R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
gave 3246 and War Manual Pt. II., chapter XX., and
mittes in R.A.F. Packet Book.

ORERATIONS RECORD BOOK
of (Unit of Formatch) No. 428 (R.C.A.F.) Squadron.

Compiled by:

No. of pages use

Page No. 1.

(R.G. EVERCH) Plight Lieutemant, (C.724, R.G.AF).  R.G.A.F. STATICH, SURGAY  No operations were detailed to-day so there was "bags" of training. Nine flights of day, and five of night flighter affiliation and bombing, two day and three night radar cross countries were flown. Four crows took part in a Plashlight exercise on ERISTOL. Ground school and lectures were continued, pilots and bomb aimers took link, air gumber, aircraft recognition and akest shooting.  Not much training to-day as operations for twenty aircraft were laid on and scrubbed later.  In the forencon formation flying was practised and two details of bombing and one of fighter affiliation and air to air firing were flown. Two new crows started ground school on lancaster to the forence of the firing were flown. Two new crows started ground school on lancaster to the forence of the firing were flown. Two new crows started ground school on lancaster to the forence of the firing were flown. Two new crows started ground school on lancaster to the forence of the firing were flown. Two new crows started ground school on lancaster to the forence of the firing were flown. Two new crows started ground school on lancaster to the forence of the firing were flown. Two new crows started ground school on lancaster to the firing the first seal to the firing were country with hombing, two bombing details and one radar bombing were carried out. Ground school and lactures were continued and line land one radar bombing were carried out. Ground school and lactures were continued and line later the first second dickey trip. No flying training was done as weather turned duff with rain aqually attended and two affects and pumpers also fired to air firing and fighter affiliation. F/O B.B. Killer (J. 2668, BCMF), farried an aircraft free micelled. Flying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. F/O B.B. Killer (J. 2668, BCMF), farried an aircraft free micelled. Flying training consisted of ten details o	Place	Date	Time Com	piled by:	J. Marie Land Val.			No. of pages used for	
SURIAY INDIRECTOR ST. GEORGE 110.44  No operations were detailed to-day so there was "bags" of training. Nine flights of day, and five of night fighter affiliation and bombing, two day and three night reads cross countries were flows. Four crews took part in a Flashlight exercise on BRISTOL. Ground school and lectures were continued, pilots and bomb sizers took link, air gumner, sirvraft recognition and alcost shooting.  Not much training to-day as operations for twenty sirvraft were laid on and acrubbed later. In the forencon formation flying were flows. Two new crews started ground achool on Lancaster I. Gumners had two hours turnet manipulation and fired 200 rounds at alcosts.  Not much training again to-day as operations are laid on for early tomorrow and kites are being bombed up. Bne day cross country, one night cross country with bombing, two bombing details and one radar hombing were carried out. Ground school and lectures were continued and line- less laid in most of the offices on the "self help" programs.  Tenty struraft detailed for an early norming operation on ERRON, Norway. All crews were up turned safely. P/L G. GURNS (1.12473, ROAF) and P/O N. NOTRON (1.15266, ROAF) was on their first second diskey trip. No flying training was continued with homb sizers having panel instruction, gumners, skeet shooting and turnet manipulation.  \$10.510.545  Stand-down today with no operations laid on. Teather is pretty duff but permitted flying training, only two flights being cancelled. Flying training consisted of ten details of bombing and tweive details of air to air firing and fighter affiliation. P/O B.B. Miller (J.21668, ROAF) farried an aircraft from THOMBEY ISLAND having bean flown there in the Oxford by 3/L G.F. GONTOU (1.25958, 2004). P/O LITTER, Fight Engineer Leader at CROFT visited the Squadron to pick up access on on Leones. Ground training and lectures were carried on in all sections and gumers also fired 200 rounds on Rosetts.  No flying training was done to-day as twenty-threeovers are detaile		arate.		BOWDOW) BOALER		Summary of Events		SECRET.	Reference
No operations were detailed to-day so there was "bags" of treining. Nine flights of day, and five of night fighter affiliation and bombing, two day and three night reasor cross countries were flows. Feur crews took part in a Flashlight exercise on BRISTOL. Ground school and lectures were continued, pilots and bomb aimers took link, air gumner, aircraft recognition and alcest shooting.  Not much training to-day as operations for twenty aircraft were laid on and acrubbed later. In the forences formation flying was practized and two details of bombing and one of fighter affiliation and air to air firing were flows. Two new grews started ground achool on Lancaster I. Gumners had two hours hurret manipulation and fired 200 rounds at akeets.  Not much training again to-day as operations are laid on for early tomorrow and kites are being bombed up. Bue day creas country, one night cross country with bombing, two bombing details and one radar bombing were carried out. Ground school and lectures were continued and line-lease and one radar bombing were carried out. Ground school and lectures were continued and line-lease at 2000 hours on the target by 0900 hours. A good prang was upported and all our structeft returned as afely. Pi. G. gumner (J.12473, RoP) and PiO E. MYRHIK (J.15264, ROP) and on their first second dickey trip. No flying training was done as weather turned duff with rain agaals after operational kites returned. Ground training was continued with homb ainers having panel instruction, gumners, akeet shooting and turned manipulation.  Standedown today with no operations laid on. Batter is pretty duff but permitted flying training, only two flights being cancelled. Plying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. PiO B.B. Miller (J.21668, ROP) fartied an aircraft from Thombey Islahd having been flown there in the Oxford by 3/6 G.M. ONNOW (J.25985, ROMP). PiO LITTE, Picht Engineer Leader at CROFT visited the Squadron to plok up access gen on	C.A.F. STATION	SIDIDAY	Laka Ur	Flight L	neutenant, (C.7	249, R.C.A.F.).			Appendic
The of night fighter affiliation and bombing, two day and three night radar cross countries were flown. Four crews took part in a Plashlight exercise on BRISTOL. Ground school and lectures were continued, pilots and bomb aimers took link, air gummer, aircraft recognition and akest absorting.  2.10,44 Not much training to-day as operations for twenty aircraft were laid on and scrubbed later. In the foreneon formation flying was practised and two details of bombing and one of fighter affiliation and air to air firing were flown. Two new crews started ground school on Lancaster I. Gunners had two hours burnet membrulation and fired 200 rounds at skeets.  Not much training again to-day as operations are laid on for early tomorrow and kites are being bombed up. Bme day cross country, one night cross country with bombing, two bombing details and one radar bombing were carried out. Ground school and lectures were continued and line-less laid in most of the offices on the "self help" programs.  **BRISSENA**  Tennty aircraft detailed for an early morning operation on ERECH, Norway. All creas were up at 2000 hours on the target by 0300 hours. A good prang was reported and all our aircraft returned aafely. Ff. G. GUIDN (J.12473, EGF) and F/O N. NOTHUK (J.55264, EGF) was on their first second diokey trip. No flying training was done as weather turned durf with rain aqualls after operational kites returned. Ground training was continued with homb aimers having panel instruction, gummers, skeet shooting and turnet samplestion.  \$\$Stand-down today with no operations laid on. Feather is pretty durf but permitted flying training, only two flights being cancelled. Flying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. F/O B.B. Killer (J.21668, BRAF) ferried an aircraft from Thoughty SIAMD having been flown there in the Oxford by S/L G.L. GONTOU (J.25995, BCAF). P/O LITTLE, Flight Engineer Leader at GROPT visited the Squafore. to pick up asses gen on Leone. Groun	DDLETON ST. GEORGE		No or	perations were det	odlad &= a				
lectures were continued, pilots and bomb siners took link, sir gumner, sirersft recognition and sleet shooting.  Not much training to-day as operations for twenty sirersft were laid on and scrubbed later.  In the forencen formation flying was practised and two details of bombing and one of fighter affiliation and air to air firing were flown. Two new crews started ground school on Lancaster I. Gunners had two hours turret manipulation and fired 200 rounds at sleets.  1. Gunners had two hours turret manipulation and fired 200 rounds at sleets.  1. July Not much training again to-day as operations are laid on for early tomorrow and kites are being bombed up. She day cross country, one night cross country with bombing, two bombing details and one radar bombing were carried out. Ground school and lactures were continued and line and one radar bombing were carried out. Ground school and lactures were continued and line lim laid in most of the offices on the "self help" programs.  Thenty sirersft detailed for an early morning operation on RESCEN, Norway. All crews were up at 0200 hours on the target by 0900 hours. A good prang was reported and all our sireraft returned asfely. P/L.G. GUIDEN (J.12473, EGAP) and P/O N. EVERUK (J.15264, EGAP) wast on their first second dickey trip. No flying training was done as weather turned duff with rain aqualls after operational kites returned. Ground training was continued with bomb aimers having panel instruction, gumers, skeet shooting and turnet manipulation.  Stand-down today with no operations laid on. Seather is pretty duff but permitted flying training, only two flights being cancelled. Flying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. P/O B.B. Killer (J.21668, RMF) ferried an aircraft from THOMBY ISLAND having been flown there in the Oxford by S/L G.L. CONYOU (J.25985, EGAP). P/O LITTLE, Flight Enginer Leader at CROPT visited the Squadron to plok up acces gan on Lances. Ground training and lectures were car			N-	of which of the	arted to-day so	there was "bags" o	f training. Nine	flights of day, and	
