

Compiled by W.H. WALKER, Flight Lieutenant,
Adjutant, - 426 (RCAF) Squadron.

OPERATIONS RECORD BOOK

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R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.
para. 1340 and War Manual Pt. II, chapter XX, and
notes in R.A.F. Pocket 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, Yorks.	1.6.44		Operations were scheduled and sixteen were offered but the effort was scrubbed at 18.30 hours because of bad weather.		
"	2.6.44		Operations were scheduled and fourteen were offered. All took off at approximately 2200 hours.	A.1136 - A.1149	
"	3.6.44		All our aircraft returned from the previous night's operation and report a successful attack on heavy "A.A." Battery at Neufchatel, France. Operations were scheduled again and fourteen were offered but the effort was scrubbed one-half hour before take-off time on account of bad weather.		
"	4.6.44		There was a "Stand Down" today and training was carried out chiefly affiliation and local flying.		
"	5.6.44		Operations were scheduled and sixteen were offered. There seemed to be a slight undercurrent of some sort in the air all day with considerable discussions re tactics and times, target, etc. The camp was placed on G.S. and volunteers were called for to re-bomb returning aircraft first thing in the morning.		
"	6.6.44		All our sixteen aircraft took off successfully after midnight and bombed a heavy coastal battery at Houlgate near Trouville on the North Coast of France. One aircraft failed to return from the night's operation, namely "Q" - L.W.382 piloted by Flying Officer J.F. Beasley, J.27853, on his first trip as Captain. Another of our aircraft, "J" - L.W.598, was forced to make an early return due to technical difficulties. Word came in later in the afternoon that an aircraft had exploded in mid-air near Birchen Newton at 02.45 hours. The aircraft disintegrated and was strewn over a large area. All occupants were killed. Early in the morning it was announced over the radio that Allied Forces had made landings in Northern France. This Unit received special commendation on the night's effort as the battery attacked was completely silenced, making one less obstacle for the landing forces to overcome. Our aircraft returned between 0500 and 0600 hours and were completely D.I.'d and bombed ready to go again in three hours time. However we were not called upon to go out in daylight and at 18.30 hours word came through for another night target. Seventeen had been offered, but sixteen took off, one being a non-starter due to a jammed starting motor. Number 408 Squadron also had 22 Lancasters on, so in all, 38 aircraft took off, commencing at 21.30 hours. This was the culmination of a day of excitement when everyone was ready and willing to do their share of extra work, when the Commanding Officer in person passed out good news and instructions over the tannoy, when no one seemed to mind the confinement to camp, and when there was a general feeling of quiet elation that "D" day had at last arrived and that everything was progressing favourably.	A.1150 - A.1163	
"	7.6.44		Eleven of our aircraft were diverted to the South of England on return and straggled back to camp all day. The target the previous night was a railroad bridge and a highway junction, (Coutances Road and R. 2 Junction), being a key spot over which the Germans must bring up reinforcements and supplies against the invading Allies. Reports say that the bombing from a low level was very accurate and that the bridge was completely destroyed, thus blocking route for supplies. This was at the base of the Cherbourg peninsula. One of our aircraft, "Q" - L.W.377, piloted by Flight Sergeant Selfe, was damaged by a bomb from a friendly aircraft.	A.1164 - A.1181 Note: Numbers A.1179 and A.1180 skipped in error.	
					A.1182 - A.1192

