

## OPERATIONS RECORD BOOK

APPENDIX A

A.F.  
FORM 541.DETAIL OF WORK CARRIED OUT  
BY 426 (R.C.A.F.) SQUADRON.

SECRET

PAGE NO. 1

(9511) WL 9256-56 60,000 M/S T.S. 700  
(1094-9511) WL 9522-56 40,000 M/S T.S. 700

FOR THE MONTH OF SEPTEMBER 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		RESULTS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
2.9.43	Lancaster II DS 650	SGT COULOMBE J.A.R. SGT TREMBLAY G.J. SGT BRAEMER C.J. SGT DAYMOND G.H. SGT PITTHERIDGE H.H. SGT MACKENZIE S.G. SGT JANIKIN J.	Mining NECTARINE I	20.34	23.54	This aircraft carried six mines and the area selected for their planting was NECTARINE I. The crew had an uneventful trip to the garden area and dropped the vegetables at 21.41 N - 05.08 E on D.R. from last GEE fix at 22.21 hours - 5,000 feet, Heading 115° I.A.S., 180 m.p.h. Intervals of dropping were 2.4-2.4-2 seconds. The crew saw six parachutes open and four mines were seen to hit the water. After a quiet trip home the crew landed at Base.	A.509
2.9.43	Lancaster II DS 679	SGT BROWN J. P/S SOUTHWELL V. SGT VINE B. SGT MC INNIS W.H. SGT THOMPSON R. SGT JELLEY G.F. SGT DAVIDSON S.	Mining NECTARINE I	20.32	23.25	Satisfactory weather conditions were experienced by this crew with excellent visibility. Six vegetables were dropped at 21.45 hours at 53.43 N - 05.08 E on D.R. from last GEE fix. The height was 5,000 feet - Heading 119° I.A.S., 190 m.p.h. This crew were not able to observe the results as no parachutes were seen to open and no mines seen to strike water. The trip to base was uneventful.	A.510
3.9.43	Lancaster II DS 708	W/C SWETMAN W.H. P/O RATCLIFFE R.E. P/O PETERSON L.N. P/O MASSEY G. P/L DEAN J.D. SGT JELLEY G.F. P/O THOMAS R.J.	Bombing BERLIN	20.20	04.13	Red and green T.I.'s seen over Target. Green T.I.'s in bombsight. Bombed at 23.25 hours, 20,000 ft., 070° M - 160 m.p.h. Took advantage of high cloud. Flew in tops 17,000 - 18,000 ft. most of the way. Saw very large explosion in target area at 23.47. Used window and timed. Bomb load carried 1x4,000 lb., 255lb., 15x2 "X" type, 24x30 lb Incendiary. Very successful trip, quiet all the way. Saw several 4,000 lb bomb bursts.	A.511
3.9.43	Lancaster II DS 679	SGT BROWN J. P/S SOUTHWELL V. SGT VINE B. SGT MC INNIS W.H. SGT THOMPSON R. SGT BURTON W.S. SGT DAVIDSON S.	Bombing BERLIN	20.22	04.13	Green T.I.'s seen. Green T.I.'s in bombsight at release. Bombed at 23.35 hours - 15,000 ft. 076° M, 165 m.p.h. Large fires well concentrated. Window used. Bomb load carried 1x4,000 lb., 255lb., 15x2 "X" type, 24x30 lb. Incendiary. At 23.50 hours at 19,000 ft. MU Gunner encountered a F/A. At 23.52 hours at 19,000 ft. MU Gunner encountered a F/A. E/A fired one burst and followed us down to 16,000 ft. MU Gunner fired only one long burst, no results seen. E/A broke off. Lost, not seen again.	A.512

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
5.9.43	Lancaster II DS 716	SGT COULOMBE J.A.R. SGT THERBLAY J.A.G. SGT BRADBURY C.J. SGT DAYMOND G.H. SGT TITTERIDGE E.H. SGT MACKENZIE S.G. SGT JANKUN J.G.	Bombing MANNHEIM	20.30	04.24	Gren markers seen cascading at 23.32 hours. Green marker in bombsight on release at 23.35 hours, 20,000 ft. 090° N - 190° E 200 m.p.h. Large fires seen, smoke up to 20,000 ft. Window carried, 24 brought back. Bomb load carried 1x4,000 lb, 255 lb, 15x4 "X" type, 24x30 lb. Incendiary. Good show.	A.513
5.9.43	Lancaster II DS 679	2nd Lt. GAUNT S. Flt.Off. MCCORMICK A.T.E. SGT JONES J.H. F/S SALISBURY J. SGT ELLIOTT R.W. SGT HASTINGS T.H. F/S FOX P.E.	Bombing MANNHEIM	19.50	02.51	Green T.I.'s seen to cascade, Green T.I.'s in bombsight at time of release, 23.28 hours, 19,000 ft. 090° N - 195 m.p.h. Own bombs not seen to explode. Tinsel and window used. Bomb load carried 1x4,000 lb, 255lb, 15x4 "X" type, 24x30 lb Incendiary. Many large fires seen, well-concentrated. Smoke rising to 15,000 ft., fires seen 100 miles on homeward journey. A very good show.	A.514
5.9.43	Lancaster II DS 717	SGT COULOMBE J.A.R. SGT THERBLAY J.A.G. SGT BRADBURY C.J. SGT DAYMOND G.H. SGT TITTERIDGE E.H. SGT MACKENZIE S.G. SGT JANKUN J.	Bombing MANNHEIM	19.52	02.48	Green T.I.'s seen to cascade on run-up, in bombsight at time of release, 23.22 hours, 21,000 ft. 090° N - 190 m.p.h. Tinsel, window, mandrel used. No cloud, visibility good. Bomb load carried 1x4,000 lb, 255lb, 15x4 "X" type, 24x30 Incendiary. Many large fires seen. Consider the route well chosen. Smoke appeared to be at 15,000 ft. A very concentrated attack.	A.515
5.9.43	Lancaster II DS 708	F/O KNEALE T.M. SGT JONES G.M. F/S PRILL M.N. F/O MACKAY J. SGT MARSH R.P. SGT FORTIER G.C. SGT JOHNSTON A.A.	Bombing MANNHEIM	19.53	03.04	Built up area seen, including rivers and streets very vis- ible. T.I. green seen and in bombsight on release at 23.22 hours, 20,500 ft. 122° N - 180 m.p.h. Two bursts seen right in green markers. Tremendous fires and one orange explosion. Bomb load carried 1x4,000 lb, 255lb, 15x4 "X" type, 24x30 lb Incendiary. Window, tinsel used. Very successful trip. Could see full detail of ground.	A.516
5.9.43	Lancaster II DS 689	SGT SUMMERS M.B. SGT DAVIES A.C. F/O BEATON J.J. F/S DAVIES G. F/S WILHE J. SGT BETTESWORTH C.J. EGT ALDOUS G.E. SGT NEWLAND P.E.	Bombing MANNHEIM	19.54	02.59	Green T.I.'s seen to cascade at 23.24 hours. T.I. Green not in bombsight, but good fires at time of release, 23.25 hours 19,000 ft. 090° N - 180 m.p.h. Several 4,000 lb bombs seen bursting in area of fires. Window and tinsel used. Dark, no cloud, good visibility. Bomb load carried 1x4,000 - 255lb, 15x4 "X" type, 24x30 lb Incendiary. Tremendous fires seen, well concentrated	A.517

