

OPERATIONS RECORD BOOK

847-20-427
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(Unit or Formation) No. 427 Squadron, R.A.F. No. of pages used for day

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

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. LEMMING	1-1-45		Weather : Fair to cloudy with short period of continuous drizzle. Visibility moderate. Wind light variable becoming Wly 10-15 mph. Very quiet day. Stand down all day.	5369	
	2-1-45		Weather : Mainly cloudy. Visibility moderate. Wind NWly 20-25 mph., gusty at times. The New Year was started off with a Battle Order. Fifteen aircraft were detailed and briefing scheduled for 12:30 hours. Take off around 14:30 hours. Target : HEDWIGSHAVEN. All aircraft took off and proceeded to the target. Mil cloud in target area but only a fair amount of haze. Several good sized explosions were seen and so far as visual and other identification could establish some were obviously of an oil category. Flak was moderate but searchlights activity was experienced over target area. Our aircraft "W" LM135 encountered an ME260 and the rear gunner opened fire with 200 rds and enemy aircraft broke away. Shortly after a twin engine enemy aircraft attacked the same A/C and the rear gunner fired a short burst as evasive action was taken. Mil claims. All aircraft returned safely to base.		"A" 1-15 "B" 1. "C" 1 & 2.
	3-1-45		Weather : Cloudy with periods of rain and slight snow. Visibility good. Wind N-NW 30-35 mph gusty at first, falling to 5-10 mph at midday. Operations called off this morning detailing fifteen aircraft. Briefing scheduled for 12:30. However it was scrubbed after main briefing. 4/C J.H. Millard, R.A.F. had everyone together for a half hour during the afternoon for a lecture. Title "Review of recent Ops."		
	4-1-45		Weather : Fair to cloudy with wintry showers during evening. Visibility good but poor in showers. Wind ENE 10-20 mph. Cold today but clear. Few aircraft were detailed for training exercises (V/A, Sis. Bombing Air to Sea) in the morning but this was scrubbed later. In the afternoon nine aircraft were detailed for Sis. bombing H2S X-Country. Gee and AMI headings and these exercises were carried out. Aircraft "W" NZ 375 (Captain W/O Millard) landed at Hemswell while on H2S X-Country.		
	5-1-45		Weather : Cloudy becoming fine. Visibility good. Wind NW-W 5-10 mph. Operation Order issued during morning detailing fifteen aircraft. Briefing scheduled for 12:30. Take off around 14:30 hours. Target : HEDWIGSHAVEN. All aircraft took off and proceeded to the target. 8/10th cloud over the target and assessment of the raid is impossible. Master Bomber was heard by most of the crews. Several large explosions were reported. Flak was slight to moderate in barrage form aimed at sky markers. Searchlights were ineffective. One aircraft "T" LM 271 Captain G/J. Goss, R.A.F. (second tour) "W" Flight Commander, did not come back. All other aircraft returned safely to base. Five crews carried out training exercises during the afternoon. (V/A, Sis. and Range Bombing and Air-to-Sea). 4/C "W" returned from Hemswell.		"A" 2, 3 - 15 "B" 2.
	6-1-45		Weather : Cloudy with fair periods. Visibility good. Wind light variable. Operation Order came through this morning detailing fifteen aircraft. Briefing at 12:45 hrs. takeoff at approx. 14:30 hours. Target : HEDWIGSHAVEN. All aircraft took off and proceeded to the target. 10/10th cloud over the target. Most of the crews bombed on sky markers as instructed by the Master Bomber. Result of the bombing is impossible to assess but there was a less good concentration of aircraft over the targets. A very large glow on the cloud was visible for forty miles after leaving the targets. Slight to moderate flak mostly in barrage form. One aircraft "U" LM130 was attacked by an identified aircraft - believed to be		"A" 0, 1 to 15 "B" 3. "C" 3.

