

OPERATIONS - RECORD BOOK

147-20-428  
DAS

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

No. of pages used for day

Place	Date	Time	Compiled by (R.G. BOWEN) Flight Lieutenant. (G. 7249) R.C.A.F.	Summary of Events	18500 <b>SECRET.</b>	References to Appendices
R.C.A.F. STATION MIDDLETON ST. GEORGE.	THURSDAY 1.3.45			Daylight operations were detailed with 13 crews on Mannheim. All took off and returned excepting P/O D.M. Payne (J.38377) R.C.A.F. who landed at Carneby. The target was obscured by cloud and results were hard to assess. Air training was limited due to operations and one detail of Fighter affiliation, bombing, H2S and air firing. Very little ground training was carried out. Bomb aimers and Flight Engineers were on link, Air Gunners had turret manipulation harmonization and fired 375 rounds of sheet.		A.19
	FRIDAY 2.3.45			Very early call for operations with crews up at 0045 hours and briefed at 0245 hours. Fourteen crews took off for Cologne. All returned safely and reported a good bang. All crews navigated to the target but returned in gaggle formation a great improvement in bombing on time was shown. P/O Payne returned from diversion at CARNEBY but no other local flying was done. Ground training was continued with Air Gunners on aircraft recognition and night vision training. Flight Engineers on link and other sections as usual. P/O D.P. VARDEN, (J.21526) R.C.A.F. and crew reported in for duty.		A.20
	SATURDAY 3.3.45			No operations scheduled for to-day so flying training went ahead. Five day bombing details with fighter affiliation. Air to Sea firing and H2S practice were flown. Four crews flew in night cross countries with radar practice but were recalled before completion as early morning operations were laid on and kites had to be bombed up. Ground training was also on with WOPS on Fishpond and lectures on Bendix. Air Bombers on radar and link. Air Gunners had turret manipulation and fired 300 rounds of sheet and Flight Engineers started new crew on ground school. P/O R.P. ACREE, (J.17504) R.C.A.F. and crew reported in for duty.		
	SUNDAY 4.3.45			The early morning call was cancelled, but operations were laid on at 11.00 hours but were cancelled about 15.00 hours. No flying training was carried out as kites were all bombed up. Ground training was continued with Pilots on link and crews dry dinghy drill. WOPS on Fishpond and DI's, and air gunners on aircraft recognition, navigation had speed up exercises, and flight engineers lectures on hydraulics and pneumatics. Air Bombers were with Radar mechanics and on Radar practice.		
	MONDAY 5.3.45			Fourteen crews were detailed for night operations on GERMANY. All took off but P/O W. WYTHUK, (J.35264) R.C.A.F. and crew failed to return. Several crews were diverted owing to		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			buff weather and need to refuel. During the day flying training and local exercises were carried out by three crews. Ground training was in full swing with bombers on radar and panel drill, WOPS on DIs, and Air Gunners on turret manipulation, navigators practiced speed ups, while flight engineers continued ground school for new crews.		A.21
	TUESDAY	6.3.45.	A signal was received from Belgium stating that P/O MYTRUK had crashed in the ARDENNES Mountains. His P/E SGT HAZLEY, C.E. was killed outright and his navigator P/O H.R. SMITH (J.39520 R.C.A.F.) and Air Bomber P/O D.A. WARE (J.38424 R.C.A.F.) died of injuries. P/O MYTRUK was admitted to hospital at MELLEBY, but the rest were uninjured. Apparently they were off track and forced down to 2100 feet by icing and snow storm and in the dark flew into the mountains. The kite was a complete write off. No operations were laid on to-day and last nights crews slept in the morning after the op. Flying training was carried out by six crews and ground training was carried on as usual in the afternoon.		
	WEDNESDAY	7.3.45.	Night operations were laid on with fourteen crews detailed for an attack on DESSAU. All took off and were diverted to BLACKBUSH on return. Flying training during the day consisted of four crews on local exercises. Ground training consisted of turret manipulation and gyro gun sighting for Air Gunners, panel drill for bombers, lecture on R.C.S. procedure for WOPS and navigators. Word was received that P/L J.P. HADLEY (J.10986 R.C.A.F.) had landed JUVESICOURT due to engine trouble. Flight Engineers had revision and log practice.		A. 22
	THURSDAY	8.3.45.	No operations scheduled for to-day. Aircraft returned from diversion base except P/L R. LATURNER (C.27109 R.C.A.F.) who had engine trouble. P/L HADLEY returned from JUVESICOURT. Flying training and local flying was carried out during the afternoon and evening. Ground training was carried on as usual for crews not flying. P/O R.L. BOYLE (J.41604 R.C.A.F.) and crew reported in for duty from 1600 hours.		
	FRIDAY	9.3.45	Three crews practiced local flying and four details of fighter affiliation were flown. P/O BOYLE did a night cross country and bombing exercise but failed to bomb as they proved y/c. Operations were laid on in the afternoon but they were scrubbed early. Some pilots were on link trainer, Air Bombers spent the day in radar training and panel drill with two also in tank. Air Gunners had turret manipulation. Other sections had spring cleaning and lectures. The weather is more like spring and is starting unusually dry which suits us O.K.		