## OPERATIONS RECORD BOOK

APPENDIX A

A.F.  
FORM 541DETAIL OF WORK CARRIED OUT  
BY 426 (R.C.A.F.) SQUADRON

SECRET

PAGE NO. 3

(Former) Wt. 9255-10 60000 per T.S. 700

(Former) Wt. 9255-11 50000 per T.S. 700

FOR THE MONTH OF SEPTEMBER 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
5.9.43	Lancaster II D.S. 656	Sgt ARCHIBALD, L.P. Sgt LACHANCE, J.R. P/O MORRISON, M.B. Sgt WILSON, J.L. Sgt ASKEIN, R. Sgt HURLEY, H.J. Sgt NEWCOMBE, J.D.	Bombing MANNHEIM	19.51	02.32	Green T.I.'s seen, ground detail seen and railway west of target. Green markers seen to cascade and in bomb sight at time of release. Our bombs not seen to explode. Bopped at 23.16 hours, 19,000 ft., 090° M., 170 m.p.h. Tinsel and window used. Bomb load carried, 1st, 600 lb., 25x30, 15lb. "X" type, 2x30 lb. incendiary. A very good show, route well chosen, red spot fires on track. Three large explosions seen.	A: 518
5.9.43	Lancaster II D.S. 716	P/O SWETMAN, W.H. P/O RATCLIFFE, R.E. P/O PETERSON, I.N. P/O MASSIE, C. P/L EVAN, J.J. Sgt JELLEY, C.P. P/O THOMAS, H.J.	Bombing MANNHEIM	19.50	02.39	Green T.I.'s seen to cascade at 23.18 hours. Blocks of houses and streets seen to run in. River seen going out. Green T.I. in bomb sight on release at 23.19½ hours, at 19,000 ft., 090° M - 165 m.p.h. Several 4,000 lb. bombs seen to burst in built-up area, one bomb seen to burst in centre of green markers. Mandrel and window used. Tinsel receiver U/S. Bomb load carried, 1st, 600 lb., 25x30, 15lb. "X" type, 2x30 lb. incendiary. Excellent show. Tremendous fires seen taking good hold, seen for 90 miles, quiet route.	A: 519
6.9.43	Lancaster II D.S. 716	P/L HUGHES, A.J. Sgt BOLES, W.H. Sgt RAWLINGS, F.D. P/O BUCHANAN, G.H. Sgt MORAN, W.J. Sgt WILKINSON, P. Sgt SAWLER, K.W.	Bombing MUNICH	19.45	23.46	Returned early owing to being shot up at 21.44 hours at 14,000 ft. Heavy flak, predicted, came up, felt a terrific lurch, took evasive action down to 8,000 ft. but could not avoid, so decided to jettison and return, not knowing how badly we were hit. A little later another A/G at the same height suffered the same fate and took the same measures. Bomb load 1st, 600 lb., 270x4, 2x30 lb. incendiary.	B: 33
6.9.43	Lancaster II D.S. 656	Sgt ARCHIBALD, L.P. Sgt LACHANCE, J.R. P/O MORRISON, M.B. Sgt WILSON, J.L. Sgt ASKEIN, R. Sgt HURLEY, H.J. Sgt NEWCOMBE, J.D.	Bombing MUNICH	19.46	03.05	River seen south of Green T.I.'s seen in target area. Green T.I. seen to cascade at 23.35 hours. Bopped glow through cloud, 23.37 hours, 19,000 ft., 060° M - 170 m.p.h. Fires concentrated in target area. A great deal of smoke coming up. No big bursts seen. Window and tinsel used. Bomb load carried 1st, 600 lb., 25x30, 15lb. "X" type, 2x30 lb. incendiary. Very successful trip.	A: 520

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES	
				UP	DOWN			
6.9.43	Lancaster II D.S. 717	Sgt BROWN, P/O SOUTHELL, Sgt VINE, Sgt MORRIS, Sgt THOMPSON, Sgt BURTON, Sgt DAVIDSON,	J. R. R. W.H. R. W.S. S.	Bombing MUNICH	19.49 04.05		Green flares seen. Bombed green in bombsight through break in clouds at 23.35 hours, 19,500 ft. 071°W - 170 m.p.h. Tinsel carried. Mandrel carried, window carried, all used. Bullet holes in tail plane and elevator. Fired from rear turret on Halifax 22.28 hours, 14,000 ft. 48.33 N - 06.06 E from 400 yards in front. Good fires, observation difficult and due to 9/10 cloud. Bomb load carried 1x4,000 lb., 25x24 lb. "X" type, 2x30 lb. incendiary.	A. 521
6.9.43	Lancaster II D.S. 679	Sgt COULOMBE, P/O MORRIS, Sgt HEADSBURY, Sgt DAYMOND, Sgt TITHERIDGE, Sgt MACKENZIE, Sgt JAMISON,	J.A.R. H.P. G.J. G.H. B.H. S.G. J.	Bombing MUNICH	19.48 03.52		Green T.I.'s seen on target, bombed on reflection through cloud, reflection in bombsight at 23.38 hours, 19,000 ft. 098°N - 165 m.p.h. Window and tinsel used. Fires concentrated in one place by T.I. Green. P.F.P. concentrated in one place. Very successful trip. Bomb load carried 1x4,000 lb., 25x24 lb., 15x24 lb. "X" type, 2x30 lb. incendiary.	A. 522
6.9.43	Lancaster II D.S. 708	P/O INRALE, Sgt JONES, P/O PHILL, P/O MACKAY, Sgt MARSH, Sgt FORTIER, Sgt JOHNSTON, Sgt DAVIES,	T.M. G.M. M.M. J. H.P. G.C. A.A. A.C.	Bombing MUNICH	19.47 03.25		Green T.I.'s seen, also buildings. Green bombed to right of concentration. Did not see results of own bombing, good visibility and good fires but appeared to be scattered. Bombed at 23.41 hours, 20,500 ft., 060°N - 160 mph. Tinsel used but ineffective. Window all used, appeared to be a good effort in spite of cloud, good fires seen after leaving target area. Bomb load carried, 1x4,000 lb., 25x24 lb., 15x24 lb. "X" type, 2x30 lb. incendiary.	A. 523
22.9.43	Lancaster II D.S. 689	P/B SUMMERS, P/O MEATH, P/B WILDE, Sgt NETTLESWORTH, Sgt ALDOUS, P/B DAVIES P/O NEWLAND	M.B. J.B. J.J. J. G. G.E. G. P.E.	Bombing HANOVER	19.06 00.25		This a/b found good visibility, dark, no moon with cloud up 1/10th. Target was recognised by green T.I. markers which cascaded at 21.32 hours. Bombing took place at 21.57 hours with Green T.I. markers in the bombsight from 19,000 feet, 210°N, 14.5°E, 210 m.p.h. No results of own bombing were observed but many large fires and explosions were noted. The crew returned to base with no inward incident feeling they had contributed to a very successful attack. Bomb load dropped: 1 x 4000, 170 x 4lb. incend. 10 x 4lb "X" type and 16 x 30 lb. incend.	A. 524

