

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 429 Squadron, R.C.A.F.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LEIPZIG	1-12-43		<p>Weather: Fine becoming fair to cloudy with mist late in the day.</p> <p>F/O J.M. Hellingwerth (Can.J.18748) (Pilot) and F/O A.J. Salaba (Can.J.14787) (Nav.) were posted from the Squadron to No. 405 Squadron w.e.f. 1-12-43. Operations were ordered for to-night. 10 aircraft were detailed but the operation was finally cancelled after take-off time being set back four hours.</p> <p>Owing to preparation for the operation there was only a limited amount of ground training. Air Gunners spent two hours on turret manipulation and were given a lecture on turrets. Air Bombers, Navigators and Wireless Operators trained on "Gee". One cross-country flight was carried lasting 3 hours.</p>		
	2-12-43		<p>Weather: Cloudy with rain and mist in morning. Fair in afternoon. Fog late in the evening.</p> <p>Operations were ordered and ten aircraft were detailed. Briefing was held at 1345 hours and take off was set for 1630 hours but due to unfavourable weather the operation was cancelled at 1600 hours.</p> <p>F/O H.S. Faddison and his crew proceeded to Middleton-St. George and collected an aircraft. During the journey aircraft not required for operations were given ground instruction and training. The air bombers were lectured on fuses and bombights and also trained on wireless. Air gunners did two hours manipulation. Flight engineers and wireless operators inspected their aircraft. Wireless operators trained on "Gee".</p>		
	3-12-43		<p>Weather: Cloudy with fog, drizzle and rain in the morning. Cloudy the rest of the day.</p> <p>F/O S.S. Coatesworth (Can.J.23954) (A/B) was posted to the Squadron from No. 1639 Conversion Unit w.e.f. 3-12-43. F/O B.P. Walker (160512) (W/AG) was posted from the Squadron to No. 21 O.T.U. w.e.f. 3-12-43.</p> <p>Operations were ordered for to-night and 11 of our aircraft were briefed at 1800 hours for an operation on Leipzig. All aircraft took off successfully between 2350 and 0019 hours. Four aircraft were forced to return early due to technical difficulties and icing. Two failed to return and the remaining five aircraft completed their mission successfully and returned safely to base. Owing to the thick cloud over the target actual bombing results were difficult to assess. However, FFF was very good and the attack appeared to be concentrated. Fires could be seen reflecting on the clouds and the attack was considered to have been a successful one. The members of the missing aircraft's crews were as follows: Aircraft No. JB574: F/O S.M. Kallis (Can.J.18060) (Pilot), 13 trips 104 hrs. 15 mins.; F/S Schade, H.M. (Can.J.131081) (Nav.), 14 trips 97 hrs. 09 mins.; Can.J.149327 F/S Morro, P.S. (A/B) 14 trips 97 hrs. 09 mins.; Can.J.75497 Sgt. Grant, S.M. (P/E) 9 trips 72 hrs. 25 mins.; 999966 F/S Schofield, G.H. (W/AG) 13 trips 103 hrs. 23 mins.; Sgt. Buehholz, K.H. (Can.J.377A) (W/AG) 9 trips 72 hrs. 25 mins. and Can.J.187432 F/S Gabana, J.L.S. (A/B) 13 trips 103 hrs. 6 18 mins. Aircraft JB561: F/O F.W. Hingston (Can.J.18888) (Pilot), 13 trips 92 hrs. 20 mins.; F/O H.M. Brown (Can.J.13077) (Nav.) 23 trips 165 hrs. 16 mins.; 1361206 F/S Lockheed, J.M. (A/B) 12 trips 83 hrs. 74 mins.; Can.J.112912 Sgt. Bruno, B. (P/E) 8 trips 61 hrs. 40 mins.; 1029727 Sgt. Williams, J.R. (W/AG) 12 trips 80 hrs. 06 mins.; Can.J.197102 Sgt. Hooper, G.J. (W/AG) 8 trips 61 hrs. 40 mins.; Can.J.137725 F/S Hamilton, P.G. (A/B) 12 trips 76 hrs. 41 mins. and F/O W.S. Hampton (Can.J.23298) (2nd Pilot) 1 trip 8 hrs. 10 mins. Both aircraft were carrying 1 x 2,000 lb H.G. Bomb, 24 x 50 lb and 630 x 4 lb Incendiaries.</p>		See Appendix A.12, references A.1 to A.11.