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No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse, Yorks.	13.6.44	(Continued)	and the loss of aircraft and crew, and the possibility of extremely heavy work to come, that much greater benefit would have been derived from a complete "Stand Down" and relaxation. However no importance has been placed on the more training a unit carries out the fewer are its losses, perhaps it is all for the best.		
"	14.6.44		Operations were scheduled and thirteen aircraft were offered.		
"	15.6.44		Take-off was at 0010 hours and two of our aircraft were non-starters due to engine trouble. One also was an early return due to an unserviceable engine. The other ten aircraft successfully bombed the railway facilities at St. Pol and returned to base at approximately 0600 hours. Excitement ran high today as a daylight effort was called for. Fifteen aircraft were offered but this was eventually reduced to thirteen. All took off at 0930 hours.	A.1227 - A.1236	
"	16.6.44		All our aircraft returned from the previous evening's operation, having attacked the docks at Boulogne. Operations were again scheduled and thirteen aircraft were offered. All took off at approximately 2300 hours and all but one returned. Nothing has been heard since take off from "S" - Lt. 879, piloted by Flying Officer Tabor, and it is presumed he was lost over the target. Fifteen Halifax Mark VII aircraft were landed here today, and the Squadron were informed that we were to be equipped with them. They are all fitted with H.2.S.	A.1237 - A.1249	
"	17.6.44		Today we discover that the new Halifax aircraft are not for us and there is considerable gloom on the part of some and gloom from others. It seems that being fitted with H.2.S. at the present time is a disadvantage compared to the loss of Mexico and the mid-under gun position. They were considered particularly useful in these days of many short trips to French targets. Operations were again scheduled and twelve aircraft were called for.	A.1250 - A.1262	
"	18.6.44		Take-off was at approximately 0100 hours. All aircraft returned from the night's operation having successfully bombed a supply site at Oisemont/Neuvilly. Today minds have been made up and it is now apparent that the Squadron does not get the new Mark VII Halifax. The Squadron is stood down for four days to enable crews to train on the new kites and get the gear on operating H.2.S. All our Halifax VII's are to be transferred to other Squadrons in the Group. The plans for training were just getting formulated in the morning by noon, when word came through that we were on operations with a maximum effort on our old aircraft. We were able to offer thirteen, but at 16.15 hours the effort was scrubbed.	A.1263 - A.1274	
"	19.6.44		Despite the fact that the Squadron is stood down for converting to Halifax VII's we were again called on for operations on Halifax III's and nine were offered. The effort was scrubbed at 2130 hours just at the conclusion of briefing. Training has commenced on the Halifax VII's and bomb-aimers were sent to Leeming and Skipton for H.2.S. training. Several of the aircraft have been air-tested and four proceeded on cross-country's.		
"	20.6.44		Word came through that there was a "Stand Down". Later in the morning that all were to stand by for a maximum daylight effort the next morning. Result - plenty of work for all. Extra effort made to get as many Halifax VII's ready for operations as possible with the result that we were able to offer twelve. Word came through about 20.00 hours about time, etc. but at 01.30 hours the effort was scrubbed.		

