

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 428 (R.C.A.F.) Squadron.

No. of pages used for day _____

Place	Date	Time	Compiled by: (R.G. Bowron) Flight Lieutenant, (G.7249, R.C.A.F.)	Summary of Events	SECRET.	References to Appendices
R.C.A.F. STATION, MIDDESTON ST. GEORGE	FRIDAY	1.9.44		No operations scheduled for to-day owing to duff weather. Flying training and conversion were continued. W/O A.C. HULL (G.1256, RCAP) and air tested "F-Fox" and two cross countries were flown. F/O D.F. POOLE (J.26026, RCAP) and F/O E.B. FRAOOCK (J.26634, RCAP) took part in a Bullseye. Ground training and lectures were continued with new crews on conversion. Bomb Aimers had link training. WOPs Morse practice and lectures on Bendix. Air Gunners had a two and a half hour lecture on Aircraft Recognition and tests. A detail of ten bomb aimers, six Engineers and two Gunners went to SUTTON BANK Range for firing practice.		
	SATURDAY	2.9.44		No operations detailed for to-day. The weather is still very duff, prohibiting any flying training. Air Bombers had lectures on cameras and also went on DI's with WOP/s to get Bendix practice. Air Gunners fired 150 rounds at sheet. F/O D.E. HENRY APC (J.23034, RCAP), F/O G.R. PAULI (J.27557, RCAP) and crews reported in for duty. A re-union of ex MIDDESTON ST GEORGIANS was held in the Officers Mess and many of the old gang were there. A grand time was had by all and many old memories and incidents revived.		
	SUNDAY	3.9.44		Again a stand-down with no operations. Flying training was carried on with twelve details of fighter affiliation, air to air firing and formation flying. Three radar cross countries were flown. Bomb Aimers and Navigators had a dry swim in the afternoon and WOPs had a Group W/T test with a marking of 16/20.		
	MONDAY	4.9.44		No operations are detailed for to-day and no flying training possible owing to the duff weather. Conversion lectures were continued for the new crews.		
	TUESDAY	5.9.44		Still no operations scheduled owing to moon and duff weather. Flying training was fairly extensive with two air-tests, ten details of air to air firing, nine details of fighter affiliation, eight bombing details and circuits and bumps being flown. Wireless Operators had Morse and Bendix practice. Bomb Aimers had dry swim and Flight Engineers had link training, programs as well as lectures for new crews in conversion ground school. Air Gunners had three hours at Aircraft Recognition and fired 75 rounds at sheet shooting.		
	WEDNESDAY	6.9.44		Operations are detailed at last with eighteen crews briefed for a daylight operation on EMLEN. Sixteen took off as F/O F.S. RAFFERTY (J.26452, RCAP) was a non starter through finger trouble and F/O E.B. FRAOOCK (J.26634, RCAP) couldn't get away as his aircraft was not bombed up.		A.196 PCH

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R.C.A.F. STATION, MIDDLETON ST. GEORGE	WEDNESDAY 6.9.44		W/O HULL led our formation and reported a successful prang. All returned safely having met no opposition except flak which holed some of our kites. Flying training went for a burton in the scramble of preparing for operations and cross countries which were out were recalled. Bomb Aimers had link and also practise in Morse. Aig Gunners had skeet shooting, firing 100 rounds. F/L R.E. CURTIS (J.24086, RCAP) had four practice bombs up on his kite so dropped them on EMDEN along with a 4000 lb cookie. The Jerrisa probably thought them a new secret weapon.		
	THURSDAY 7.9.44		No operations detailed for to-day and flying training was impossible due to heavy rain all day. W/O HULL lectured all aircrew on operational errors, crew discipline, dress and ground discipline. Fifteen gunners went to SUTTON BANK for range practice and the rest had two hour lectures on aircraft recognition and fired 200 rounds at skeets. Bomb Aimers had lectures on Bendix Equipment and radar lectures.		
	FRIDAY 8.9.44		No operations were detailed to-day and a bulls-eye planned for tonight was scrubbed owing to buff weather as well as all night flying training. Day training consisted of two cross countries, nine details of fighter affiliation, nine details of air to air firing, six details of bombing formation flying and Beam approach practises. A Fishpond expert arrived from Group for lectures to the WOPES. Wops practised Morse and on Bendix equipment. Air Bombers had link in the afternoon and Flight Engineers in the morning.		
	SATURDAY 9.9.44		No operations laid on for to-day but maximum training. Thirteen crews practised mass formation flying and really put on sbang-on show. The entire camp turned out to watch them go over the drums. Nine details of fighter affiliation. Air to air and bombing were carried out as well as three air tests and two night cross countries and bombing. Fourteen engineers attended lectures on Fraser-Nash turrets.		
	10.9.44 Sunday		Twenty crews were detailed for a daylight attack on LE HAVRE. All bombed successfully and returned safely reporting no opposition. The prang was considered a success. Flying training was limited owing to the number on operations and only four details of practice bombing and two details of air to air were flown. Gunners had lectures and fired 200 rounds on skeet. Flight Engineers continued on Fraser-Nash turret lectures. F/O H.M. SMITH (J.87429, RCAP) and crew returned from 405 (R.C.A.F.) Squadron where they had been posted.		A.197