	4-12-43		<p>Weather: Fair to cloudy with slight mist.</p> <p>No operations were ordered and a stand-down was in effect. An air test was ordered but was later cancelled due to poor weather conditions. No ground training was carried out this day.</p>		

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LACMNB	5-12-43		<p>Weather: Fair to cloudy with much mist.</p> <p>Information was received from Air Ministry that P/O H.W. Mitchell (Can.J.18923) (Pilot) has been awarded the Distinguished Flying Cross.</p> <p>No operations were ordered. Two aircraft were flown on air tests during the day but the weather was unfavourable for training flying of any kind. Air crews were given various kinds of ground training and instruction including parachute and dinghy drill. Air bombers trained on "Gee", wireless and engineer co-operation. They were also instructed in the new bomb carrier and were given navigational training during the afternoon. 8 air gunners received instruction on the Browning gun, 15 were skeet shooting, 4 were on aircraft recognition and the remainder took dinghy drill. Flight engineers had a lecture on "Gee" equipment. Wireless operators along with their navigators and air bombers trained for three hours in navigation.</p>		
	6-12-43		<p>Weather: Cloudy with mist during the day. Fog in evening.</p> <p>P/O P. Watson (153072) (A/G) was posted from the squadron to 1659 Conversion Unit w.e.f. 6-12-43. P/O F.S. Wordsworth (Can.J.20965) (Nav.) was posted from the squadron to No. 1659 Conversion Unit, also effective 6-12-43.</p> <p>No operations were ordered and as the weather was unsuitable little flying was done. One aircraft was air tested and one aircraft carried out a two hour cross country flight.</p> <p>During the day A.T.O. personnel visited the squadron and were conducted around the station and shown the aircraft by members of the squadron.</p> <p>Air crews were given ground training. The air bombers were given a lecture by the Deputy Flight Engineer Leader on the fuel system of the Halifax aircraft. They also took "Gee" training and link trainer practice. Flight engineers were given a short lecture on bow hydraulics. Six wireless operators and their navigators trained on "Gee".</p> <p>A Sergeants' Mess meeting was held during the afternoon at the Sergeants' Mess.</p>		
	7-12-43		<p>Weather: Cloudy with fog and mist during the day. Fog in the evening with rain.</p> <p>P/O G.W. Bedford (Can.J.20133) (A/B) was posted from the squadron to No. 1666 Conversion Unit w.e.f. 7-12-43.</p> <p>Squadron was not required for operations. Local flying conditions were poor, and no flying was carried out. The forenoon was spent in ground training by air crews. 15 engineers took the air bombers around the aircraft to demonstrate the fuel and hydraulic systems. They were also given a lecture on "Navigation by Stars" by the Squadron Navigation Officer. Several crews did dinghy drill. Mid-upper air gunners were instructed in radio and Morse by their wireless operators. The afternoon was spent by the aircrew cleaning up their respective sections and rooms.</p> <p>At 1030 hours a practice gas alarm sounded and everyone wore their respirators and gas caps until the all clear sounded at 1100 hours.</p>		
	8-12-43		<p>Weather: Overcast or cloudy with much rain, fog and drizzle.</p> <p>P/O G.R. Higgins (Can.O.3371) (Adm.) was posted to the squadron as adjutant on cessation of attachment from No. 62 Base.</p> <p>No operations were ordered and unfavourable weather prevented any flying being carried out. Air crew were shown films at the Station Armoury during the day. One film dealt with the Bowty Hydraulic System and the other was "Interrogation of British Prisoners by the Enemy". Ground instruction was given aircrews during the day. Air bombers trained on "Gee" and "Link". Flight engineers were lectured on the air-borne life boat which was demonstrated. Wireless</p>		

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EGMEE	8-12-43		operators gave instruction on Morse, radio and procedure to their air bombers. They also instructed their mid-upper air gunners in W/T. Six wireless operators trained with their navigators on "Gee". Three crews went to Ripon for swimming and dinghy drill. Navigators had a dry swim and were shown a film on "Blitzing" in the Station Armoury. Air gunners spent two hours on the Hunt trainer, 20 air gunners practiced aircraft recognition with the use of the Spidascopes. Others were given signals training.		
	9-12-43		Weather: Cloudy, slight mist all day. P/L I.F. MacIntosh (Can-J.11962)(A/B) the squadron bombing leader, has been awarded the Distinguished Flying Cross. (Authority: London Gazette No. 36276 of 3-12-43 issued on 7-12-43) No operations were ordered and no flying was done due to unfavourable weather. Aircrews received full ground training programme. Air bombers were trained on "Gee" and Ldnk. Wireless operators were on "Gee" with their navigators and also on W/T with their mid-upper air gunners. 10 air gunners were sheet shooting. P/L J. Bowen and his crew proceeded to the A.A. Battery, Stockton-on-Tees to attend a course on liaison.		