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

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Place	Date	Time	Compiled by (R.C. Bowron) Flight Lieutenant, (C.7249) R.C.A.F.	Summary of Events	SECRET.	References to Appendices
R.C.A.F. STATION MIDDLETON ST. GEORGE.	SATURDAY	10.3.45		Again a stand down with no operations called. Flying training went on space with eight cross countries with FISHPOND and bombing were flown as well as three crews on local flying exercises. Ground training was also carried out with Bomb Aimers on Morse in the morning and dry swives in the afternoon. Air Gunners harmonized aircraft and fired 375 rounds of skeets while Flight Engineers had lectures on engine handling and some went on link. Navigators went on H2S and A.F.I. and marking logs of the last operations. This was a busy day all around and alot was achieved.		
	SUNDAY	11.3.45.		Crews were called early this morning as a daylight raid on ESSEN was laid on. 15 crews took off and all returned safely. They reported 10/10 cloud over the target but consider it was a good prang. Only two crews went on flying training and ground training was very limited also though new crews received their full share with a view to getting them operational. W/G GALL returned from seven days leave spent in resting at St. Andrews, Scotland. The Adjutant took the day off intending a cycle trip which was prevented by rain squalls and wind.		A.23
	MONDAY	12.3.45		This was really a "Blue Monday" for DORSET when over 1000 bombers hit it to-day. This Squadron sent 15 Kites and they all hit the target and report a good prang. The target was again obscured by 10/10 cloud but smoke was seen rising through the clouds. All our crews returned safely. Flying training was very limited as Kites were on operations and some loaned to 419 Squadron. Ground training was continued with Air Bombers on radar and link, Air Gunners on aircraft recognition and firing 225 rounds of skeets. Flight Engineers attended lecture by the C.T.O. on general snags, P/S QUINN, (A.192573 R.C.A.F.) and his crew reported in for duty. P/S QUINN is a brother to P/L G. QUINN, (J.12473 R.C.A.F.) who is also one of our pilots. We hope the new addition will put up as good a record with the Squadron as his brother has.		A.24
	TUESDAY	13.3.45.		Operations were laid on but were scrubbed before briefing. Flying training was also laid on but cancelled and only one boat flight was flown. Ground training was continued with navigators on lectures re broadcast W/V and timing. Air Bombers on radar and link, WOPS on D.I's and Flight Engineers on Glera Martin turret manipulation and lectures by the Gunnery Leader. Air Gunners were on turret manipulation and fired 225 rounds of skeet.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	WEDNESDAY 14.3.45		F/L ROBINSON, (J.16611 R.C.A.F.) and crew reported in for duty from 1666 Con. Unit. Operations were laid on with 15 crews detailed for an attack on ZWITERSBUCKEN all took off, bombed and returned safely. Reports indicate it to be a highly successful prang. Four new pilots went on the trip as second pilots, F/L ROBINSON, P/O BOYLE, P/S JUDIN and P/S DESREUX, (R.202202 R.C.A.F.) P/S DESREUX and crew just reported in to-day from 1666 Con. Unit for duty. Flying training consisted of five bombing details, two Air and Sea firing and five fighter affiliation exercises with some S.B.A. practice, Air Bombers were on the PWS trainers navigators on lectures, WQS on D.I's and Air Gunners on turret manipulation, Flight Engineers started new crews on ground school.		A.25
	THURSDAY 15.3.45		Operations were laid on again with 15 detailed for an attack on MAGEN. All took off and bombed but F/L CRATON, (J.15666 R.C.A.F.) and crew failed to return, this was a serious loss as it was a second tour crew and one of the best, very keen and capable. The boys report a good prang but lots of fighter on the way out and flak from the Belgium River area. Five crews did local flying with Air to Sea firing and fighter affiliation. One crew practical A.I.I. bombing. Ground school was continued with Air Bombers on radar and link, Air Gunners on turret manipulation, Navigators and WQS on lectures. F/L ROSS, (J.16986 R.C.A.F.) Bombing leader was called to Headquarters 6 Group for interview with Group Bombing Leader. Looks as though we might lose him.		A.26
	FRIDAY 16.3.45		No operations are scheduled for to-day, so flying training was continued with six crews countries with bombing, fighter affiliation and PWS were flown. Ground training was also carried out with Pilots on wet dinghy, WQS on D.I's and Morse fault finding between. Air Bombers on panel drill, and Navigators on leg marking. Air Gunners were on D.I's and aircraft recognition and fired 600 rounds of skeet. F/L R.C. ROSS, (J.28327 R.C.A.F.) Bombing Leader left for an interview at 21 Group Headquarters, Abingdon. F/L R.L. BOARD (J.148601 R.C.A.F.) reported in for duty as navigator for P/O B.V. ELIUSOFF, (J.86974 R.C.A.F.). ELIUSOFF has been grounded since September for lack of a navigator, so is keeping pretty close watch on this one.		

