

OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
ESSEX	1-1-44		<p>Weather: Cloudy with good visibility. Wind strong, westerly, gusty.</p> <p>No operations were ordered for tonight. The squadron was stood down down for the day and little ground training was done. The air gunners spent one hour on turret manipulation.</p> <p>During the day the Senior N.C.O.'s entertained the Station Commander and all other officers in the Sergeants' Mess.</p> <p>During the evening dances were held in the Officers', Sergeants' and Airmen's Messes and all ranks on the Station were able to spend an enjoyable New Year's Day.</p>		
	2-1-44		<p>Weather: Cloudy with intermittent slight drizzle. Good visibility. Wind strong, westerly and gusty.</p> <p>No operations were ordered for tonight. During the day several crews flew on air tests and four crews were briefed for a night bull's-eye exercise. One of these aircraft, 331, LC734 piloted by F/O H.L. Heimbecker (Can.J.9353) was forced to make a crash landing when the port inner engine caught fire shortly after take-off. The aircraft was damaged to a great extent making it Category E.1. Fortunately the crew escaped injury. The remaining three aircraft were diverted and landed at Topcliffe on completion of the exercise.</p> <p>Aircraft not flying were given ground training. Air gunners spent two hours on turret manipulation during the forenoon and another hour during the afternoon. They also fired 200 rounds on skeet shooting. Air bombers spent time on "Gee" and Link. Several air crew personnel were employed in moving furniture and otherwise arranging the new crew room.</p> <p>Information was received from Air Ministry that 113994 F/S Rawlinson, T. (Pilot) has been appointed to the rank of Pilot Officer w.e.f. 28-11-43.</p>		
	3-1-44		<p>Weather: Mainly cloudy becoming fine later. Visibility good with a light north-west wind.</p> <p>No operations were ordered for tonight. Twelve crews were detailed for night cross-country flying but this was cancelled at 1430 hours. Four other aircraft flew on training details and air tests during the day.</p> <p>Aircrew spent time on ground training, the wireless operators training in Morse and "Gee". Newcomers to the Signals Section visited the Radar Section to become acquainted with that Section. The air gunners spent one and a half hours on turret manipulation during the forenoon and 14 gunners spent one hour each on aircraft recognition in the Hunt and Shadowgraph Trainers.</p> <p>The Flight Engineer Leader, P/L.G.W. McIntyre (Can.#.18367) instructed the engineers on the Halifax V aircraft in general and its undercarriage in particular. The air bombers were on Link during the forenoon and day swims during the afternoon, the latter along with their navigators. The navigators worked on a new map in the Briefing Room.</p> <p>Information was today received from Air Ministry that 102732 F/S Stables, W.L. (WOP/AIE) has been appointed to a commission as a Pilot Officer w.e.f. 13-11-43.</p>		
	4-1-44		<p>Weather: Fine, good visibility. Winds north-westerly and moderate.</p> <p>No operations were ordered for tonight. Five aircraft flew on fighter affiliation and local flying during the day. Two aircraft flew on a special fuel consumption test with a bomb load of 10,000 lbs. Six aircraft flew on day practice bombing flights and eleven aircraft were on night cross-country flights.</p> <p>Aircrew not on flying duties were engaged in ground training. The air bombers did "Gee" and Link training and ground star shots. The wireless operators carried out a training schedule in Morse and aircraft equipment along with their air gunners. The air gunners fired 200 rounds in skeet shooting and spent two hours on turret manipulation. Other crews were detailed for dinghy and parachute training.</p>		

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LESLIE	5-1-44		<p>Weather: Fair. Visibility moderate becoming good. Wind light becoming moderate, south-westerly. No operations were ordered for tonight. Four crews carried out fighter affiliation flights, three during the forenoon and the other in the afternoon. The weather became unfavourable for further flying, consequently there was no night flying carried out.</p> <p>Aircrews were given ground training. The air gunners spent one hour on turret manipulation, fired 100 rounds on skeet shooting and eight of them practised aircraft recognition on the Hunt and Shadowgraph Trainers. After the wireless operators had inspected their aircraft six of them trained on "See" and four on radio. W/L I.F. Macintosh (Can-J-11962) the Bombing Leader lectured the air bombers on bombing theory. Air bombers were also on dinghy drill, dry swms and astro shots. Navigators were on dry swms also.</p>		