	10-12-43		Weather: Cloudy with slight mist in the morning. Fair or fine the rest of the day. No operations were ordered and owing to the shortage of serviceable aircraft a full flying programme could not be put into action. However, 5 aircraft carried out fighter affiliation flights during the day. A full ground training programme was put into effect for all aircrew not on flying duty. Air bombers were on "Gee", W/T and navigation. Several crews were detailed for dinghy drill. Flight engineers were given a short lecture on fuel logs and also an oral examination which was given by the Deputy Flight Engineer Leader. Wireless operators were given "Gee" training and wireless. Navigators were given dinghy and parachute drills. Air gunners spent three hours on the Hunt trainer. 27 gunners wrote a test on signals. It was decided that in future gunners were to accompany the armourers on daily inspections. Information was received from Air Ministry that 317643 P/S Tucker, S.B. (A/B) has been appointed to the rank of Pilot Officer v.e.f. 19-10-43.		
	11-12-43		Weather: Fair to cloudy with mist in the late morning. Operations were ordered at 1100 hours. Six aircrews were detailed. Main briefing was set for 1700 hours but was set back to 1730 hours, then to 1830 hours and finally to 0415 hours. The operation was finally cancelled at 0030 hours. As the time for the operation had been so indefinite it interfered with the training programme which had been prepared and commenced in the forenoon. The air gunners not flying took signals training. Navigators trained on "Gee". Air bombers trained on "Gee", W/T and Navigation. Two night cross-country exercises were carried out.		
	12-12-43		Weather: Cloudy, with slight mist during the latter part of the day. Squadron was not required for operations to-night. Two aircraft were air tested in the forenoon. Three mid-upper air gunners trained on wireless. Air bombers trained on "Gee" and W/T. P/O Mackley (Pilot) and P/O Harrison (Nav.) visited No. 405 Squadron for the purpose of gaining knowledge of the operation of a Pathfinder Squadron. Information was received from Air Ministry that 1652520 Sgt. Cotterill, G.S., 1493701 P/S Johnston, J.F. and 1186938 P/S Mallan, N.F. have been reclassified "Prisoners of War".		

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LEAMING	13-12-43		<p>Weather: Cloudy with a fine period during the morning. Much mist. No operations were ordered for to-night. A Station parade was held at 0900 hours this morning. The parade was made up of a squadron of station personnel, 427 Squadron and 239 Squadron, each consisting of four flights. Inspection was carried out by Group Captain Bryans the Station Commander.</p> <p>Aircrews were given ground instruction during the day. Air bombers were given training on "Gee", Link and Navigation. Wireless operators were given "Gee" and W/T training and six wireless operators gave training in W/T to their mid-upper air gunners. A quiz on W/T generally, was held during the afternoon in which 19 wireless operators took part. The navigators analysed and discussed the cross-country flights of the previous nights. All aircrew personnel of the squadron gathered in the Briefing Room to hear a talk given by the Squadron Commander. Flying for the day consisted of one air test and one crew was flown to Thelthorpe for the purpose of flying a new aircraft back to the squadron.</p>		
	14-12-43		<p>Weather: Fair to cloudy with fog almost all day.</p> <p>No operations were ordered and no flying was done all day owing to the fog.</p> <p>Eleven aircraft were inspected by the wireless operators and flight engineers. The engineers were given a lecture on Mr. III Halifax during the afternoon. Three wireless operators trained their mid-upper air gunners on W/T in the morning and five wireless operators trained on "Gee" during the afternoon. The navigators and bomb airmen got together for a discussion on various operational points. Air gunners spent four hours on the Hunt trainer.</p> <p>A check of the gas equipment of squadron personnel was carried out by the Station Defence Centre.</p> <p>P/O H. Westman (Can.C.10892)(S.S.) was posted from the squadron to No. 62 Base w.e.f. 14-12-43.</p>		