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	<b>SATURDAY</b>					
	17.3.45.			No operations scheduled despite this being the "17th. of Ireland" Flying training went on as usual with seven details of H2S fighter affiliation. Air to Sea firing and bombing. One night radar cross country was also flown. Ground training was continued with Air Bombers on radar bench, WOPS on D.I.s, Flight Engineers on link. Air Bombers harmonised aircraft and spent the rest of the day on turret manipulation.		
	<b>SUNDAY</b>					
	18.3.45.			Crews were standing by for operations which were not laid on however, flying training consisted of six details of bombing, fighter affiliation and Air to Sea firing, two details of H2S bombing and one A.P.I. bombing. Ground training was carried out as usual with navigators and some Bomb Aimers on a dry river, the rest of the Bombers on the radar bench, Flight Engineers on link, WOPS on D.I.'s and Air Gunners on aircraft recognition.		
	<b>MONDAY</b>					
	19.3.45			W/C GALL lectured the entire Squadron at 1400 hours, followed by a talk by F/O B.B. GRAY, (J.18650 R.C.A.F.) who walked back from GERMANY having been shot down 15th. March with F/L J.D.C. CRATON (J.15666 R.C.A.F.). Very quiet day with no operations. Three H2S cross countries were flown and ground training was as usual in all sections.		
	<b>TUESDAY</b>					
	20.3.45			No operations were scheduled for to-day, but flying training was carried out. Six crews took part in bombing, Air to Sea firing and fighter affiliation exercises. Ground training was carried out as usual. The WOPS tried a Group exercise but equipment was u/s and on parading to 419 Squadron found theirs was also, so exercise was abandoned. Air Gunners had four hours on Glenn Martin turrets and harmonised "L Love". Air Bombers were with their navigators on dry rivers. Operations were laid on late in the day with midnight briefing, so the crews were sent to bed to rest.		
	<b>WEDNESDAY</b>					
	21.3.45.			Seventeen crews took off at 0200 hours for an attack on HEIDE (HEMMINGSTIDT). All bombed and returned safely reporting a nice prang with no unusual incidents reported. All the crews went to bed to get some sleep. No flying training and very little ground training was carried out.		A. 27
	<b>THURSDAY</b>					
	22.3.45.			Operations were laid on early this morning with 15 crews detailed for a daylight attack on HILLESHEIM. Films were taken of the take off and return. All took off but F/L HADLEY failed to return. It was reported that his aircraft had been seen leaving target area on three engines		A. 28

