

R.A.F. Form 540² dated 1.7.44
See instructions for use of this form in K.R. and A.C.T.
para. 2349 and War Manual Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

CHIEFED BY P/LT. V.H. HALL

OPERATIONS RECORD BOOK

Page No. 1

of (Unit or Formation) 406 (R.A.F.) Squadron

22228

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse, Yorks.	1.8.44		Operations were again on schedule and twelve aircraft were selected for with take-off at 1500 hours. Due to the fact that two aircraft diverted the previous night, had not returned and serviceability holding up others, only nine all told were available to take-off at the allotted time. Two of these were borrowed from 406 Squadron.		A-1579 - A-1587
" "	2.8.44		Operations were called but failed to materialize due to dull weather, which also cancelled our training activities. The other activity around the station is an all-out clean up campaign for the benefit of the unknown mysterious Mr. "X".		
" "	3.8.44		We were called upon for a daylight operation in the Pas De Calais area, the target being Forest A-1588 - A-1589 3 De Niesse. Sixteen aircraft were detailed to take off at 16.15 hours. All of them reached their objective and returned safely to base without incident, just before dark. Preparations were then underway to be prepared for an early morning effort.		
" "	4.8.44		Operations were called for a morning raid on a supply dump at Bois De Chasse in the Paris area. A-1601 - A-1607 12 aircraft took off successfully, completed their mission and returned safely to base. From all accounts it was a good show. 2/FD Deaderick and his crew completed their first tour with this trip. (No. 785356)		
" "	5.8.44		The Squadron put on another daylight operation in Northern France. The target was, initially A-1610 - A-1611 1 day at St. Loire D'Esserent. Fourteen aircraft were detailed and all successfully completed their mission and returned to base. Four of our aircraft had flick holes but there was no real damage to aircraft or injury to crews sustained. This sortie completed the first tour for 2/FD Robertson (382464) and crew.		
" "	6.8.44		No operations were called for today. Congratulations go to Rear Gunner P/O M. Coleran (145522) on his award of the D.F.M. The Squadron was stood down and the weather was favourable for an extensive programme which embraced day and night Gross Countries with R.A.F. bombing, fighter affiliation and air to air training.		
" "	7.8.44		Operations were called and 16 aircraft took off at 20.30 hours to soften up Jerry's position North of Caen. Cloud interfered with our bombing efforts and acting on instructions from the Marine Leader, ten of our crews brought their loads back. There were no casualties or damage. Wing Commander Number (01602) dropped in, in his Wing, for a short visit from 22 O.T.U. The A.O.W. S-A-G advised that any officer found without the wire in his hat during the visit of Mr. "X" will be eligible to sing in any boys' choir in England.		A-1623 A-1648 A-1624 - A-1625
" "	8.8.44		Operations consisted of another daylight attack on a supply dump at Forest De Chasse, North of Paris. Sixteen aircraft took off at 16.30 hours and all bombed the target, although "X" was forced to land at 1600 hrs with damage to the aircraft and the Flight Engineer, Sgt. Cooper (3822702) slightly wounded in the thigh by shrapnel. From all accounts the raid was a success. 2/FD Miller (382508) and his crew reported from Conversion Unit and were allocated to 7th Flight.		A-1649 - A-1650