www.bomberCommander.com

# OPERATIONS RECORD BOOK

APPENDIX A

U.S.A.F.  
FORM 541.

DETAIL OF WORK CARRIED OUT

BY 426 (R.C.A.F.) SQUADRON

**SECRET**

PAGE NO. 5

1943 Wk 929-50 6:00pm Sat T.S. 708  
1943 WL 825-1943 1pm Sat T.S. 708

FOR THE MONTH OF September 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
22.9.43	LANCASTER II D.S. 696	Sgt ARCHIBALD Sgt LACHANCE Sgt G. MORRISON Sgt WILSON Sgt MITKIN Sgt HURLEY Pms NEWCOMBE	I.P. Bombing J.R. HANOVER M.D. J.L. R. H.J. J.D.	19.04	00.25	This crew reported a quiet trip to the target area. Weather conditions were very satisfactory. Good visibility and thin clouds to target and clear over target. Red and green T.L. markers were seen and bombing took place at 21.45 hours from 20,000 feet. Heading 100°N, 12.8, 180 mph. Crew members witnessed their own bombs explode and felt that if P.W.P. were on the marker target the raid was very well concentrated. One big explosion was noted just after leaving the target. After a quiet trip home the crew landed at RCAF. Bomb load, 1 x 8,000, 170 x 4lb. incendiary, 10 x 4lb. "M" type incendiary, and 16 x 30lb. incendiary.	A-525
22.9.43	LANCASTER II D.S. 716	Sgt GRIMES P/O AYER Sgt BIEBERMAN Sgt PALMER Sgt MURRAY Sgt HODGE Sgt LIDDECK	I.P. Bombing W.R. HANOVER D. S.J. J. G. J.G.	19.05	00.08	This crew was quite enthusiastic regarding the results of the raid. Visibility was excellent with 3/10 cloud on the way to the target decreasing over the target area. Red, yellow and green T.L.'s were observed in profusion and green T.L.'s were seen to cascade at 21.31 hours. Bombing was done at 21.32 hours from 20,000 feet. 14.2°, 145 mph. Heavy fires were observed visible for 150 miles on homeward journey. The crew landed at RCAF after an uneventful trip home. Bomb load, 1 x 8,000 lb., 170 x 4lb. incendiary, 10 x 4lb. incendiary, 16 x 30 lb. incendiary. The crew landed at RCAF after an uneventful trip home.	A-526
22.9.43	LANCASTER II D.S. 715	Sgt DAVIES Sgt GARRICK Sgt ENGLE Sgt MURRAY Sgt RICHARDS Sgt GEORGE Sgt GIBSON	A.Cs. Bombing H. HANOVER H. R. R.T. R.E. R.O. R.H.	19.07	0102	This was the first bombing trip for this crew. They reported good visibility, 3/10 cloud on way to target but target area clear. Red, yellow and green T.L.'s were seen and five bunches of green T.L.'s were in the bomb sight when bombs were released at 21.46 hours from 19,000 feet, 109°N, 140 mph. Several explosions were observed and fires were visible from the Dutch coast on the homeward journey. The crew felt that if P.W.P. were right the raid was very successful. Bomb load 1 x 8,000 lb., 170 x 4lb. incendiary, 10 x 4lb. "M" type incendiary, and 16 x 30 lb. incendiary.	A-527
22.9.43	LANCASTER II D.S. 708	Sgt HENRY Sgt UNDERDOWN Sgt MATTHEWS P/B DOYLE Sgt WARE Sgt HEAMES Sgt SAMBROOK	D.P. Bombing J.L. HANOVER J.L. J.L. A.S. L.L. C.P.	19.11	00.03	This crew found good visibility, dark, moon with little cloud over target. The pilot experienced engine trouble about thirty miles from the target. The port inner motor RCAF fired and the pilot was forced to feather the propeller. Bombs were dropped at 21.14 hours from 16,000 feet, 100°N, 140 I.A.S., obscured on a target presumed to be <del>Wormer</del> <del>Wormer</del> . The aircraft returned to RCAF on three engines and made a successful landing. Bomb load 1 x 8,000 lb., 170 x 4lb. incendiary, 10 x 4lb. "M" type, 16 x 30 lb. incendiary.	A-528