WL 2744/0007 0034 13/43 C. & L. 41-720

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

No. of pages used for day.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse, Yorks.	28.6.44		Friday by Flight Lieutenant P.N. Logan, and "W" - L.W.198, piloted by P/O S.W. Gerard. The target was the MAPENHALLING yards at Metz and all report an apparently successful attack despite the presence of many fighters on the long trip over enemy territory in bright moonlight.		
"	29.6.44		Six aircraft are unserviceable this morning due to faulty hydraulics which apparently, according to our technical warrant officer, is the fault of the assembly. Joints are not properly tightened and from strain and vibration, pull apart allowing the fluid to escape. Today the Squadron had to stand by for a possible operation. Word eventually came through at 16.30 hours that the Squadron was required. We were able to offer fifteen and take-off was scheduled for approximately 01.00 hours but was scrubbed because of fog.		
"	30.6.44		Fog all morning limited flying to air tests and by noon word came through that we were to stand by for a night operation. Briefing was eventually scheduled for 20.00 hours and sixteen aircraft were offered but at 19.00 hours the "do" was postponed to 0700 hours the next morning. Thunderstorms and impossible weather were apparently the reason.		
			CASUALTIES:		
			J27853 P/O HERRLEY J.P. CAPT - Killed on operations to NOULGATE, FRANCE, 6.6.44.		
			J28243 P/O TRAYNER R.H. NAV		
			R104300 SGT HURVIN O.W. W/AG		
			J21536 P/O IRVING R.R. A/B		
			236072 SGT CLARK T.H. P/E		
			R253018 SGT CAROL R.F. MU/AG		
			R182892 SGT FORSBERG H.S. R/G		
			R161256 WO2 SOUTHERN A. NAV - Killed returning from operations to ACHERES, FRANCE 9.6.44.		None
			R105529 WO1 PARKER E.C. W/AG		
			J85619 P/O HOLMCHURCH W. A/B		
			I313807 SGT HOWARD F.R. P/E		
			1566693 SGT HUGHES J.F. R/G		
			J26120 P/O PARKER D.R. 2nd Pilot		
			1070752 SGT GILDER S. P/E - Missing on operations to ACHERES, FRANCE 7/8.6.44. (Baled Out)		
			R140909 WO1 SMITH D.S. NAV		
			J28085 P/O WHITE J.K. A/B		
			R107527 WO1 MCCLELLAND W.G. W/AG		
			J14015 S/L MCROBIE I.M. CAPT - Missing on operations to CAMBRAI, FRANCE, 12/13.6.44.		
			2582238 P/O THORP A.L. NAV		
			R113435 WO2 MILEOD C.A. W/AG		
			J20133 P/O REDFORD C.W. A/B		
			653213 SGT WHITE E. P/E		
			1505087 P/S HENROSE M. MU/AG		
			J36027 P/O MURRAY D. R/G		
			R868.8 WO1 ECOWY M.A. M/U/AG		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse, Yorks.			<u>CASUALTIES:- ((Continued))</u>		
			J27196 P/O TADOR J.P. CAPT - Missing on operations to STERKRADE, GERMANY 16/17.6.44.		
			J29581 P/O SHANNON G.B. NAV		
			R191906 SGT DOUGATT H. W/AG		
			R178949 SGT NILES R.E. A/B		
			J37726 P/O CARSON W.D. MU/AG		
			J37792 P/O HILL L.G. R/G		
			R122699 SGT MOQUEEN F.E. F/E		
			J17678 P/L LOGAN P.N. CAPT - Missing on operations to METZ, FRANCE 28/29.6.44.		
			J13162 P/O STRETE H.W. NAV		
			169382 P/O D'ARST G. W/AG		
			J29496 P/O WELLS J.H. A/B		
			637870 SGT DOUGHERTY J. F/E		
			J19863 P/O JAMIESON D.E. MU/M		
			J19469 P/O KENNEDY R.S. R/G		
			J28293 P/O GERARD S.W. CAPT - Missing on operations to METZ, FRANCE 28/29.6.44.		
			J24731 P/O LASTUK W. NAV		
			R160870 P/S KENDRICK D. W/AG		
			J86476 P/O WHITIE E.J. A/B		
			173165 P/O BEBLEY K. F/E		
			J85696 P/O ROGERS T.A. MU/AG		
			J86388 P/O SAM D.L. R/G		
			<u>REMOVED IN:</u>		
			J27196 P/O TADOR J.P. CAPT From No.61(R.C.A.F.) Base wof. 2.6.44.		
			J29581 P/O SHANNON G.B. NAV		
			R191906 SGT DOUGATT H. W/AG		
			R178949 SGT NILES R.E. A/B		
			J37726 P/O CARSON W.D. MU/AG		
			J37792 P/O HILL L.G. R/G		
			R85611 SGT ARTHUR W.S. F/E		
			CAN.2401A SGT CAMERON W.A. A/G From 425 (R.C.A.F.) Squadron wof. 3.6.44.		
			J25828 P/O SHERIDAN J.T. CAPT From No.61(R.C.A.F.) Base wof. 3.6.44.		
			J28480 P/O METCALF J.E. NAV		
			R191609 SGT BISHOP M.H. W/AG		
			J28889 P/O BODNER N.M. A/B		
			1004773 SGT PERSMAN H.C. F/E		
			R204600 SGT ROXBELL L. MU/AG		
			R21034 SGT RYAN G.T. R/G		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse, Yorks.			<p>POSTINGS IN - (Continued)</p> <p>J26120 P/O PARKER D.E. CAPT - From No. 61 (R.C.A.F.) Base wof. 6.6.44.</p> <p>J29846 P/O HETHERINGTON J.M. NAV</p> <p>J26748 P/O HARMER W.F. A/B</p> <p>R197348 SGT MCALLISTER S.E. W/AG</p> <p>R122895 SGT MCQUEEN F.E. F/E</p> <p>R138914 SGT CRAWFORD J.F. W/AG</p> <p>R151112 SGT MOLEND W. R/C</p> <p>R113229 WO1 IRWIN D.O. CAPT - From No. 61 (R.C.A.F.) Base wof. 14.6.44.</p> <p>R186014 SGT MERRICK S.T. W/AG</p> <p>R160930 SGT WILLIS P. NAV</p> <p>R164387 SGT MAGARTY E.J. A/B</p> <p>R209343 SGT FRASER P.A. F/E</p> <p>R200731 SGT HARRISON C.G. A/C</p> <p>R222700 SGT REDFERN W.B. A/B</p> <p>J85992 P/O BECKER M.R. CAPT - From No. 61 (R.C.A.F.) Base wof. 15.6.44.</p> <p>J29801 P/O MCILLINWRAH P.R. NAV</p> <p>J24333 P/O WREK P.E. W/AG</p> <p>J23720 P/O TOBIN J.D. A/B</p> <p>1393359 SGT LATT E.W. F/E</p> <p>R251543 SGT SHONIKER F.C. A/C</p> <p>R250650 SGT SMITH R.D. A/C</p> <p>J85648 P/O ROBERTSON D.F. CAPT - From 432 (R.C.A.F.) Squadron wof. 16.6.44.</p> <p>J85748 P/O MURDOCK G.F. NAV</p> <p>J12451 P/O COLE E.M. W/AG</p> <p>J28669 P/O FRISCH H.E. A/B</p> <p>1342142 P/S DOLD T. F/E</p> <p>174339 P/O MCGOVERN F.J. A/C</p> <p>1822005 P/S BROWN M.P. A/C</p> <p>J23022 P/O BICK P.L. CAPT - From 1658 C.B. wof. 17.6.44.</p> <p>J29992 P/O WALTER R.W. NAV</p> <p>J29746 P/O SLANEY W. A/B</p> <p>1800367 SGT TRIDAN P.S. W/AG</p> <p>J856940 SGT DELUCA J.M. A/C</p> <p>R204316 SGT MCDONALD A.L. A/C</p> <p>1554274 SGT ROSE H.P. F/E</p> <p>J85920 P/O JONES R.E. CAPT - From No. 61 (R.C.A.F.) Base wof. 20.6.44.</p> <p>J35043 P/O HARRISON W.R. NAV</p> <p>J36558 P/O YOUNGER D.W. W/AG</p> <p>J35067 P/O BICK R.W. A/B</p> <p>1899307 SGT HOLLINDALE R. F/E</p> <p>R217237 SGT HYNE E.H. A/C</p> <p>R219640 SGT JENNINGS N.E. A/C</p>		