lectures were continued, pilots and bomb sizers took link, air gumner, aircraft recognition and aloest shooting.  Not much training to-day as operations for twenty aircraft were laid on and acrubbed later.  In the forence formation flying was practised and two details of hombing and one of fighter affiliation and air to air firing were flown. Two new crews started ground school on Lancaster  I. Gunners had two hours turnet manipulation and fired 200 rounds at skeets.  Not much training again to-day as operations are laid on for early tonorrow and kites are being bombed up. Bne day cross country, one night cross country with bombing, two bombing details and one radar bombing were carried out. Ground school and lactures were continued and lino- leum laid in most of the offices on the "self help" programme.  100,666  The programme of the carried out of the good prang was reported and all our siturative at 0200 hours on the target by 0300 hours. A good prang was reported and all our siturative turned safely. F/L G. GUINN (J.12473, RGAP) and F/O W. UTRUK (J.35264, RGAP) went on their first second dickey trip. No flying training was done as weather turned durf with rain squalls after operational kites returned. Ground training was continued with home ainers having panel instruction, gumers, akeet shooting and turnet manipulation.  Stand-down today with no operations laid on. Neather is pretty duff but permitted flying training, only two flights being cancelled. Flying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. F/O B.B. Miller (J.21668, RGAP) ferried an aircraft from Homes Islahlo having been flown there in the Oxford by S/L G.L. CONTOU (J.25985, RGAP). P/O LITTIE, Flight Engineer Leader at CROPT visited the Squadron to plok up acme gen on Lances. Ground training and lectures were carried on in all sections and pumers also fired 200 rounds on sheets.			11.70	of hight righter	affiliation and	bombing, two day a	nd three night rad	ar cross countries	
lectures were continued, pilots and bomb sizers took link, air gumner, aircraft recognition and akeet shooting.  Not much training to-day as operations for twenty aircraft were laid on and acrubbed later.  In the forenoon formation flying was practised and two details of hombing and one of fighter affiliation and air to air firing were flown. Two new crews started ground school on Lancaster  I. Gunners had two hours turret manipulation and fired 200 rounds at skeets.  Not much training again to-day as operations are laid on for early tonorrow and kites are being bombed up. Bne day cross country, one night cross country with bombing, two bombing details and one radar bombing were carried out. Ground school and lectures were continued and lino- leum laid in most of the offices on the "self help" programme.  Laid in most of the offices on the "self help" programme.  The start of the carried of the continued and lino- at 0200 hours on the target by 0900 hours. A good prang was reported and all our siturat re- turned safely. F/L.G. GUINN (J.12473, RGAP) and F/O W. UTRUK (J.35264, RGAP) went on their first second dickey trip. No flying training was done as weather turned durf with rain squalls after operational kites returned. Ground training was continued with homb ainers having panel instruction, gumners, akeet shooting and turret manipulation.  Stand-down today with no operations laid on. Weather is pretty duff but permitted flying training, only two flights being cancelled. Flying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. F/O B, B, Miller (J.21668, RGAP) ferried an aircraft from HOMMEY ISLAND having been flown there in the Oxford by S/L G.L. CONTOU (J.25985, RGAP). P/O LTTIE, Flight Engineer Leader at CROPT visited the Squadron to plok up acme gen on Lenes. Ground training and lectures were carried on in all sections and gumners also fired 200 rounds on skeets.			MO TO	Llown. Four crew	s took part in	a Flashlight exerci	se on BRISTOL. Gr	ound school and	
and akest shocting.  2.10.44  Not much training to-day as operations for twenty siroraft were laid on and sorubbed later.  In the forencon formation flying was practised and two details of hombing and one of fighter affiliation and air to air firing were flown. Two new crews started ground school on Lancaster X. Gunnara had two hours turret manipulation and fired 200 rounds at skeets.  Not much training again to-day as operations are laid on for early tomorrow and kites are being bombed up. Bue day cross country, one night cross country with bombing, two hombing details and one radar hombing were carried out. Ground school and lectures were continued and linoleum laid in most of the offices on the "self help" programme.  Tennty aircraft detailed for an early morning operation on BERGEN, Norway. All crews were up at 0200 hours on the target by 0900 hours. A good prang was reported and all our situraft returned safely. F/L G. QUINN (J.12473, RCAP) and F/O W. MYRUK (J.35264, RCAP) wast on their first second dickey trip. No flying training was done as weather turned duff with rain aqualls after operational kites returned. Ground training was continued with homb ainers having panel instruction, gueners, skeet shooting and turnet manipulation.  Stand-down today with no operations laid on. Teather is pretty duff but permitted flying training, only two flights being cancelled. Flying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. F/O B.B. Killer (J. 21668, RCAP) ferried an airoraft from Hickey ISLAND having been flown there in the Oxford by S/k G.L. GONYOU (J. 25985, RCAP). P/O LITTLE, Flight Engineer Leader at CROPT visited the Squadron to plok up agose gen on Lenos. Ground training and lectures were carried on in all sections and gunera also fired 200 rounds on skeets.  6.10.444. No flying training was done to-day as twenty-threeorews are detailed for operations on Dormalou.			lectu	res were continue	d, pilots and b	omb aimers took lin	k, air gunner, air	graft recognition	
In the forenoon formation flying was practiced and two details of hombing and one of fighter affiliation and air to air firing were flown. Two new craws started ground school on Lancaster X. Gunners had two hours current manipulation and fired 200 rounds at skeets.  Not much training again to-day as operations are laid on for early tomorrow and kites are being bombed up. Bne day cross country, one night cross country with bombing, two hombing details and one radar hombing were carried out. Ground school and lectures were continued and line-leum laid in most of the offices on the "self help" programme.  **EXPRESSAY**  **LO.MA**  Twenty aircraft detailed for an early morning operation on EXECKN, Norway. All crews were up A.2 at 0200 hours on the target by 0900 hours. A good prang was reported and all our sircraft returned early. Fit G. GUINN (J.12473, ECAF) and F/O W. MOTRUK (J.35264, ECAF) wast on their first second dickey trip. No flying training was done as weather turned duff with rain aqualls after operational kites returned. Ground training was continued with homb aimers having panel instruction, gumers, skeet shooting and turnet manipulation.  **Stand-down today with no operations laid on. Teather is pretty duff but permitted flying training, only two flights being cancelled. Flying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. F/O B.B. Miller (J.21668, BCAF) ferried an airoraft from THOMBEY ISLAND having been flown there in the Oxford by S/L G.L. GONKOU (J.25985, BCAF). P/O LITTER, Flight Engineer Leader at GNOFT visited the Squadron to pick up access gan on lances. Ground training and lectures were carried on in all sections and gumers also fired 200 rounds on skeets.  **STRAY**  **Oxford training was done to-day as twenty-threecrews are detailed for operations on DORDENO A.210		MONDAY	and a	keet shooting.					
In the foremoon formation flying was practised and two details of bombing and one of fighter affiliation and air to air firing were flown. Two new grews started ground school on Lancaster X. Gunners had two hours turret manipulation and fired 200 rounds at skeets.  Not much training again to-day as operations are laid on for early towners and kites are being bombed up. But day group acountry, one night cross country with bombing, two hombing details and one radar bombing were carried out. Ground school and lectures were continued and line-lems laid in most of the offices on the "self help" programme.  WEINDENDY  Twenty aircraft detailed for an early morning operation on BERGEN, Norway. All crews were up at 0200 hours on the target by 0300 hours. A good prang was reported and all our aircraft returned safely. P/L G. GUINN (J.12473, RCAF) and P/O W. MYRUK (J.35264, RCAF) was on their first second dickey trip. No flying training was done as weather turned duff with rain squalls after operational kites returned. Ground training was continued with homb aimers having panel instruction, gunners, skeet shooting and turnet manipulation.  Stand-down today with no operations laid on. Meather is pretty duff but permitted flying training, only two flights being cancelled. Plying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. P/O B.B. Miller (J.21668, RCAF) ferried an aircraft from THORMEY ISLAND having been flown there in the Oxford by S/L G.L. GONYOU (J.25985, RCAF). P/O LITTE, Flight Engineer Leader at CROPT visited the Squadron to pick up access gon on lances. Ground training and lectures were carried on in all sections and summers also fired 200 rounds on skeets.  No flying training was done to-day as twenty-threecrews are detailed for operations on DORDEND A.210	***************************************	2.10.44	Not m	much training to-de	ay as operation	s for twenty aimmen	P+ 1-43		
ATTILISION AND AIT to air firing were flown. Two new grews started ground school on Lancaster  X. Gunners had two hours turret manipulation and fired 200 rounds at skeets.  Not much training again to-day as operations are laid on for early tomorrow and kites are being bombed up. But day orons country, one night cross country with bombing, two hombing details and one radar hombing were carried out. Ground school and lectures were continued and lino-leum laid in most of the offices on the "self help" programme.  WEINCESDAY  Twenty aircraft detailed for an early morning operation on BERGEN, Norway. All crews were up at 0200 hours on the target by 0900 hours. A good prang was reported and all our aircraft returned safely. Fyl. G. GUNN (J.12473, ROLF) and F/O W. MYTHUK (J.35264, BOLF) wast on their first second dickey trip. No flying training was done as weather turned duff with rain squalls after operational kites returned. Ground training was continued with homb aimers having panel instruction, gunners, skeet shooting and turret manipulation.  Stand-down today with no operations laid on. Heather is pretty duff but permitted flying training, only two flights being cancelled. Flying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. F/O B.B. Miller (J.21668, ROLF) ferried an aircraft from THORNEY ISLAND having been flown there in the Oxford by S/L G.L. ONYOU (J.25985, ROLF). P/O LITTLE, Flight Engineer Leader at CROFT visited the Squadron to pick up access go on lances. Ground training and lectures were carried on in all sections and gunners also fired 200 rounds on skeets.  6.10.444  No flying training was done to-day as twenty-threecrews are detailed for operations on DORDEND A.210			In th	e forencon formati	ion et uine		c sore Taid on and	d scrubbed later.	