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			but no further word was heard. The rest reported a very outstanding prang. There was no flying training due to operations. WOPS had two visitors on liaison, P/O EKKE, from WELLSBOURNE and P/O TROUGHTON from HEATON PARK. Very little ground training was done. Air Gunners fired 325 rounds of sheet and had sighting lectures and aircraft recognition. Air Bombers not on operations practiced on radar.		
	FRIDAY 23.3.45		Crews stood by for operations which were cancelled, so flying training was limited. Two air tests and two details of fighter affiliation, Air to Sea firing and range bombing, and two H2S cross countries were flown. Air Gunners practiced on Glenn Martin turrets and fired 375 rounds of sheets. Air Bombers were on radar training. WOPS lectures on procedure, the Navigation Leader lectured on navigation in the afternoon, the forenoon being spent in a conference with Station Nav.		
	SATURDAY 24.3.45.		Another early take off, this time with eleven crews on an attack on an oil refinery at MATHES STINKES which was (or was) part of ROTTEOP. Our detachment was led by W/C GALL. All the boys returned reporting a fairly good prang. Flying training consisted of two air tests, and two H2S cross countries with fighter affiliation and bombing. The usual ground training was carried on for those not flying.		A. 29
	SUNDAY 25.3.45.		Another daylight raid with 15 aircraft in an attack on HANNOVER. Briefings were at 0100 hrs. and 0200 hrs. and aircraft took off at 0526 hrs. with W/C GALL leading representations. All returned safely reporting a good prang with lots of flak. Flying training was limited to one air test as all available kites were bombed up. Ground training was continued for those not flying with A/C's on turret manipulation, Air Bombers on radar practice, Flight Engineers on lectures and WOPS on Bendix and Morse practice.		A. 30
	MONDAY 26.3.45		No operations scheduled for to-day and no further ops. until after 1700 hrs. Flying training consisted of three cross countries, three bombing, one air to sea firing, two fighter affiliation details and two details of H2S bombing. Ground training was carried out with WOPS on Fishpond and Morse procedure and theory. Air Bombers were on panel drill and radar with a lecture by the Station electrical Officer in the afternoon, and Air Gunners spent the day on aircraft recognition and fired 550 rounds of sheets. S/L J. HUDSON, DFC, (J.15661 R.C.A.F.) and P/O CONNIST (J.16812 R.C.A.F.) and crews were posted to Flight Commanders		



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R.C.A.F. STATION, MIDDLETON ST. GEORGE.				posts at 431 and 434 Squadrons, Croft respectively. These were keen, capable crews and will be greatly missed.		
	TUESDAY 27.3.45.			No operations are scheduled for to-day, so S/L G. SCHYU, DFC (J.25995 R.C.A.F.) Squadron training inspector really whipped in the training. Fourteen crews took part in fighter affiliation, Air to Sea firing, bombing, Fishpond training and 123 cross countries in the forenoon. In the afternoon one crew carried out Air to Sea firing, fighter affiliation, bombing, and Fishpond training. Altogether it was a full day of training. In the afternoon a crew attended a lecture in the N.A.A.F.I. by Flk Officer. Bomb Aimers were in panel and radar. WOPS on Morse and Air Gunners on turret manipulation. The navigators spring cleaned their office and section and prepared dry rivers. P/L WILLSON, Nav. Leader left for a tactics course at WORMSCOTE.		
	WEDNESDAY 28.3.45.			Fourteen crews were called at 0530 hours and briefed for a daylight operation. The effort was scrubbed however at 1130 hours after being put back several times. Flying training was laid on but was scrubbed owing to dull weather. Ground training was continued as usual. P/L ROSS, DFC. (J.28357 R.C.A.F.) Bombing Leader and P/L P.B. MILLER DFC. (J.21558 R.C.A.F.) received word of their award today. Good show as they had both certainly earned them. The Air Gunners piled up hours of training to-day and fired a record of 1230 rounds of skeet. P/L EWITT, (J.19102 R.C.A.F.) Deputy Flight Commander "D" Flight, returned from the Junior Commanders Course at Cranwell. He reports it is a gen course and feels that he has benefited greatly by it and what is more by the point, the food there is the best he's had in England.		
	THURSDAY 29.3.45			No operations were laid on to-day, though it is partially a standby as more gen may come through after 1700 hours. Three crews carried out radar cross countries, bombing and A.F.I. bombings. Ground training was carried out as usual in all sections. The personnel counsellor for the Station visited the Squadron and gave the boys a talk on rehabilitation which was very well received. P/L BISHOP, the new Base Nav. Leader visited the navigation section. P/L ROSS, DFC Bombing Leader, was screened to-day.		
	FRIDAY 30.3.45			Again no operations scheduled for to-day but we are standing by in case of an early morning do. Flying training was carried out with three radar cross countries, one detail of fighter		

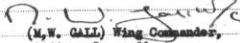
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			<p>affiliation, one detail range bombing and one of blind bombing practice. Not much ground training was carried out in the afternoon as crews were sent to rest in case of early ops.</p> <p>F/L McDONALD R.C. (J.24766 R.C.A.F.) P/O MARTIN (J.93267 R.C.A.F.) and P/O P.W. LANGRISH (J.43791 R.C.A.F.) and crews reported in for duty. At 1800 hours operations were laid on for early morning with crews to be called at 0600 hours.</p>		
	31.3.45.		<p>Seventeen crews and a spare were called at 0001 hours, briefed at 0100 hours for a daylight attack on the Submarine Factory at BREITENBURG. All took off but P/O BOYLE (J.41601 R.C.A.F.) returned early as his port inner overheated spilling the glycol etc. He jettisoned and returned to Base. The remainder reached the target and returned safely. They reported that the Jet Fighters were in great evidence and many shots exchanged. The gaggle arrived late at the O/A and PFF had gone home. It was a fair prang considering. No flying training was carried out and very little ground training as all available crews were in, and the three new pilots took their first second dicky trips.</p>		