Place	Date	Time	Summary of Events	References to Appendices
Linton-on-Ouse, Yorks.			<p><u>POSTINGS IN: - (Continued)</u></p> <p>J25882 P/O LAUNIER P.A. CAPT - From No. 61 (R.C.A.F.) Base wt. 25.6 lb.</p> <p>J25047 P/O KETTLIS P.R. NAV</p> <p>J27219 P/O SOWHART A. W/AG</p> <p>J29393 P/O WASLICHNIK H. S/D</p> <p>077697 SGT BATT G.B. S/E</p> <p>R204509 SGT STANLEY W.R. A/C</p> <p>R205756 SGT STRAUSS R.M. A/C</p> <p>J22945 P/O SEAMAN S.M. CAPT - From No. 61 (R.C.A.F.) Base wt. 25.6 lb.</p> <p>J24412 P/O BRIDGELL R.J. NAV</p> <p>J23987 P/O COMLEY J.S. W/AG</p> <p>J28552 P/O EAMLEY R.W. A/D</p> <p>1592730 SGT MITCHELL W. S/E</p> <p>R210697 SGT MALANIE R.R. A/C</p> <p>R201807 SGT MACHAN D.G. A/C</p> <p>J86340 P/O HAMILTON C.B. CAPT - From No. 61 (R.C.A.F.) Base wt. 25.6 lb.</p> <p>R22222 SGT JORD R. NAV</p> <p>R196358 W/O2 TIGHE G. W/AG</p> <p>R23700 SGT HOLMES S. A/D</p> <p>1561019 SGT WELSH R. S/E</p> <p>R202793 SGT CAITHORN R.L. A/C</p> <p>R161368 S/G MACTYD J.S. A/C</p> <p>R178943 SGT LANE W.D. CAPT - From No. 61 (R.C.A.F.) Base wt. 30.6 lb.</p> <p>J36116 P/O LECHE P.G. NAV</p> <p>R27258 W/O2 ROBERTS D.G. W/AG</p> <p>R172995 SGT GRAHAM W.R. A/D</p> <p>1594072 SGT LUTHERINGTON S.J. S/E</p> <p>R190745 SGT SMALLERIDGE W. A/C</p> <p>R208291 SGT HANLISTER P.E. A/C</p> <p>J95336 P/O MCKINSTREY C.L. CAPT - From No. 61 (R.C.A.F.) Base wt. 30.6 lb.</p> <p>J36116 P/O ANPUS J.R. NAV</p> <p>R19668 SGT COBB R.S. W/AG</p> <p>J29666 P/O DUBS P.E. A/D</p> <p>1626852 SGT LANE J. S/E</p> <p>R209889 SGT MCGAFFEY R. A/C</p> <p>R20987 SGT ROWE C.A. A/C</p> <p><u>POSTINGS OUT:</u></p> <p>J18236 P/O WATTS J.D. A/D - To 1659 C.U. wt. 2.6 lb.</p> <p>J19339 P/O McLAUGHLIN J.T. A/C - To 1659 C.U. wt. 6.6 lb.</p> <p>R154121 SGT McLEOD W. A/D - To 425 (R.C.A.F.) Squadron wt. 21.6 lb.</p> <p>R154121 SGT McLEOD W. A/D</p> <p>04N. 20/11 SGT CAMERON W.A. A/C</p>	