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R.C.A.F. STATION, MIDDLETON ST. GEORGE	MONDAY	11.9.44	Nineteen crews were detailed for operations but they were scrubbed early and flying training started. Seven details of Fighter affiliation and bombing, one radar cross country, five details of fighter affiliation and four details of air to air firing were flown. Four crews flew on map reading practice. Flight Engineers took link. Air gunners had two hours aircraft recognition and fired 150 rounds at skeets and the other sections had groundtraining as usual.	
	TUESDAY	12.9.44	Nineteen crews were detailed for a daylight operation on DORTMUND but only fourteen took off owing to the Amusement Section not being able to bomb up all the kites due to short notice. W/O HULL led the Squadron on the attack. The prang was successful but many of our aircraft were holed by flak. The aircraft piloted by A/P/L R.E. CURTIS, (J.24086, RCAP) was struck heavily just before reaching the target. His rear-gunner P/O J.J. FLOOD (J.16092, RCAP) was killed and P/L CURTIS was dangerously wounded in the head. He pressed into the target and bombed before collapsing. P/O D.A. MCGILLIVRAY (J.19973, RCAP) AIR BOMBER, took over the controls and piloted the aircraft safely back to England, landing at WOODBRIDGE. P/L CURTIS was removed to IPSWICH and HAS. SUFFOLK Hospital and was found to have a compound fracture of the skull and placed on the Dangerously Ill list. Their action was outstanding and an example of determination, coolness and courage of which the Squadron is justly proud. Jimmy FLOOD was extremely popular with all and will be greatly missed. No flying training was carried out but crews not on operations had ground training and lectures.	A.198
	WEDNESDAY	13.9.44	No operations were detailed for to-day and flying was limited by poor visibility and duff weather. One bombing detail was flown and P/O PAULI (J.27557, RCAP) was checked out on Lancaster. A Bullseye was planned for night but was scrubbed due to the weather. Bomb Aimers had link training and air Gunners fired 150 rounds on skeets, other sections had ground training and lectures.	
	THURSDAY	14.9.44	Fifteen crews were detailed for operations, they took off but were recalled short of the target. Owing to duff weather they were unable to land at base and were diverted to THOLTHORPE. New Air Bombers had lectures on Radar and other sections usual ground training and lectures. No flying training was carried out owing to operations and the duff weather. The rain and fog are getting very depressing.	A.199

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R.C.A.F. STATION, MIDDLETON ST. GEORGE	FRIDAY 15.9.44		Sixteen crews were detailed for operations on KIEL, fifteen from diversion base and S/L EDWARDS (J.14065, RCAP) from base. Two were non-starters, P/O J.L. MOSSMAN (J.87782, RCAP) owing to illness and P/O H.M. SMITH, (J.87249, RCAP) owing to swinging off the runway. All bombed successfully and returned safely to base with no incidents reported. No flying training was carried out. Gunners had 2 1/2 hrs lecture on aircraft recognition, new Air Bomber panel drill and other sections ground instruction.		A.200
	SATURDAY 16.9.44		No operations scheduled for to-day but crews are detailed to standby for an early morning operation tomorrow. Four crews took part in a diversioning bullseye. P/O A.E. GILBERT (J.85413, RCAP) piloted the Oxford to THOLTHORPE to have P/O J. HOLTZE (J.85593, RCAP) ferry back "I - Jig" from THOLTHORPE as P/O MOSSMAN was admitted to Sick Quarters there with bronchitis. P/O G.A. GOSNEY, 54247, Flight Engineer Leader left on posting for LUTON and P/L A.E. PARSONTER 162618, arrived from LUTON to take over. Flying training was restricted to one cross country and ground training and lectures were for new crews only as the operational crews were resting after yesterday's effort.		A.201
	SUNDAY 17.9.44		Eighteen crews took off in an early morning operation in army support at BOULOGNE. All returned safely and reported a successful prang which would undoubtedly open up the way for the army. No flak or opposition was encountered. One day radar cross country, night circuits and bumps and solo circuits were flown. Practically no ground training was carried on.		A.202
	MONDAY 18.9.44		Fifteen aircraft were detailed on a day light operation on DOMBERG in HOLLAND. The operation was abandoned over the target due to cloud. Our aircraft returned to England but all but three were unable to land at base and were diverted to SKIPTON and LORMING. Flying training was laid on but cancelled due to buff weather. Ground lectures were continued and Flight Engineers also had Fraser Nash turret instruction and Tank practice. Gunners fired 200 rounds on skeets. WOPES had a Group exercise obtaining 17/20 marks which was pretty good.		A.203
	TUESDAY 19.9.44		Fifteen crews were again detailed for an operation on DOMBERG. This took off at 1330 but was recalled at 1500 hours. Owing to 439 Squadron having a prang on the drome, five of our kites were unable to land and were diverted to CROFT, three crews returning to base by transport. S/L EDWARDS left on leave and P/L LAMONT (J.7467, RCAP) took over command of "A" Flight. No		