SECRET.References
to
Appendices

Place	Date	Time	Summary of Events
R.C.A.F. LEMMING	6.1.45 (con'td.)		an Halifax. Mid Upper replied with a short burst, but as he felt sure that the attacking aircraft was an Halifax he ceased firing. P/O Gerald V.J.P. (J.2647) Bomb Aimer was hit by a bullet as he moved forward to take over the V.G.O. He had his nose removed. This aircraft landed at Woodbridge. Bullets extracted from the wings were mk.303. All other aircraft landed at base.
	7.1.45		Weather : Fair to fine with occasional slight rain early. Visibility good. Wind W-NW 10-10 mph. Very cold morning. Training programme was issued detailing three aircraft / at 12:30 hrs. and 10. at 14:00 hours. Another training list detailed six crews for night flying. All but two got away o.k. and landed before 23:30 hours as weather was expected to close in. P/O Bell in BBM "A" 16130 returned from Woodbridge at 17:20 hours.
	8.1.45		Weather : Fair to overcast with frequent snow showers. Visibility good, becoming moderate poor in showers. Wind NWly 15-20 mph gusty at times. Very quiet today. Snowing and heavy wind. No flying due to adverse weather.
	9.1.45		Weather : Mainly cloudy with frequent snow showers. Visibility moderate to poor. Wind NWly 5-20 mph. Weather is bad for flying today. There is a heavy snowfall and wind. Aircrew personnel were detailed to shovel the snow from the runways. No flying.
	10.1.45		Weather : Fair to cloudy with wintry showers during evening. Visibility poor to moderate. Wind NWly 15-20 mph. No flying today as snow is still bad. The pelting snow is freezing over and more aircraft are being sent to clear it away. P/O Gerald V.J.P. (J.2647) has been sent to R.C.A.F. Hospital East Grinstead, where plastic surgery is remodelling his nose.
	11.1.45		Weather : Cloudy with wintry showers. Visibility moderate. Wind mainly NWly 10-25 mph. Weather still bad for flying. Ice, snow and slush everywhere. Several Lancs have come in lately and are beginning to cover the Hangars. The latest news has it that these Lancs will all be going to Skipton and then the Squadrons on this Station will be converting. In the afternoon there was a lecture on 20% given by Group Captain Hanish. The lecture lasted for just over an hour. Good "gen".
	12.1.45		Weather : Cloudy with rain and drizzle. Visibility moderate. Wind NWly 10-20 mph. Operation came through this morning mining mission detailing 19 aircraft on a bombing "D" and 2 three aircraft on a mining op. The bombing was scrubbed however. The aircraft detailed for mining took off around 7:45 hours. Target - Young Wallflower. One aircraft "Z" NR148 was u/s and 429/FBB6) rejoined it. 10/10ths cloud prevented visual identification of the mining area but operation is considered to be successful. Heavy flak slight to moderate was encountered on route and in the target area. Numerous fighter flares, orangish in colour were noted on track outward and homeward. All aircraft landed safely at base before 23:45 hours.
	13.1.45		Weather : Cloudy with slight rain and drizzle during morning. Visibility moderate. Wind NWly less than 10 mph..

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of (Unit or Formation) NO. 427 SQUADRON, R.G.A.F.