TUSHAY  J. 10.144  Not much training again to-day as operations are laid on for early tomorrow and kites are being bombed up. But day orose country, one night cross country with bombing, two hombing details and one radar bombing were carried out. Ground school and lectures were continued and lino-leus laid in most of the offices on the "self help" programme.  Twenty aircraft detailed for an early morning operation on ERREN, Norway. All crews were up at 0200 hours on the target by 0900 hours. A good prans was reported and all our aircraft returned safely. F/L G. GUINN (J.12473, RCAF) and F/O W. MYTHINK (J.35264, RCAF) want on their first second dickey trip. No flying training was done as weather turned duff with rain squalls after operational kites returned. Ground training was continued with homb aimers having panel instruction, gumers, skeet shooting and turnet manipulation.  Stand-down today with no operations laid on. Reather is pretty duff but permitted flying training, only two flights being cancelled. Flying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. F/O B.B. Miller (J.21668, RCAF) ferried an aircraft from THORSEY ISLAID having been flown there in the Oxford by A/L G.L. ONYOU (J.25985, RCAF). P/O LITTLE, Flight Engineer Leader at CROFT visited the Squadron to pick up access you on lances. Ground training and lectures were carried on in all sections and gumers also fired 200 rounds on skeets.  6.10.6446  No flying training was done to-day as twenty-threecrews are detailed for operations on DORDENO A. 210			00017	1.44	TOU TIYING WAS I	practised and two de	stails of bombing	and one of fighter	
Not much training again to-day as operations are laid on for early toporrow and kites are being bombed up. Bue day cross country, one night cross country with bombing, two hombing details and one radar hombing were carried out. Ground school and lectures were continued and line—lens laid in most of the offices on the "self help" programs.  **Twenty aircraft detailed for an early morming operation on EERCEN, Norway. All crews were up at 0200 hours on the target by 0900 hours. A good prang was reported and lour siroraft returned safely. P/L G. GUIBN (1.12473, ROAP) and P/O N. MYRUK (1.35264, ROAP) was on their first second dickey trip. No flying training was done as weather turned duff with rain squalls after operational kites returned. Ground training was continued with homb aimers having panel instruction, gumers, skeet shooting and turnet manipulation.  Stand-down today with no operations laid on. Meather is pretty duff but permitted flying training, only two flights being cancelled. Flying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. P/O B.P. Miller (J.21668, RCAP) ferried an aircraft from THOMBEY ISLAID having been flown there in the Oxford by S/L G.L. ONYOU (J.25985, ROAP). P/O LITTLE, Flight Engineer Leader at CROPT visited the Squadron to pick up some gan on lances. Ground training and lectures were carried on in all sections and gumers also fired 200 rounds on skeets.  6.10.444. No flying training was done to-day as twenty-threecrews are detailed for operations on DORDEND A.210			9.111	lation and air to	air firing were	flown. Two new or	news started ground	school on Lancaste	<b>r</b>
Not much training again to-day as operations are laid on for early toworrow and kites are being bombed up. Bue day cross country, one night cross country with bombing, two bombing details and one radar bombing were carried out. Ground school and lectures were continued and line—least laid in most of the offices on the "self help" programs.  ***MENUSSIAY**  Tennty aircraft detailed for an early morming operation on ERRCEN, Norway. All crews were up A.2 at 0200 hours on the target by 0900 hours. A good prang was reported and all our aircraft returned safely. P/L G. GUIBN (J.12473, ROAP) and P/O N. MYNKIK (J.35264, ROAP) was on their first second dickey trip. No flying training was done as weather turned duff with rain aqualls after operational kites returned. Ground training was continued with homb aimers having panel instruction, gumers, skeet shooting and turnet manipulation.  Stand-down today with no operations laid on. Meather is pretty duff but permitted flying training, only two flights being cancelled. Flying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. P/O B.9. Miller (J.21668, RCAP) ferried an aircraft from THORNEY ISLAND having been flown there in the Oxford by A/L G.L. ONYOU (J.25985, RCAP). P/O LITTLE, Flight Engineer Leader at CROPT visited the Squadron to pick up access gon on lances. Ground training and lectures were carried on in all sections and gamers also fired 200 rounds on skeets.  6.10.4446  No flying training was done to-day as twenty-threecrews are detailed for operations on DORDEND A.210			X G	unners had two hou	ura turret manip	ulation and fired 2	00 rounds at skeet	is.	
and one radar bombing were carried out. Ground school and lectures were continued and line— leum laid in most of the offices on the "self help" programme.  Tennty aircraft detailed for an early morming operation on EERCEN, Norway. All crews were up  at 0200 hours on the target by 0900 hours. A good prang was reported and all our siroraft re- turned safely. F/L G. GUIRN (1.122,73, RCAF) and F/O N. MYRUK (1.35264, RCAF) wast on their first second dickey trip. No flying training was done as weather turned duff with rain aqualis after operational kites returned. Ground training was continued with homb aimers having panel instruction, gumers, skeet shooting and turnet manipulation.  Stand-down today with no operations laid on. Meather is pretty duff but permitted flying training, only two flights being cancelled. Flying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. F/O B.B. Miller (J.21668, RCAF) ferried an aircraft from THORNEY ISLAID having been flown there in the Oxford by S/L G.L. ONYOU (J.25985, RCAF). P/O LITTLE, Flight Engineer Leader at CROFT visited the Squadron to pick up some gan on lances. Ground training and lectures were carried on in all sections and gumers also fired 200 rounds on skeets.  No flying training was done to-day as twenty-threecrews are detailed for operations on DORDEND A.210		5.10.44	Not m	uch training again	to-day as oper	rations are laid on	for early tomorrow	x and kites are bein	σ
and one radar hombing were carried out. Ground school and lectures were continued and lino- leum laid in most of the offices on the "self help" programme.  Twenty aircraft detailed for an early morning operation on BERGEN, Norway. All crews were up  at 0200 hours on the target by 0900 hours. A good prans was reported and all our aircraft re- turned safely. F/I. G. GUINN (J.12473, ROAF) and R/O W. NOTHUK (J.35264, ROAF) want on their first second dickey trip. No flying training was continued with homb aimers having panel  after operational kites returned. Ground training was continued with homb aimers having panel instruction, gumners, skeet shooting and turnet manipulation.  Stand-down today with no operations laid on. Weather is pretty duff but permitted flying training, only two flights being cancelled. Flying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. F/O B.B. Miller (J.21668, ROAF) ferried an aircraft from THOMBEY ISLAND having been flown there in the Oxford by S/L G.L. GONYOU (J.25985, ROAF). P/O LITTIE, Flight Engineer Leader at CROFT visited the Squadron to pick up some gan on Lance. Ground training and lectures were carried on in all sections and gumners also fired 200 rounds on skeets.  6.10.444. Ho flying training was done to-day as twenty-threecrews are detailed for operations on DORDEND A.210			bambed	d up. Bne day cros	a country, one	night cross country	with bombing two	hombing deteil-	
Leum laid in most of the offices on the "self help" programms.  Twenty aircraft detailed for an early morning operation on BERGEN, Norway. All crews were up 4.2  at 0200 hours on the target by 0900 hours. A good prans was reported and all our aircraft returned aafely. F/L G. GUINN (J.12,73, BCAF) and F/O W. MOTHUK (J.35264, BCAF) want on their first second dickey trip. No flying training was done as weather turned duff with rain aqualis after operational kites returned. Ground training was continued with homb aimers having panel instruction, gumers, akeet shooting and turnet manipulation.  Stand-down today with no operations laid on. Weather is pretty duff but permitted flying training, only two flights being cancelled. Flying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. F/O B.B. Miller (J.21668, BCAF) ferried an aircraft from THORNEY ISLAND having been flown there in the Oxford by S/L G.L. GONYOU (J.25985, BCAF). P/O LITTIE, Flight Engineer Leader at GROFT visited the Squadron to pick up access gan on Lance. Ground training and lectures were carried on in all sections and gumers also fired 200 rounds on skeets.  No flying training was done to-day as twenty-threeorems are detailed for operations on DORDEND A.210			and or	ne radar bombing w	ere carried out	. Ground school en	d loot	A DOMOTTIC UN PALLS	***************************************
Twenty aircraft detailed for an early morning operation on EERCEN, Norway. All crews were up at 0200 hours on the target by 0900 hours. A good prang was reported and all our siroraft returned earlely. P/L G. GUINN (J.12473, RCAF) and P/O W. MOTRUK (J.35264, BCAF) want on their first second dickey trip. No flying training was done as weather turned duff with rain aqualls after operational kites returned. Ground training was continued with homb aimers having panel instruction, gumers, akest shooting and turnet manipulation.  Stand-down today with no operations laid on. Weather is pretty duff but permitted flying training, only two flights being cancelled. Plying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. P/O B.B. Miller (J.21668, RCAF) ferried an aircraft from THORNEY ISLAND having been flown there in the Oxford by S/L G.L. GONYOU (J.25985, RCAF). P/O LITTLE, Flight Engineer Leader at GROFT visited the Squadron to pick up access gan on Lance. Ground training and lectures were carried on in all sections and gumners also fired 200 rounds on skeets.  No flying training was done to-day as twenty-threecrews are detailed for operations on DORDENDO A.210			leum 1	laid in most of the	e offices on th	e "self hele"	M. ASSESSMENT CO	ntinued and lino-	te formation and a second
