

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.C.A.F. STATION, LEAMING	9-10-43		No operations scheduled for this date. Aircraft who had diverted from the raid the previous evening were forced to remain put, as visibility was very limited. The Wince assumed Command of the station in the absence of Gp. Capt. Plant.		
	10-10-43		Weather continued to be unfavourable - visibility poor - and as result the aircraft were again unable to return from diversion bases. No aircraft were scheduled for ops. W/O Turnbull in his capacity as Station Commander proceeded to 6 Group H.Q. to meet the Canadian High Commissioner for Air.		
	11-10-43		Ideal flying weather prevailed throughout the day but no kites were scheduled for operations. Personnel relieved to Skipton for the past few weeks while the runway was being repaired at Leeming, took advantage of the lull, to return to home base. Notwithstanding, aircraft journeyed to nearby targets and proceeded to thoroughly drench themselves in fragrant English brew, leaving a wide area of devastation at all the objectives that were targeted.		
	12-10-43		Though "old sol" favoured the environs of Leeming with all its splendour, a further day of standom was declared. Personnel both aircrew and groundcrew alike, found it difficult to concentrate at their respective duties as serenity reigned throughout the entire squadron and it was reported that it was actually possible to be heard once again. It is quite safe to say that even the drop of a pin was easily distinguishable from the drop of W/O Galsander's false dentures. This period of calm was occasioned when our self-styled "mad adj.", the temporary Duty Officer, departed for London this morning for a few days as called on on other occasions, leaving a masterful job. S/L Don Morrison one of the veterans of the squadron and bombing leader since the formation, was treated to a farewell party by his mess-mates this evening, who much to the displeasure of all who know him, has been posted to a Con. Unit at Dalton. The highlight of the event occurred when Knobby Clark was able to part S/L Barthrow with a few of his "shakels" towards the purchase of a "down-the-hatch". Knobby reports that when Barthrow pulled out his bulging wallet in payment of this crowning achievement, last year's "cob-wobbs" were still to be found amidst the masses of notes.		
	13-10-43		A treasured possession of the Lions was received this date in the form of a letter signed by Winston Churchill, in response to our request to adopt one of the Prime Minister's lions, presently being displayed in the Regent's Park Zoo. It reads as follows: "I was very pleased to hear on my return to this country that the Lion Squadron of the Royal Canadian Air Force had made the suggestion that the squadron should adopt 'Marth' one of the lion cubs at the zoo. "With every good wish for the success of your squadron." Yours very faithfully, Winston Churchill		
			Typical "liquidified" sunshine prevailed throughout the day and another free day was declared for the lions. Aircraft who were detoured, were transported to Helson where they enjoyed bathing in the spacious indoor swimming pool.		

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 427 (ECAP) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.C.A.F. STATION, ERMING	14.10.43		<p>The day began with an overcast sky becoming rapidly fair or fine in the forenoon and continuing as such until a slight mist came up in the evening. Notwithstanding the excellent flying weather, again no aircraft were called for operations. However, aircrew took advantage of this lull to participate in an intensive flying training program which was led by the Wingo, consisting of air tests of every description and engaging every available aircraft.</p> <p>In the afternoon the station was honoured by a visit by the Duchess of Gloucester who inspected our operating array of W.I.I.A.F. personnel. She noted visitor was later entertained at tea in the Officers' Mess, at which time several prominent members of the Lions were introduced to her. It's surprising to note how well mannered our boys can be when the occasion requires it.</p>		
	15.10.43		<p>Cloudy weather prevailed throughout the day with a slight amount of fog and rain appearing in the morning. A steady rain was again declared.</p> <p>Kroby Clark relinquished his position as adjutant and was relieved by P/O Cruikshank. Through the medium of the London Times, four former Lions whose recommendations for awards originated from this unit for their outstanding work with the squadron over their operational period, were advised of the awards of the D.F.C. to P/O Schmitt, P/O Fennell, and P/L Tubman, and the D.F.M. to P/O MacLennan, all the recipients having very recently completed a tour of operations.</p> <p>Radium again returned to the Mess this evening after the past few trouper days, during which time everyone was in a state of confusion, and things are again running under normal conditions as in our only to the lions. Reason? P/L Chasman? dropped his bulky frame through the portals of the Officer's Quarters, returning from his two day sojourn in London.</p>		