	15-12-43		<p>Weather: Fog throughout the day.</p> <p>No operations were ordered and no flying was done all day owing to the very heavy fog.</p> <p>The aircrew spent the forenoon on various types of instruction and training. The air bombers were trained on "Gee", Link, W/T and engineer co-operation. They also did a dry swim exercise. Flight engineers and wireless operators inspected their aircraft. Three wireless operators trained their mid-upper air gunners on morse, radio and procedure. A large number of the aircrew personnel took advantage of the sun-ray treatments available at the Station Sick Quarters. During the afternoon the Squadron Commander inspected the Senior N.C.O. billets. S/L N.M. Coall, Six Group Gunnery Leader visited the Gunnery Section during the day.</p>		
	16-12-43		<p>Weather: Cloudy. Mist during the morning. Fog the rest of the day.</p> <p>No operations were ordered. Little flying was done during the day owing to unfavourable weather conditions. Ground crew training consisted of an escape exercise which was the first one undertaken by the squadron. Nine crews were driven a distance of about ten miles from camp and were dropped off at intervals, the object being to return to camp without being apprehended. Home Guard and R.A.F. Police were dispersed outside the aerodrome to intercept the escapees. Most of the crew members succeeded in breaking back into camp undetected and the exercise was considered a great success.</p>		

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EGGMOE	17-12-43		<p>Weather: General fog after 0300 hours, persisting the rest of the day. No operations were ordered and owing to the fog which prevailed throughout the day, no flying could be undertaken.</p> <p>All aircrew personnel attended a lecture at Station Headquarters on "Chemical Warfare". The lecture was given by P/O Hall the Station Gas Officer.</p> <p>Aircrew personnel were given ground instruction and training during the day. P/O P.M. Yarn assisted by six other navigators instructed the air bombers and wireless operators in the taking of bearings and how they are used by the navigators. Air bombers were also given training in "See", Link and W/T. New methods for the prevention of freezing of guns and turrets were discussed by air gunners. Wireless operators inspected their aircraft in the morning, followed by three operators training their mid-upper air gunners in wireless. The entire section was given navigation training during the afternoon.</p>		
	18-12-43		<p>Weather: General fog persisted with most of the sky obscured all day.</p> <p>P/O D.H. Christie (Can.J.17948)(A/G) was posted from the squadron to No. 433 Squadron w.e.f. 19-12-43.</p> <p>Operations were ordered at 1030 hours but were cancelled at 1330 hours.</p> <p>The weather during the day was unfit for flying and only one air test was carried out. The preparations for the operation occupied most of the forenoon with the result that ground training of aircrews was minimized.</p> <p>P/O G.W. McIntyre (P/S Leader) returned today after completing an officer's course on Air Sea Rescue.</p>		
	19-12-43		<p>Weather: Fog dispersed after mid-night giving way to occasional showers and visibility improved 1 1/2 miles. Visibility deteriorated to less than 100 yards again after dusk. Fresh to strong winds.</p> <p>No operations were ordered for this night. An extensive flying programme was carried out. There were a good number of air tests flown. The training flying consisted of air-to-sea firing exercises and fighter affiliation flights. Personnel not engaged in flying activities were training on the ground. During the evening the navigators and air bombers spent time practicing astro navigation. Air bombers trained on "See" and were given a lecture on bombing. Air gunners were shot shooting and practicing turret operation.</p> <p>S/L Lizard, No. 6 Group Signals Leader, visited the W/T Section and held a discussion with the Signals Leaders.</p> <p>S/L J.W. Bell (Can.J.7020)(Nav.) was posted to the Squadron from No. 331 Wing w.e.f. 19-12-43 to fill the post of "B" Flight Commander.</p>		
	20-12-43		<p>Weather: Fair to cloudy with occasional squally showers. Visibility good.</p> <p>Operations were ordered for tonight and 13 aircrews were detailed to take part in an attack on Frankfurt. Briefing was held at 1300 hours and all aircraft took off successfully between 1621 hours and 1646 hours. Two aircraft, JD372 and LW277 were forced to return early due to technical difficulties. The remaining eleven aircraft carried out the operation successfully and returned safely to base. Visibility over the target was fairly good. P.F.F. was not considered very effective being scattered. Fighters appeared rather active in the target area but the spoof attack on Mannheim was well timed and seemed to be effective. Many large fires were left burning and the attack was considered to have been a successful one.</p>		See Appendix A12 references B.1 to B.13.