at 0200 hours on the target by 0900 hours. A good prang was reported and all our siroraft returned safely. P/L G. GUINN (J.12475, ROAP) and P/O N. MOTRUK (J.35264, ROAP) wast on their first second dickey trip. No flying training was done as weather turned duff with rain aqually after operational kites returned. Ground training was continued with homb aimers having panel instruction, gumners, skeet shooting and turnet manipulation.  Stand-down today with no operations laid on. Meather is pretty duff but permitted flying training, only two flights being cancelled. Flying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. F/O B.B. Miller (J.21668, RCAP) ferried an aircraft from THORNEY ISLAID having been flown there in the Oxford by S/L G.L. ONYOU (J.25985, RCAP). P/O LITTLE, Flight Engineer Leader at CROPT visited the Squadron to pick up some gan on lances. Ground training and lectures were carried on in all sections and gumners also fired 200 rounds on skeets.  No flying training was done to-day as twenty-threecrews are detailed for operations on DORDSHOW A.210		4.10.44	Twenty	simpaft details	4 6	main progr	SHADE A		- к-ороно
turned safely. Fit. G. GUINN (J.12473, RCAF) and P/O W. MOTRUK (J.35264, RCAF) wast on their first second dickey trip. No flying training was done as weather turned duff with rain aqualls after operational kites returned. Ground training was continued with homb aimers having panel instruction, gumers, skeet shooting and turnet manipulation.  Stand-down today with no operations laid on. Weather is pretty duff but permitted flying training, only two flights being cancelled. Plying training consisted of ten details of bombing and twelve details of air for air firing and fighter affiliation. P/O B.B. Miller (J.21668, RCAF) ferried an aircraft from THORNEY ISLAND having bean flown there in the Oxford by S/L G.L. GONYOU (J.25985, RCAF). P/O LITTLE, Flight Engineer Leader at GROFT visited the Squadron to pick up access gan on Lance. Ground training and lectures were carried on in all sections and gumers also fired 200 rounds on skeets.  No flying training was done to-day as twenty-threecrews are detailed for operations on DORNESHOD A.210			a+ 000	V haves at detaile	d for an early i	morning operation of	n BERGEN, Norway.	All crews were up	A.209
turned safely. Fit. G. GUINN (1.12473, RCAF) and F/O W. MOTHUK (1.35264, RCAF) wast on their first second dickey trip. No flying training was done as weather turned duff with rain aqualls after operational kites returned. Ground training was continued with homb aimers having panel instruction, gumers, akeet shooting and training was continued with homb aimers having panel instruction, gumers, akeet shooting and training was continued with homb aimers having panel instruction, gumers, akeet shooting and training one instruction. Stand-down today with no operations and cancelled. Flying training consisted flying training, only two flights being cancelled. Flying training consisted of ten details of bowing and twelve details of air for the first affiliation. F/O B.B. Miller (J.21668, RGAF) ferried an aircraft from THORNEY ISLAND having bean flown there in the Oxford by S/L G.L. GONYOU (J.25985, RGAF). P/O LITTLE, Flight Engineer Leader at GROFT visited the Squadron to pick up some gen on Lance. Ground training and leatures were carried on in all sections and gumers also fired 200 rounds on skeets.  No flying training was done to-day as twenty-threeorems are detailed for operations on DORTGEND A.210		******	- UZU	whours on the ta	rget by 0900 ho	urs. A good prang	was reported and a	ll our aircraft re-	
after operational kites returned. Ground training was done as weather turned duff with rain aqualls after operational kites returned. Ground training was continued with homb aimers having panel instruction, gurners, akest shooting and turnet manipulation.  Stand-down today with no operations laid on. Weather is pretty duff but permitted flying training, only two flights being cancelled. Plying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. F/O B.B. Miller (J.21668, RGAF) ferried an aircraft from THORNEY ISLAND having been flown there in the Oxford by S/L G.L. GONYOU (J.25985, RGAF). P/O INTEL Flight Engineer Leader at GROFT visited the Squadron to pick up access you on lances. Ground training and lectures were carried on in all sections and gumners also fired 200 rounds on skeets.  No flying training was done to-day as twenty-threecrews are detailed for operations on DORNESON A.210			turned	safely. F/L G.	QUINN (J.12473,	RCAF) and F/O W. 1	YTRUK (J. 35264. R	CAF) wast on their	
after operational kites returned. Ground training was continued with homb aimers having panel instruction, gurners, skeet shooting and turret manipulation.  5.10.44 Stand-down today with no operations laid on. Meather is pretty duff but permitted flying training, only two flights being cancelled. Flying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. F/O B.B. Miller (J.21668, RGAF) ferried an aircraft from THORNEY ISING beautiful beautiful to there in the Oxford by S/L G.L. ONTOU (J.25985, RGAF). P/O INTEL, Flight Engineer Leader at GROFT visited the Squadron to pick up some gan on lances. Ground training and lectures were carried on in all sections and gunners also fired 200 rounds on skeets.  6.10.444 No flying training was done to-day as twenty-threecrews are detailed for operations on DORMSHOD A.210			first	second dickey trip	No flying to	raining was done as	weather turned du	ff with rain squalls	
instruction, gumers, skeet shooting and turret manipulation.  Stand-down today with no operations laid on. Meather is pretty duff but permitted flying training, only two flights being cancelled. Flying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. F/O B.B. Miller (J. 21668, RGAF) ferried an aircraft from THORNEY ISLAID having bean flown there in the Oxford by S/L G.L. CONTOU (J. 25985, RGAF). P/O LITTLE, Flight Engineer Leader at CROFT visited the Squadron to pick up access gan on lances. Ground training and lectures were carried on in all sections and gumers also fired 200 rounds on skeets.  No flying training was done to-day as twenty-threecrews are detailed for operations on DORTON D. A.210			after	operational kites	returned. Grou	md training was con	stimued with homb	simers having name	
Stand-down today with no operations laid on. Reather is pretty duff but permitted flying training, only two flights being cancelled. Flying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. F/O B.B. Miller (J.21668, RCAF) ferried an aircraft from THORNEY ISLAID having been flown there in the Oxford by S/L G.L. CONYOU (J.25985, RCAF). P/O LITTLE, Flight Engineer Leader at CROFT visited the Squadron to pick up some gan on Lance. Ground training and lectures were carried on in all sections and gumners also fired 200 rounds on skeets.  No flying training was done to-day as twenty-threecrews are detailed for operations on DORMSHOD A.210		THURSDAY	instruc	ction, gunners, ak	ceet shooting an	d turret manipulate	on	bauel	
training, only two flights being cancelled. Plying training consisted of ten details of bombing and twelve details of air to air firing and fighter affiliation. F/O B.B. Miller (J.21668, RCAF) ferried an aircraft from THORNEY ISLAND having been flown there in the Oxford by S/L G.L. OONYOU (J.25985, RCAF). P/O LITTLE, Flight Engineer Leader at CROFT visited the Squadron to pick up some gen on Lance. Ground training and lectures were carried on in all sections and gumners also fixed 200 rounds on skeets.  No flying training was done to-day as twenty-threecrews are detailed for operations on DORMSHOD A.210			Stand-	down today with no	operations les	d on Washington			
bombing and twelve details of air to air firing and fighter affiliation. P/O B.B. Miller  (J.21668, RCAF) ferried an airoraft from THORNEY ISLAND having been flown there in the Oxford by S/L G.L. OONYOU (J.25985, RCAF). P/O LITTLE, Flight Engineer Leader at CROFT visited the Squadron to pick up some gen on Lance. Ground training and lectures were carried on in all sections and gumners also fixed 200 rounds on skeets.  No flying training was done to-day as twenty-threecrews are detailed for operations on DORMSHOD A.210			trainir	ng only two flich	to before and	mather is p	retty duff but per	mitted flying	
(J.21668, RCAF) ferried an aircraft from THORNEY ISLAND having been flown there in the Oxford by S/L G.L. CONYOU (J.25985, RCAF). P/O LITTLE, Flight Engineer Leader at CROFT visited the Squadron to pick up some gen on Lance. Ground training and lectures were carried on in all sections and numbers also fired 200 rounds on skeets.  No flying training was done to-day as twenty-threecrews are detailed for operations on DORMSHOD A.210			homb 4-	and to lead the	te being cancel	led. Flying traini	ng consisted of te	un details of	
by S/L G.L. GONYOU (J.25985, RCAF). P/O LITTLE, Flight Engineer Leader at CROFT visited the Squadron to pick up ages gen on Lance. Ground training and lectures were carried on in all sections and gumners also fired 200 rounds on skeets.  No flying training was done to-day as twenty-threecrews are detailed for operations on DORMOND A.210	F. 42		0.0001112	and twelve detai	is of air to ai	r firing and fighte:	r affiliation. F/	O B.B. Miller	***************************************
by S/L G.L. GONYOU (J.25985, ROAF). P/O LITTLE, Flight Engineer Leader at CROFT visited the  Squadron to pick up ages gen on Lance. Ground training and lectures were carried on in all  BETTALY  Sections and gamers also fired 200 rounds on skeets.  6.10.44. No flying training was done to-day as twenty-threecrews are detailed for operations on DORTON A.210	***************************************		(J. 2166	88, RCAF) ferried	an aircraft fro	m THORNEY ISLAND has	wing been flown th	ere in the Oxford	
Squadron to pick up acce gen on Lence. Ground training and lectures were carried on in all  FETDAY Sections and gamers also fired 200 rounds on skeets.  6.10.44. No flying training was done to day as twenty-threecrews are detailed for operations on DORTHOND A.210			by S/L	G.L. GONYOU (J. 25	985, RCAF). P/	O LITTLE, Flight En	gineer Leader at C	ROFT visited the	
BEYEAT  Sections and gamers also fired 200 rounds on skeets.  6-10-44 No flying training was done to-day as twenty-threecrews are detailed for operations on DORMSHOD A.210			Squadro	n to pick up some	gen on Lancs.	Ground training and	d lectures were ca	rried on in el?	
6.10.44 No flying training was done to-day as twenty-threeorews are detailed for operations on DORTHEND A.210		EVETW-	section	s and gunners also	o fired 200 rous	nds on skeets.			
A.210							4-4-43-3-0	V V I	************************
			4	A. A	AND	Three crews are	getailed for ope	rations on DORTHUND	A-210
all book off but on returned early the to engine fellows. All booked successfully and					THE REAL PROPERTY.	the continue of statement	All bombed succes	asfully and	929