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Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
R.G.A.F. LEMMING.	13.1.43. (cont'd)		Battle Order came through this morning. Four aircraft were detailed for mining and fourteen for bombing. Main Briefing for mining scheduled for 13:30 hrs. and bombing 1400 hrs. The mining was scrubbed prior to take off. The aircraft detailed for bombing took off around 15:35 hrs. Target - SAARBRUCKEN. Mill to 2/10th cloud and slight ground haze is reported at the target. The bombing was concentrated on the marshalling yard and two large explosions were seen on the northern edge of the target area. It is considered to be a very successful attack. Slight heavy flak and a few fighter flares are reported in the area. All crews attempted photographs. Two aircraft 'U' LN930 and 'V' LN942 returned on three engines and all landed at base.		"A" R. I-14 (B) 5.
			Following the take-off and landing were Air Vice Marshal G.M. Molson MC DFC A.D.C. of No. 6 (RCAF) Group, Mr. P. Bracken, the premier of Manitoba, Canada, and several other unnamed notables.		
	14.1.43.		Weather: Cloudy, Visibility moderate. Wind light and variable. The operations continued throughout the morning again. Four aircraft detailed for Gardening and ten aircraft detailed for bombing. Main briefing for bombing was scheduled for 13:00 hours Take off around 15:27 hours. Target - GIBRALTAR. One aircraft 'G' LN936 was replaced by 'A' LN928 and all aircraft took off. Mill cloud, slight haze but visibility was good and clear. Very good marking and bombing looked equally good. Concentration of Air craft was heavy over the target and many fires were seen to start. As our aircraft were on the first wave the crews felt that it is too early for an assessment but believe that this must be a good 'do'. The aircraft detailed for mining operation took off around 1935 hrs. 'P' LN928 was a non starter due to a mechanical failure. The mining area was Sals Fjord. 8/10th to 10/10th cloud in mining area but visibility was good above. All crews claimed to have released their mines by aid of H2S. Net winds were not as briefed and the three aircraft were late to make concentration point on time. All aircraft returned safely to base.		"A" R. I-10, very "B" 6.
	15.1.43.		Weather: Fair to cloudy, slight rain and drizzle during evening. Visibility moderate. Wind NW 5 - 10 mph, becoming light variable. Two of our repatriated pilots were awarded a bar to their M.F.C. These are the 'Twins' Sherlock Brothers. These boys enlisted together in 1940, joined their Squadron the same day in 1942. They completed their second tour of operations with our Squadron and were repatriated together at the beginning of this month. Training exercises were held in the morning. Nine aircraft were on Bombing, Air to sea, Fighter Atticitation and H2S. Six aircraft were detailed for night flying but this was cancelled at 1700 hrs.		"A" G. I-4 "B" 7.
	16.1.43.		Weather: Fair to cloudy with slight rain early. Visibility mainly moderate. Wind light variable, becoming W by 10-20 mph. Operation continued throughout the morning due mining and bombing efforts again. Three A/B were detailed for mining and fifteen for bombing. Main briefing for mining was scheduled for 1230 hrs. Take off around 1325 hrs. Main briefing for bombing was scheduled for 1400 hrs. and take off was 1505 hrs. Prior to take off 'G' LN922 was by 'J' LN926.		"A" H. I-2 "B" 8. "A" I. I-15 "B" 9.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.G.M.P. LEMMING.	17.1.45.		Weather: Fair to cloudy with slight rain during evening. Visibility good. Wind W'ly 15-25 mph. gusty. All aircraft returned from yesterday operations by approximately 0155 hrs. The Gardening area was (SWIMBRO) (Oval). The three aircraft took off and proceeded to their allotted areas. Hill to 2/10th cloud with visibility excellent over mining area. Winds were much higher than briefed. One aircraft 'L' (NP927) did not drop his mines according to instructions received at briefing. Winds were 50 miles per hour too fast. Defences were slight in the gardening areas. Hill A/C returned safely to base.		"A" H-3-3.
			Fifteen aircraft detailed for bombing MAGDEBURG returned at approximately the same time as the mining ds. Clear weather with slight haze but visibility was very good. Markers clearly visible and well concentrated over target. Fires were reported to be seen at a distance of 100 miles from target area. Flak was slight to moderate in loose barrage form. Searchlights were active in target area with some attempt at coming but ineffective. Fighter flares were in evidence en route, at the target and particularly all along the track homeward. All crews attempted photos. None of our aircraft were damaged by flak and all landed safely at base. A new arrival to this squadron, S/Sgt. Pelt. Bayes and his crew had a check out flight to day. Five aircraft carried out some training namely H2A I Country and S.H.A.		"A" L-1-15.
