted to 1657 C.U. for instructional duties on completion of operational tour of duty.</p> <p>J. 18816 L/O. W. McInnis - A/B - Posted to 82 O.T.U. for instructional duties on completion of operational tour of duty.</p> <p>S. 19543 P/O S. Davidson - A/B - Posted to 82 O.T.U. for instructional duties on completion of operational tour of duty.</p> <p>169512 P/O. J. S. Davies - A/B - Posted to 1657 C.U. for instructional duties on completion of operational tour of duty.</p> <p>A. 17293 P/O. W. L. Whiting - WOP - Posted to 1656 C.U. for instructional duties on completion of operational tour of duty.</p> <p>A. 19024 P/O. J. B. Brown - WOP - Posted to 1659 C.U. for instructional duties on completion of operational tour of duty.</p> <p><u>Postholders Reported to Aircrew Personnel Missing</u></p> <p>A. 129617 P/O. A. Brooke - A/B - w.o.f. 17.1.44 (now missing, believed killed)</p> <p>A. 12556 P/O. B. Houston - A/B - w.o.f. 29.1.44 (now P.O.W.)</p> <p>A. 150122 P/O. B. P. P. - WOP - w.o.f. 31.1.44</p> <p>A. 10574 P/O. B. R. Shubrook - A/B - w.o.f. 29.1.44</p> <p>A. 16174 Sgt. J. S. Shepherd - A/C - w.o.f. 20.1.44</p> <p>B. 95423 P/O. L. Kennedy - A/B - w.o.f. 20.1.44</p> <p>A. 11110 P/O. L. R. R. - WOP - w.o.f. 2.1.44 (missing)</p> <p>THAT NUMBER SUCCESSFULLY COMPLETED OPERATIONAL SORTIES: 86 97 (No. 5.44-20-424 (OAS))</p> <p>NEW SUCCESSFUL OPERATIONAL SORTIES:</p> <p>16206 P/O. - REPORTED MISSING: 10.1.44</p> <p><u>Promotions:</u></p> <p>Squadron Leader, Commanding, 426 (R.O.A.F.) Squadron</p> <p>P/O (A/S/L) A. F. AVANT (J. 10503) to T/F/L w.e.f. 6.3.43</p> <p>F/O F. R. Sheard (J. 3471) to T/F/L w.e.f. 6.3.43</p> <p>P/O J. D. Brown (C. 173) to T/F/O w.e.f. 23.1.44</p>		