

OPERATIONS RECORD BOOK

Page No. 11674

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	1.4.44		A daylight Ballgame exercise was held and six crews were offered. Five took off at approximately 14.00 hours and one was scrubbed on account of unserviceable brakes. They returned at 1700 hours and reported having gained considerable experience.		
Linton-on-Ouse	2.4.44		A single dull rainy day with very poor visibility cancelled all flying training.		
Linton-on-Ouse	3.4.44		Fog and rain again cancelled all flying. Ground training was carried out as an escape lecture was given to all aircrew in the afternoon by the Intelligence Officer, Flying Officer H.M. Shawer (J.22100) who had been wounded in the knee, returned to the Squadron and will be unable to fly for about six weeks. The dull weather for the past few days has made the ground crew to get all of our twelve remaining Lancasters serviceable except "B" which is at present in for a 200 hour check. We wonder when the conversion is to be made to Halifax Mark III a/c. The change is not looked forward to with very much enthusiasm by our experienced crews who would like to complete their tour of operations on Lancaster II a/c. At the present time and experienced S.G.O. A.S.P.I. (Air Specialist Personnel Instructor) is giving lectures to all flight mechanics on the maintenance of Halifax III a/c. Posting notice was received today for W/O M.E. Swinson, 200, 200 who is to proceed to HQ Overseas Headquarters for disposal. This probably means that he is proceeding to Canada for a well earned leave. S/L. A.C. Drury, 200, 200, who has been acting as Squadron Commander since W/O Swinson was "scrubbed" will continue in that capacity until the arrival of a new Squadron Commander.		
Linton-on-Ouse	4.4.44		Rain and fog again cancelled all flying. Lectures were held in the different sections for all flying crews.		
Linton-on-Ouse	5.4.44		Heavy fog again cancelled all flying. A lecture was held in the Intelligence Section on escape procedure. All aircrew attended.		
Linton-on-Ouse	6.4.44		Dull weather again cancelled all flying activities. A night flying program had been arranged but had to be "scrubbed out". A Station Commander's parade was held at 0900 hours. All personnel not on duty attended.		
Linton-on-Ouse	7.4.44		Dull weather and fog cancelled all morning flying but a lecture was held for all aircrew in the Intelligence Section. Some flying, mostly air tests, was carried out in the afternoon but visibility was not good. A medium effort Ballgame was scheduled for the night and eleven a/c were offered but the effort was "scrubbed" at 17.30 hours on account of the weather.		
Linton-on-Ouse	8.4.44		The first really decent day since last Saturday and plenty of flying training was carried out, consisting chiefly of fighter affiliation, bombing and X-country exercises. One crew was offered for a Ballgame which was carried out successfully. W/O, S.G. Hamber (G.1605) reported for duty today and takes over the post of Wing Commander, Commanding 426 Squadron, 200, 200 on the trip here by air from Middleton St. George the aircraft, piloted by W/O Hamber, narrowly missed a collision with another a/c due to poor visibility. The violent manoeuvre to miss the other a/c tossed the mid-upper gunner E.18059 F/S. J.R. Layst off his seat, and when he alighted as it again it broke allowing him to drop to the floor and breaking his ankle.		