	6-1-44		<p>Weather: Cloudy with slight rain later. Visibility good. Wind strong, westerly, gusty. No operations were ordered for tonight. Due to unfavourable weather conditions there was no flying this day. W/L L.V. Pollard (118393) the Gunnery Leader along with the Squadron Commander W/C J.D. Pattison RMC (Can.C.957) visited Popcliffe during the forenoon and inspected the Night Vision Trainer at that Station. Ground training was carried out by the aircrews. The air gunners spent four hours on turret manipulation and one hour on aircraft recognition and range estimating. Wireless operators inspected their aircraft and trained on "See". Five of them gave radio instruction to their mid-upper air gunners. "A" flight crews carried out crew drills. "B" flight crews were given dinghy drill and also crew drills. During the afternoon five navigators were on dinghy drill and two on dry swms. Air bombers were on "See", Link and W/T training. They were also given an examination in star recognition. A parade of all aircrew personnel was held at 0915 hours in the Squadron hangar and the crews were given a lecture on discipline by the Squadron Commander, W/C J.D. Pattison RMC (Can.C.957)</p>		
	7-1-44		<p>Weather: Cloudy with slight rain later. Visibility good. Wind north-westerly, light becoming calm.</p> <p>No operations were ordered for tonight.</p> <p>A parade of the Squadron was held outside No. 4 Hangar at 1030 hours today. The purpose of the parade was the presentation of a bison head to the squadron. The presentation was made by Mr. P.A. Clews, European Manager of the Canadian National Railways on behalf of that company. The squadron, consisting of three flights, was formed up in a hollow square formation facing a Halifax aircraft, in front of which the bison head was placed on a platform. Accompanying Mr. Clews on the platform were G/C J.G. Bryans, the Station Commander and W/C J.D. Pattison RMC the Squadron Commander. Mr. Clews, in making his presentation address likened the bison to the R.C.A.F. in many ways. He mentioned that at one time, like the R.C.A.F. the bison herds had become practically non-existent, but that now both have grown into mighty bodies. He compared the courage, fortitude and fighting qualities of the R.C.A.F. with those of the bison.</p> <p>W/C J.D. Pattison replied to Mr. Clews' address, thanking the C.N.R. for the bison head and expressed his belief that the R.C.A.F. would continue to emulate the courage, tenacity and fighting qualities of the bison.</p> <p>A letter was received today from Air Marshal L.S. Broadner, A.C.C. in C., R.C.A.F. Overseas, expressing his personal appreciation of the part taken in the Fifth Canadian Victory Loan campaign by the squadron. He also stated that on a comparative basis, the squadron response to the campaign had been outstanding.</p> <p>The Squadron Commander tried out a new type of corkscrew manoeuvre suggested by Group H.Q. It was agreed by both the fighter pilot and air gunners that this manoeuvre made it easier for both to keep their guns bearing on each other.</p>		See Appendices D.1 to D.5

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LESSMDC	7-1-44		Two crews flew to Hardwick to bring back an aircraft that had landed away from base after an operation. The balance of the day, after the parade, was mainly spent in moving the various sections into their new locations on the station. During the evening a "Presentation Party" was held in the Airmen's Mess for ground crew personnel only. The Squadron Commander, W/C J.D. Pattison MC (Can.C.957) and the Squadron Adjutant, W/L G.A. Higgins (Canada 3371) were in attendance. Plenty of refreshments were available and the squadron personnel joined together in celebrating the presentation of the bison head. During the evening a couple of aircrew members of the "Lion Squadron" using their best intruder tactics attempted to raid the Bison party and make off with some booty, namely one keg of beer. This manoeuvre was quickly spotted by the Bison herd and a minor stampede resulted. The intruders were properly intercepted by the stampeding Bison and the keg was soon restored and the party went on to a successful conclusion.		