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LEONIDE	21-12-43		<p>Weather: Fair at first becoming cloudy with occasional showers after mid-day persisting well into night. Visibility good.</p> <p>S/O J. Smith (149296) (Wp/Air) was posted from the Squadron to No. 1664 Conversion Unit for duty as an instructor w.e.f. 21-12-43.</p> <p>No operations were ordered owing to poor flying weather no training flights were carried out and the squadron was stood down. A committee meeting was held by the air gunners to discuss the arrangements for a party to be given by the gunners to the Squadron Armourers, and all details were agreed upon.</p>		
	22-12-43		<p>Weather: Showery until 0700 hours breaking fair to fine. Visibility good.</p> <p>S/O J.W. Cameron (Can.J.21555) (Rev.) was posted from the Squadron to 1679 Conversion Unit w.e.f. 22-12-43.</p> <p>No operations were ordered for tonight. The flying weather was good and an extensive flying programme was put into effect. Eighteen flights were made during the day and night. These flights included air test, fighter affiliation, air to sea firing and bombing. There was also one cross-country flight carried out at night. Air crews not flying were given ground training. The flight engineers were given a training quiz, air gunners spent four hours on turret manipulation and four hours on the Hunt trainer and shadow graph. Air Bombers levelled their bombights during the forenoon, also trained on wireless and flight engineer co-operation and night astro shots. S/L V Pellard (11897) Squadron Gunnery Leader flew with the Squadron Commander S/O J.B. Robinson RMC to test an anti-fog solution called Kiltrost P.15. The aircraft went to a height of 18,000 ft and the solution appeared to keep frost from forming on perspex. As there were no other aircraft near it was impossible to determine whether the solution would distort the shape of another aircraft.</p>		
	23-12-43		<p>Weather: Mainly fair to fine. Good visibility.</p> <p>S/O J.C. Hall (Can.J.23196) (A/B) was posted to the Squadron from No. 1679 Conversion Unit w.e.f. 23-12-43.</p> <p>No operations were ordered for tonight. A flying training programme was put on for the day which included air test, fighter affiliation flights and air to sea firing flights. There was no night flying. The squadron was stood down during the afternoon. Ground training was given aircrews not flying. The air gunners did about shooting, three hours turret manipulation and three hours hunt trainer and shadow graph. Air Bombers were on "See" and Link training. They also carried out a dry swim exercise and took night astro shots.</p>		
	24-12-43		<p>Weather: Fair to fine with good visibility.</p> <p>Operations were ordered for tonight. Eight aircrews were detailed for a mine laying operation on Nectarines I. All aircraft took off between 2030 hours and 2045 hours. Two of these aircraft were forced to abandon the operation and return early owing to "See" becoming unserviceable. The remaining six aircraft completed the operation successfully and all returned safely to camp. Due to heavy fog over the target area no parachutes were seen to open. Some ground instruction was given the aircrews not participating in the operation. The air gunners completed four hours turret manipulation. Air bombers did "See" and Link training.</p>		

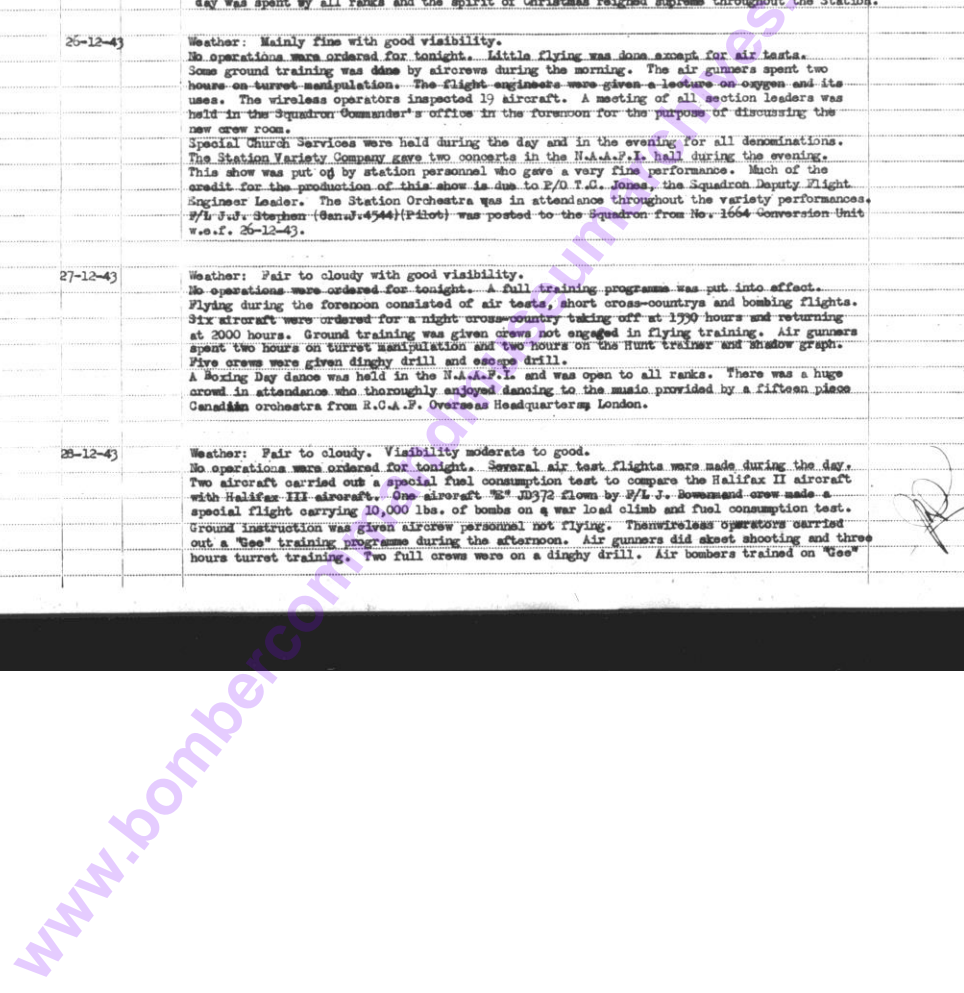