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Linton-on-Ouse	9.4.44		Operations were scheduled and two aircraft were offered with inexperienced crews. Five a/c took off at approximately 19.30 hours for night cross country and bombing exercises. Both our a/c landed early, one on early return due to one engine being unserviceable and the other completed the mission but landed at a diversion base short of petrol. Both a/c landed at LASHAM. The target was the VILLERSVOYE ST. GEORGES marshalling yards outside PARIS.		A.952 and 273
Linton-on-Ouse	10.4.44		Operations were again scheduled and ten a/c were offered. All took off without incident. Groundcrews were dispatched by air to LASHAM to make serviceable "B" which landed there the previous night with one engine a/c. Two new crews arrived today, one from THROCKMORTON and one from DUNFORTH. Both are Halifax crews. This makes five new Halifax crews in all and still no Halifax a/c.		A.953-A.962
Linton-on-Ouse	11.4.44		All our a/c completed their mission and returned to BASE around 0600 hours. The target was the marshalling yards at LASHAM, France about eighty miles N.W. of PARIS and the bombing was reported by all crews to be well concentrated. Three Halifax III's arrived on the station and have been allotted to "A" Flight. "A" Flight have turned three Lancasters over to "B" Flight. It was decided that the logical procedure was for one flight to convert completely first.		
Linton-on-Ouse	12.4.44		There was a "stand-down" today so flying training was curtailed consisting mainly of fighter affiliation, bombing and five crews completed a night cross country exercise. All junior officers attended a lecture on administration by S/Lt. Marshall, Station Administrative Officer.		
Linton-on-Ouse	13.4.44	(J.48740)	Three more Halifax III's arrived from THROCKMORTON and EASTMOOR and conversion has now commenced in earnest. Instructor duties at present are about equally shared by S/Cs. Number and P/Os. J.M. Hollingsworth who have had previous experience on this type of a/c. Of the six a/c received five were unserviceable by 15.00 hours. It was strongly suggested that the Squadron turning over their a/c to this Unit had passed on the ones which had given the most trouble from a serviceability standpoint. This is only natural but it is suggested that Equipment Section issue the transfer orders designating the aircraft by number rather than leaving the Squadron to select the a/c they wish to get rid of.		
Linton-on-Ouse	14.4.44		Operations were scheduled and twelve a/c were offered. However the effort was scrubbed at 2000 hours on account of weather conditions. One crew was offered for a Bullseye exercise which was also scrubbed.		
Linton-on-Ouse	15.4.44		Eleven Lancasters and two Halifaxes were offered for a Bullseye exercise which was however scrubbed early in the afternoon because of poor weather in the South. Poor visibility all morning prohibited any flying but by noon conditions were better and considerable flying was done on Halifax a/c consisting mainly of circuits and bumps, local flying and familiarisation flights.		

OPERATIONS RECORD BOOK

Page No. **1**

of (Unit or Formation) **436 (R.O.A.F.) Squadron**

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	16.4.44		Fog and poor visibility limited flying to a few circuits and bumps for a short time in the afternoon. Four pilots and four flight engineers along with the Flight Engineer Leader went to R.O.A.F. Station, XXXXXXXXXX to read to receive instruction in the handling of Hercules XVI motors on the Halifax Mk.III. This course for all pilots and flight engineers was arranged by the Base Operations Officer and is to continue until all crews have successfully completed it.		
Linton-on-Ouse	17.4.44		Base cancelled all flying in the morning but cleared up by afternoon and considerable training was done including air to air firing, fighter affiliation, and circuits and bumps on Halifax. Six crews did a night cross country and bombing exercise. P/O. W.S. Patterson (G.4591) assumed the duties of Squadron Basing Drill Officer on this date. This post was considered essential as it was felt that the Airline/Rescue Officer should be relieved of some of his duties. A signal was received today notifying the award of the immediate R.F.O. to P/O. N.M. Sharer (J.22405) and P/O. R.F. Robertson (R.117140).		
Linton-on-Ouse	18.4.44		Operations were scheduled and eleven a/c were offered. Ten took off at approx. 2100 hours one a/c being scrubbed due to engine trouble. Word was received before midnight that there was to be a sea search in the morning.		A.963-A.972
Linton-on-Ouse	19.4.44		All our a/c returned from the night's operations and reported a good effort. The target was the railway marshalling yards just outside PARIS at NOUZY-LE-GRAND. A sea search was on and three Halifax a/c participated from this Squadron. Briefing was at 0750 hours and take off at 0900 hours but was somewhat delayed due to inability to round up complete crews owing to the short notice and also the difficulty in obtaining flying rations. All three a/c returned about 1500 hours not having been successful. No other flying was done during the day and heavy rain washed all flying out completely from 1630 hours. P/O. Hollingworth, J.M. (J.18740) was appointed to the acting rank of Flight Lieutenant to fill an establishment vacancy.		
Linton-on-Ouse	20.4.44		Operations were scheduled and nine a/c were offered. One a/c, piloted by P/Sgt. J.M.F. Jones (A.96956) was a non-starter due to an injury to Sgt. F.B. Desjardins (R207492) who fell out of his turret and hurt his back, and also to an engine being O/B. All other a/c took off at 2320 hours.		A.973-A.979
Linton-on-Ouse	21.4.44		no flight SEB a/c successfully bombed the target which was COLOGNE and returned to base by 0400 hours with the exception of one piloted by P.166141 P/Sgt. R.F. Sellen which was severely damaged when struck by anti-aircraft from a friendly a/c. The starboard outer engine caught fire and had to be feathered. A hole was made through the starboard XXXXXXXXXX wing, petrol tank, two holes in port wing, landing gear damaged and starboard trimmer tabs broken.		DS. P.V. returned ready due to mechanical fault
Linton-on-Ouse	22.4.44		Operations were scheduled and nine a/c were offered but one was scrubbed about two hours before take-off because of an unserviceable motor. Eight took off without incident at 2230 hours.		A.980-A.987