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~~SECRET~~

A.1681 - A.1679

Place	Date	Time	Summary of Events	SECRET	References to Appendices
Linton-on-Ouse, Yorks	9.8.44		Operations today consisted of another attack on Ranet De Nijpe in the Pas De Calais area. Seventeen aircraft were detailed and all successfully reached their objective and returned safely to base without mishap. The raid appeared to be "off" and since there was no flak or fighters to contend with, it resolved itself into a piece of cake.		A.1681 - A.1679
" "	10.8.44		Operations were scheduled and the target was La Pallice on the Bay of Biscay where fuel dumps were given a good going over. Thirteen aircraft took off, successfully bombed the target and returned to base between 0200 & 0230 hours.	P.1682	A.1680 - A.1684
" "	11.8.44		This was a big day for Linton when the King and Queen and Princess Elizabeth accompanied by their attending party and Air Marshal Lord Tedder and other air force dignitaries, the party arrived early at 10.30 a.m., first of all proceeding to a space in front of the Control Tower where an investiture was held, also presentation of medals officers on the station. After this the station was inspected and then after a spot of tea in the Officers' Mess, the party departed at 11.40 hours. Everything was slick and open and a very favourable impression was given. This was followed up in the afternoon and all personnel not required, were allowed to push off, but the airmen had to be in by midnight.		
" "	12.8.44		Operations were again on and fifteen aircraft took off at 1100 hours and returned to base at 1500 hours after having successfully bombed an ammunition dump at MONTROCHARD near Fourmies. The crews had not more than four interrogated and eaten when again word came through that a maximum effort would be required to take off before midnight again. At 2100 hours it was thought that twelve aircraft could be off but later our Headquarters were advised to six and eventually eight took off at 2300 hours when they successfully bombed enemy concentrations, holding up the advance of our troops in Normandy at Falaise, before returning to base at 0400 hours. This is the second time the Squadron has operated twice in a 24 hour period. This date saw the transfer of all Squadron ground crew to station strength with the exception of the Adjutant who remains to guide the destinies of aircrew only.	A.1683 - A.1702	
" "	13.8.44		On return from operations the previous night, word came through that one of our aircraft were to be serviced and bombed for a morning trip. This was cancelled and a maximum effort was called for, for late afternoon or evening. This was again postponed with the possibility of it being an early morning "do".		P.1710
" "	14.8.44		Operations today commenced at 12.15 hours when sixteen aircraft took off to bomb enemy troops and armour concentrations at Pointe Foulard directly in front of our own lines in the FAULIERS region. A very successful attack is reported, followed up by an advance in our lines through the sector bombed.	A.1714 - A.1734	
" "	15.8.44		Operations today got the boys up for an early breakfast at 0515 hours but take-off was delayed until 10.00 hours on account of a heavy fog which cleared with the sun. Fifteen of our Aircraft took off to lend their aid to 1700 others in a gigantic raid including aerodromes in France, Belgium and Holland. A very successful trip was reported and an airport close to Brussels was considered well pranged.	A.1735 - A.1749	

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OPERATIONS RECORD BOOK

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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, Yorks.	16.8.44		Operations were again postponed and fifteen aircraft took off at 2100 hours to bomb the Naval Port of Kiel. All our aircraft returned safely to base.		A1767 - A1768 A1766 - A1769
" "	17.8.44		Indications were that there would be a daylight evening operation but late in the afternoon this was postponed with the expectation that it would be a morning "do". In total 0226 - 0832 hrs.		
" "	18.8.44		Operations were again postponed until evening when fourteen of our aircraft took off at approx- 20.00 hours. The target was the Marshalling Yards at Commercy, East of Paris. All aircraft were diverted on return, to the South of England.		A1768 - A1773 (A1767 not included) B-83
" "	19.8.44		No operations were scheduled and a maximum training program was carried out. However rain and poor visibility cut it down extensively and local flying only was carried out.		
" "	20.8.44		Operations were again not called for and low cloud and heavy rain curtailed flying training to a minimum.		
" "	21.8.44		Operations were again not called for and extensive training was carried out.		
" "	22.8.44		Bad weather over England and Europe caused a cancellation of all operational activities. Considerable flying training was carried out.		
" "	23.8.44		Bad weather again scrubbed all operational flying but considerable training was carried out, including cross-country.		
" "	24.8.44		Operations were scheduled and ten experienced crews were asked for, for a special target. The operation however was again washed out on account of weather.		
" "	25.8.44		An improvement in the weather allowed the first operation in the week to get off when eighteen aircraft took off to bomb installations at MECHE. All aircraft bombed the primary and returned to BASE after landing at diversion points.		A1773 - A1796
" "	26.8.44		Operations were again scheduled. Fog and poor weather prevented our aircraft from returning to BASE in the morning and it was after 1400 hours before they began to trickle in. There was quite a panic to get all R.A.F.'s done and rebounded available for an evening take-off. So add to the confusion all aircraft from 419 Squadron were diverted to this Station to be rebounded and the crews briefed for operations. Eventually the whole thing was scrubbed at 1915 hours because of doubtful weather. Preparations had been made ahead with for a dance in the officers mess and the "scrubbing" of operations was well received by all officers as it allowed a very successful party to be held and enjoyed by all.		
" "	27.8.44		Operations were again scheduled and sixteen aircraft took off at 1800 hours and successfully attacked flying bomb sites at MIMOTROQUEE BASE and returned to BASE.		A1797 - A1812
" "	28.8.44		Operations were again scheduled. Three inexperienced crews were briefed for a special target AUBREUIL Construction Works. The three took off at 1700 hours bombed the primary and returned to BASE. Six other aircraft were detailed to attack a coastal battery at		A1813 - A1820 B-84

