

OPERATIONS RECORD BOOK

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

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Page No. 1

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Place	Date	Time	Compiled by:	Summary of Events	References to Appendices
R.C.A.F. STATION, MIDDLETON ST. GEORGE	SUNDAY	1.10.44	(R.G. BOWRON) Flight Lieutenant, (C.7249, R.C.A.F.).	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 radar cross countries were flown. Four crews took part in a Flashlight exercise on BRISTOL. Ground school and lectures were continued, pilots and bomb aimers took link, air gunner, aircraft recognition and skeet shooting.	
	MONDAY	2.10.44		Not much training to-day as operations for twenty aircraft were laid on and scrubbed later. In the forenoon 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. Gunners had two hours turret manipulation and fired 200 rounds at skeets.	
	TUESDAY	3.10.44		Not much training again to-day as operations are laid on for early tomorrow and kites are being bombed up. One 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 lessons laid in most of the offices on the "self help" programme.	
	WEDNESDAY	4.10.44		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. F/L G. QUINN (J.12473, RCAP) and F/O W. MYTRUK (J.35264, RCAP) went on their first second dicky trip. No flying training was done as weather turned duff with rain squalls after operational kites returned. Ground training was continued with bomb aimers having panel instruction, gunners, skeet shooting and turret manipulation.	A.209
	THURSDAY	5.10.44		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, RCAP) ferried an aircraft from THORNEY ISLAND having been flown there in the Oxford by R/L G.L. GONYOU (J.25985, RCAP). F/O LITTLE, Flight Engineer Leader at CROFT visited the Squadron to pick up some gen on Lencas. Ground training and lectures were carried on in all sections and gunners also fired 200 rounds on skeets.	
	FRIDAY	6.10.44		No flying training was done to-day as twenty-three crews are detailed for operations on DORMUND. All bombed successfully and	

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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. P/O W.R. EDMONDSON (J.26767, RCAP) was attacked by a four engined aircraft believed to be an enemy Halifax and P/O G.H. PAULI (J.27557, RCAP) was attacked twice by fighters, no casualties were suffered. Advice was received of the award of the D.S.O. to F/L R.E. CURTIS (J.24086, RCAP) and P/O D.A. MCGILLIVRAY (J.19973, RCAP) Immediate D.F.C.'s to P/O C. WATTE (J.16410, RCAP) P/L H.F. SMITH (J.17929, RCAP) P/O R.G. MARSHALL (J.19504, RCAP) and D.F.M. to SGT. J.D. ROSE (1892093) for their good show and gallantry on the night of 12th September on DORTMUND. This met with the unqualified approval of the Squadron personnel and brings the first D.S.O. to the Squadron since formed.		
	SATURDAY 7.10.44		The diverted aircraft returned to base to-day excepting P/O EDMONDSON and P/O N.A. NOEL (J.87368, RCAP). No operations were laid on and no flying training was done as aircraft were away all forenoon and weather was duff in the afternoon. Gunners not on operation had two hours spotlight trainer, two hours turret manipulation and fired 160 rounds at sheets. Bomb Aimers had panel lecture and practise.		
	SUNDAY 8.10.44		No operations or flying training as weather is extremely duff with rain squalls and wind. It looks as if the English weather is one of Hitler's secret weapon. P/L KI. ELIASON (J.9436, RCAP) and crew, who are new arrivals commenced ground school to-day. Ground training as usual in all sections. W/O A.G. HULL (G.1256, RCAP) gave a pep talk re the Seventh Victory Loan and started the drive. The objective was set at 30,000 for the Squadron and was 80% subscribed within seven hours. Several crews had dry dinghy drill.		
	MONDAY 9.10.44		Fifteen crews were detailed for operations against BOCHUM. All took off and bombed successfully. P/O B.B. MILLER (J.21668, RCAP) had his kite badly holed by flak and his Mid Upper Gunner P198424 P/S MAIZE G.H. (RCAP) was killed and his WOP, P/O C.R. OLSEN (J.88426, RCAP) badly wounded. P/O OLSEN put up a good show and insisted on staying at his set, despite loss of blood and pain, in order to send out emergency procedure to assist the pilot in landing. The aircraft landed at WOODBRIDGE but the rest landed at base. P/T A.L. GOOSE, (J.11313, RCAP) made the trip as second dickey. Ground training was continued with Bomb Aimers on dry swim, Air Gunners on spotlight trainer and aircraft recognition. P/O ANDERSON and crew (new arrivals) commenced		A.211