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Linton-on-Ouse	23.4.44		All a/c returned from last night's operations. "G" piloted by P/O. J.A.R. Goulombe, DFC (J.19380) was attacked twice by fighters over the target. A cannon shell from one fighter entered from the trailing edge of the starboard wing, passed through the gas tank and exploded just after passing out. Numerous small holes were found in the leading edge and engine cowling. The target was DUSSELDORF and was considered to be a very good show. Conversion to Halifax a/c was carried on by "A" Flight and three crews did a night cross country.		(see section)
Linton-on-Ouse	24.4.44		Two Halifax a/c did a day cross-country exercise of six hours duration. Conversion training on the Halifax III a/c is progressing favourably. Operations were scheduled and six crews were offered, this being all the Lancaster a/c available.		As 988 - As 998
Linton-on-Ouse	25.4.44		All our a/c took off shortly after midnight and returned at 0430 hours, having successfully completed the mission. The target was KANISBURG, Germany and from all reports it was a good show. Halifax conversion training was carried on throughout the day and night. Operations were again scheduled but were scrubbed about 2330 hours due to poor weather.		
Linton-on-Ouse	26.4.44		Operations were again on schedule and eight were offered. All took off at approximately 2300 hours and returned between 0330 hours and 0430 hours. Two pilots completed their tours on this operation, P/O. J.A.R. Goulombe DFC (J.19380) and P/O. B.A. Barry (J.16964). About forty miles from the target P/O. Barry's a/c had an engine pack up, despite this he continued on his mission although unable to maintain height and carried an attack on the target from 17,000'. The target was the Ruhr Valley city of ESSEN, home of the Krupp Works.		As 994 - As 1001
Linton-on-Ouse	27.4.44		Operations were again scheduled and seven Lancaster a/c were offered. All took off at 2130 hours. Twenty Halifax a/c are now in Squadron strength and "A" Flight are putting on every effort to complete the conversion. It is thought that by May 1st, weather permitting, at least eight crews will be qualified to go on operations on Halifax a/c.		As 1002 - As 1008
Linton-on-Ouse	28.4.44		All our a/c returned safely from the previous night's operations on FRIEDRICHSHAFEN. Aircraft "M", piloted by R.153865 W/O. M.L. Thompson landed at FORD short of petrol. It was a long trip but practically no fighter opposition or flak was encountered and the bombing was considered to be well concentrated. P/O. J.A.R. Goulombe DFC (J.19380) was today presented with a wrist watch forwarded to Bomber Command by Senior Adalvert Fastick of Panama to be given to the member of the crew who had dropped the largest weight of bombs on BERLIN. 426 Squadron therefore selected P/O. Goulombe as the captain of the crew which in twelve trips to BERLIN dropped a total weight of 30 tons 1960 lbs.		
Linton-on-Ouse	29.4.44		Good weather permitted training to go on with difficulty on the Halifax a/c and it looks as though twelve crews will be available for operation by May 1st. Everyone is working hard to get the aircraft properly equipped with vision monitors, etc, etc. Particular difficulty is being experienced with the guns and gun turret, and the harmonising of the guns. P/O. R.E. Rutcliffe (J.10621) Squadron Navigation Officer departed today on posting to R.O.A.F. Station, LHRNTH.		