	16.10.43		<p>With a fanfare of trumpets and the rumble of drums the whole station was assembled on the parade square to participate in the award of the D.F.C. (a hitherto unheard of decoration) by the Group Captain, to several members of the squadron. These were the fruits of the efficient contribution of the station softball team and the award in question, the Softball Playing Medal, was a presentation of the Y.I.C.A. Already the members of the team are making plans in an effort to secure a bar to that coveted decoration.</p> <p>Commist misis persisted throughout the day turning to fog at first and becoming misty in the forenoon, and as a result no kites were called for.</p>		
	17.10.43		<p>The periodic "Flarepath", an occasion when all squadron tenderfoot officers are initiated, came off last night. During the course of the festivities, more uniforms were saturated with the brew, than was actually consumed. In the forefront again came "Uhas' the adj", who in his own inimitable style showed the A.legs how simple it was to balance a mug of beer on the noggin while at the same time co-ordinating with mind, body, and battling against inebriation to proceed through a "flarepath" of beer glasses. What a man our adj.</p> <p>A great deal of shouting emanating from No. 2 hangar was sufficient to start a steady stream of airmen to the scene of the confusion, only to find a disorganized game of "touch" rugby-in-progress-as-only-the-guns-can-be-played-by-Gunsies. The orderly rows staff were somewhat harassed by the thought of having to compile "self-inflicted injury forms" were fortunately not called upon.</p>		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.C.A.F. STATION, LEBMING	17.10.43	Cont'd	No operations were called for this date, and in keeping with the sentiments of the powers that be, the weatherman complied with a steady drizzle which continued throughout the whole morning and part of the afternoon, becoming fair to cloudy in the evening.		
	18.10.43		Overcast skies continued throughout the morning accompanied by fog at first and changing to fair with slight mist in the afternoon. Standown was the order of the day. P/L Arnot as chairman of the Anniversary Party Committee began assembling members of the committee in preparation for the forthcoming event. The party is scheduled for Nov. 10th in commemoration of the completion of a year's successful operations, and if it proves as successful and affair as is anticipated, it will definitely surpass any "do" the Lions have as yet undertaken. An intensive training program was carried out throughout the day, featuring air to air, air to sea, and fighter affiliation exercises, which after this period of operational idleness, was a very welcome break.		
	19.10.43		Favourable weather conditions prevailed throughout the day until about 1700 hours when a drizzle broke through the clear sky and continued through until morning. Fourteen aircraft were detailed for operations, but were scrubbed in the late afternoon. P/L Chasnoy departed on a goodwill mission to Naburn Military Hospital to visit P/O "Red" Soder who is speedily recovering from Jaundice.		
	20.10.43		Weather was somewhat improved to-day beginning fair to cloudy with slight mist and closing with light showers in the afternoon. It is apparent that winter is rapidly closing in and already a variety of tuffe-neck sweaters are the fashion. In keeping with the rapid rise of the O.C. from the ranks to his present position, information was received to the effect that the Waco had been presented to the rank of Temporary Wing Commander, ante-dated to 6-11-42. A soccer match between the officers and Waco's sides took the limelight this afternoon during the operational lull. The W.C.O.'s overwhelmed the disorganized officers' team to the tune of 10 - 2. The biggest laugh of the whole tussle occurred when O.C. "B" Flight, S/Ldr. Genderton appearing in neatly pressed and pleated battledress, began voicing his qualifications and skill at the game. Soon after the soliloquy a few short moments after the kick-off whistle had blown, he tripped and found himself pasty in the centre of a well-focused cascade with the aforementioned dress covered from head to foot in mud and gleaming readiness peering through his virtually tin-oh countenance.		
	21.10.43		In keeping with the recent appeal by the Canadian government for the forthcoming Victory Loan Drive, the adjutant began in earnest in an effort to put the Lions in the forefront in contributions, by personally interviewing A - F in the alphabet of all sidemen personnel. It is desired to continue the interviews until each individual of the squadron is personally approached. P/L B.G. "Jersey" Cross, D.F.C. and his crew were screened from operations on completion of the 1st tour.		