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R.C.A.F. STATION, MIDDLETON ST. GEORGE	9.10.44		conversion ground school. P/L R.G. BOWEN (C.7249, RCAP) Squadron Adjutant, returned from leave at Edinburgh and P/O ACKENMAN who had been relieving left for Innsworth. P/O DUROCHER (J.24067, RCAP) Signals Leader left for a three day tactics and Fishpond Course, P/O IMPRETTIS (J.87875, RCAP) took over the Signal Section.		
	TUESDAY 10.10.44		No operations scheduled for to-day. Groundtraining continued with gunners on aircraft recognition and skeet shooting, firing 220 rounds. Flying training consisted of four cross countries. New Bombers had Radar lectures and training as well as dry swim and all were practising wireless. P/O BEDDORD of 1664 C.U. DISHPORTH made a liaison visit with the Flight Engineers. S/L G.W. EDWARDS (J.14045, RCAP) O.C. "A" Flight is detached to 420 Squadron for conversion to HALIFAX three's. P/L D.W. LAMBERT (J.7476, RCAP) 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 lose "Corry".		
	WEDNESDAY 11.10.44		No operations scheduled for to-day and no flying training possible due to the weather. Ground training was carried on as usual, with conversion lectures, bomb-aimers and WOPs on Fishpond lectures, Gunners a flashlight and skeets. A lecture on V.D. was held at 1400 hours and attended by all personnel.		
	THURSDAY 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. P/L W.H. JANNEY, (J.25852, RCAP) returned from the Junior Commander's Course at Cramwell and states it is a bang-on course. P/L R.E. CURTIS, DSO DPM (J.24086, RCAP) visited the Squadron on a forty-eight hour leave while changing hospitals. He is now going into No. 9 Canadian General Hospital. He shows the result of his severe wounds but looks remarkably well considering everything. As may be expected, he received a royal welcome from the boys.		
	FRIDAY 13.10.44		Twenty-two aircraft were detailed for a daylight operation which was cancelled due to duff weather. The weather also prevented any flying training whatsoever. This weather is certainly knocking the training hours down and it is to be hoped it clears up pretty soon (it is very uncomfortable as well). Ground training was continued with conversion lectures, bomb aimers practicing link and nose, gunners on skeets. All crews were confined to camp as early morning operations are laid on for tomorrow.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.C.A.F. STATION, MIDDLETON ST. GEORGE	SATURDAY 14.10.44		The boys were up at 0100 hours to brief at 0300 hours for a daylight on DUISBURG. We have 22 crews on. All took off but F/L W.H. JANNEY (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. 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 aircraft airborne within the same day with no snags and only one lost.		A.212 A.213
	SUNDAY 15.10.44		Six crews including W/C HULL landed away. No ground or flying training possible due to ops. Ten crews were detailed for night operations on WILHELMSHAVEN. All took off, bombed and returned safely to England but were diverted. Diverted aircraft from yesterday all returned to base. Flying training consisted of one day and two night cross countries and two night bombing exercise. Day training was carried on as usual. F/L E.B. GRAHAM, AFC (J.16364, RCAF) and crew completed their four to-day and will be screened.		A.214
	MONDAY 16.10.44		No operations are detailed for to-day as our diverted aircraft are still away. One aircraft piloted by F/L K.L. ELLISON (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 practising W/T with the Wops, air gunners on aircraft recognition and skeet shooting. The weather turned very dull at noon so aircraft remained at diversion base although they were expected back at 1800 hours.		
	TUESDAY 17.10.44		Weather is still pretty dull but eight aircraft returned from diversion. No operations are detailed for to-day. Three cross countries and two fighter affiliation details were flown before weather finally closed in. The air bombers continued W/T practice and gunners had shadow-graph and skeet shooting. F/L GRAHAM and crew were screened and will proceed to Group for interview with the A.O.C. before proceeding on leave.		
	WEDNESDAY 18.10.44		Nineteen crews were detailed and briefed for night operations but they were scrubbed at 1630 hours. Flying training was limited to one cross country owing to all aircraft being bombed up. W/C HULL lectured all crews on various points, including dress, deportment, crew discipline etc. He also addressed the 7th Victory Loan as the quota of 50,000 had been reached and increased to 57,500.		