www.bomberCommander.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
22.9.43	LANCASTER II D.S. 717	F/S BROWN J.W. F/S SOUTHWELL V. F/S VINE R. SGT MCINNIS W.H. SGT THOMPSON R.P. WO2 DAVIDSON S. SGT GEE M.E.	Bombing HANOVER	19.08	00.30	This crew reported a successful and quiet trip. Clouds 4/10th to 5/10th were encountered up to the target when the clouds thinned, and good visibility was evident. T.I.- green markers were cascading continuously and bombing car- ried out at 21.45 hours from 19,000 ft. Heading 142° I.A.S. 150 m.p.h. Many fires were observed in the target area. The crew returned to base. Bomb load 1x8,000 - 170x4 lb. incend. 10x1lb "X" type - 16x30lb incend.	A.529
23.9.43	LANCASTER II D.S. 714	F/L MC GAIG L.N. F/S ORE R.J. F/S PRESTON T.L. SGT POLSON R.D. SGT WOODING G.W. SGT KETCHER G.R. F/S HAWKES E.S.	Bombing MANNHEIM	19.17	01.08	This aircraft reported good visibility, night dark and no cloud. T.I. green markers were cascading continuously and bombing took place at 22.01 hours from 20,200 ft. 144° I.A.S. 170 m.p.h. Many fires were seen and they appeared to be well-concentrated. Immediately after bombs were gone a J.U. 88 came in to attack from below and astern. Both gunners opened fire and the enemy A/C broke off the engage- ment. A second J.U. 88 came in and again the gunners opened fire at about 600 yards. The J.U. 88 came on and opened fire at 200 yards. The gunners observed strikes and pieces from the J.U. 88 which was claimed as destroyed. However the Lancaster had also suffered great damage. The hydraulics were shot up - port fin and rudder shot off - rear turret damaged - one port wing damaged - two petrol tanks holed - port elevator damaged - inter-com and radio trans- mitter damaged and the D.N. compass ruined. Both gunners received wounds, the M/H Air Gunner in the thigh and the rear gunner in the calf, but both continued firing until the J.U. 88 was destroyed. The pilot by superb almanach managed to keep control of his aircraft and set course for the long journey home. Due to the damage the aircraft flew nose heavy and great strength was needed to maintain altitude. The pilot made a crash landing at R.A.F. Thorpey Island where medical help was secured for the injured crew members. Bomb load 1x4,000 lb - 255x4lb incend. 15x4lb "X" type - 32x30 lb incend.	A. 530
23.9.43	LANCASTER II D.S. 759	P/O LOGAN P.N.J. F/S BURKE H.W. SGT D'ARCY G. SGT WILLIS J.R. SGT MANNY W.T.W. SGT JAMESON D.S. F/S KENNEDY E.S.	Bombing MANNHEIM	19.19	02.00	This aircraft found good visibility, light, no cloud over the target. Green T.I. markers seen to cascade for 10 min- utes approaching target area. Green T.I. was in bomb sight when bomb load was released at 22,000 feet 147° I.A.S. 160 m.p.h. at 22.05 hours. This crew did not see results of own bombing but small bursts were seen and fires could be seen 100 miles after leaving target area. This A/C returned to BASE without incident. Bomb Load 1x4,000 lb. H.C. 255x4 lb. incend. 15x4lb "X" type 32x30 lb incend.	A.531

www.bomberCommander.com

## OPERATIONS RECORD BOOK

APPENDIX A

## DETAIL OF WORK CARRIED OUT

By 426 (R.C.A.F.) SQUADRON

FOR THE MONTH OF SEPTEMBER 1943

SECRET

PAGE NO. 7

(1940) WL 345-24 6000 210 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES	
				UP	DOWN			
23.9.43	LANCASTER II D.S. 666	S/L SWANEY P/O HANSON S/L STONE S/L WILMAN S/L GAYLOR S/L M GOVERN S/L TURNER	N.Z. R.M. R.M. A.R. R.M. R.M. G.V.	Bombing	19.15	01.47	This aircraft reported a dark night, heavy with good visibility. The target was visually recognised and green T.I. markers were in sight when bombs were dropped at 21.27 hours - heading 160° I.A.S. 180 m.p.h. Results of own bombing were not observed, however a large explosion was seen in target area. Aircraft returned to base without incident. A very successful trip. Bomb load - 1st, 1000 lb. No. 2550 lb. incendiary. 15lb. "X" type incendiary. 3x30 lb. incendiary.	A.532
23.9.43	LANCASTER II D.S. 666	S/L GRIFFORD S/L HAMMEL S/L PERIN S/L GARNELL S/L PAINTER S/L AUGUSTUS S/L HILDEBOLD	R.M. R.M. R.M. R.M. R.M. T.S. R.M.	Bombing	19.16	01.55	This aircraft found dark smoke and haze with good visibility over the target area. The target was visually recognised and green T.I. markers were in bomb sight when bombs were released at 22.01 hours from 19,000 ft. I.A.S. 180 m.p.h. Results of own bombing were not observed but a good concentration of fires were seen on both sides of the river with smoke rising to 10,000 ft. Bomb load carried 1000 lb. R.C. 2550 lb. incendiary. 15lb. "X" type 3x30 lb. incendiary.	A.533
23.9.43	LANCASTER II D.S. 711	S/L DILSON S/L KOLIVU S/L POWERS S/L PROULX S/L REEDS S/L JONES S/L PULHAM	A.L. J.O. J.E. T.H. T.J. R.V. K.M.	Bombing	19.18	01.41	A clear night with no cloud and good visibility was reported by this crew. Target was identified by a ring of T.I. markers. Green T.I. in bombing. Bombs were dropped at 22.02 hours from 20,500 ft. I.A.S. 180 m.p.h. The crew were able to observe own bomb bursts as well as others. Bomb load carried 1000 lb. R.C. 2550 lb. incendiary. 15lb. "X" type 3x30 lb. incendiary.	A.534

*Wing Commander, Commanding,  
No. 426 (R.C.A.F.) Squadron.*

## **OPERATIONS RECORD BOOK**

R.A.F. Form 540

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

Page No. 3

of (Unit or Formation) 426 (Reconnaissance) SQUADRON

28877

No. of pages used for day F

Place	Date	Time	Summary of Events	SECRET.
LINTON-ON-OUSE	1.10.43		WEATHER: Cloudy moderate visibility. G-A396 4/0. Lt. Col. Smith and crew reported to the Unit today from 1672 Conversion Flights. Today being pay day the majority of airmen could be seen with very happy countenances. Flying training is still continuing apace. The Station Softball team were presented with medallions for winning No. 5 District Softball Championship, on the Station Commander's weekly parade.	2837 Reference to Appendix 1A
LINTON-ON-OUSE	2.10.43		WEATHER: Slight drizzle, clearing during morning; cloudy afternoon and clear night; good visibility. The Station Softball team departed for London this morning to participate in the playoffs for the R.C.A.F.'s Overseas Softball Championship. R1A0631 SET. Norton, A.L. and K115431 SET. Hubbard, D.L., both 16/4C's reported from 1664 Conversion Unit to be present to wish airmen 16/4C's.	2837 Reference to Appendix 1A
LINTON-ON-OUSE	3.10.43		WEATHER: Fine, becoming cloudy 08.00 hours. Visibility good becoming moderate. En- 1A1714 4/0 F/L R. Maxwell, DFC, arrived back at the Squadron in uniform of a 2nd Lieutenant in the United States Army Air Force. The Softball Team coached by the Squadron Adjutant 1/0 J.H. Conner - G-A396-7355 played excellent ball at Hyde Park to win the R.C.A.F.'s overseas championship. The team was composed of members of 426 and 408 Squadrons and Balaclava, who all pulled together producing the winning team. Hitting star of the day was 421 Brighty, R.Hall, (P.M.E.) who contributed a sparkling home run to spark the team to victory in each game. Both pitchers, L/Cpl Bob Strickland of 408 Squadron and A/Cpl Menga of 426 turned in brilliant games on the mound and H/Cpl Jack Hinscheller caught the eyes of his life in holding their burning fireballs. All told it was a very happy group that left Hyde Park for the long trill back to Linton.	2837 Reference to Appendix 1A
LINTON-ON-OUSE	4.10.43		WEATHER: Cloudy with light rain or drizzle, clearing at dusk; mainly good visibility. A large scale training exercise was simulated early in the morning. Take-off was to be at 08.30 hours but this was subsequently "scrubbed" due to weather conditions. Operations later requested 14.45 for operations. After crews had selected information was received that operations had been scrubbed but the crews were detailed for a "bullseye" exercise. Take-off was rescheduled for 08.00 hours and at approximately 22.00 hours the "bullseye" was cancelled.	2837 Reference to Appendix 1A