Page No. 2.

Place	Date	Time	Summary of Brents SEC	RET.	References to Appendices
R.C.A.F. STATION, MIDDLETON ST. GEORGE	6.10.44		returned to England but were diverted to WARBOYS and WYTON on account of weather at	base. F/O	
		W.	RIMONISON (J. 26767, RCAF) was attacked by a four engined aircraft believed to be a	n enemy	
			Halifax and F/O G.R. PAULI (J.27557, RCAF) was attacked twice by fighters, no casual	ties were	
5			suffered. Advice was received of the award of the D.S.O. to F/L R.E. CURTIS (J.2408	6, RCAF)	
			and P/O D.A. MCGILLIVRAY (J.19975, RCAF) Immediate D.F.C.'s to F/O C. WATTIE (J.1641	O, RCAF)	
			F/L H.F. SMITH (J.17929, RCAF) F/O R.G. MARSHALL (J.19504, RCAF) and D.F.M. to SGT.	J.D. ROSE	
			(1892093) for their good show and gallantry on the night of 12th September on DORTHUI	ND. This	
			met with the unqualified approval of the Squadron personnel and brings the firs t B.	S.O. to	
	1	5	the Squadron since formed.		
	SATURDAY 7.10.44		The diverted aircraft returned to base to-day excepting F/O EDMONDSON and F/O N.A. N	OEL,	
	1,8.00.1.1		(J. 87368, RCAP). No operations were laid on and no flying training was done as airc	raft were	Mileson - 190 - 10
			away all forencon and weather was duff in the afternoon. Gunners mot on operation h	ad two	
			hours apotlight trainer, two hours turret manipulation and fired 160 rounds at skeet		B
			Aimers had panel lecture and practise.		
	B. 10.44		No operations or flying training as weather is extremely duff with rain aqualls and	wind. It	
			looks as if the English weather is one of Hilter's secret weapon, F/L KI. ELISON (		
			RCAF) and crew, who are new arrivalscommenced ground school to-day. Ground training		
			in all sections WC A.G. HULL (C.1256. RCAF) gave a pep talk re the Seventh Victor		C
			started the drive. The objective was set at 30,000 for the Squadron and was 80% subs		
			within seven hours. Several craws had dry dinghy drill.		
	MONDAY		Fifteen crews were detailed for operations against BOCHUM. All took off and bombed a	successfully	. A.211
	70.404.		F/O B.B. MILLER (J.21668, RCAF) had his kite badly holed by flak and his Mid Upper Ga		
		,	R198424 F/S MALES C.H. (RCAF) was killed and his WOP, P/O C.R. OLSEN (J.88426, RCAF)		ed
			P/O OYSEN put up a good show and insisted on staying at his set, despite loss of Microscopic		
			in order to send out emergency procedure to essist the pilot in landing. The aircraft	Accesses to the second	
	-		at WOODBRIDGE but the rest landed at base. F/L A.J. GOOGE, (J.11313, RCAF) made the		
			second dickey. Ground training was continued, with Bomb Aimers on dry swim, Air Guis		
			second diskey. Ground training was continued with Somb almers on dry sman, air superspectight trainer and aircraft recognition. P/O ANDERSON and craw (new arrivals) comes		: 8.
			spotlight trainer and alregart recognition. F/U anticome and tree lies arrivals, but	MANAGEMENT OF THE PARTY OF THE	