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	28.8.44 (Continued)	11H 15 MINUTE	Five successfully completed the mission and returned to BASE the sixth returning early with starboard inner engine unserviceable.		V-111 - 101
Linton-on-Ouse	29.8.44		No operations were scheduled and extensive training was done including many B25 cross country flights.		
Linton-on-Ouse	30.8.44		No operations were scheduled and extensive training was again carried out. S/Lt. G.V. Grimes (G-A-262) reported to the Squadron as double banking adjutant.		
Linton-on-Ouse	31.8.44		Operations were on early when fifteen aircraft got away in excellent weather at 10.00 hours to attack coastal batteries at ILB DE GRIMBERGHE. All successfully attacked the primary target and returned to BASE by 15.30 hours. P/O. Merton, R.M. (A.6666) sighted a dinghy and reported its position to Intelligence on return to Base.		X-1835 Av1821 - A-1835
OASIAUTEREN: 511					
			G-11112 P/O. H. J. LOGAN who was reported missing on operations to MEDEV on 29.6.44 returned safely to this country on 20.8.44.		
			G-11113 P/O. G. D'ARCY who was reported missing on operations to MEDEV on 29.6.44 returned safely to this country on 27.8.44.		
POSTING IN					
			S-35888 P/O. H.W. HIGHER (PILOT) From 61 (RAF) Base w.e.f. 8.8.44		
			S-37165 P/O. G. COOK (NAV)		
			S-36425 P/O. CLEMENTS, J.H. (A/B)		
			S-39226 P/O. HOPPER, L.J. (WIP)		
			S-47243 SGT. NEWBERRY, R.P. (R/R)		
			S-242260 SGT. PORTAGE, G.A. (M/G/C)		
			S-254245 SGT. HOSKINS, H.M. (A/B)		
			S-35187 P/O. J.W. LOWE (PILOT) From 61 (RAF) Base w.e.f. 9.8.44		
			S-35188 P/O. CURT, H.E. (NAV)		
			S-195161 SGT. ANDREWELL, J.D. (M/G)		
			S-190017 SGT. LEVAGATE, W.J. (A/B)		
			S-452245 SGT. JOHNSON, P. (A/B)		
			S-74006 W/O. DAVIS, G.J. (M/G/C)		
			S-107116 W/O. TROTTER, J. (A/B)		
			For the remaining personnel see previous section and refer to the following:		
			J-29786 P/O. HERROD, W.D. (PILOT) From 61 (RAF) Base w.e.f. 15.8.44.		
			J-37258 P/O. BORLEY, R.H. (NAV)		
			S-142366 SGT. KIRKETTLE, J.H. (WIP)		
			S-26076 SGT. REED, W.D. (A/B)		
			S-151569 SGT. REEDICK, J.S. (A/B)		
			S-212361 SGT. ANDERSON, J.C. (M/G/C)		
			S-40843 P/O. HILL, A.E. (A/B)		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
POSTINGS IN (Continued)					
L. 18.05 P/O. KIRK, W.G. (PILOT)	Posted from 61 (RCAF) Base w.e.f. 15.8.44				
L. 38.05 P/O. DIBBLE, H.E. (NAV)					
L. 28.05 SGT. GATES, J.L. (WAG)					
L. 24.05 P/O. CRAWFORD, D.H. (A/G)					
L. 27.05 SGT. MORSE, R.S. (P/R)					
L. 28.05 SGT. BURNESS, D.H. (MID/AD)					
L. 26.05 P/O. VERTHILL, R.H. (A/G)					
L. 18.05 P/O. GASKETT, M.G. (PILOT)	Posted from 61 (RCAF) Base w.e.f. 16.8.44				
L. 38.05 P/O. KIRKHAM, G. (NAV)					
L. 18.05 SGT. STEVENS, D.J. (A/G)					
L. 17.05 P/O. SGT. LOGUE, R.D. (A/G)					
L. 24.05 SGT. HANSON, THOMAS, S. (P/R)					
L. 16.05 SGT. BROWN, P.R. (MID/AD)					
L. 20.05 SGT. CHILTON, G.W. (A/G)					
POSTINGS OUT					
L. 06.05 P/O. L.L.G. HAMER (A/G)	Posted to 405 (RCAF) Squadron w.e.f. 6.8.44				
L. 06.05 P/O. HODGINS, H.H. (PILOT)	Posted to 505 (RCAF) Squadron w.e.f. 10.10.44				
L. 27.05 P/O. MAHON, J.H. (NAV)	Posted to 405 (RCAF) Squadron w.e.f. 10.10.44				
L. 12.05 SGT. NO. 2-SERIALS, L.H. (WAG)					
L. 15.05 SGT. NO. 2-SERIALS, L.H. (A/G)					
L. 20.05 SGT. FAIRY, H.G. (MID/AD)					
L. 27.05 SGT. HOGG, A.H. (A/G)					
L. 11.05 P/L. H. W. HOBBS (PILOT)	Posted to 1655 (R) IR Flight w.e.f. 12.8.44				
L. 18.05 P/O. E.H. WILLIAMS (A/G)	A.G.A.G. w.e.f. 14.8.44				
L. 21.05 P/O. G.M. HOPKIN (NAV)	L.Q. No. 6 (RCAF) Group				
L. 21.05 P/O. F.H. SPEDD (PILOT)	1655 G.U. w.e.f. 12.8.44				
L. 25.05 P/O. A.T.M. WILSH (NAV)					
L. 26.05 P/O. D.H. DAWSON (PILOT)	25 O.T.U. 16.8.44				
L. 26.05 P/O. J. HEDD (WAG)	A.S. Signals 2 15.8.44				
L. 26.05 P/O. D.P. ROBERTSON (PILOT)	25 O.T.U. 15.8.44				
L. 28.05 SGT. T. HODGE (WAG)	1655 G.U. 18.8.44				
L. 05.06 SGT. W.J. HILL (A/G)					
L. 15.05 P/O. F.W. JAMES (A/G)	1221 Regt. Control Depot RCAF w.e.f. 23.8.44				
L. 25.15 P/O. E.L. SAUND (A/G)	A.G.A.G. w.e.f. 14.8.44				
L. 25.15 P/O. H.C. COUCH (A/G)					
L. 25.15 P/L. E.H. O'MILL (PILOT)	" Depot 23.8.44				
L. 12.05 P/L. E.H. COLE (WAG)	25 O.T.U. 23.8.44				
L. 04.06 SGT. T.P. JONES (A/G)	1655 G.U. 23.8.44				
L. 18.05 P/L. J.H. HOLLAND-WORTH (PILOT)	" Depot 23.8.44				