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R.C.A.F. STATION, MIDDLETON ST. GEORGE	THURSDAY 19.10.44		Twenty-two aircraft were detailed for operations on STUTTGART. All took off but P/O N.A. NOEL (J.87366, RCAP) 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 to CHEMBERGH on account of the weather over base. No flying training was possible owing to aircraft being bombed up.		A.215
	FRIDAY 20.10.44		No aircraft returned from diversion to-day as the weather is very duff. No flying training and ground training, limited to new crews. Very quiet day all around with not much doing.		
	SATURDAY 21.10.44		Aircraft returned from CHEMBERGH to-day. No operations were detailed and no flying training was done. The weather is still 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.		
	SUNDAY 22.10.44		The aircrew were called early this morning and briefed at 0330 hours, for an early morning attack 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 scrubbed due to weather.		
	MONDAY 23.10.44		Twenty-three crews were detailed and briefed for operations on ECKEN. All took off safely bombed and returned with no losses. Four landed at base but the rest were diverted. P/O L. MOSSMAN (J.87782, RCAP) and crew completed their tour with this trip and will be screened. 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.		A.216
	TUESDAY 24.10.44		Twenty crews were detailed for operations which were scrubbed right after briefing. No flying 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/O. He is taking over command of		

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B.C.A.F. STATION, MIDDLETON ST. GEORGE		TUESDAY 24.10.44		No. 420 Squadron at THOLTOBEPH. P/L D.W. LAMONT (J.7476, RCAF) is taking over the command of "A" Flight. P/L EDMONDSON (J.26767, RCAF) is Deputy Flight Commander "B" Flight and P/L C. KAGNA (J.16847, RCAF) "A" Flight.		
		WEDNESDAY 25.10.44		Twenty-four crews were detailed and briefed for daylight operations on ESSEN. All took off and bombed but P/O F.S. RAPPERY (J.26452, RCAF) and crew failed to return. A good prang was reported with not a great deal of opposition but some heavy flak. P/L A.S. GILBERT (J.82413, RCAF) encrew, P/L T. NICHOL-GARRE (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 limited to new crews.		A.217
		THURSDAY 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. Everybody went back to bed so there was no activity in the forenoon. One cross country and one air test were flown in the afternoon and ground training continued. Bomb aimers had link and P/L PARRESTER Flight Engineer Leader lectured pilots on Engine handling etc. while Flight Engineers had gunnery lectures.		
		FRIDAY 27.10.44		Sixteen crews were detailed and briefed for night operations but they were scrubbed before take-off. P/L H.A. SHIFFELT (J.915, RCAF) and crew arrived for duty on the Squadron. One radar cross country, two bombing details and an air test were flown. Two Lancasters were ferried to 431 Squadron, Craft. P/O W. MYTZUK (J.15264, RCAF) completed part of a Bullseye but was recalled. Bomb aimers had more lectures on Leica cameras and had a colour vision test in the forenoon. Ground training as usual in all sections.		
		SATURDAY 28.10.44		The weather shows signs of mending to-day as the sun is shining and the sky clear. Eighteen crews were detailed for a daylight operation on COLOGNE. All took off but P/L G. QUINN (J.12473, RCAF) 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 aircraft detailed, took part in a bullseye at night. Flying training was limited to one air test. Ground training was mainly dry swim, radar trainer and panel drill for bomb aimers and skeet shooting for gunners.		A.218