OPERATIONS RECORD BOOK

No. 427 (BRAF) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendix
R.C.A.F. STATION LSSMIG.	22-10-43		<p>Sixteen aircraft were detailed for operations against Kasool and as many became airborne at an extremely early hour. "R" returned early due to an oxygen failure in the mid-upper turret as a result of which the M/U gunner passed out. "V" abandoned task after three drops. "W's" port outer constant speed unit became unserviceable and as a result pilot decided to abandon task. "X" crossed the enemy coast off track due to 10/10th heavy cloud up to 20,000 feet which reduced visibility to nil. Soon after crossing the coast enemy defences consisting of accurate intense heavy flak opened up and held "Kitty" fourteen times. Violent evasive tactics ensued, comprised of corkers, dives and burnings off course, until pilot succeeded in evading the defences. This action delayed "Y" for approximately 20 minutes and since Navigator was unable to establish position, pilot decided to return to base after safely jettisoning bomb load somewhere over Enur. "W" soon after crossing enemy coast encountered enemy anti-air - intense heavy flak which vibrated the aircraft into a spiral. Dive and only after the loss of 7,000 feet was the pilot able to pull the aircraft under control at 12,000 feet. In this engagement about 30 minutes were lost and since pilot would not have been able to reach the target with the main force, he returned to base early. "Z" piloted by W/O H.E. Walsh, R.E.F., returning to base early for some unknown reason, crashed near Marston Moor, York, all the crew being instantly killed. The young pilot, a recovered, unassuming capable pilot had only a week previously become a bridegroom.</p> <p>Three crews failed to return from this operation - "A" piloted by W/O Weston, whose Navigator W/O Oakley had also become a bridegroom only a fortnight previously, "I" piloted by W/O Harrison and "J" piloted by W/Sgt. Hunter.</p> <p>Of the remaining aircraft which reached the target "U" piloted by W/O Gosens, was attacked by enemy aircraft three different times on the homeward journey and although there was an exchange of gunfire in each instance, the Halifax escaped unscathed and pilot succeeded in bringing it back to base.</p> <p>W/O G.H. Hartman, 1st Flight Commander, flying aircraft "B - Bom" completed his 20th trip and also his 2nd tour of operations. In his last trip this evening, he carried a second pilot in the person of the Station Commander Group Capt. Plant, who appeared very much impressed by the sortie. The succeeding Earthrott on top of the aforementioned casualties comes as a bad blow to the squadron, worse as he was an inspiring leader and one of the best liked Senior Officers of the station and who it is safe to say ranks as one of the best efficient and capable pilots in Bomber Command.</p> <p>Weather - Fair to cloudy, with slight mist and slight showers.</p>		731-746
	23-10-43		<p>Standstill this date and it certainly was required in order that the squadron might recuperate from the heavy blows of last night's raid. The weather was in keeping with our sentiments as overcast skies accompanied by intermittent fog and rain prevailed throughout the day.</p> <p>Signal received to-day advising that W/S - G.H. Laird had been awarded the D.F.C., and his W/Eng. Sgt. Cardy, the C.S.M. for their gallant actions during the attack on Kasool. Sgt. Cardy who was seriously wounded in the right arm and left eye during the attack by enemy aircraft, gave subsequent advice to his captain despite severe physical suffering and remained at his post in his duties until he finally fell unconscious through loss of blood. On arrival at base he supervised the emergency lowering of the undercarriage which involved the covering of a hydraulic pipe line, thus allowing the aircraft to land safely by this time he had regained consciousness. For this action he was awarded the O.U.M.</p>		

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
R.C.A.F. STATION, ESSEX	23.10.43 (Cont'd)		<p>It is hoped that this information which was signalled to Sgt. Cardy who is still on the occasionally injured list, will aid in expediting his recovery.</p> <p>In one of the roughest mess meals that has ever been experienced by any officers, either living or dead, members of the mess met last night to celebrate P/L Ince's award which also coincided with S/L Barthrow's screening. During the course of the drenching, our Wince was instituted in the Royal Order of Leo's as the "Grand Lion", and was duly initiated under the revised policy in said Order, whereby all potential Lions are required to (in official terms) "assault the rooster of Leo, the R.O.M. presentation. P/L A. Reilly, the station adjutant was permitted into the sacred order after going through the usual channels and has now become an Hon. member.</p>		