	8-1-44		Weather: Mainly cloudy. Visibility moderate becoming good. Wind becoming westerly, moderate. Operations were ordered for tonight. Fourteen aircraft were ordered but this number was later reduced to seven aircraft. Main briefing was held at 1430 hours and take-off time was set at 1700 hours. However, the operation was cancelled at 1608 hours due to meteorological conditions. Several aircraft were also to have been on a night cross-country exercise but this also was cancelled. Due to preparations for the operation and night flying programme very little ground training was done by aircrews.		
	9-1-44		Weather: Fair becoming cloudy with continuous rain. Visibility good becoming fair. Wind light, westerly becoming calm. No operations were ordered for tonight. Eight air to air firing exercises were arranged but bad weather prevented them being carried out. Six of our aircraft flew on air tests and fighter affiliation exercises and one flew on a height test. Fourteen night cross-country exercises were arranged for but were cancelled just prior to take-off time. Due to the preparations for the various flights which were subsequently cancelled there was not a great deal of ground training done. Information was received today that 1500620 P/S Morgan, A.J. (A/G) has been appointed to the rank of Pilot Officer w.s.f. 6-11-43.		
	10-1-44		Weather: Mainly fair to cloudy with good visibility. No operations were ordered for tonight. Several training flights were carried out during the day. These were composed of one aircraft on a height climb, two on air to air firing, one on air to sea firing and four on fighter affiliation flights. An extensive night flying programme was put on and fifteen aircraft carried out night cross-country flights successfully. During the forenoon the aircrew personnel not engaged in flying were given ground training. The air gunners were asked shooting and air bombers were on "tee". The remainder of the day was spent by all sections moving to their new rooms and offices. Most aircrew members took their turn at painting, scrubbing, furniture moving and in general helping to prepare their respective rooms for use. Also during the forenoon the Squadron Commander led the squadron air crews around the perimeter track.		

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LSE-MIG	11-1-44		<p>Weather: Cloudy with some slight snow in the afternoon. Fog developed by 1900 hours. No operations were ordered for tonight. The day was spent in doing further cleaning, painting and repainting of the new flight and section rooms and offices. The amateur painters who undertook to paint the "A" Flight Commander's office ran into trouble when someone made a mistake and used gas detector paint for the first coat. All further attempts to apply the second coat of paint resulted in the walls turning red. During the day an information film "The Nazis Strike" was shown to all personnel of the Squadron at the Station Cinema.</p> <p>In the evening the air gunners gave a party and dance for the squadron armourers in the N.A.A.F.I. Sgt. A.C. Shirlaw (Can.R.161907) was largely responsible for the excellent organisation of the party and everyone agreed that it was a great success.</p>	SECRET.