	18.1.45.		Weather: Mainly cloudy with wintry showers. Continuous rain during morning. Visibility Moderate. Wind mainly W'ly 20-30 mph. max 35. Very quiet day. The Engineers' section sent one man for link training and also six men to No. 1 Hangar for practical repairs of aircraft under the supervision of M.A.P.		
	19.1.45.		Weather: Wintry Showers. Visibility good. Wind N'ly 20-40 mph. Operations came through this morning detailing 15 A/C. Briefing was scheduled for 1400 hrs however, the operation was scrubbed later on. Three crews took part in night flying exercises.		
	20.1.45.		Weather: Fair to cloudy with wintry showers. Visibility moderate. Wind calm becoming N'ly 15-20 mph. A training order was issued this morning detailing nine A/C for take off at 1130 hrs. All crews got out to their A/C and a few got airborne. But a snowstorm promised by for 1200 hrs surprised all by arriving at 1130 hrs. Thus the training was scrubbed. All aircraft reported to the Station Cinema at 1445 hrs where Major Nicholson, the flak and fighter expert from Group, kept us all happy as he gave us the latest information on Jerry's defences; flak, radar and fighters. News is going around today that P/O Gerald, the "Plastic Nose Kid" is on his way back to the squadron soon.		
	21.1.45.		Weather: Fair to Fair. Visibility good. Wind NW'ly 10-20 mph. A training programme issued for this morning was cancelled as hattle. Order came through detailing 27 aircraft. Briefing scheduled for 1700 hours. However operations were scrubbed when Hove. Briefing was well under way. In the evening there was some night flying. Two crews could not get off the deck due to mechanical failure of the aircraft.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.C.A.F. LEMMING	22.1.45		<p>Weather : Fine, Visibility good deteriorating during evening. Wind NWly 10-20 mph at first becoming light variable.</p> <p>Operation called for this morning. Battle Order detailed twenty aircraft. Briefing was scheduled for 16:30 hours but at 14:00 hours the usual scrub came through.</p> <p>Ten aircraft carried out Sim. Bounding and H2S X-Country exercises during the day.</p> <p>The Engineer Section sent a man to Link Training during the morning and afternoon.</p>		
	23.1.45		<p>Weather : Mainly overcast with fog. Visibility poor. Wind calm.</p> <p>Foggy this morning. According to yesterday paper, Lemming was the coldest spot in England. "Some fun!"</p> <p>No flying today.</p> <p>Ten pilots and navigators held a Navigation Lecture for two hours in the morning and again in the afternoon another lecture for three hours with twelve pilots and navigators attending.</p> <p>In the Bombing Section P/L Head J.T. HOG (J.14508) kept our Bomber Aimers very interested with a lecture on Operational Navigation.</p>		
	24.1.45		<p>Weather : Fine with fog and mist. Visibility poor. Wind calm.</p> <p>A Gardening Order came through this morning detailing five crews. This was scrubbed however, during lunch.</p> <p>P/L Willgress F.J. (2006), the Squadron Flight Engineer leader returned today, from a course which he had been attending at Woburn. This course was to "get him up on tanks", because we will soon be converting to this A/G.</p>		
	25.1.45		<p>Weather : Mainly cloudy with fog. Visibility poor. Wind calm.</p> <p>No flying today.</p> <p>Engineer Section was lectured today on the fuel system and on what makes a tank tick. It was given by their leader P/L F.J. Willgress.</p> <p>W/G Commander, our CO, S/L R.L. D'Mon, acting Signals Leader and P/L J.G. Williams, Bombing Leader, went on leave today.</p> <p>The Signals Section held a party at "Jocks". It was soon discovered, however, that it was not too warm in "Jocks". The beer was frozen in the bottles. There was quite a debate as to whether they should suck the beer, or chew it! Dinner was due to start at 18:30 hrs. but like Met. man at briefing, it was late. The party terminated at Jocks at 22:00 hours but was continued at the Officers' Mess for quite a while.</p>		
	26.1.45		<p>Weather : Cloudy with snow showers during morning, becoming fine. Visibility poor early and late; moderate late morning and early afternoon. Wind NWly 5-10 mph falling calm in evening.</p> <p>Five aircraft carried out Fighter affiliation, H2S, Bombing and Sim. Bombing and S.B.A. exercises during the day. No night training was put on because the weather forecast was dull.</p> <p>Pilots and Engineers of "A" Flight had a lecture on Hydraulics delivered by P/L Willgress our Engineer Leader. Lance "got coming up!"</p> <p>Two engineers took instruction on the Link Trainer.</p>		
	27.1.45		<p>Weather : Fair to cloudy with snow showers. Visibility poor to moderate. Wind NWly 10-20 mph.</p> <p>Operation called this morning detailing 15 A/G. Briefing scheduled for 13:00 hrs and take off around 16:00 hrs. All A/G were marshalled for take off when the scrub came through.</p>		