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	5.10.43		WEATHER: Cloudy with slight drizzle early morning. Vis moderate. Strong gusty S. or S.E.W. wind. The squadron took advantage of a practice operational takeoff as all kites were marshalled in position from the previous evening "scrub". Sixteen aircraft were airborne in quick time and all pilots after completing a thorough air-test loaded and found their aircraft were ordered for operations. Bombing up began and fourteen crews with two crews standing by were detailed. Take-off was planned for 14.00 hours which placed a severe strain upon the airmen who were handling a heavy bomb load. At approximately 17.10 hours deteriorating weather conditions at base forced the operation to be scrubbed. Efforts were continued throughout the day to scrub the postings of two R.A.F. Clerk G.D.'s who have been on the Squadron strength since its formation. To post these two airmen would leave the Squadron with three clerks out of an establishment of six. A deputation was requested and the assistance of group headquarters was solicited, as it would materially aid the administrative record of the sqn. down to work as short handed.		
LINTON-ON-OUSE	6.10.43		WEATHER: Cloudy; rain in afternoon and winds moderating. Visibility moderate to good. Operations were deferred and fourteen aircraft with two standbys were prepared. The bog. load of the previous day was removed and a lighter load substituted. Considerable rain etc. came on about noon which made the airmen work conditions miserable but by 16.30 hours all aircraft were ready. The period of waiting for take-off was enlivened by gambling as to possibilities of a strike in view of the inclement weather. The senior officer came along in time to allow the airmen to eat their egg and bacon but saved them dressing and getting out to the kites. P/O H. J. Hunt - aviator one of the first officers posted to the Squadron on 12th February 1942 and a member of one of the most experienced crews on the Squadron was posted to 433 Squadron as their Flying Leader. P/O Hunt had attended the Bomber Leader's course at RAFM and his technical ability and operational experience had earned him high regard in this Squadron.		
LINTON-ON-OUSE	7.10.43		WEATHER: Fair or fine with good visibility and light variable winds. S/L J.B. Williard, DFC, 310255, reported to R.C.M.P. Station Leeming upon instructions from No. 6 M.G.C.L.T. Group. S/L J.J. Devon - 21723, Squadron Flight Engineer Leader reported to School of Air Sea Rescue, RAFM, for a course on Air Sea Rescue. S/L Devon in charge of this phase of training on the Squadron and the course is intended to provide up to the minute information and instruction in air-sea rescue. Operations entailed fourteen aircraft were required and crews were detailed and kites prepared. The target was BURGUNG which was last visited by this Squadron in April while flying Wellingtons. The target was particularly impressive as our fellow Squadron No. 408, were operating for the first time from this airfield over 100 miles and in action received slight damage. The "Burung" went off without a hitch and twenty-eight aircraft were airborne in just under thirty minutes. It is hoped this beginning augurs well for the 433 and 408 partnership. D/F. 711 piloted by P/O Olsson developed and oxygen failure in the rear turret and the rear gunner P/O Fulton, R.A.F. unconscious and had to be removed from the turret by other members of the crew. The pilot was forced to jettison and return to base. S/L R.A. Hughes - 33990 piloting D/F. 762 was crossing the "FRENCH COAST" when three Z/G were sighted, one identified as a Lancaster flying at 250 yards on the port opened fire wounding the pilot and damaging the gunner. S/L Hughes regained control of the A/C after losing about 4,000' and set course for England. *****/CONT'D.	4.522 to 4.527 and B.M.	