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R.O.A.F. STATION, BRIDLEPATH, ST. GEORGE	SUNDAY	29.10.44	<p>Twenty aircraft were detailed for operations but they were scrubbed prior to take-off. The weather was very duff with heavy rain followed by ground fog and prevented much flying training. One air test and two bombing, camera bombing and local flights were carried out. Ground training was limited to new crews on account of the operational rush. Final results of the Victory Loan were announced to-day. We excluded our final quota of 42,000 by 500, which was a good show. Operations were laid on for early tomorrow so all operational crews were confined to camp and sent to bed early.</p>		
	MONDAY	30.10.44	<p>All operational crews called at 0400 hours as operations laid on for twenty crews. Briefing was at 0630 hours and the lads had just got out to the kites and marshalled when operations were scrubbed. Everybody went back to bed to catch up on sleep until 1030 hours. Operations were laid on again and the twenty crews pranged COLOGNE successfully. All returned but were diverted to CONINGSBY owing to duff weather threatening at base and limited visibility. P/L C.W. PRATT (J.10102, RCAF) and P/L N.A. SHEWELL (J.915) RCAF, made their first trip as second dicky. No training was carried out to-day other than one night cross country and bombing detail. Stand down to-day as kites still away, returning in the late afternoon. Bomb sizers were on link schedule and those available attended new A/B's also had Lancaster familiarization. Air Gunners had aircraft recognition and skeet shooting. A quiet day all around with not much doing.</p>		A.219
	TUESDAY	31.10.44	<p>P/O T. HEALY (J.22838, RCAF) spare air bomber completed his tour with yesterday's trip and was scripped. Tom has been with the Squadron for over a year trying to complete his tour and has flown with every pilot on the Squadron. He will be greatly missed when he is posted. W/C HULL and crew left for seven days leave and S/L G.L. GORRY (J.25985, RCAF) is taking over command of the Squadron.</p>		
CASUALTIES.					
Missing day 14th October, 1944.			Missing day 25th October, 1944.		
J.25852 P/L Janney, W.H. - Pilot			J.26452 P/O F.S. Raftery, - Pilot		
N2.422650 P/O Killner, W.H. - Nav.			J.37736 P/O H. Wright, - Nav.		
L.21182 P/O Batty, A.V. - A/Bomb.			T.35597 P/O M.A. Armstrong, - A/Bomb.		
L335172 Sgt Brotherhood, L. - P/Eng.			H118226 Sgt Tomert, G.R. L. - P/Eng.		
J.89901 P/O Bapstors, A.S. - W/O			H115831 P/S Baxtlewax, J.W. - W/O		
H196695 P/S Jones, P.A. - MIG			R.43706 Sgt Knight, S.C. - MIG		
J.88068 P/O Harblach, P.A. - P/G			R259655 Sgt Gray, R. - R/G		