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
POSTINGS OUT (Continued)					
R. 15583 P/O. HANSEN, K.N. (A/B)			Posted to 1659 G.U. w.e.f. 23.8.44		
J. 16708 P/O. F.G. MURDOCK (NAV)			62 (NAV) Base w.e.f. 25.8.44		
J. 16707 P/O. J.W. SLEATOR (WOP)			96 G.T.U. w.e.f. 25.8.44		
J. 16580 P/O. R.F. SKELTON, (PILOT)			1659 G.U. W.E.F. 31.8.44		
M. 155869 P/S. A.Y. MITCHELL (A/B)			1659 G.U.		
J. 165251 P/O. F.B. RICHARDSON (NAV)			17 O.T.U.		
CORRECTIONS					
R. 165604 P/S. H.L. HOMERSON (PILOT)			Appointed to commission w.e.f. 26.6.44		
R. 157657 WD2. R.A. LAMB (PILOT)					26.6.44
M. 155352 WD2. J.H. WOOD (A/B)					3.7.44
R. 172642 P/S. R.E.D. MALLALIEUE (NAV)					3.7.44
R. 165200 P/S. J.P. BROWN (A/B)					3.7.44
R. 157314 P/S. G.C. KINGSON (A/C)					3.7.44
R. 155038 WD2. W.R. WHISTLER (PILOT)					26.6.44
R. 110436 WD2. G.A. SKEATE (PILOT)					1.6.44
R. 165765 P/S. A.R. CLARK (NAV)					3.7.44
R. 1016492 SGT. T.J. JONES, (A/B)					3.7.44
R. 115043 WD2. H.A. HODGINS (WOP)					29.6.44
R. 174823 P/S. H.M. HEPBURN (WOP)					22.6.44
R. 182542 P/S. P.D. EASTON (PILOT)					26.6.44 (Missing 28.7.44)
R. 172034 P/S. D.J. PRICE (A/B)					3.7.44
R. 164576 WD2. D.J. PRICE (A/B)					3.7.44
R. 107870 P/S. G.L. GOLODE (A/B)					11.7.44
R. 162523 WD2. R.O. PARSONS (WOP)					26.6.44 (Killed 9.6.44)
R. 119555 WD2. R.J. PUDGERSON (WOP)					3.7.44
R. 155200 P/S. M.R. BURGESS (WOP)					26.6.44
R. 200148 P/S. D.G. BURGESS (A/C)					26.6.44
HONOURS AND AWARDS					
R. 155394 P/S. R.P. Galbraith awarded immediate D.F.M.					
CHANGES IN COMMAND					
AIRCRAFT IN CHARGE 20 Halifax Mk. VII					
OPERATIONAL AND NON-OPERATIONAL					
OPERATIONAL	1294.25	SECRET	Successful: 2007 2376		
NON-OPERATIONAL	281.20		Non-successful: 2 2		
MONTHLY AND ACCUMULATIVE TOTAL OF BOMBS DROPPED					
		PER	INDIVIDUALS		
Total Bombs dropped to 31.7.44	2761 tons 1120 lbs.	456 tons	1220 lbs.		
Total bombs dropped during August 1944	476 tons 1520 lbs.	26	1520 lbs.		
Total bombs dropped to 31.8.44	562 tons 1460 lbs.	465 tons	1460 lbs.		