(PROB-990) Wt. 14631-0122 1948 11/15 T.S. 700

## OPERATIONS RECORD BOOK

Page No. 3

of (Unit or Formation) 426 (No. C. 1470) SQUADRON

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	7.10.43		...../continued from page 2..... The Air Bomber was unable to jettison the bombs and the pilot had to go out to sea and the 4,000 lb. bomb was jettisoned manually. A good landing was effected at Linton-on-Ouse where medical attention was secured. The remaining aircraft with the exception of D.S. 632 - Pilot - 2/S M.B. Summers, which has been unreported since take-off, accomplished their mission but because of bad conditions were forced to land at various aerodromes where visibility was sufficient to allow them to land.		
LINTON-ON-OUSE	8.10.43		WEATHER: Fair. Light N.E. to N. winds. Fog around base, breaking by noon, but visibility poor all day and falling at night. Operations canceled and ten aircraft were prepared and crews detailed. Due to a very bad visibility no flying could be done and it was not until the afternoon that the aircraft from the previous night returned home. D.S. 746 piloted by 2/S G. Martin called at YARMOUTH and picked up the crew of D.S. 762 with the exception of 2/L Hughes who had been removed to Chichester Hospital. Take-off was later than usual which fact was greatly appreciated by the crews who were unable to start bombing up until late in the afternoon. D.S. 770 piloted by 2/S Stuart, 2/L developed a 1/2 supercharger while preparing for take-off and had to be withdrawn. The remaining nine aircraft took off and set course for the target. Weather conditions were very unsatisfactory at base and diversion instructions were given all crews. All aircraft returned safely and landed at aerodromes in the south. D.S. 711 piloted by 2/L Gleeson was attacked by a Ju 88 which came in from astern apparently believing that it was unobserved. 2/L Fullam, 2/L 133270, the rear gunner very suddenly ordered evasive action and followed the Ju with his guns until a range of about 300 yards. He opened fire and two long bursts were sufficient to cause the Ju 88 to explode and disintegrate. A very fine show on the part of this gunner and a real comeback from the previous night when his crew were forced back due to his unconsciousness from lack of oxygen. The unit received word that 2/S Danvers and 2/L Wilds, both missing on the previous night's attack on Oberhausen, had been appointed to commanding rank. Rather unusual as both lads were eagerly awaiting word of this appointment.	A.545 to A.556	
LINTON-ON-OUSE	9.10.43		WEATHER: Cloudy, very poor visibility, improving in afternoon. Weather conditions in the morning made it impossible for diverted aircraft to return to base and as a result the information that the group was still over war waters. All aircraft returned to base during the afternoon and ground crews got busy with A.I.'s etc. to prevent the kites for their next operation. 2/S McFarlane, 2/L 1332718 was attached to 1022 conversion unit for a week course - in night winter. Information was received that 2/L Hughes 2/Ls. was not seriously injured and that he would shortly be able to rejoin his unit.		
LINTON-ON-OUSE	10.10.43		WEATHER: Overcast with fog, apart from temporary improvement in afternoon. Church services were the order of the day as another Sunday morning rolled around. Weather conditions kept all aircraft grounded but Service members got a program of lectures for all hours underway. Operations advised that a standdown was ordered so none and used the instructions given to ground crews. ...../cont'd.....		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	10.10.43		.....continued from page 3 ..... S/Sgt. Flanagan, R.W. - R.100027 appointed to Commissioned rank effective 27.6.43. A Bombing Leaders conference was held at H.Q. No. 6 (R.C.A.F.) Group which was attended by P/L Ranch, M. J.15006, Squadron Bombing Leader, 401 Composite, and 402 Bomber, A.S.V.; instrument repairers reported to A.O.S.R. Doncaster for interview re their application for aircrew training.		
LINTON-ON-OUSE	11.10.43		WEATHER: Fair. Fog at first becoming considerably during the afternoon. H.Q. R.C.A.F. advised that P/L L.M. McCaig - J.14207 had been promoted an immediate D.F.C. Several numbers of aircraft that were not crewed up were posted effective 12.10.43. P/O Broad, J.1018. 1271348 - R20248 - 202, Midland, N.Y. - 1251443 - 201 - P/O McMillan, M. 1417559 - 201/202, P/O Jones, J. - 126749 AIR BRASIER. A standdown from operations was given and due to weather forced flying was curtailed in the morning but night infiltration over mass country training was carried out in the afternoon. All ranks enjoyed the RMA show in the evening. Three drivers under direction of P/O Cowling, F., Squadron Signals Leader visited the 201/202 section "Y" near LIMA to study the work of this organization. Three drivers also visited R.M. 9. Corps or Corps post to familiarize themselves with the important work being done by this organization.		
LINTON-ON-OUSE	12.10.43		WEATHER: Cloudy with fog at first and a little improvement during daylight. Another operational standdown and off weather in the morning but clear flying. The Squadron Commander held a meeting of all aircrew personnel where plans were drafted for the Squadron anniversary party. The date was set for October 18th 1943 just one year for the date set for the Squadron to form. Committees were appointed and invitations issued.		
LINTON-ON-OUSE	13.10.43		WEATHER: Cloudy with fog or poor visibility all day. Rain or drizzle around noon and off again. A standdown from operations ordered. A Squadron parade was held on the station parade ground at 09.00 hours. There was an excellent turnout of all ranks. Chief cause for complaint was haircuts, but due to the barber shortage on the station this situation is beyond the officer's control. P/O Cowling, F. Squadron Signals Leader was appointed to the rank of Acting Flight Lieutenant effective 13.9.43 when he took over this post on the Squadron.		
LINTON-ON-OUSE	14.10.43		WEATHER: Fair becoming cloudy. Visibility poor to moderate. Slight drizzle at night. P/L Ranch attended a Bombing Leaders conference at H.Q. No. 6 (R.C.A.F.) Group in the morning. W/C Sergeant, W.C. D.F.C. flew to LIMA taking a crew of bring back S/L Hughes A.J. and the aircraft which had been repaired at that Unit. P/L Hughes has made a rapid recovery from his leg wound. Q/Airman, 100 NOC, visited the station and addressed all aircrew of both squadrons on the work of the P.A.F. A number of aircrew NOC's were interviewed by Air Comptroller Midland re their applications for commissioned rank. P/O Smith J.K. reported back to the unit as 1st Lt. Smith of the W.C.S.A.F. having been transferred.		

## OPERATIONS RECORD BOOK

Page No. 5

of (Unit or Formation) 426 (R.G.A.P.) SQUADRON

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

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	15.10.43		WEATHER: Foggy with slight drizzle at first. Light variable winds.  The station was honored by a visit from Air Chief Commander of Bomber Command, the Duke of Gloucester and all R.A.A.F. personnel were inspected. W/C W.H. Swinton, MBE, representing the Squadron was presented to her Royal Highness. Another standdown from operations was thoroughly welcomed as all ranks were planning on attending the Squadron Birthday Party. This affair was held in the wingman's mess on the station and all ground crew personnel were guests of the airmen. This proved a very fine gesture, designed to further cement the tie between those who were then flying and those who "lay back". A number of ex-members were present and in every corner were groups of old friends discussing the early life of the Squadron, its trips, trials, troubles and its development. Approximately eight hundred were in attendance. Due to the short notice, the station band had accepted a previous engagement, but the Royal Overseas Headquarters Band which was present on the station in connection with the visit of Her Royal Highness, the Duke of Gloucester, very kindly provided some music. This gesture was greatly appreciated. So the first year of 426 (R.G.A.P.) Squadron's existence has ended. During that year the Squadron has developed from a few words on a piece of paper, to a well armed, well disciplined, well trained body capable of waging war on tremendous scale with the most modern of war engines. What the next year will bring who can say? But whatever it is in store for the Squadron it stands ready and waiting.	H. F.M.	
LINTON-ON-OUSE	16.10.43		WEATHER: Cloudy with moderate or poor visibility. Winds increasing from S.E.  P/O Johnson, Adm. 122613 reported to LINTON for a month's Bombing Leaders Course. P/O ... Moore 133975 Squadron Assistant Officer reported today to BIRMINGHAM for a two week's course on Parallel Turnovers. A large-scale Roll-Off was planned involving sixteen aircraft with take-off set for 11.00 hours. However weather conditions forced cancellation of the project and the training was reduced to short air-to-air flying, details and air tests.		
LINTON-ON-OUSE	17.10.43		WEATHER: Fine becoming fair during day. Visibility poor with fog at dawn, improving later.  Church services were held in the station chapel in the morning. Very dull weather held all machines on the ground and all section leaders seized the opportunity to improve ground training. P/O McDonald, Adm. J.23337 and his crew reported from 1679 Conversion Flight. The Station Commander received information that the station ball team - R.G.A.P. - Overseas Omega were invited to play off against the Army champions in London on October 24th. The balls and bats which had been tucked away for two weeks were taken out and the boys began trying to get back into shape.		
LINTON-ON-OUSE	18.10.43		WEATHER: Fine becoming fair during day.  After a long standdown the information was received that the squadron would operate. Due to the enforced absence of S/L Hughes, Adm., in HOMERTON and the imminent posting of S/L J.H. Halliard which rendered both flight commanders U/I for flying the squadron borrowed a crew from 408 Squadron to enable its quota of serviceable aircraft to take-off. Thirteen aircraft took off starting at 17.15 hours which enabled the station to use a daylight take-off. ....cont'd.....	A.557 to A.568 B.35	