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R.C.A.A.F. STATION, MIDDLETON ST. GEORGE.	TUESDAY 19.9.44		Flying training was done owing to the duff weather and also due to having five kites still at GHOFT. Crews had two hour lectures in aircraft recognition and other sections ground training for available personnel.		
	WEDNESDAY 20.9.44		Thirteen crews detailed for operations in army support at CAIAIS. All bombed and returned to England but were diverted to WESTCOTT and OAKLEY on account of weather over base. No flying training was carried out as it rained practically all day.		A.204
	THURSDAY 21.9.44		Our diverted aircraft from WESTCOTT and OAKLEY returned to base and also three from GHOFT. No operations are scheduled and a Squadron stand-down called. The crews took the opportunity to catch up on the sleep missed on diversions. No training was carried out at all. The weather shows a faint appearance of clearing as part of the sky was visible for a short while. One pilot claimed to have seen the sun but this was put down to operational fatigue.		
	FRIDAY 22.9.44		No operations are detailed for to-day as the weather is still duff and raining like blazes. It cleared in the afternoon enough to enable some "self-help" work around the flights. This consisted of spreading sanders in the areas caused by the copious rains of the past days. W/O HULL assumed Command of the Station while G/O MILLS is on leave, S/L G.L. GORDON (J.25982, RCAF) assuming command of the Squadron and P/O W.R. EMBERTON (J.26767, RCAF) command of "B" Flight.		
			Advice was received of the award of the Conspicuous Gallantry Medal to P/S R.B. MAXWELL (1165425, RCAF) for his good show in BIRKBELEM, 25/26th August. No flying training was possible and ground training and lectures were held in the morning only.		
	SATURDAY 23.9.44		No operations were scheduled for to-day as flying training commenced again. Two aircraft returned at last from the diversion at GHOFT. Four details of pin-point bombing, four details were flown. Five R.A.A.F. from Base Signals flew to get R/T practice but did not enjoy the flip as four were extremely air sick. Ground training and lectures were continued in the sections. Promotion to Acting Flight Lieutenant were received by P/O A.H. GILBERT (J.85413, RCAF) P/O L. KAGIA (J.16647, RCAF) and P/O D.T. NICHOLL-GARRO (J.27904, RCAF).		
	SUNDAY 24.9.44		Sixteen crews were detailed for an early morning operation but it was scrubbed. The weather is duff again with wind and rain. A fair attendance at church was the result of the stand-down. No flying training was possible owing to the weather. Twenty crews are detailed for an early morning operation to-morrow.		