Cont'd overleaf....

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Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
R.G.A.E. LEMMING	27.1.45 Cont'd.		A heavy blizzard was the cause of this. "B" Flight pilots and engineers were today lectured on Hydraulics by S/L Willgressy P/M Ldr.		
	28.1.45		Weather : Mainly cloudy with frequent snow showers. Visibility moderate becoming poor late in evening. Wind N.Wly 10-20 mph falling calm late in evening. Operations as through this morning with the same detail as yesterday. Sixteen aircraft. Briefing scheduled for 16:30 hours and takeoff around 19:30 hours. All aircraft got away to a good start.	"B" 10.	
	29.1.45		Weather : Cloudy with snow in the evening. Visibility moderate to poor. Our aircraft did not return this morning because they were diverted to Blackbusch. One aircraft "B" NR 171 was an early return and landed at Linton-on-Ouse (62 Base). Engine failure. The target was a suburb of Stuttgart called KLEINMÜNSTER. Crews reported 10ths cloud in the target area. The target marking appeared somewhat late. Even the bombers up were late. A concentrated glow of fires was reflected on the cloud as well as the glow of the T.I.'s. A good stream of A/I was maintained both into and out of the target area. In view of the cloud cover, an assessment of the raid is impossible. Flak was slight to moderate mostly in barrage form. All aircraft landed at Blackbusch around 03:30 hours. Late in the morning a Battle Order came through for Gardening. Four crews were detailed and it was scrubbed a few minutes prior to briefing. At 23:59 hours our aircraft were not back from Blackbusch but "B" NR171 was back to base.	"A" J.1-16 "B" 10.	
	30.1.45		Weather : Cloudy with snow, fog, drizzle rain, becoming fair to fine. This morning the aerodrome is covered with snow. No flying. Our aircraft are still away at Blackbusch.		
	31.1.45		Weather : Fair becoming cloudy with continuous rain and fog. Ten of our aircraft returned from Blackbusch around noon. At the same time a large number of U.S.A. Liberators landed at this base on diversion. A training programme issued for the afternoon was scrubbed as the weather closed in very early.		
2..			HONOURS AND AWARDS: NIL		
3..			COMMISSION: P/O A.W.J. Chapman (188660) P/M joined for duty on 4.1.45 on app't. from to a commission w.e.f. 29.10.44		
4..			CASUALTIES: (Missing on HANDOVER in A/C "T" NR 237 w.e.f. 3.1.45)		"B" 3.
			GAL. J-17170 S/L R.G. Green, MM "B" Flight Commander. (2nd tour) GAL. J-15121 S/L R.H. Lodge GAL. J-15121 W/O A.W. Campbell GAL. J-15430 F/L J.D. Johnston, MM Signals Leader. GAL. J-09137 W/O G. Kelway RAF. 146514 W/O T. Oates RAF. 2208337 Sgt Smith, J.C.		