WL 2045/04595 2004 12/45 C. & L. 51-7766

949

R.A.F. Potm 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2440 and War Manual Pt. II., chapter XX., and
motes in R.A.F. Packet Book.

## OPERATIONS RECORD BOOK

Page No. 3.

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

No. of pages used for day...

Place	Date	Time	Summary of Events SECRET.	References to Appendices
R.C.A.F. STATION, MIDDLETON ST. GEORGE	9.10.44		conversion ground school. F/L R.G. BOWHON (C.7249, RCAF) Squadron Adjutant, returned from	
			leave at Edinburgh and F/O ACKERMAN who had been relieving left for Innaworth. F/O DUROCHER	
			(J.24067, HCAP) Signals Leader left for a three day tactics and Fishponi Course, P/O DEPRETIS	
	TUESDAY		(J.87875, RCAF) took over the Signal Section.	
	10,10,44		No operations scheduled for to-day. Groundtraining continued with gumners on aircraft recog-	
			nition and skeet shooting, firing 220 rounds. Flying training consisted of four cross countries	_
			New Bombern had Radar lectures and training as well ad dry swim and all were practising wire-	A
			less. P/O BEDOED of 1664 C.U. DISHFERTH made a liaison visit with the Plight Engineers. S/L	
			C. 3. ROWADDS (I NIGHT POLICE OC. P. C. T. W. T. T. C. C. T.	
			G.J. EDWARDS (J.14045, RCAF) O.C. "A" Flight is detached to 420 Squadron for conversion to	
			HALIFAX three's. F/L D.W. LANONT (J.7476, RGAF) is taking over "A" Flight in his absence.	* * * * * * * * * * * * * * * * * * *
		***************************************	Rumour has it that the detachment may eventually become a posting, we hope not as we'd hate to	
	EDNESDAY		lose "Gerry".	
	1.10.44		No operations scheduled for to-day and no flying training possible due to the weather. Ground	
			training was carried on as usual, with converion lectures, bomb-aimers and WOPs on Fishpord	
-4			lectures, Gunners a flashlight and skeets. A lecture on V.D. was held at 1400 hours and at-	
	HURSDAY		tended by all personnel.	
	12.10.44		Operations were laid on but were scrubbed after briefing due to weather being duff again. The	
			only flying training was an air test and most of the ground training was scrubbed in order to	
-			prepare for operations. F/L W.H. JANGEY, (J.25852, BCAP) returned from the Junior Commander's	
			Course at Cranwell and states it is a bang-on course. F/L R.E. CURTIS, DSO DEM (J.24086, RCAF)	
	***************************************	- 1	visited the Squadron on a forty-eight hour leave while changing hospitals. He is now going	
			into No. 9 Canadian General Hospital. He knows the result of his severe wounds but looks re-	
			markably well considering everything. As may be expected, he received a royal welcome from the	hove
	10.44		Pwenty-two aircraft were detailed for a daylight operation which was cancelled due to duff	uvja.
		- 1	meather. The weather also prevented any flying training whatsoever. This weather is certainly	
		-	mocking the training hours down and it is to be hoped it clears up pretty soon (it is very	
			사람이 보고 하는 것이 없는데 보고 있는데 가는 사람들이 되었다. 그는 사람들은 이 경에 가게 되었다면 가장 가는 것이 되었다면 하는데 가장 하는데 하는데 가장 하는데	
			mcomfortable as well) Ground training was continued with conversion lectures, bomb aimers	
			practicing link and mome, gumners on skeets. All crews were confined to came as early morning operations are laid on for tomoprow.	499

Page	

Place	Date	Time	Summary of Brents SECRET.	References to Appendices
R.C.A.F. STATION, MIDDLETON ST. GEORG	SATURDAY			**ppcuaices
			The boys were up at 0100 hours to brief at 0300 hours for a daylight on DUISBRUG. We have 22	A.212
			crews on. All took off but P/L W.H. JANGEY (J.25852, RCAF) and crew failed to return. Bill	
			was Deputy Flight Commander of "A" Flight and had a bang-on crew, so his loss came as a blow	
		_	to the Squadron. Operations were again laid on with twenty-one detailed again on DUISBURG,	A-213
			briefing at 1800 hours. All took off bombed successfully and all returned safely to England.	
			They report a fair prang with large fires visible for several miles. Our effort to-day was	
	-		pretty good, forty-three sircraft sirborne within the same day with no snags and only one lost.	
	SUNDAY		Six crews including W/C HULL landed away. No ground or flying training possible due to cos.	
	15.10.44		Ten crews were detailed for night operations on WILLELLSHAVEN. All took off, booked and re-	A.214
			turned safely to England butwere diverted. Diverted aircraft from vesterday all returned to	
	-		base. Flying training consisted of one day and two night cross countries and two night bomb-	
			ing exercise. Day training was carried on as usual. F/L E.B. CRAHAM, APC (J.16364, RCAF)	
	CONDAY	-	and crew completed their tour to-day and will be acreeded.	
	16.10.44		No operations are detailed for to-day ass our diverted aircraft are still away. One aircraft	
			piloted by F/L K. I. ELLSON (J. 9436, RCAF) took part in a sea search but did not locate any	
			dinghy. Local flying was limited to beam flying practice. Ground instructions was carried	
			out with air bombers practicing W/T with the wors, air gunners on aircraft recognition and	
			skeet shooting. The weather turned very duff at noon so aircraft remained at diversion base	
	TUESDAY		although they were expected back at 1800 hours.	
	17,10,44		Weather is still pretty duff but eight aircraft returned from diversion. No operations are	
			detailed for to-day. Three cross countries and two fighter affiliation details were flown	
		- 1	before weather finally closed in. The air bombers continued W/T practice and numers had	
*.			shadow-graph and skeet shooting. P/L GRA All and orew were screened and will proceed to Group	
	EDNESDAY	- 1	for interview with the A.O.C. before proceeding on leave.	
	8.10.44		Nineteen crews were detailed and briefed for night operations but they were scrubbed at 1630	
		- 1	hours. Flying training was limited to one cross country owing to all sircraft being bombed up.	
			VC HUL leatured all grews on various points, including dress, deportment, crew discipline etc.	
			is also stressed the 7th Victory Loan as the quota of 30,000 had been reached and increased to 37	7,500.

WL MOIS/ORSHS SEEM EN/40 C. & L. 51-7700

249

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.

## OPERATIONS RECORD BOOK

Page No.5.

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

No. of pages used for day...

Place	Date T	me Summary of Events SECRET.	References to Appendices
.C.A.F. STATION, TO	THURSDAY 19.10.44	Twenty-two aircraft were detailed for operations on STUTTGART. All took off but P/O N.A.	A.215
		NOEL (J. 87368, RCAF) was an early return. One engine heated and he was unable to gain height	
		at the end of the runway and struck a tree top. The aircraft was not damaged but an engine	
		change was required. The remainder bombed successfully and returned to England, being diverted	1
		to GELBURGH on account of the weather over base. No flying training was possible owing to	
	PRIDAY	aircraft being bombed up.	
***************************************	20.10.44	No aircraft returned from diversion to-day as the weather is very duff. No flying training	
	A	and ground training, limited to new crews. Very guiet day all around with not much doing.	
***************************************	SATURDAY 21.10.44	Aircraft returned from CHEDBURGI to-day. No operations were detailed and no flying training	
		was done. The weather is stil fairly duff and the visibility was not overly good for landing	
		on the drome. Some ground training was carried out but it was a quiet day on the whole with	
		very little activity.	
	22.10.44	The sircrew were called early this morning and briefed at 0330 hours, for an early morning at-	
		t ck but it was scrubbed before take-off. The boys got back to bed about 0900 hours so there	
		was no activity in the forenoon. No flying training was carried out as the weather turned duff	
		In the afternoon some ground training was done with air bombers on camera lectures, gunners	
		on aircraft recognition and skeet shooting, and flight engineers on lectures. Night cross	
		countries were laid on but had to be sombbed due to weather.	
	MONDAY 23.10.44	Twenty-three crews were detailed and briefed for operations on ESEN. All took off safely	A216
		bombed and returned with no losses. Four landed at base but the rest were diverted. P/O L.	
		MOSSMAN (J.87782, RCAF) and crew completed their tour with this trip and will be acreened.	- hand o to produce of the con-
		Two cross- countries and two air to air firing exercises, two fighter affiliation and bombing	
		exercises were flown. Ground training was carried out in the forenoon with air bombers on	
		panel exercises, Wops on Bendix, gunners on skeets.	
***************************************	SUESDAY .	Twenty crews were detailed for operations which were scrubbed right after briefing. No flying	
	ACRE AND A STATE	training was done on account of duff weather. Bomb aimers had lectures on Leica camera in the	
		forenoon and ground instruction was carried on in the other sections. Posting authority on	
		S/L EDWARDS was received together with his promotion to A/W/C. He is taking over command of	