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	19.10.43		.....continued from page 5..... D.S. 776 piloted by F/L Ross, M.A., was attacked by a JU 88 just before dropping bombs but shooting by the gunners and evasive action enabled the bomber to break off the combat and drop the bomb load without further incident. No claim is made for the JU 88 as it appeared unchanged when it broke off the engagement. D.S. 747 piloted by S/L Haslam, M.A. 110543L ditched at 21.30 hours just off the English coast due to petrol shortage. This ditching was carried out without casualties or injury. All crew members were able to enter the dinghy. The dinghy drifted ashore near Shoreham where the crew were picked up. This crew were loaned to this Squadron by 406 Squadron and operated for the night as a 426 Squadron crew.		
LINTON-ON-OUSE	20.10.43		WEATHER: Cloudy; slight rain in morning and moderate rain at night. Strong SE winds. A very busy day as far as the Squadron was concerned. Operations called for fourteen aircraft and crews were selected and aircraft prepared. An early take-off was scheduled and the armament worked very hard getting the loads securely tucked on. Approximately three-quarters of an hour before take-off the operation was scrubbed due to weather conditions. F/O R.A. McCartney C. 12792 reported to the Commandant for Nov 62 Staff Duty, Home for super hierarchy administration duties.		
LINTON-ON-OUSE	20.10.43		WEATHER: Fine becoming cloudy during the day. Visibility moderate. S/L J.S. Hallward, D.F.C. 110235 was posted effective today to 406 (R.A.F.) Squadron. S/L Hallward joined the Squadron on 12th October and has progressed from F/O Hallward to the post of Flight Commander, Acting Squadron Leader. Operations were laid on and fourteen aircraft were prepared and crews selected. An early take-off featured the operation and with our sister Squadron, twenty-eight heavily laden Lancasters became airborne and set out to attack Le Havre, Germany. D.S. 775 piloted by S/L Davies, A.C. - 110235 had a port outer engine failure on take-off. The pilot skillfully managed the bomber and turned the remaining engines to secure an "oblique height" to reach 50.12 N - 01.09 E from 10,000' where he jettisoned his bomb load at 15.47 MET 1000' above 1000' above. The other aircraft returned safe. D.S. 707 piloted by F/O Coulthard, M.A. when the engagement was tested he had 3 rear guns and one front gun W.A. and D.S. 697 piloted by S/L Griffiths, G.A. after reaching 50.47 N - 09.20 E at 16,500' at 15.52 hours, severe icing conditions were encountered and the pilot decided to return to base. D.S. 696 piloted by F.J. Stuart, F.J. 653038 encountered two enemy fighters, an He.111, 109 and a JU 88 at 16.00-00 hrs. The He.111 shot down the D.S. 696 but the pilot was injured. The aircraft was severely damaged in the attack. The He.111 left McAlveen, F.J. 240032 was wounded but continued to direct the pilot and FINALLY FORCED THE FIGHTERS TO BREAK OFF THE attack. The captain decided to continue with his badly crippled bomber to the target. A very fine shot, D.S. 771 after a successful trip home was rammed by another aircraft while on the perimeter track and suffered damage. No member of the crew were injured. All crews felt that weather conditions, including rain, snow, sleet and 10/10th cloud along with lack of P.F.W. had rendered the attack of little value as no concentration was possible.	A.569 to A.572 B.36 to B.38	

(41000-320) Wt. 24231-2512 1500 1545 T.L. 700

4

## OPERATIONS RECORD BOOK

Page No. 7

R.A.F. Form 540  
See instructions for use of this form in K.R. and A.C.I.  
para. 2349 and War Manual, Pt. II, chapter XX, and  
note in R.A.F. Pocket Book.