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R.G.A.F. LEMMING.	5.		ROSTER		
			12/28/41 9/L A.J.F. Clark Posted to 63 (R.G.A.F.) Base w.e.f. 4.1.45. 12/28/41 2/O W. Bowler, posted to A.G.A.G. Brackley " " 12.1.45. 12/28/41 2/O G.P. Carter, " " " " " " " " " " 12.1.45. 12/28/41 2/O D. Lee, " " " " " " " " " " 12.1.45. 12/28/41 2/O T.W. Brooking " " " " " " " " " " 12.1.45. 12/28/41 2/O L. Davis " " " " " " " " " " 12.1.45. Posted to R.G.A.F. " Repet Marvington w.e.f. 2.1.45. J.27/22 2/O F.H. Brownell. J.26/21 2/O G.J. Miltord. J.27/23 2/O G.J. Danley. J.26/21 2/O Kotys. J.28/24 2/O J.H. Bourdon. J.26/22 2/O P.A. Camping. G.24/22 2/O P.M. Patterson. J.26/23 2/O H.M. Burfelli. G.28/24 2/O W.D. Lewis. J.26/24 2/O H.P. Woodruff. J.26/25 2/O M. Slatte. J.26/25 2/O G. Glouces. J.26/26 2/O G.M. Henderson. J.26/26 2/O L.R. Mac Cleay. J.28/25 2/O D.A. Geera posted 63 base 6.1.45. J.28/25 2/O G.H. Robson posted 435 squadron 6.1.45. J.1/1/42 9/0 J.A. Fairley posted to 425 " 6.1.45. J.2/2/42 2/0 V.H. Pidurangi " " 62 Base 6.1.45. G.28/25 2/0 J. Brown, J.M. Balton 7.1.45. J.2/2/42 9/0 E.M. Mountball, posted to 1659 G.U. w.e.f. 11.1.45. J.2/2/42 9/0 G.E. Kirby posted to " Repet 16.1.45. J.2/2/42 9/0 L.M. Dakowski " " " " " " 12. J.2/2/42 9/0 L.S. Harvey " " " " " " 12. J.2/2/42 9/0 T.V. Wilshire " " " " " " 12. J.2/2/42 9/0 A.M. New posted to 1664 G.U. 16.1.45. J.2/2/42 9/0 V.J.E. Gerald posted to 63 base (dark) 10.1.45. J.2/2/42 9/0 E.L. Mitchell posted to 2 Repet 23.1.45. J.2/2/42 9/0 L.G. Sunstrum R.W. " " " " " " 12. J.2/2/42 9/0 L.G. Todd. " " " " " " 12. J.2/2/42 9/0 A.M. Barker. " " " " " " 12. J.2/2/42 9/0 G.O. German Posted to R.O.A.F. 9/8 H.Q. 3.1.45. J.2/2/42 9/0 H.M. Millward posted to 63 Base 2/1.45. G.2/2/42 9/0 H.M. Millward From 76 Base 21.12.44. J.2/2/42 9/0 L.H. Hiller. " " " " " " 12. J.2/2/42 9/0 H.H. Buckley. " " " " " " 12. J.2/2/42 9/0 G.M. Williamson. " " " " " " 12. Z.2/2/42 9/0 A.M. Leckie. " " " " " " 12. Z.2/2/42 9/0 Z.O. Bruce. " " " " " " 12. Z.2/2/42 9/0 R.M. Will. " " " " " " 12. J.2/2/42 9/0 L.G. Rabbitts. " " " " " " 12. J.2/2/42 9/0 J.V. Ross. " " " " " " 12. J.2/2/42 9/0 H.M. Hayes. " " " " " " 12. J.2/2/42 9/0 W.G. Ings. " " " " " " 14.1.45. J.2/2/42 9/0 Turner, W.G. " " " " " " 12. J.2/2/42 9/0 G.R. Francis From 63 Base " Dark 23.12.44. J.2/2/42 9/0 G. Gorham " " " " " " 20.12.44. G.2/2/42 9/0 J.G. Tribe. " " " " " " 23.12.44. J.2/2/42 9/0 H.R. Brownson. " " " " " " 12.		