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ESGMBE	25-12-43		<p>Weather: Cloudy with moderate to good visibility. No operations were ordered for tonight. Crews and other personnel reported at their respective sections and were stood down at approximately 1000 hours. The Christmas spirit prevailed over the Station today. All messes as well as the Y.M.C.A. and N.A.A.F.I. were appropriately decorated for the occasion. The airmen and airwomen (Corporals and below) dined together in the Airmen's Mess and were treated to a very special Christmas dinner which was served to them by the officers of the Station. The R.A.F. "White Wings" Orchestra played during the dinner hour. The officers entertained the Senior N.C.O.'s in the Officers' Mess during the forenoon. A large crowd attended the airmen's dance during the evening, music again being supplied by the "White Wings" Orchestra. A very enjoyable day was spent by all ranks and the spirit of Christmas reigned supreme throughout the Station.</p>		
	26-12-43		<p>Weather: Mainly fine with good visibility. No operations were ordered for tonight. Little flying was done except for air tests. Some ground training was done by aircrews during the morning. The air gunners spent two hours on turret manipulation. The flight engineers were given a lecture on oxygen and its uses. The wireless operators inspected 19 aircraft. A meeting of all section leaders was held in the Squadron Commander's office in the forenoon for the purpose of discussing the new crew room. Special Church Services were held during the day and in the evening for all denominations. The Station Variety Company gave two concerts in the N.A.A.F.I. hall during the evening. This show was put on by station personnel who gave a very fine performance. Much of the credit for the production of this show is due to P/O T.C. Jones, the Squadron Deputy Flight Engineer Leader. The Station Orchestra was in attendance throughout the variety performances. P/L J.W. Stephen (Serial 4544) (Pilot) was posted to the Squadron from No. 1664 Conversion Unit w.e.f. 26-12-43.</p>		
	27-12-43		<p>Weather: Fair to cloudy with good visibility. No operations were ordered for tonight. A full training programme was put into effect. Flying during the forenoon consisted of air tests, short cross-country and bombing flights. Six aircraft were ordered for a night cross-country taking off at 1930 hours and returning at 2000 hours. Ground training was given crews not engaged in flying training. Air gunners spent two hours on turret manipulation and two hours on the Hunt trainer and shadow graph. Five crews were given dinghy drill and escape drill. A Boxing Day dance was held in the N.A.A.F.I. and was open to all ranks. There was a huge crowd in attendance who thoroughly enjoyed dancing to the music provided by a fifteen piece Canadian orchestra from R.C.A.F. Overseas Headquarters London.</p>		
	28-12-43		<p>Weather: Fair to cloudy. Visibility moderate to good. No operations were ordered for tonight. Several air test flights were made during the day. Two aircraft carried out a special fuel consumption test to compare the Halifax II aircraft with Halifax III aircraft. One aircraft "E" D972 flown by P/L J. Bowman crew made a special flight carrying 10,000 lbs. of bombs on a war load climb and fuel consumption test. Ground instruction was given aircrew personnel not flying. The wireless operators carried out a "Gee" training programme during the afternoon. Air gunners did sheet shooting and three hours turret training. Two full crews were on a dinghy drill. Air bombers trained on "Gee"</p>		



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LEWIS	28-12-43		Link, Navigation and Astro shots. They also installed sighting angle cards in their aircraft. P/O H.L. Heisbecker (Can.J.9333)(Pilot) was posted to the Squadron from No. 1699 Conversion Unit w.e.f. 28-12-43. The Station Variety Company played two more performances of their variety show in the N.A.A.F.I. The first performance was for the personnel of Skipton only and the second performance was for the personnel of this station.		