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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
Linton-on-Ouse, Yorks.			POSTINGS OUT:-(Continued)		
			J25648 P/O ROBERTSON D.P. CAPT - To 432 (R.C.A.F.) Squadron wof. 9.6.44.		
			J25708 P/O BURDOCK G.E. NAV		
			J26689 P/O JENNINGS H.B. A/C		
			J242142 P/S DOIG T. F/E		
			J74339 P/O HOOVERIN F.B. A/C		
			J222005 S/S BROWN J.E. A/C		
			J12451 P/O COLE E.H. W/AG		
			J24254 P/O KETCHUM T.W. CAPT - To 405 (R.C.A.F.) Squadron wof. 19.6.44.		
			J25054 P/O MARTIN W.F. NAV		
			J27791 P/O NAIN T.E. W/AG		
			R159124 SGT SHOPLAND R.W. A/C		
			L875611 SGT HANCOCK W.C. F/E		
			R192903 SGT HAPPE W.F. A/C		
			J796419 S/S COOH G. A/C		
			J26042 P/O GRATE H.L. PILOT - To No. 62 (R.C.A.F.) Base wof. 9.6.44 (N.E. Sid.)		
			J11552 S/L REPS R.F. PILOT - To 1666 C.N. wof. 26.5.44.		
			J266425 SGT THANE F.R. A/C - To No. 61 (R.C.A.F.) Base wof. 26.6.44.		
			COMMISSIONS:		
			R.55865 WO2. THOMPSON, M.L. Appointed Pilot Officer w.o.f. 2.5.44		
			R197599 P/O. SAIL, L.D. " " " 2.5.44		
			1026599 SGT. THOMPSON, S. " " " 26.5.44		
			1470702 P/S. HARTON, A.A. " " " 28.5.44		
			R108256 WO2. SCOTCHMAN, A.C. " " " 17.5.44 (Killed 9.6.44)		
			1467251 SGT. OREN, H. " " " 11.5.44		
			1577113 P/S. PITTWAY, A. " " " 30.5.44		
			R166441 WO2. SHANE, S.E. " " " 30.5.44		
			R158596 P/S. SHANE, S.A. " " " 2.5.44		
			R27227 SGT. REPS, S. " " " 29.5.44		
			R147618 WO2. WILKIE, E.J. " " " 3.5.44		
			R154557 P/S. WILLYAMSON, J.E. " " " 11.5.44		
			REMOVALS AND AWARDS:		
			G.4425 P/O. S.O. HANSEN awarded immediate D.F.C.		
			CHANGES IN COMMANDE NIL CHANGES IN ADMINISTRATION: NIL AEROPLANE ON CHARGE: 20 HALIFAX MK. VII		
			2 HALIFAX MK. III		
			OPERATIONAL AND NON-OPERATIONAL FLYING STAGES: OPERATIONAL: 846.00 NON-OP (TRAINING) 174.00		
			TOTAL OPERATIONAL STAGES FOR JUNE - 219		217 miles