OPERATIONS RECORD BOOK

Page No. **FIVE**

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

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	30.4.44		<p>More fine weather and the conversion to Halifax a/c is gradually taking shape. Four crews were offered for a Command Ballsey exercise. It was decided that if four crews went out on the Ballseys it would be impossible to have the aircraft ready and crews fully trained to be available for operations on Halifax a/c on May 1st. It was therefore decided to concentrate on having Halifax available for sure for operations on the 2nd May. It was a good break as turrets and the harmonising of the guns had become a hold up and armours are working hard to iron out the difficulties.</p> <p>An unfortunate landing accident occurred in the afternoon when an a/c piloted by R. 159080. W/Sgt. Deakin, R.D. swung off the perimeter track because of the failure of the port brake and crashed into the wing of a parked Halifax making both a/c Oct 28. This spoiled an otherwise perfect month as no a/c were lost and there were no casualties during the whole month of April.</p> <p>SUMMARY OF AIRCRAFT PERSONNEL POSTED TO AND FROM UNIT DURING MONTH</p> <p>FROM UNIT</p> <p>RAF 155103 W/O. P.D. Patterson - A/B - Posted to 22 O.T.U. w.e.f. 12.4.44 on completion of tour.</p> <p>CAN.E.18516 W/O. R.V. Flanagan - Nav - Posted to 164 G.U. w.e.f. 18.4.44 on completion of tour.</p> <p>CAN.E.14841 W/O. R.B. Gattelliere - Eng - Posted to 22AF Station, Leamington w.e.f. 20.4.44 on completion of tour.</p> <p>CAN.E.15098 P/O. M. Booth, W/O. D.M. - A/B - Posted to 22AF Station, Leamington w.e.f. 22.4.44</p> <p>CAN.E.18859 W/O. J.R. Lloyd - A/C - Posted non-effective sick to No. 62 Base w.e.f. 15.4.44</p> <p>CAN.E.15176 W/O. W.H. Swainson, DSO, DFC, posted to 22AF O/B H.V. w.e.f. 14.4.44 on completion of second tour.</p> <p>TO UNIT</p> <p>CAN.E.24254 W/O. T.W. Kettlewell - Pilot</p> <p>CAN.E.25034 W/O. W.F. Martin - Nav.</p> <p>CAN.E.47179 W/O. R.J. Adams - W/O</p> <p>CAN.E.159124 Sgt. R.A. Sheppard - A/B</p> <p>RAF 1815611 Sgt. Brown, W.C.E. - W/S</p> <p>CAN.E.182865 Sgt. Park, R.M. - A/C</p> <p>CAN.E.193905 Sgt. Hodge, W.F. - A/C (from 61 Base w.e.f. 5.4.44)</p> <p>CAN.E.1623 W/O. H.G. Hamber - Pilot</p> <p>CAN.E.22605 W/O. R.G. Philp - Nav.</p> <p>CAN.E.155079 W/O. R. - A/B</p> <p>CAN.E.97571 W/O. J. Hays - W/O</p> <p>RAF 1557278 Sgt. J.R. Kemp - W/S</p> <p>CAN.E.188459 Sgt. J.R. Lloyd - W/O A/C</p> <p>RAF 2220339 Sgt. W.F. Minton - A/C (from 449 Squadron w.e.f. 10.4.44)</p> <p>CAN.E.146087 W/O. Bente, W.B. - Pilot</p> <p>CAN.E.24251 W/O. Taylor, T.W. - Nav.</p> <p>CAN.E.197079 W/O. McIntyre, J.E. - W/A2</p> <p>CAN.E.28259 W/O. Phillips, C.S. - A/B</p> <p>CAN.E.155038 W/Sgt. Webster, W.R. - Pilot</p> <p>CAN.E.24614 W/O. Swick, A.B. - Nav.