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R.C.A.F. LEMMING.	6.		PROMOTIONS:		
			J-27758 R/O J.W. Smart. To V/T/L w/r. 16.11.44. J-86755 R/O A.M. Brewster to V/T/L 27.11.44. J-87809 R/O G.H. Pearce to V/T/L 17.11.44. J-86755 R/O A.M. Brewster to V/T/L 18.12.44. 139642 R/O E.H. Ross from R/T (Warrant) w/r. 30.12.44. 141852 R/O A/F/L H. Fogg to 4 20.12.44.		
	7.		CHANGES IN STATION COMMAND. NIL.		
	8.		CHANGES IN ADMINISTRATION. NIL.		
	9.		CHANGES IN UNIT COMMAND. NIL.		
	10.		AIRCRAFT ON CHARGE. 24. HALIFAX III.		
	11.		HEALTH. In general the health of the Squadron was good.		
	12.		NUMBERICAL STRENGTH OF UNIT AS AT 1st of JANUARY, 1945.		
			OFFICERS AIRCREW GROUND CREW AIRCREW GROUND CREW		
			R.C.A.F. 134. 10. R.C.A.F. 62. R.C.R.P. (U.S.A.F.) 25. R.C.R.P. (U.S.A.F.) 27. R.A.F. 25. R.A.F. (G.W.) 25. R.A.C.A.F. 25. R.A.C.A.F. 25. R.C.A.F. U.S.A.A.F. R.C.A.F. U.S.A.A.F.		
			139 1 109 NIL		
	13.		OPERATIONAL, NON OPERATIONAL & FLYING TRAINING HOURS FOR JANUARY, 1945.		
			(a) Operational Flying Hours. DAY NIL NIGHT 726:40 726:40		
			(b) Non Operational Flying Hours. DAY 17:00:05 NIGHT 231:24		
			(c) Other Flying Hours. DAY 15:28 NIGHT NIL 15:28		
			TOTAL 975:30		
	14.		OPERATIONAL SORTIES DURING THE MONTH OF JANUARY, 1945.....109.		

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R.G.A.F. LEMMING.	15-		TOTAL BOMBS DROPPED:		
			Bombs dropped during JANUARY (TONS)	H.M. Incendiaries Mines.	
			237	117:46	28.8
	16-		REMARKS BY COMMANDING OFFICER:		
			The Squadron carried out ten operations in January, three mining operations and seven bombing attacks.		
			The "weather man" again seemed to be doing his best to keep the aircraft on the ground, and as a result a lot of the air training had to be scrubbed and "gen" lectures substituted.		
			The loss of "Mersey" Crew and his boys is deeply regretted by all Squadron personnel and everyone is hoping to hear better news of them soon.		
			The operations that were done in January appeared to be "bang-on".		
			Not a bad month considering the weather.		
			(Crewmates JAN. 5 th 1945)	D Sanderson W/C	
	4/ CREW	3	40:30	9	(V.P. GARDINER) Wing Commander, Officer Commanding, No. 427 Squadron, R.G.A.F.
	G/ DOODGE	2	12:20	6	
	G/ CAMPBELL	3	18:55	9	
	G/ JOHNSTON	9	03:45	25	
	G/ OBLER	2	12:20	6	
	G/ KELWAY	21	168:50	92	
	Sgt. SMITH	17	05:05	89	
			(ALL BUT KELWAY AND SMITH WERE ON THEIR SECOND TOUR)		