Place	Date	Time	Summary of Reents SECRET.	Reference to Appendice
C.A.F. STATION,	TURSDAY		ξ	
AIDDLETON ST. GEORGE	24.10.44		No. 420 Squadron at THOLTHORPS. P/L D.W. LAMONT (J.7476, RCAF) is taking over the command of	
			"A" Flight. F/L EDMONDSON (J.26767, RCAF) is Deputy Flight Commander "B" Flight and F/L C.	
	WEDNESDA		KAGNA (J.16847, RCAF, "A" Flight.	
	25.10.44		Twenty-four crews were detailed and briefed for daylight operations on ESSEN. All took off a	d A.217
			bombed but F/O P.S. RAPTERY (J. 26452, RCAF) and grew failed to return. A good prang was re-	
			ported with not a great deal of opposition but some heavy flak. F/L A.E. GILBERT (J. \$5413,	
			RCAF) andrew, F/L T. NICHOLL-CARRE (J. 27904, RCAF) and four of his crew were all screened and	
			will go on screening leave. No flying training was carried out and ground training was limite	d
			to pew crews.	
	26.10.44		All crews were called early for an early morning operation but it was scrubbed at 0730 hours	
			after the crews were out at the kites. Everyhody went back to bed so there was no activity in	
			the formnoon. One cross country and one air test were flown in the aftermoon and ground train	-
			ing continued. Bomb simers had link and F/L PARGETTER Flight Engineer Leader lectured pilots	
	c		on Engine hamiling etc. while Flight Engineers had gunnery lectures.	
	27.10.44		Sixteen crews were detailed and briefed for night operations but they were scrubbed before	
			take-off F/L N.A. SHEWFELT (J. 915, BCAF) and crew arrived for duty on the Squadron, One	
			radar cross country, two bombing details and an air test were flown. Two Lancasters were fer-	
			ried to 431 Squadron, Groft, F/O W. MYTRUK (J. 35264, RCAF) completed part of a Bullseye but	
			was recalled. Bombaimers had more lectures on Leica cameras and had a colour vision test in	
			the forenoon. Ground training as usual in all sections.	
	SATURDA			A.218
	28.10.4		The weather shows signs of mending to-day as the sun is shining and the sky clear. Sighteen	adibdadbillabaucion
			crews were detailed for a daylight operation on COLOGIE. All took off but F/L G. QUIRN (J.1247	23
			RCAP) returned early due to oxygen failure. The rest bombed successfully and returned safely.	
			A few had some flak holes but report a good prang with no heavy opposition. Two sircraft	
			detailed, twok part in a bullsaye at night. Flying training was limited to one air test. Grou	nd
			training was mainly dry swim, radar trainer and panel drill for bomb aimers and skeet shooting	
			for gumers.	
We meniorm make this c.a.	7. 61.7788	-		04.0
		165		44 4

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
pare. 2340 and War Manual Pt. II., chapter XX., and
motes in R.A.F. Packet Book.

## OPERATIONS RECORD BOOK

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

Page No.7. No. of pages used for day

Place	Date	Time		Summary of Events	SECRET.	References
.C.A.F. STATION,	29.17 11		1	1		Appendice
MIDDLETON ST. GEGE	GE		Twenty aircraft were detailed for oper	ations but they were		
			un n than too and a second	ware mit with well actibbe	d prior to take-off. The	
			weather was very duff with heavy rainf	ollowed by ground for and pr	evented much flying training	Ε.
			One air test and two bombing, camera b	ombing and local flights were	carried out. Ground train	
		***************************************	ing was limited to new crews on accoun	t of the	SAN	
		110 40 100 100	Lean: were appeared to 3	con the operational rush	final results of the Victory	t
			Lean were announced to-day. We exclude	ed our final quota of 42,000	by 500, which was a good	
			show. Operations were laid on for earl	y tomorrow so all operations	d crews were confined to	
	MONDAY		camp and sent to bed early.	1 -	3 Year Addition 5 19	
	30.10.44	- 17				
			All operational crews called at 0400 ho	urs as operations laid on fo	r twenty crews. Briefing	A.219
			was at 0630 hours and the lads had just	got out to the kites and ma	rshalled when constitute	
			were scrubbed. Everybody went back to	hed to gotah3 -	operations	
	-		2 2 2 3	to catch up on sleep unt	11 1030 hours. Operations	
			were laid on again and the twenty crews	pranged COLOCVE successfull	All returned but were	
			diverted to CONINGSBY owing to duff wea	ther threatening at base and	limited visibility P/I	
			PRATT (J. 10102, RCAF) and F/L N.A.	Chiches w / 2 cas y born		
			If also a No. 1	made	their first trip as second	
	TUESDAY		lickey. No training was carried out to	day other than one night ord	as country and bombing deta	il
, , , , , , , , , , , , , , , , , , ,	1.10.44		stand down to-day as kites still away.	returning in the late afterno	on. Bumb aimers were on	
			ink schedule and those available attend	led now 1/21-	77.54.50	
			luminers had simonest	and hew Ay h's also had Lancas	ter familiarization. Air	
-			amners had aircraft recognition and ske	et shooting. A quiet day al	l around with not much doin	g.
			/O T. HEALEY (J.22838, RCAF) spare air	bomber completed his tour wi	th vesterday's trip and was	
			creeped. Tom has been with the Squadro		7	
			Tomas and the second of the se	in for over a year trying to	complete his tour and has	
***			lown with every pilot on the Squadron.	He will be greatly missed w	nen he is posted. W/C	
		Н	ULL and crew left for seven days leave	and S/L G.L. GONYOU (J.25985	RCAF) is taking over	
			ommand of the Squadron.	•	, , , , , , , , , , , , , , , , , , , ,	
				CASUALTIES.		
		M	issing day 14th October, 1944.		25th October, 1944.	
		J.	25852 F/L Janney, W.H Pilot	J.26452 F/O F.S. Rs	fterv - Pilot	
		J	22660 P/O Killner, W.H Nav. 21182 P/O Batty, A.V A/Bomb.	J. 37736 F/O H. Wris	ht New	
		128	35172 Set Brotharbood-T - F/Kng	J. 36897 F/O ILA. Al	bastrong, - A/Bomb	
,		3.	89901 P/O McFeetary It/S- WOA	R118726 Bgt Tomert	Mark. 1 F/Eng.	
-		ET	90055 M/S Jones, P.R MUG	R.83706 Sgt Knight	A.C MUG	
		3.	88062 P/O Harvison, P.A R/G	R259653 Sgt Gray, 1	R R/G	***************************************
			D)-O			0.1.5
STATE OF THE PARTY					Carlotti Carrotti Ca	929

Place	Date Tim	Summar	y of Brents SECRET.	References to Appendices
		POST	NGS IN.	
C.A.F. STATION.	- 1	w.e.f. 8.1.44 from 61 Base	w.e.f. 7.10.44 from 61 Base.	
DDLETON ST. GEORGE	zanavnovel Barrenza	J.28735 F/O Lindsay, J.B Pilot	J.11313 F/L Googe, A.L Pilot	CONTRACTOR CONTRACTOR CONTRACTOR
		J. 38771 F/O McLean, W.G Nav.	J. 25033 F/O Murray, J.H Nav.	
		J. 26541 F/O McKinlay, J.A. A/Bomb.	J. 28243 F/O VondpreckenA/B	
		R212876 Sgt Smith, W.C WOP/Ag.	R184089 Sgt Barr, G.F WOP/AG	
			1595050 Sgt Halcroft, W.H. F/E	
		1897095 Sgt Horner; E. F/Eng.		
		R261914 Sgt Cameron, J.C MUG	J.86953 P/O Hughes, D.C MUG	
		R266096 Sgt Patterson, P R/G.	J.85587 P/O Hinkle, C R/G	
		w.e.f. 8.10.44 from 61 Base.	W.e.f. 27.10.44 from 61 Base.	
		J. 35506 F/O Anderson, R.T Pilot	J.10102 F/L Pratt, C.W Pilot	
		J. 38787 F/O Zotzman, W New.	J. 11233 F/L Lemer, A.H Nav.	
		R178951 F/S Cowden, R.S A/Bomb.	J.85421 P/O De Marco - A/Bomb.	
			J. OD421 F/O DE MATCO - A/DOMO.	laren and a second
		R190750 Sgt Twilley, H.J WOF/AG	J.85195 P/O Magee, W.A WOPA/G	
1		2210141 Sgt Sharrock, R F/Eng.	966937 Sgt Lindsay, W F/E	
		R168908 Sgt Fertich, F.O MUG	J.85196 P/O Martin, A.R WOP/AG employed as	MUG.
		R223700 Sgt Giles, L.K R/G	R56288 W/O St. Pierre A/G.	
		W.e.f. 25.10.44 from 61 Base.	w.e.f. 29.10.44 from 61 Base. 0.27109 F/O R. Laturner, - Pilot	
	The second second second			
		J.915 F/L Shewfelt, H.A Pilot	J. 37528 F/O M.S. Sucharyov, Nav.	
		J.40469 F/O Reid, J Nav.	R178450 SGT Sims, H.H A/Bomb.	
		R204806 Sgt Virag, J.E _ WOP/AG	R207207 Sgt Walton, T.A WOP/AG	
		J.35060 F/O Pechet, S.W A/B	1592635 Sgt Hempseed, M F/Eng.	
		1595173 bgt Colling wood, - F/H	R267257 Sgt Oronkhite, T MUG	
	THE PERSON NAMED IN COLUMN TO SERVICE OF THE PERSON NAMED IN COLUMN TO SERVICE	R254110 Sgt Baxter, A.C A/G	R121871 Sgt Adams, G.W R/G	
		J42284 P/O Cooper, E.E MUG		
		R262619 Sgt. McMinniman, N.H. A/G from No. 43	& Sqdn. wef 19.10.44. (	
		R206014 " Branaton K.J. A/G " " 41	9 " wef 18, 10, 44	
		R196635 F/S Jones, P.R. A/G " " "	" " 13.10.44	
		R107450 " Forrest, 0. A/G " "	11, 10,44	
			n n n n n	
		POSALIA	GS OUT.	
		W.e.f. 24.10.44 to 420 Squadron.	W.e.f. 23.10.44	
		J.14045 B/G Edwards, G.J Pilot	F/L Lynch, J. 8143, wef. 27. 9.44 to No. 64 Base.	Pilot.
		J.20074 F/O Thompson, K.S Nav.	F/O Horbul, T. J.28929, A/Bomb. to "R" Depot.	
	and the second	J.87875 P/O DePretis A. WOP/AG	1/0 Lawrence, A.E. J. 24/40, 1/Eng.	
			F/O Humphrey, H.J. J.24929, Nav. " ".	
1	345		ry o numphrey, n.J. J. 24929, nav. ".	
		R185809 F/S Matheson, A.C MUG		
		R209650 F/S Mulchinock, T R/G	W.e.f. 3.10.44 to "R" Depot.	
			J. 88061 P O E.A. Dummer, A/G.	
			R162304 P/o W.C. Andrich, A/G.	
	Cartengard	w.e.f. 6.10.44 go "R"Depot.	J.86513 P/O W.E. Betts, Nav.	
		J.81504 F/O R. G. Marshall, A/G.	J.6173 F/L R.A. Anderson, Pilot to RCAF O'ce	a H
		J.17929 F/O H.F. Smith, WOP/AG		11. TI. V.
		J. 19973 P/O D.A. HeGilltvray, A/B.	J. 86754 P/O Boswell, J.C. A/C w.e.f. 8.10.44.	
		J.16410 F/O C. Wattie, Nav.	J.87929 P/O Garrison, G.E. A/G " " " " " " J.85262 P/O Patterson, J.P. W.e.f. 26.9.44 to	