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R.C.A.F. STATION MIDDLETON ST. GEORGE.			<p style="text-align: center;"><u>CHANGE IN COMMAND.</u> NIL</p> <p style="text-align: center;"><u>CHANGE IN ADMINISTRATION.</u> NIL</p> <p style="text-align: center;"><u>NUMBERS OF OPERATIONAL SORTIES.</u> 190</p> <p style="text-align: center;"><u>OPERATIONAL AND NON-OPERATIONAL FLYING TIMES.</u></p> <table> <tr> <td>Operational Day</td> <td>: 643 hours 51 mins.</td> </tr> <tr> <td>" Night</td> <td>: 669 " 33 "</td> </tr> <tr> <td>Non-Ops. Day</td> <td>: 349 " 18 "</td> </tr> <tr> <td>" Night</td> <td>: 32 " 6 "</td> </tr> </table> <p style="text-align: center;"><u>MONTHLY CUMULATIVE TOTAL OF BOMBS DROPPED AND MINES.</u></p> <table> <thead> <tr> <th></th> <th>Tons (2240)</th> <th>Mines</th> <th>HR.</th> <th>INCID.</th> </tr> </thead> <tbody> <tr> <td>Bombs and mines dropped from 1.1.45. to 31.1.45</td> <td></td> <td>800</td> <td>6344</td> <td>913</td> </tr> <tr> <td>" " " during March 1945</td> <td></td> <td></td> <td>689</td> <td>196</td> </tr> <tr> <td style="text-align: right;">Cumulative total</td> <td></td> <td>800</td> <td>7033</td> <td>1009</td> </tr> </tbody> </table> <p style="text-align: center;"><u>NUMBER OF COMBATS WITH ENEMY AIRCRAFT.</u></p> <p>There were twelve combats reported during the month. Three claims are made.</p> <table> <thead> <tr> <th></th> <th>STRENGTH</th> <th>GROUND CREW</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F. Officers</td> <td>156</td> <td>1</td> <td>157</td> </tr> <tr> <td>" W.D.</td> <td>9</td> <td>-</td> <td>-</td> </tr> <tr> <td>" Airmen</td> <td>89</td> <td>-</td> <td>89</td> </tr> <tr> <td>" W.D. Airwomen</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>R.A.F. Officers</td> <td>8</td> <td>-</td> <td>8</td> </tr> <tr> <td>" Airmen</td> <td>15</td> <td>-</td> <td>15</td> </tr> </tbody> </table> <p style="text-align: center;"><u>SHORT RESUME BY SQUADRON COMMANDER PERSONALITY.</u></p> <p>March was a fairly good month as regards flying with a total of 1723 1/2 hours flown. (1313 2/3 hours on operations, 361 2/3 training and 28 2/3 other flying). 190 operational sorties were flown with the loss of three aircraft, one missing and two crashed on the continent. Of the crashes the navigator, Air Bomber and Flight Engineer were killed in the first and in the other the pilot and Rear Gunner are safe in U.K. and the rest of the crew not accounted for. Two crews were screened on completing their first tour, two posted to Croft (their Captains going to Flight Commander posts) and one crew posted to F.F.F. All these crews were replaced by postings in. No immediate awards were won but eight non-immediate D.F.C.'s were awarded. Ground training was maintained to its usual high standard by all sections.</p> <p style="text-align: right;">       (M.W. GALL) Wing Commander,      Officer Commanding,      No. 428 (R.C.A.F.) Squadron.   </p>	Operational Day	: 643 hours 51 mins.	" Night	: 669 " 33 "	Non-Ops. Day	: 349 " 18 "	" Night	: 32 " 6 "		Tons (2240)	Mines	HR.	INCID.	Bombs and mines dropped from 1.1.45. to 31.1.45		800	6344	913	" " " during March 1945			689	196	Cumulative total		800	7033	1009		STRENGTH	GROUND CREW	TOTAL	R.C.A.F. Officers	156	1	157	" W.D.	9	-	-	" Airmen	89	-	89	" W.D. Airwomen	-	-	-	R.A.F. Officers	8	-	8	" Airmen	15	-	15	
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