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>MONTHLY AND CUMULATIVE TOTAL OF BOMBS DROPPED:</u> . . . H.E. . . . <u>INCENDIARIES</u>		
			Total Bombs dropped to May 31st 1944: 1247 tons 1340 lbs. 658 tons 1280 lbs.		
			Total Bombs dropped to June 30th 1944 during June: 755 tons 800 lbs. . . .		
			Total bombs dropped at 30th June 1944: 1972 tons 2140 lbs. . . . 1558 tons 1280 lbs.		
			<u>SUMMARY OF ENCOUNTERS WITH ENEMY AIRCRAFT:</u> Three aircraft were engaged by enemy fighters during the month. Our aircraft did not sustain any serious damage and no claims are made regarding fighters destroyed or damaged.		
			<u>SWITCHES:</u>		
			<u>OFFENSE</u> . . . <u>DEFENSE</u> . . . <u>GROUND</u>		
			R.C.A.F. . . . 20 . . . 2		
			R.A.F. . . . 4 . . . -		
			U.S.A.A.F. . . . 1 . . . -		
			R.A.A.F. . . . 1 . . . -		
			<u>TOTAL</u> . . . 105 . . . 2		
			<u>AIR-TO-AIR</u> . . . <u>FLYING</u> . . . <u>GROUND</u>		
			R.C.A.F. . . . 100 . . . 253		
			R.A.F. . . . 40 . . . 19		
			U.S.A.A.F. . . . - . . . -		
			R.A.A.F. . . . - . . . -		
			U.A.A.F. . . . - . . . 7		
			<u>TOTAL</u> . . . 140 . . . 289		
			<u>SQUADRON COMMANDER'S SUMMARY:</u> The day arrived with a bang and the month of June was hectic to say the least. One or two of the crews put in as many as a dozen trips during the month and that in spite of the fact the Squadron once again converted from Halifax III's to Halifax VII's, the latter equipped with H26. As the VII's were all brand new aircraft there were snags galore and these certainly didn't help to improve the general panic that seemed to reign throughout the month. When the flap is on everyone binds-- when everything is quiet everyone binds. You just can't win.		

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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	References to Appendices
Linton-on-Ouse, Yorks.			<p><u>SQUADRON COMMANDER'S SUMMARY (Continued)</u></p> <p>It was a cruel blow to the Squadron to lose three of its most experienced crews namely Squadron Leader "Mike" McRobie, Flight Lieutenant "Joe" Logan and Flying Officer Gerard. The ways of fate are sometimes strange.</p> <p>It is very nice having a lot of fancy H2S equipment in most of the aircraft and it would also be nice if we could get the crews trained to use it. With the current war cry of "maximum effort" ringing in everyone's ears its definitely a problem getting even one aircraft for training. However it does seem a pity to be sending radar equipped aircraft on "Operations" containing crews who are quite clueless as regards all the new knobs, buttons and cathode ray tubes etc. But there will come a day!!</p> <p><i>E.C. Hamner w/cdr.</i> (E.C. HAMNER) W/O., Officer Commanding, 426 (R.O.A.S) Sqn.</p>	