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Promotions.							
w.e.f							
P/O D.A. McGillivray, J.19275, 22.8.44			T/P/O P/O V.A. Gaskin, J.85522, 23.4.44		T/P/O		
P/O I.M. Malloway, J.85386, 12.9.44			T/P/O P/O W.A. Kage, J.85195, 10.9.44		T/P/O		
P/O A.M. Gilbert, J.85413, 13.9.44			" " " " " " " "		" " " "		
w.e.f							
P/O J.A. Hensley, J.6193, " " " "					" " " "		
R178190	Sgt Wilson, C.B.	10.9.44	T/P/S	R178710	Sgt Spendiff, F.	20.6.44	T/P/S
R197767	" Gardiner, W.F.	29.8.44	" "	R207367	" Dodd, H.	13.9.44	" "
R219169	" Campey, W.T.	10.9.44	" "	R213468	" Bell, L.R.	" "	" "
R244633	" Derragh, D.A.	" " " "	" "	R.76919	" Govier, A.	14.10.44	" "
R.254709	" Seibert, C.A.	" " " "	" "	R208956	" Shaw, N.L.	" " " "	" "
R259697	" Playter, H.A.	" " " "	" "	R255283	" Baigent, A.R.	" " " "	" "
R252114	" Gery, W.F.J.	" " " "	" "	R14306	W/O2 Fritchard, W.E.	22.9.44	T/WO.1
R190972	P/S Sutherland, H.C.	25.9.44	T/P/O.2	R.80450	Sgt Rogers, H.E.	28.10.44	T/P/S
CAN.10683	Sgt Nisbet, W.	28.10.44	T/P/S	R16746	P/O Wood, F.R.	26.10.44	T/P/O.2
R17594	P/S Calder, D.C.	23.11.44	T/W/O.2	R266947	Sgt Nolan, T.L.	28.10.44	T/P/S
R178080	" Larrimore, J.L.	" " " "	" "	R.83706	" Knight, R.C.	" " " "	" "
				R259653	" Gray, R.W.S.	" " " "	" "
Commissions.							
R.84891	(J.89156) W/O Gaisie, J.L.W.	23.8.44		R163912	(J.89065) W/O Anderson, L.A.	16.8.44	
R212794	(J.89070) P/S Donald, D.S.	" " "	" "	R116807	(J.89148) P/S Ringham, R.G.	" " "	" "
R208644	(J.89158) Sgt Waddell, J.A.	" " "	" "	R252455	(J.89064) P/S Wallace, J.T.	" " "	" "
R162904	(J.88995) P/S Andrich, W.O.	" " "	" "	R197709	(J.89000) " Gill, F.A.	" " "	" "
R176813	(J.88977) " Thompson, L.S.	" " "	" "	R237038	(J.89094) " Candy, W.S.S.	" " "	" "
R183191	(J.89224) " Mattison, W.F.	11.8.44		R260115	(J.89394) " Walton, T.S.	" " "	" "
R192435	(J.89081) " Cannon, A.J.	15.7.44		R25161	(J.89972) " Cole, S.F.	" " "	" "
R11742	(J.88974) " Elisoff, S.T.	1.8.44		R146120	(J.89325) " Montgomery, W.G.	" " "	" "
R166294	(J.88642) P/S Bernhart, I.H.	1.8.44		R.93305	(J.89644) " Pearce, G.A.	" " "	" "
R21418	(J.89021) " Passmore, P.C.	14.8.44		R163784	(J.89035) " Rberry, H.S.	22.6.44	
R222303	(J.88989) " Williamson, J.W.L.	1.7.44		R17166	(J.89280) " Clark, W.S.	2.9.44	
R20289	(J.89792) " MacLean, K.H.	8.9.44		R14602	(J.89346) " Madsen, J.S.	" " "	" "
1500211	(184717) " Butler, W.C.	1.8.44		189676	(184402) " Turner, E.	23.8.44	
1338212	(184773) Sgt Meadows, T.	23.8.44					
Honours and Awards.							
The following personnel received awards during the month: J.24066 F/L R.E. Curtis, D.S.O.							
J.19275 P/O D.A. McGillivray, D.S.O., J.19721 P/L G.S. Patten, D.E.C., J.17929 P/L H.F. Smith, D.F.C.							
J.16410 P/O C.F. Wattie, D.F.C. J.1950 P/O R.G. Marshall, D.F.C.							
R169426 P/S R.G. Maxwell, C.O.M. (Flying) 1892093 Sgt Rose, J.D. D.F.M.							
Changes in Command and Administration.							
S/L G.J. EDWARDS, (J.14045, RCAP) Officer Commanding "A" Flight has been posted to command No. 420 Squadron. P/L D.W. LAMONT (J.7476, RCAP) is the present Flight Commander.							
AIRCRAFT ON CHARGE. -- LANCASTER X (24)							
NUMBERS OF OPERATIONAL SORTIES (218)							

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