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R.C.A.F. STATION, MIDDLETON ST. GEORGE	MONDAY 25.9.44		Twenty aircraft took off on an early morning attack on CALAIS in support of the army. P.F.P. were off and it was not considered that the prang was highly successful. The aircraft returned to base excepting P/O D.E. BERRY (J.2304, RCAF) who landed at TANGHEER. His kite was badly holed by flak and his mid-upper Gunner P/O J.F. PATTERSON, (J.85262, RCAF) was seriously wounded in the right loin and admitted to hospital at CHICHESTER. P/O BERRY returned with his aircraft (which was Cat. "A") later in the evening. Some of our other kites were holed but not badly. No flying training was possible owing to kites being on operations.		A.205
	TUESDAY 26.9.44		Another early morning operation on CALAIS again. Results seemed to be better with P.F.P. on the mark. We had sixteen crews on and all returned safely to base. They flew back in formation and were an impressive sight as they wheeled over the drome. No flying training was done. P/L G.S. QUINN (J.12473, RCAF), P/L K.I. ELISON (J.9436, RCAF), P/O W. MYTRUK (J.35264, RCAF) are new crews in and have started ground school and conversion lectures.		A.206
	WEDNESDAY 27.9.44		A red letter day for the Squadron on "Happy Valley". Twenty-four aircraft detailed and all returned. Some aircraft holed but not seriously. This effort constitutes a record for the Squadron as the only other aircraft "F - Freddie" which was still unserviceable from its last trip. Unfortunately the weather prevented some aircraft from bombing the primary target "BOVTROP" but these managed to pick out some juicy objectives including, GLADBACH, and DUISBERG. P/O W.S. HALL (J.87592, RCAF) and crew screened.		A.207
	THURSDAY 28.9.44		Operations on again, eighteen aircraft detailed, target CAP GRIS NEZ. Six aircraft returned with bombs and had to put time in over base using up fuel to allow a safe A.W.W. for landing.		A.208
	FRIDAY 29.9.44		Standby for operations which did not materialize. Extensive Link programme carried out.		
	SATURDAY 30.9.44		Standby for operations which did not materialize. Training picking up, details of Air to Air Fighter affiliation progressing well.		
			<u>CASUALTIES.</u>		
			Fatally wounded day of 12th September, 1944. P/O J.J. Flood, (J.16092, RCAF) - Rear Gunner.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.C.A.F. STATION, MIDDLETON ST. GEORGE.			POSTINGS IN.		
			PILOTS.		
			<u>W.e.f. Posted from</u>		<u>W.e.f. Posted from</u>
			F/O D.S. Berry, J.23034, 1.9.44 No. 61 Base.		F/O G.R. Fauli, J.27757, 31.8.44 No. 61 Base.
			F/O H.M. Smith, J.87249, 8.9.44 " 405 Sqn.		F/O W. Myrland, J.35264, 21.9.44 " " "
			F/L G.S. Quinn, J.12473, 28.9.44 " 61 Base.		F/L K.I. Ellison, J.9436, 25.9.44 " " "
			R176219 Sgt. Read, L.M., 7.9.44 " " "		
			Air Bombers.		
			F/O J.A. Hensley, J.85912, 1.9.44 " " "		F/O N.L. Maser, J.37889, 31.8.44 " " "
			F/O J.K. Gibson, J.28244, 7.9.44 " " "		F/O D.A. Wade, J.38424, 21.9.44 " " "
			F/O E.P. Marritt, J.26873, 14.9.44 " " "		F/O W.W. Hall, J.37910, 25.9.44 " " "
			R171594 P/S Calder, D.O., 7.9.44 No. 405 Sqn.		
			Flight Engineers.		
			F/L A.E. Parmenter, 162618, 16.9.44 No. 426 Sqn.		969120 Sgt Harris, J.G., 1.9.44 " " "
			R867916 Sgt. Williams, H.E., 31.8.44 No. 61 Base.		2211672 " Walsh, S., 8.9.44 No. 405 Sqn.
			1593649 " Charlton, S., 7.9.44 " " "		1799587 " Gault, J., 25.9.44 No. 61 Base.
			1835939 " Niel, W., 14.9.44 " " "		2210748 " Haselby, C.R., 21.9.44 " " "
			Wireless Operators Air.		
			F/O A. Temple, J.18221, 1.9.44 " " "		R107923 W/O Krivda, A.A., 31.8.44 " " "
			R164746 Sgt. Wood, F.R., 7.9.44 " " "		R178710 Sgt Spendiff, F., 14.9.44 " " "
			R191831 " Snell, R.J., 21.9.44 " " "		R111548 W/O Stark, J.K., 25.9.44 " " "
			R184109 P/S Callaway, R., 8.9.44 No. 405 Sqn.		
			Navigators.		
			F/O J.D. Geddes, J.18314, 1.9.44 No. 61 Base.		F/O R.E. Taylor, J.38212, 31.8.44 " " "
			F/O H.H. Copping, J.47898, 8.9.44 " 405 Sqn.		F/O W.M. Robinson, J.28228, 7.9.44 " " "
			F/O W.R. Ashdown, J.3920, 21.9.44 " 61 Base.		F/O J.A. Bacon, J.38725, 14.9.44 " " "
			Sgt. E.F. Lew, R189160		
			Air Gunners.		
			F/O J.E. Patterson, J.85262, 1.9.44 " " "		F/O W.G. Kingdon, J.85588, 1.9.44 " " "
			R220747 Sgt Scott, A.G., 31.8.44 " " "		R262605 Sgt Harper, W.D., 31.8.44 " " "
			R203815 " Thompson, R.H., 7.9.44 " " "		R199382 P/S Graham, G., 9.9.44 " 405 Sqn.
			R219042 " Hudson, J.G., " " "		R209002 " Carruthers, E., " " "
			R.68134 W/O Uffelman, S.L., 13.9.44 " " "		R185995 Sgt Pollard, A., 25.9.44 " 61 Base.
			R263307 Sgt Johnson, A.M., " " "		R178190 " Wilson, G.B., " " "
			R202019 " Chevrier, J.L., 21.9.44 " " "		R218114 " Scofield, E.L., 21.9.44 " " "
			POSTINGS OUT.		
			PILOTS.		
			<u>W.e.f. Posted to</u>		<u>W.e.f. Posted to</u>
			F/L R.E. Lynch, J.8143, 27.9.44 No. 61 Base.		F/O R.A. Anderson, J.6173, 28.9.44 " " Depot.
			R165426 P/S R.B. Maxwell, 19.9.44 No. 405 Sqn.		F/O L.S. Flunkett, J.18073, 30.8.44 RCAF UK NR Unit.