	24.10.43		<p>A large Sr. N.C.O.'s do' was held in the Sergeants' Mess last night, during the course of which a certain beverage flowed at about the same rate as the aftermath of the Mur dem raid. Officers' were rather indignant at the very undiplomatic manner in which they were informed they were not invited - over the tummy system.</p> <p>Another standstill for this date as the climatic conditions continued incessant, featuring fog and thick mist which prevailed throughout the day.</p>		
	25.10.43		<p>The notoriety of our worthy, colourful adj., went a step further this date and added a couple more missing incidents to his unorthodox military career. After paying a visit to P/O Sooter, who is still confined to bed in York, he somewhat overstayed his intended visit and only realised that fact after the train for camp had come and gone, without him. In the meantime the Wince who had no idea of what had occurred and who's nose didn't even wag as awakened out of a sound sleep in the dark early hours of the morning, to be greeted by the bellowing voice of the "Sweet Chas" who informed him of his participation and that he would not be able to reach camp at the specified hour of duty. The ensuing remarks of the Wince will however, not be recorded.</p> <p>The only of the squadron officers was interrupted at mid-morning by the appearance of Chas' arriving on a 25" wheel, bicycle, complete with shopping basket, the property of Mrs. Beaumont-Smith, wife of the Sr. Accountant Officer. It seems that the adj. arriving at Reading by train, finding it impossible to secure any type of conveyance to the aerodrome, called at the H.S. home, and the above was the result. Anyone who has ever seen Chas' can picture his bulky frame on the aforementioned vehicle, plodding the two mile journey from the station, through the congested downtown sector of Reading. My shattered nerves!</p> <p>One of our Canadian aviators met with a rather unfortunate and after an escape to the tow-boat this evening. E-136224 W/L Olson, R.O. was picked up on the Great North Road just beyond the Willow Tree (the local) at Reading, by the Morris Ambulance Crew of this station at 23.20 hours and brought to S.S.G. where he was examined immediately by the Senior Medical Officer. Examination at the time of admission revealed a suspicious fractional individual. No signs of violence were apparent, and no skull fracture was found. The patient was placed in the crash cart under the supervision of the Nursing Orderly, and after oxygen was administered for a period of ten minutes, the patient was breathing normally. 03.00 hours the report from the Nursing Orderly would indicate that the patient was resting quietly and breathing in a satisfactory manner. At 06.00 hours the duty nursing orderly found the patient dead. The cause of death is unknown, but it is supposed that there must have been a basilar fracture of the skull.</p> <p>Weather - Fog at first, becoming fine with slight mist about noon, fog forming again in the evening.</p>		

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OPERATIONS RECORD BOOK

of (Unit or Formation) No. 427 (RCAP) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
H.C.A.F. STATION, LISBURN	26.10.43		Weather again carried on in its typical English form by engulfing the environs of the camp in a "fog-squor" which persisted throughout the day, and which curtailed all flying. Another stand-off. Because the sale of bonds hasn't met with the expectations, a conference of all SECTION "Heads" was held in W/L Dawson's office - Engineer Officer - in an effort to boost up the turnover. It is felt that strong-arm, high pressure methods will have to be adopted in an effort to get Canucks to contribute. As a result of the conference all Bond Salesmen are being equipped with .38 revolvers and already totals are showing marked gains.		
	27.10.43		The day began with the usual fog, which cleared up considerably by midday although the clouds remained. Eleven aircraft were called for and detailed for operations, but as they were taxiing preparatory to take-off, the mid was cancelled. By this time a slight mist had again formed.		
	28.10.43		The Station was favoured by a visit by one of the foremost English actors - Robert DONAT. The cast of the Bernard Shaw farce "Heartbreak House" with Mr. Donat as the venerable Capt. Shove, which has currently had a successful run at the Cambridge theatre in London, performed the play as part of an E.H.S.A. show, and brought the house @ Canucks down with tremendous sounds of applause. It was something new in the way of an E.H.S.A. contribution, and was very much appreciated. After the performance, Mr. Donat and the cast were entertained in the Officer's Mess, after the performance, and was quite surprised to learn and so were we, that a bomber of the Lion Squadron proudly bears the name of the actor. Mr. Donat was induced to return to London tomorrow in order that photographs might be taken of himself alongside the bomber and its crew - S/L Genderton and others. Weather: Cloudy, with fog at first, becoming cloudy with mist later, and fog forming again late at night.		