W.I. 2004/0002 2004 12/43 C. & L. 01-7700

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
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notes in R.A.F. Pocket Book.

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
			<u>FIGHTING</u>	<u>GROUND</u>		
			SQUADRONS	126	2	
			SQUADRON PILOTS	13	2	
			R.A.F.	1	-	
			TOTAL	138	22 2	
			<u>AIRBORNE</u>			
			R.C.A.F.s	90	-	
			R.A.F.	35	-	
			TOTAL	125	-	
			<u>SQUADRON COMMANDER'S SUMMARY:</u>			
			During August the Squadron carried out 206 sorties against varied tactical and strategic targets. All crews enjoy co-operating with our troops in the battle areas. It is regrettable to report that one of our a/c bombed our own troops through error. The accuracy of the bombing improved during the month and the keenness and hard work of the crews enabled the Squadron to put up a good show.			
			<u>NOTES ON ENCOUNTER WITH ENEMY AIRCRAFT</u> (See W.M. 2240) Wing Commander, VII-N.P., 425 was attacked by a JU. 88 on the 18.8.44 on an operational flight to GOMBERG. Evasive action was taken and the rear gunner opened fire at 1000 ft. The JU. 88 descended to 200 feet and then broke away. The rear gunner observed his bullets apparently entering the nose of the fighter. After the encounter the J/A was not seen again.			
			<i>C. S. Sargeant</i> (S.W. 2240) Wing Commander, Officer Commanding, 426 (R.C.A.F.) Squadron			