</p> <p>CAN.E.169465 Sgt. Dunn, G.R. - W/O</p> <p>CAN.E.24578 Sgt. Peel, R.J. - A/B</p> <p>RAF 576221 Sgt. Jefferson, M.F. - W/S</p> <p>CAN.E.78731 Sgt. Simpson, G.C. - A/C</p> <p>CAN.E.198724 Sgt. Brown, J.D. - A/C (from 61 Base w.e.f. 5.4.44)</p> <p>CAN.E.13787 P/O. R.M. Stone - Pilot</p> <p>CAN.E.25042 P/O. D.V. Barr - Nav.</p> <p>CAN.E.461384 W/O. R.G. Kirkpatrick - W/O</p> <p>CAN.E.107879 Sgt. C.R. Goldie - A/B</p> <p>RAF 1869834 Sgt. G.N. Barwell, W/S</p> <p>CAN.E.250644 Sgt. A.V. Hilderbrand - A/C</p> <p>CAN.E.155391 Sgt. H.R. Galsman - A/C (from 61 Base w.e.f. 12.4.44)</p> <p>RAF 1818920 Sgt. Ellis, R. - W/S</p> <p>CAN.E.186298 Sgt. Sumner, J.V. - A/C</p> <p>CAN.E.187860 Sgt. Retch, P. - A/C (from 61 Base w.e.f. 13.4.44)</p>		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			TO UNIT (continued)		
			CAN. J. 42252 P/O. Nichol, J.E. - Pilot		
			CAN. J. 26935 P/O. Doubt, R.H. - Nav.		
			CAN. J. 27583 P/O. Van Nieuwen, W.J. - A/B		
			CAN. R. 40404 P/O. Macpherson, R.J. - WOP		
			RAF 108082 Sgt. Berry, W. DEM - P/R		
			CAN. R. 19724 Sgt. Brown, K. - A/G		
			RAF 181524 Sgt. Jones, A.C. - A/G		
			(from 64 Base - w.e.f. 15.4.44)		
			ATROPHY PERSONNEL APPOINTED TO COMMISSIONED RANK DURING MONTH		
			RAF. 1410475 P/O. Bradbury, G.J. - WOP - w.e.f. 22.2.44		
			RAF. 1681390 Sgt. Dowling, E. - P/R - w.e.f. 22.2.44		
			RAF. 645011 Sgt. Sims, L.H. - WOP - w.e.f. 3.3.44		
			RAF. 1392519 P/O. Fox, F.R. - A/B - w.e.f. 29.2.44 (missing)		
			RAF. 1552259 P/O. Doyle, J. - A/B - w.e.f. 29.2.44		
			RAF. 1603262 Sgt. Congrove, G.H. - P/R - w.e.f. 23.3.44		
			CAN. R. 101658 P/O. Allam, F.R. - w.e.f. 19.2.44 (missing) (A/B)		
			CAN. R. 152120 P/O. Wright, E.G. - w.e.f. 17.3.44 (missing) (Pilot)		
			CAN. R. 89734 Sgt. Doherty, A.H. - A/B - w.e.f. 29.2.44 (missing)		
			CAN. R. 109234 Sgt. McCallan, A. - A/G - w.e.f. 24.2.44		
			RAF. 1387030 Sgt. Jackson, A.H. - WOP - w.e.f. 3.3.44		
			RAF. 544320 Sgt. Ware, A.B. - P/R - w.e.f. 27.2.44		
			RAF. 2208822 Sgt. McGovern, F.J. - w.e.f. 6.4.44		
			RAF. 1672359 P/O. Allen, J. - P/R - w.e.f. 4.4.44		
			RAF. 1351768 P/O. Williams, G.B. - WOP - w.e.f. 23.3.44		
			CAN. R. 101288 P/O. Devoy, A.G. - w.e.f. 29.3.44 (missing) (Nav.)		
			CAN. R. 161117 P/O. Holanohuk, W. - w.e.f. 21.3.44		
			CAN. R. 58339 P/O. Lebel, G.Y. - A/G - 6.4.44		
			CAN. R. 117140 P/O. Robertson, D.F. - Pilot - 21.3.44		
			SUMMARY OF SQUADRON FLYING HOURS		
			Operational Flying Hours - 319.00		
			Flying Training Hours - 257.50		
			Other Flying Hours - 105.15		
			SUMMARY OF OPERATIONAL SORTIES CARRIED OUT		
			Successful Operational Sorties - 24.07		
			Non-successful Operational Sorties - 2		
			Number of Aircraft Missing - Nil		
			AIRCRAFT ON CHARGE - 8 LANCASTER, T		
			19 LANCASTER, II		
			E.C. Chamber w/Ch.		
			Wing Commander, Commanding		
			426 (R.C.A.F.) Squadron		