	29.10.43		Robert Donat returned to the squadron as rearranged the previous day. The Wine and Grapes were in 800 suits, with sleek plants, and flat hats, were on hand to add to the festivities. The noted actor appeared to be quite an unassuming type of gentleman, very unaffected by his success and was very humble in his thanks for the tribute of having a kite named after himself. Weather: Overcast with fog at first, becoming overcast with mist and drizzle in late afternoon.		
	30.10.43		Fourteen aircraft were detailed for operations this date but ops. were scrubbed prior to take-off time. The weather was extremely poor beginning with clouds at first with a mist rapidly forming, and which by evening had thickened considerably.		
	31.10.43		Weather: Cloudy with rain and mist at first, becoming cloudy with mist in afternoon. Cloudy with rain and mist in evening. Stand-off this date, as no aircraft were called for.		

Place	Date	Time	Summary of Events	SECRET	References to Appendices
R.C.A.F. STATION, ISGAMING			From an operational viewpoint the month was a rather poor one for the Lions. Although weather permitted on several evenings during the month, aircraft were not called for, because of the moon period. However when this period had passed, the weather would not permit.		
		3	Honours and Awards: During the month the Distinguished Flying Cross was awarded to P/O G.L. Laird, and the Conspicuous Gallantry Medal to Sgt. W.H. Cardy. Immediate Awards to former members of the squadron were as follows: D.F.C. to P/O G.H. Tubman, WAF, P/O W.H. "Indian" Schmitt, P/O A.H. Fernand, and the D.F.M. to P/O R. McNamee non-immediate awards.		
		4	Commissions: 138195 P/O J. Skilton appointed to Pilot Officer w.e.f. 3-9-43 - WOP 138173 P/O G.W. Walton appointed to Pilot Officer w.e.f. 27-7-43 - Pilot		
		5	Promotions: 122943 P/O W.H. Murray promoted to P/O w.e.f. 4-6-43. 121094 S/L A/W/O R.S. Turnbull, D.F.M., promoted to Temporary W/O w.e.f. 6-11-42. 122977 P/O G. Clayton promoted to Temp. P/O w.e.f. 18-6-43. 122972 P/O D.R. Band promoted to Temp. P/O w.e.f. 23-4-43. 121400 P/O J.R. Harrison promoted to Temp. P/O w.e.f. 4-6-43. 121468 P/O A.H. Meyers promoted to Temp. P/O w.e.f. 11-3-43. 121318 P/O J.M. Gray promoted to War Sub. rank of P/O w.e.f. 21-5-43. 122931 P/O Walter Thom promoted to War Sub. rank of P/O w.e.f. 23-4-43. 121304 P/O G.V. Riddalgh promoted to War Sub. rank of P/O w.e.f. 23-7-43. 143878 P/O G.H. Collyer promoted to War Sub. rank of P/O w.e.f. 15-9-43.		
		6	Postings: 1st Lt. V.S. Shove (A.M.S.) 10886116, posted from 1699 Con. Unit w.e.f. 26-10-43. 122246 P/O J.E. Milton, posted from 1699 Con. Unit w.e.f. 26-10-43. 120420 P/O R.H. Legarquist, posted from 1699 Con. Unit, w.e.f. 26-10-43. 122966 P/O M.B. Calhoun, posted from 1699 Con. Unit, w.e.f. 26-10-43. 124429 P/O J.M. Mathewly, posted from 1699 Con. Unit w.e.f. 20-10-43. 122977 P/O W.H. Murray, posted from 1699 Con. Unit w.e.f. 20-10-43. 122977 P/O G. Clayton, posted from 1699 Con. Unit, w.e.f. 13-10-43. 09831 P/O W/T/L. S. Dawson, Engineer, posted from 1664 Con. Unit, w.e.f. 4-10-43. 121352 P/O W.S. Adams, posted from 1699 Con. Unit, w.e.f. 8-9-43. 122971 P/O A/W/L. J. Weston, posted to War Cas. Acc'ts Depot, w.e.f. 23-10-43. 121400 P/O J.R. Harrison, posted to War Cas. Acc'ts Depot, w.e.f. 23-10-43. 121468 P/O A.H. Meyers, posted to War Cas. Acc'ts Depot, w.e.f. 23-10-43. 121489 P/O I. Schilinsky, posted to War Cas. Acc'ts Depot, w.e.f. 23-10-43. 121331 P/O J.A. Ballaogh, posted to War Cas. Acc'ts Depot, w.e.f. 23-10-43. 118908 P/O R.A. Gountson, posted to 407 Sqdn, w.e.f. 24-10-43. 117190 P/O K.A. Solmanson, posted to 407 Sqdn, w.e.f. 24-10-43. 116998 P/O G.H. Thornton, posted to 1666 Con. Unit, w.e.f. 20-10-43.		