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R.C.A.F. STATION, MIDDLETON ST. GEORGE.			<u>POSTINGS OUT.</u>		
			<u>AIR BOMBERS.</u>		
			<u>w.e.f. Posted to</u>		<u>w.e.f. Posted to.</u>
			F/O J.A. Hensley, J.85912 1.9.44 No. 61 Base		F/O N.L. Mazer, J.37889, 31.8.44 No. 61 Base.
			F/O J.K. Gibson, J.28244 7.9.44 " " "		F/O D.A. Wade, J.38424 21.9.44 " " "
			F/O E.F. Harritt, J.26873, 14.9.44 " " "		F/O N.W. Hall, J.37910, 25.9.44 " " "
			R17594 F/O D.W. Calder, 7.9.44 No. 405 Sqn.		
			<u>Flight Engineers.</u>		
			<u>w.e.f. Posted to.</u>		<u>w.e.f. Posted to.</u>
			F/O G.A. Gossney, 54247 16.9.44 No. 426 Sqn. 1820043 Sgt McFarlane, J.		30.8.44 War Cas. N.E. Unit
			1592863 Sgt Culpin, K.S. 27.7.44 No. 64 Base.		
			<u>AIR BOMBERS.</u>		
			F/O D.L. Clatworthy, J.87842 5.9.44 A.C.A.C.		F/O E.A. McWilliams, J.87949, 5.9.44 A.C.A.C.
			F/O R.G. Lambert, 176176 20.9.44 " " "		R181223 F/S Cathwa N.W. 19.9.44 No. 405 Sqn.
			<u>Wireless Operators Air.</u>		
			F/O T. Baillie, J.18135 30.8.44 RCAF UK N.E. Unit.		F/O S. Rudyk, J.87923 28.9.44 No. 24 O.T.U.
			F/O K.P. Dilley, J.87006 12.9.44 No. 1664 C.U.		R185941 Sgt. Feasby, K.G. 19.9.44 " 405 Sqn.
			<u>Navigators.</u>		
			F/O G.E. Box, J.23115 6.9.44 A.C.A.C.		F/O M.S. Laidlaw, J.29856 18.9.44 No. 405 Sqn.
			F/O S.W. Hensen, J.23896 " " " "		F/O L. Gardiner, J.18895 30.8.44 RCAF UK N.E. Unit.
			F/O A.G. Brownell, J.86468 " " " "		F/O F.S. Pearce, 189643 16.8.44 No. 64 Base.
			<u>Air Gunners.</u>		
			R187584 F/S Oahow, L.J. 5.9.44 A.C.A.C.		F/O G.T. Bent, J.88064 8.9.44 A.C.A.C.
			R155929 Sgt Sparkes, D.A.G. 30.8.44 RCAF UK N.E.		F/O L.E. Chapman, J.87881 " " " " "
			R176652 F/S Chisholm, E.D. 18.9.44 No. 405 Sqn.		F/O P. Stuart, J.11465, 20.9.44 " " "
			R224452 " Allen, D. " " " "		F/O R. Forster, J.87984 27.9.44 No. 64 Base.
			R11543 " Flegg, D.W. 27.9.44 82 O.T.U.		R182239 F/S Sineslady, D.H. 10.9.44 " " "
			R152857 Sgt Robb, R. 23.9.44 "R" Depot. 1591936 " Gordon, H.		30.8.44 War Cas. N.E. Accts.
			<u>COMMISSIONS.</u>		
			<u>w.e.f.</u>		<u>w.e.f.</u>
			1567404 (182847) Sgt Hamilton, A. 23.7.44.		1451381 (183643) Sgt Futtook, F.H. 16.8.44.
			1896362 (183642) " Dinham, M.W. 21.8.44.		R106232 (J.88426) W/O Olson, C.R. 26.7.44.
			R.76280 (J.87782) F/S Mossman, L.H. 26.6.44.		R173753 (J.88746) F/S Watson, J.R. 24.7.44.
			R184161 (J.88901) " McFestora, A.S. 24.7.44.		