Wt. 2044/02502 20004 12/45 C. S. J. 51-7765

2208916 Sgt Strapp, L. F/Sng. to AGAC wef 10.10.44 1690069 Sgt Young, H. " " " " " 1817188 Sgt Deaves, C. " " " " 31.10.44. 229

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2540 and War Manual Pt. II., chapter XX., and
motes in R.A.F. Packet Book.

## OPERATIONS RECORD BOOK

Page No. 2

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

No. of pages used for day...

Place	Date	Time	Summary of Events SECRET.	References to Appendices
IDDLETON ST. GEORGE			Promotions.	
			w.e.f	
	***************************************		P/O D.A. McGillivray, J.1973, 22.8.44 T/F/O P/O V.M. Gaskin, J.85592, 23.4.44 T/F/O P/O I.M. Gelloway, J.85386, 12.9.44 T/F/O P/O W.A. Magne, J.85385, 10.9.44 T/F/O	
			R178190 Sgt Wilson, C.B. 10.9.14 T/F/S R178710 Sgt Spendiff, F. 20.6.44 T/F/S. R197787 " Gardiner, W.F. 29.8.44 " " R207367 " Dodd. H. 13.9.14 " "	
		1	R254633 "Derraugh, D.J. " " " " R.76919 " Govier, A. 14.10.44 " " R.26956 " Shaw, N.L. " " " " " " " " " " " " " " " " " "	
			R255857 Playtor, R.A. R255285 Beigent, A.R. """	
•		CAT		
			R171594 F/S Calder, D.C. 23.10.44 T/W/O.2 R266047 Sgt Nolan, T.L. 28.10.44 T/P/S	
			R178080 " Larrimore, J " " " R.83706 " Knight, R.C. " " " " "	
			R259653 " Gray, R. 7.5. " " " " "	
			Re2702) Gray, R. (1.5)	
-			R. 84891 (J. 89156) 70 Caissie, J.L.W. 23.8.44 R183912 (J. 89065) 70 Anderson, L.A. 16.8.44	
			R.04691 (J.89056) %/O Gaissie, J.L.W. 23.8.44 R165912 (J.89065) %/O Anderson, L.A. 16.8.44 R212794 (J.89070) F/S Donald, D.S. " " " R116807 (J.89148) F/S Ringham R.C. " " "	
			R208644 (J.89158) Egt Waddell, J.A. "" " R252455 (J.89064) F/S Wallace, J.T " " "	
			R162304 (J.88995) P/S Andrich, W.G. " " R197709 (J.89089) " Gill P.A. " " "	
			R196813 (J.88977) " Thompson, L.E. " " " R257038 (J.89094) " Candy, W.S.C. " " "	
			RIB3191 (J.89024) Mattison, F. II.8.44 R260148 (J.88994) Walton, J.E.	
	- 1		R192435 (J.89081) "Cannon, A.J. 15.7.44 R250145 (J.88972) "Cole, W.J. """	
			RL41742 (J.88974) " Eliosoff, S.J. 1.8.44 Rl46120 (J.69025) " Montgomery, W.C. " " "	
			R16829 5.642 P/S Bernhardt, I.M. 1.8.44 R.90305 (1.89660) " Pearce G. A. " " "	
			P214618 (J.89021) " Passmore, F.C. 14.8.44 R163784 (J.89035) " Ruberry, N.W. 22.5.44	
			R222503 (J.88989) Williamson, J.K.15.7.44 R17166 (J.89240) Olark, W.S. 2.9.44	
			202889 (J.89792) " MacLean, K.H. 8.9.44 RI464.02 (C.8)346 " Madsen, J. " "	
			1500211 (184717) " Butler, W.C. 1.8.44 1896/76 (184402) " Turner, E. 23.6.44	
			1338512 (184775) Sgt Meadows, T. 23.8.44	
			and the state of t	
			Honours and Awards.	
			The following personnel received awards during the month: J.24086 F/L R.E. Curtis, D.S.O.	
			J.1975 P/O D.A. MoGallivray, D.S.O. J.19721 P/L G.W. Patten, D.R.C. J.17929 P/L H.F. Smith, J.16410 P/O C.P. Wattle, D.F.C. J.17929 P/L H.F. Smith, J.196410 P/O C.P. Wattle, D.F.C. J.1970 P/O R.G. Marphall D.F.C.	D.F.G.
-				
			R165426 F/S R.G. Maxwell, C.G.M. (Flying) 1892093 Sgt Rose, J.D. D.F.M.	
			Changes in Command and Administration.	
		15	S/L G.J. EDWARDS, (J.14045, RCAF) Officer Commanding "A" Flight has been posted to command No.	
		1	420 Squadron. F/L D.W. LAMONT (J.7476, RCAF) is the present F light Commander.	
	-		MALIELY, WORLD ARE PARSONE LIGHT COMMANDER.	
			707	
	31		AIRCRAFT ON CHARGE. — LANGASTER X (24)	
	3.1		MUMBERS OF OPERATIONAL SORTIES (238)	
			NURBERS OF OPERATIONAL SORTIES (218)	949

Place	Date	Time	Summary of Brents SECRET.	Reference to Appendice
R.C.A.F. STATION,			OPERATIONAL AND NON-OPERATIONAL FLYING TIMES.	Appendice
MIDDLETON ST. GEO	Œ		Operational Day : 483.07	
			" Night: 860.55	
			Von " Day : 220, 20	
			" " Night : 55.50	
			MONTHLY CUMULATIVE TOTAL OF BOMBSDROPPED AND MINES LAID.	
			Tons (77).0)	
			Bombs and Miles dropped from 1.1.44 to 31.9.44 800 3902 331	
			Cumulative total 800 4619 593	
			NUMBER OF COMBATS WITH ENEMY AIRCRAFT.	
			There were six combats with enemy aircraft during the month. None are claimed as	
	-		damaged or destroyed.	
			STRENGTH.	
			Aircrew Groundcrew Total.	
			R.C.A.F. Officers 135 2 137	
			" Al mon 102	
	1		W.D. Airmomen	
			R.A.P. Officers 10 - 10	
			" Airmen 32 - 32	
			Short Resume by Squadron Commander Personally.	
			This has been a good month as regards flying and operation, although training	
			Cause one down and a series of the series of	7
			nours are down owing to operational flying. 218 Sorties were completed with the loss of two	
			rrews. It is unfortunate one of these was regarded as one of our best crews and was captain	
			y a Deputy Flight Commander. Total flying time was 1630 hours which makes it the second	
			ighest month in the histroy of the Squadron.	
			Pive craws were screened during the month,	
			The state of the s	
1				
	-			
		.	39 Amiou	-
			(C. I. CONYO) SCALADON FRANCIS	ļ
			(G.L. GONYOY) SQUADRON DEADER,	
~	- 7.		No. 428 (R.C.A.F.) SQUADRON.	
·	CONTRACTOR STATE		and the state of t	

WL 20045/08398 80634 12/45 C. & L. 61-7784