of (Unit or Formation) 405 (R.C.A.F.) SQUADRON

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	24.10.43		.....continued from page 6..... arrangements were all laid out for the first Of "Icons". Mess dance to be held on the station since it was taken over by the R.C.A.F. The party was well-attended and unanimously voted a complete success. A district court martial assembled at 10.00 hours at R.C.A.F. Station, Linton-on-Ouse to bring to trial R22313 L/C Daly, J.D. of this Squadron. The Squadron Adjutant, F/L John H. Gapper, C.M.G. 67320, together with Sgt. Family, J. A. 52065 and P/O Joyal, J.W. 4-51350 were detailed to attend as witnesses.		
LINTON-ON-OUSE	25.10.43		WEATHER: Fair with poor visibility becoming cloudy with moderate visibility. Rain at midnight. A district court martial assembled at 10.00 hours at R.C.A.F. Station, Linton-on-Ouse to bring to trial R22313 Sjt. Jones, T.J. of this Squadron. R123555 5/B Houston, F.W. and R73555 502 Blundell, P. were detailed to attend as witnesses. Twelve aircraft were briefed to attack KAG 111, Germany. One aircraft could not be prepared in time and was scrubbed. D.L. 770 piloted by P/O Farmer developed loss of brake pressure prior to take off and had to be scrubbed. The remaining ten aircraft took off and set course for the target. D.L. 679 piloted by P/O Farmer, Logon J17678 returned early owing to R.M. compass being U/S and R.V. compass being inaccurate. D.L. 711 piloted by S/LDR 2/B Stewart, R.D. returned early due to being late in obtaining a fine G/H being U/S. Eight aircraft attacked the primary target and all returned safely. A good concentration of flares were seen at target and it was generally voted a successful raid and offered some encouragement after the last effort.		A.580 to A.587 B.39 & B.40
LINTON-ON-OUSE	25.10.43		WEATHER: Fog all day. No wind.		
LINTON-ON-OUSE	25.10.43		Squadron standdown ordered for today. Squadron Leader Williamson's crew proceeded today to join with 405 (R.C.A.F.) Squadron. The Squadron Commanding Officer held a meeting of all Section Leaders to laud the Squadron's efforts in the Ninth Victory Raid.		
LINTON-ON-OUSE	25.10.43		WEATHER: Fog all day. No wind.		
LINTON-ON-OUSE	25.10.43		Squadron standdown. Church services were held in the station chapel. Fog predominated the aerodrome throughout the day and prohibited any flying.		
LINTON-ON-OUSE	25.10.43		WEATHER: Foggy with some temporary improvement after noon. No wind.		
			Squadron standdown. The Squadron today loses one of its most valuable officers in the person of S/L John H. Gapper C.M. 67320 who is posted to take over as Adjutant of 1659 Conversion Unit, RCAF. S/L Gapper has been with the Squadron from its formation and has watched its growth from infancy to the mature, well-organized operational Unit it is today. Much of the credit for the organization of the Squadron to the present high state of efficiency belongs to him. He commanded the respect of all ranks, both ground and aircrew, and during his stay with the Squadron he literally placed a "WELCOME" sign outside the Adjutant's door. It can most certainly be said of him that the Squadron's loss will be 1659 Conversion Unit's gain.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	26.10.43		WEATHER: Foggy with slight temporary improvement. Light S.E.Wly wind. Squadron standdown again ordered for today. Weather conditions continue to minimise flying training, but all sections are taking full advantage of the opportunity to advance ground training. A Squadron Parade was held in the hangar in the afternoon when we were inspected by the Station Commander, Group Captain Edwards, D.F.C. Following the inspection G/C Edwards addressed the parades and paid tribute to a very good turnout, taking the opportunity at the same time to remind all ranks of the Fifth Canadian Victory Loyal Campaign and to request their full support.		
LINTON-ON-OUSE	27.10.43		WEATHER: A Squadron standdown for the fifth consecutive day. P/L L.N. McGaig, MC - J.34907 proceeded to No. 1 School of the Four Day Engine Handling Course. CONGRATULATIONS are in order to S/LDR J.S. Abbott, whose appointment to commissioned rank was announced along with today's mail. Two crews reported to the Squadron from 1579 Conversion Flight, having completed ground training, airtraining to be undertaken by the Squadron.  S/L Wilson, MC, Pilot S/L Tait, MC, Navigator S/L Rutherford, MC, Radar S/L Power, MC, A/B Sgt Dale, MC, Wireless Sgt Walkowski, MC, W/R S/L Parker, MC, A/G  S/L Ward, MC, Pilot S/L Higgs, MC, Navigator Sgt Barnes, MC, Radar S/L Saville, MC, A/B Sgt Royle, MC, Wireless Sgt Pitt, MC, W/R Sgt McMillan, MC, A/G		
LINTON-ON-OUSE	28.10.43		The Squadron Commander interviewed four R.C.A.F. ground crew for commissioning to aircraft.		
LINTON-ON-OUSE	29.10.43		WEATHER: Cloudy with fog all day. Light S.E.Wly. Squadron in operations again today. No news advised today that the ribbon for the 1939-45 star will be available in the near future for those aircrew personnel on strength who are eligible for the award. Nominal rolls are being prepared for approval of the Station Commander.		
LINTON-ON-OUSE	29.10.43		WEATHER: Cloudy, visibility poor. Winds light S.E.Wly. Standdown. Pay parade was held this morning at 09.00 hours. Approval was received for appointment to commissioned rank of LSSA/300 P/O Palmer, R.A.F. Air Bomber - 1330720 302 Hastings, F.D. /Air Gunner - 1330720 302 Hastings - We were advised by the Chester Herald that His Majesty the King has given his approval to the unit crest embodying the "THUNDERBIRD", and that it will be formally presented to us in due course.		

(710585-3505) Wt. 3451—3218 1300 11/48 T.D. 700

## **OPERATIONS RECORD BOOK**

Page No. 9

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349 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	30.10.43		WEATHER: Visibility poor, improving at mid-day and freshening S.E.W. After our very lengthy standdown ops were cleared for today and 14 crews briefed for the attack. ANNUALLY TAKEN AND THIS REPORT EXCEPTED TIME, PROVIDED THE OPERATION WAS CANCELLED. NEW COMMUNICAS WERE RECEIVED IN TODAY'S MAIL. R.7025 P/O Boles, G-air Radar - R.101526 P/B Boles, Wair - Navigator - 1331369 SGT Flynn, J.W. W/Air Gunner.		
LINTON-ON-OUSE	31.10.43		WEATHER: Cloudy with slight rain and visibility poor, becoming fog by dark. Wind light S.E. W.Y. Squadron standdown. Church services were held in the morning in the station church. 2/0 Data Score Out. 0307, Squadron Aircraft of 1000 returned today from patrols having completed a two week's course on Purnell Gun Turrets. Posting advice was today received authorising reappointment of CAN C.15711 - P/L A. Macmillan, Squadron Gunnery Leader, for pilot training in Canada. P/O J.D. Watts, Can. J.13236 will assume duties of Gunnery Leader pending his being posted to the position.		
			PERSONNEL AND AWARDS: J.132307 1/2/L M.W. McGuire awarded the D.F.C.		
			COMMISSIONS: 150306 P/B Stuart, F.J. appointed Pilot Officer W.e.c. 4.4.4.4.5 1330530 P/B Primary Staff appointed Pilot Officer W.e.c. 29.9.4.3 1330730 SGT Hastings, F.H. appointed Pilot Officer W.e.c. 30.9.4.3 1337036 P/B Woodley, W.H. appointed Pilot Officer W.e.c. 29.9.4.3 1331169 SGT Flynn, J.W. appointed Pilot Officer W.e.c. MacGill R7025 P/B Sparto, G. appointed Pilot Officer W.e.c. 29.9.4.3 R101526 P/B Boles, G.H. appointed Pilot Officer W.e.c. 29.9.4.3		
			PROMOTIONS: G.7036 A/P/L J.H. Conner, promoted to 2/2/L W.e.c. 12.11.42		
			CHANGES IN SQUADRON COMMAND: NIL		
			CHANGES IN UNIT COMMAND: NIL		
			CHANGES IN ADMINISTRATION: NIL		
			HEALTH: The general state of health of personnel of the Squadron was satisfactory. Following is the breakdown for the month.		
			ARMED 26 airmen admitted to hospital for a total of 76 days. 20 airmen excused duty for a total of 38 days.		
			INJURED 3 admitted to hospital for a total of 25 days. 2 excused duty for a total of 2 days.		

Wing Commander, Commanding,  
No. 425 Squadron, R.A.F.

Wang Conqueror, Conquering,  
Hsia-hsi (a Ch'ien) Sunshen

(\*zo886—9305) Wt. 34532—2328 T50M 11/42 T.S. 790