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PROMOTIONS.					
R.G.A.F. STATION MIDDLETON ST. GEORGE.			W.C.F.		
			F/O R.E. Curtis, J.24086, 29.7.44 A/P/L		F/O H.F. Smith, J.17929, 20.7.44 A/P/L
			F/O J. Holtze, J.85593, 4.3.44 T/P/O		F/O A/P/L J.P. Judiesch, J.85067, 29.5.44 T/P/O
			A/P/L G.W. Patten, J.19712, 15.6.44 T/P/O		R186475 Sgt Kehl, K.H. 15.6.44 T/P/S
			R182368 Sgt Wright, W.R. 14.6.44 T/P/S		R107923 F/S Krivda, A. 22.6.43 T/W/O.2.
			R196195 " Meggison, W.S. 29.8.44 " "		R107923 W/O " " 22.12.43 T/W/O.1.
			R145821 " Bartlemy, I.V. 15.8.44 " "		R163405 SGT Fraser, R.C. 29.8.44 T/P/S
			R129513 " Miller, W.G. 26.8.44 " "		R180208 F/S Hartje, J.H. 14.9.44 T/W/O.2.
			R190684 " Patterson, A.A. " " " "		R198424 Sgt Males, C.N. 26.8.44 T/P/S
			R202889 " Maclean, K.N. " " " "		R203815 " Thompson, R.H. " " " "
			R209034 " Sharp, G.M. 12.8.44 " "		R219042 " Hudson, J.G. " " " "
			R208644 " Waddell, J.A. " " " "		R219066 " Davidson, J.J. " " " "
			R251615 " Coles, W.J. " " " "		R221382 " Helligan, R.J. " " " "
			R251874 " Aldridge, K.W. " " " "		R255230 " Bell, J.G. " " " "
			R257587 " Richmond, D.E. " " " "		R253405 " Robertson, G.A. " " " "
			R260148 " Walton, J.E. " " " "		R260484 " Diver, W.H. " " " "
			R262003 " Dyck, A. " " " "		R146120 " Montgomery, W.G. 12.4.44 T/P/S
			R168425 " Mackie, D.J. 6.5.44 " "		R170857 " Thompson, J.J. 15.7.44 " "
			R178710 " Spendiff, P. 20.6.44 " "		R179331 " Laporte, J.W.A. 4.7.44 " "
			R200076 " McClelland, C.E. 23.9.44 " "		R208006 " Watson, J.M. 23.9.44 " "
		R219043 " McCarte, J. " " " "		R.218835 " McKelvie, R.J. " " " "	
HONOURS AND AWARDS.					
			R.165426 F/S R.B. Maxwell, awarded The Conspicuous Gallantry Medal.		
CHANGES IN COMMAND.					
Nil.					
CHANGES IN ADMINISTRATION.					
			F/O D.M. ACKERMAN (C.37283) is acting as Squadron Adjutant in the absence of F/L R.C. BOWEN (C.7249) who has proceeded on leave.		
AIRCRAFT ON CHARGE.					
Lancaster X - 27.					
OPERATIONAL AND NON-OPERATIONAL FLYING TIMES.					
			Operational Day : 814.09		
			" Night : 164.47		
			Non-Operational Day : 321.13		
			" Night : 78.18		
NUMBER OF OPERATIONAL SORTIES.					
218 (of which 30 recalled N.O.S.T.)					

Actual

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