	29-12-43		Weather: Fair to cloudy. Light showers in the evening. Good visibility. Operations were ordered for tonight and seventeen aircraft and crews were detailed to attack Berlin. Briefing was held at 1400 hours and take-off was set for 1630 hours. All aircraft took off between 1640 hours and 1728 hours. Four aircraft were forced to return early, one due to a late take-off and the remainder due to technical difficulties. The cloud was 10/10ths up to about 12,000 ft. visibility being good above that height. P.P.P. flares appeared to be well concentrated and bombs were dropped on red T.I. markers. The raid was rather difficult to assess due to the heavy cloud cover but should be a very successful raid if the P.P.P. markers were accurate. A good glow of fires could be seen reflecting on the clouds. 12 aircraft completed the operation successfully and returned to base while the remaining aircraft P/O J.D.13 failed to return. The missing crew members were as follows: Can.J.19010 P/O A.J. Morley (Pilot) who had 9 previous trips to his credit totalling 67 hrs 17 mins., P/O G.W. Peasland (Can.J.23633)(A/B) with 8 trips, 62 hrs., and P/O E.O. Marion (Can.J.14187)(Thr.), 189011 Sgt. Hanson, S.S. (A/B), 2129440 P/S Parker, S.I. (A/A), Can.J.223386 Sgt. Walsh, A.J.H. (M/A) and Can.J.133366 P/S Innes, A.S. (A/O) each with 7 previous trips, totalling 35 hrs and 30 mins. to their credit. The aircraft was carrying 1 x 2000 lb H.G. bomb, 24 x 30 lb and 900 x 4 lb incendiaries. Three enemy aircraft were encountered and fired upon. P/O G.F. Clark (Can.J.18905) rear gunner in the Squadron Commander's crew fired upon an enemy fighter but claims no damage. Sgt. Kay, S. (Can.J.182327) rear gunner for P/O S.G.D. Jackson M.C. (Can.J.21204) also makes no claim for his encounter. 1600620 P/S Morgan, A.S. rear gunner for P/O G.A. Clark (160772) had an opportunity to fire a long burst at point blank range at an enemy FW.190 and claims the aircraft as probably destroyed. During the afternoon one wireless operator trained on 'Gee'. Air bombers also trained on 'Gee'. Owing to preparations for the operations little other ground training was done by aircrews. A W.A.A.F. dance was held in the W.A.A.F. Mess during the evening.		See appendix A.12 references D.1 to D.17.
	30-12-43		Weather: Fine becoming fair. P/O L.B. Finchem (Can.J.24432)(Pilot) and P/O M.F. Mason (Can.J.23746)(A/B) were posted to the Squadron from No. 61 Base w.e.f. 31-12-43. No operations were ordered. The forenoon was spent by flight engineers and wireless operators inspecting their aircraft. Aircrews spent time on ground training, the air bombers being on 'Gee', Link. During the afternoon the squadron was stood down. During the evening the usual BESA show was staged in the N.A.A.F.I. The M.T. Section held a private dinner and dance in the top floor of the airman's mess.		
	31-12-43		Weather: Fair to cloudy. Slight drizzle and rain in the afternoon. Operations were ordered and briefing was held at 1400 hours. Shortly after briefing operations were cancelled and the squadron was stood down. New Years Eve dances were held in the Officers' Sergeants' and Airman's Messes, the latter being sponsored by the Y.M.C.A. and the New Year was ushered in in traditional fashion.		

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GENERAL					
The general health of the Squadron continued to be excellent throughout the month. Several concerts and plays have been given by visiting parties and motion pictures have been shown regularly.					
MOVEMENTS					