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 427 (REAF) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendices																								
R.C.A.F. STATION, LEAMING			<p><u>Postings (Cont'd)</u></p> <p>13997 P/O A/P/L.H.W. Morrison, posted to 1666 Gen-witz, w.e.f. 22.10.43</p> <p>13997 P/O A/P/L G.E. Barton, Engineer, posted to 410 Sqn., w.e.f. 11.10.43</p> <p>13978 P/O G.S. Carlow, posted to War Cas. Acc'ts Dept, w.e.f. 23.10.43</p> <p>139803 (U.S.A.) Witz. Off. F.J. Thomas, posted to War Cas. Acc'ts Dept, w.e.f. 5.10.43</p> <p>128418 P/O E.J. Hayhurst, posted to 76 Sqn. w.e.f. 7.10.43</p>																										
		7	<p><u>Changes in Commands:</u> Nil</p>																										
			<p><u>Changes in Administrations:</u></p> <p>13981 P/O A/P/L A.E. Dawson assumes the duties of Engineer Officer on posting of P/L G.S. Barton.</p>																										
			<p><u>Change in Unit Commands:</u></p> <p>9. XXXXXXXXXXXXXXXXXXXXXXXXXXXX Nil</p>																										
			<p><u>Aircraft on Charge:</u> 20 Halifax V.</p>																										
			<p><u>Health General:</u> Good.</p>																										
			<p><u>Operational Strength of Unit as at 30th October, 1943:</u></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;"><u>AIRBORNE</u></th> <th style="text-align: center;"><u>GROUND CREW</u></th> <th style="text-align: center;"><u>TOTAL</u></th> </tr> </thead> <tbody> <tr> <td>R.C.A.F. Officers</td> <td style="text-align: center;">34</td> <td style="text-align: center;">3</td> <td style="text-align: center;">37</td> </tr> <tr> <td>R.C.A.F. Airman</td> <td style="text-align: center;">92</td> <td style="text-align: center;">338</td> <td style="text-align: center;">430</td> </tr> <tr> <td>R.A.F. Officers</td> <td style="text-align: center;">30</td> <td style="text-align: center;">1</td> <td style="text-align: center;">31</td> </tr> <tr> <td>R.A.F. Airman</td> <td style="text-align: center;">68</td> <td style="text-align: center;">66</td> <td style="text-align: center;">134</td> </tr> <tr> <td style="text-align: right;">TOTAL</td> <td style="text-align: center;">224</td> <td style="text-align: center;">408</td> <td style="text-align: center;">632</td> </tr> </tbody> </table>		<u>AIRBORNE</u>	<u>GROUND CREW</u>	<u>TOTAL</u>	R.C.A.F. Officers	34	3	37	R.C.A.F. Airman	92	338	430	R.A.F. Officers	30	1	31	R.A.F. Airman	68	66	134	TOTAL	224	408	632		
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			<p><u>Operational - Non Operational Flying Hours for October, 1943:</u></p> <p>(a) Operational Flying Hours Day: Nil Night: 302:40 hrs.</p> <p>(b) Non-Operational Flying Hours Day: 26:20 hrs Night: Nil</p> <p>(c) Flying Training Hours Day: 71:25 hrs Night: 26:45 hrs.</p>																										
			<p><u>Operational Sorties during month of October:</u> 75 sorties</p> <p style="text-align: right;"><i>V.P. Sanderton</i> 5/11</p> <p>(V.P. Sanderton) Squadron leader, Officer Commanding, No. 427 (REAF) Squadron.</p>																										

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