<p>The following operational aircrew were posted to the Squadron during the month w.e.f. dates as stated: P/O G.W. Bedford (Can.J.20133) (Pilot) posted from N/S side, R.C.A.F. Station, Leeming w.e.f. 2-12-43. P/L (A/S/L) J.W. Bell (Pilot) posted from 331 Wing H.Q., w.e.f. 2-12-43. P/O Sgt. Gostworth (Can.J.23354) (A/B), Can.R.105409 P/O Thompson, N/S (Pilot), Can.R.124970 P/O Whitmore, C.S. (N/S), Can.R.194023 Sgt. Fraser, A.D. (A/G), 1034864 Sgt. Fisher, S. (P/S), 132321 Sgt. Budge, R.P. (Wop/Air) and 1873266 Sgt. Duglan, G. (A/G) were posted from 1659 C.U. w.e.f. 3-12-43. Can.R.15306 Sgt. Bouchard, J.S.Y. (A/G) was posted from No. 1664 C.U. w.e.f. 4-12-43. Can.R.109843 P/O McKillop, S.B. posted from 405 Squadron w.e.f. 5-12-43. P/O W.O. Evans, J.S. (N/S) posted from 405 Squadron w.e.f. 10-12-43. P/O J.G. Hall (Can.J.25156) (A/B), 1632004 Sgt. Evans, K.H. (N/S), 1817939 Sgt. Applston, S. (P/S), Can.R.109391 W/O Wardell, W.H. (W/O/A), Can.R.190221 P/O Stewart, W.A. (Pilot), Can.R.131229 Sgt. Gallagher, R. (A/G), and Can.R.183687 Sgt. Goodhue, W.S. (A/G) were posted from 1659 C.U. w.e.f. 23-12-43. Can.R.129212 P/O McIntyre, P.A. (A/B), Can.R.142060 W/O Ostlund, W.H. (A/G), Can.R.146060 P/O Gibbons, J.W. (N/S), Can.R.178831 Sgt. Reid, V.S. (A/G), 1126670 Sgt. Hamilton, J.S. (W/Air) and 1804387 Sgt. Hester, R.F. (P/S) were posted from 1664 C.U. w.e.f. 23-12-43. P/O J.M. Stephen (Can.J.4544) (Pilot) was posted from 1664 C.U. w.e.f. 26-12-43. P/O H.L. Hombrocker (Can.J.9333) (Pilot), Can.R.125651 P/O Senecal, J.G. (A/B), 10601542 T/Sgt Howland, S.L. (Pilot) (U.S.A.A.F.), Can.R.131905 P/O MacDonald, J.A.S. (N/S), Can.R.163408 Sgt. Hulse, W.H. (A/G), Can.R.208984 Sgt. Adlard, W.S. (A/G), Can.R.225022 Sgt. Chamberlain, R. (Wop/Air) were posted from 1659 C.U. w.e.f. 28-12-43. 1609937 Sgt. Goss, S.A. (P/S) and 1796396 Sgt. Wright, W.A. (A/G) were posted from 1659 C.U. w.e.f. 28-12-43. 1366175 Sgt. Martin, J.S. (Wop/Air) was posted from 61 (RCAP) Base w.e.f. 28-12-43. Can.R.17899 W/O Findlater, H.A. (N/S) and Can.R.17899 Sgt. Marton, W.S. (P/S) were posted from 61 (RCAP) Base w.e.f. 28-12-43. P/O L.B. Finham (Can.J.24432) (Pilot), P/O M.J. Meach (Can.J.23746) (A/B), Can.R.96356 P/O Mingle, S.L. (W/O/A), Can.R.111399 P/O Alford, W.F. (W/O/A), Can.R.129334 P/O Keolan, W.S. (N/S), Can.R.138066 P/O Ross, N. (Pilot), Can.R.148850 P/O Morrison, O.L. (N/S), Can.R.161144 P/O Pellstier, R.H.J. (A/B), Can.R.181950 Sgt. Barton, V.A. (A/G), 1836548 Sgt. Bart, G.S. (A/G) were posted from 61 (RCAP) Base w.e.f. 31-12-43. 1378318 Sgt. Otterill, W.H. (P/S), 1822216 Sgt. Rome, J. (P/S), and Can.R.196673 Sgt. Bartley, G.S. (A/G) were posted from 1664 C.U. w.e.f. 31-12-43. Can.R.134826 Sgt. Martin, L.H. (A/G) was posted from 61 (RCAP) Base w.e.f. 31-12-43.</p> <p>The following operational aircrew were posted from the Squadron to the Units shown w.e.f. dates stated: P/O J.M. Hollingworth (Can.J.18740) (Pilot), P/O A.J. Salaha (Can.J.14787) (N/S), Can.R.157740 P/O Clark, W.L.J. (A/B), Can.R.186956 Sgt. Zimmer, R. (A/B), 1337836 Sgt. West, S.S.J. (Wop/Air), 1603616 Sgt. Miller, L.S.R. (P/S) and 1818766 Sgt. Watts, R.S. (A/G) were posted to 405 Squadron w.e.f. 1-12-43. P/O D.V. Walker (160512) (W/O/A) posted to 21 O.F.U. w.e.f. 3-12-43. 1152027 P/O Thom, A.L. (W/O/A) posted to 21 O.F.U. w.e.f. 3-12-43. 1504938 Sgt. Jarvis, G.J. (P/S), P/O P. Watson (155072) (A/W), P/O T.S. Wordsworth (Can.J.20963) (N/S), Can.R.113021 W/O Clarke, J.W. (W/O/A), Can.R.155921 P/O Parker, M.G. (A/B), Can.R.194844 Sgt. Jacobson, T.W. (A/G) posted to 1659 C.U. w.e.f. 6-12-43. P/O G.W. Bedford (Can.J.20133) (A/B) posted to 61 (RCAP) Base w.e.f. 7-12-43. P/O J.S. Jackson (Can.R.181361) (A/G) posted to 61 (RCAP) Base w.e.f. 16-12-43. P/O M.H. Christie (Can.J.17948) (A/G) posted to 433 Squadron w.e.f. 19-12-43. P/O J.W. Cameron (Can.J.21555) (N/S), Can.R.182681 P/O Senecal, J.G. (A/B), 1473332 Sgt. Neville, M.R. (W/O/A), 1500055 Sgt. Moss, J.D. (P/S), 1821975 Sgt. Leth, S.L. (A/G),</p>					