	12-1-44		<p>Weather: Overcast with poor visibility. No operations were ordered for tonight. Due to unfavourable weather no flying was carried out during the day.</p> <p>The flight engineers were given a lecture on Messier Hydraulics by Mr. Bell, the Messier representative, during the forenoon. All aircrew were detailed to carry on with the painting and other work to be done in the new offices. "A" flight have succeeded in applying a coat of green paint to their offices.</p> <p>Further showings of the film "The Nazis Strike" were held during the day for members of the Squadron who did not see the previous showings.</p>	
	13-1-44		<p>Weather: Cloudy with rain and fog. Visibility improved after mid-day to moderate limits. No operations ordered. Bad weather prevented any flying training and only one air test flight was made.</p> <p>Aircrew were given ground training during the day. The air gunners were given aircraft recognition, range estimation, 450 rounds of skeet shooting, 3 hours turret manipulation and bombing gun stripping and reassembling. The air bombers were on "Geo", tank and navigation training. Wireless operators trained on "Geo" and two of them gave Morse and radio training to their mid-upper air gunners. The navigators prepared and carried out dry swims.</p> <p>Several of the sections are still carrying out work on their rooms in the new hangar.</p>	
	14-1-44		<p>Weather: Fair to cloudy with good visibility. No operations were ordered for tonight. Eight aircraft carried out air to air firing exercises. Several other flights were made during the day including two fuel consumption tests. These were carried out by S/L D.H. Kenney RAF AFM (Can.C.4801) and F/L J. Bowen (122988) who flew 1900 miles carrying 7000 lbs. of bombs. An extensive night programme was scheduled and fifteen aircraft were ordered. The crews were briefed at 1500 hours and took off at 1800 hours for a flight of 4 1/2 hours. All aircraft successfully completed the cross-country exercises. Ground training was given air crew not engaged in flying duties. The air gunners did 300 rounds of skeet shooting, one hour turret manipulation, and one hour of aircraft recognition. The air bombers were on "Geo". On returning from a night cross-country flight the captain decided to carry out an abandon aircraft aircraft drill. The captain, F/S Baker, E.C. (Can.R.142367) gave an order to prepare to abandon aircraft but unfortunately the engineer, Sgt. King, R.S. (1873548) and the tail gunner 1822239 Sgt. Sinclair, M.H.B. misinterpreted the order and actually bailed out. However, both landed safely and returned to camp later.</p>	

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LEEMING	15-1-44		<p>Weather: Fair to fine at first with moderate visibility. Fog developed after 1000 hours. No operations were ordered for tonight. The fog, which persisted throughout the day prevented any flying training being carried out. At 1530 hours a movie "Information Please" showing methods of interrogation of Prisoners of War, was shown in the Station Cinema for all aircrew personnel. Four crews were given lectures on dinghy procedure by S/L Craig, the Station Navigation Officer. Aircrew personnel were also given ground training during the day. The air gunners spent three hours on turret manipulation and forty gunners were given aircraft recognition training for an hour by 1899491 Sgt. Wilton, 9, who has just completed a course on this subject. The wireless operators inspected 20 aircraft and after that held a discussion on the night cross-country exercises carried out the night before. The air bombers were lectured on the III Phase by W/L I.P. McIntosh DFC the Bombing Leader. They were also trained on "Gee", Link and Navigation.</p>		
	16-1-44		<p>Weather: Sky obscured with fog all day. No operations were ordered. Persistent and widespread fog prevented any flying training being carried out. At 1100 hours the aircrew personnel assembled in the crew Centre and an inspection of lockers and flying clothing was made. Twenty five A.T.C. cadets were given a lecture on turrets by P/L W.V. Pollard (110899) the Squadron Gunnery Leader. One wireless operator trained his air bomber and mid-upper gunner on radio. S/L J.W. Bell DFC, O.C. "B" Flight gave a short lecture on "Crew Efficiency" to the pilots of that flight. The air bombers were on dry swims, W/T training and engineer co-operation. During the afternoon the Squadron was stood down.</p>		
	17-1-44		<p>Weather: Sky obscured and thick fog persisting on the surface. No operations were ordered for tonight. Still no flying training could be carried out due to the foggy weather. The gunnery section received one .5 calibre Browning machine gun to be used for instructional purposes. During the afternoon 22 air gunners were lectured on aircraft recognition by Sgt. Wilton. The wireless operators inspected their aircraft in the forenoon. At 1400 hours the pilots, navigators, bomb aimers and wireless operators were given a lecture on the "Importance of Navigation" by the Squadron Navigation Officer, P/L A.M. Stockdale (Can J.10407). During the forenoon the air bombers trained on "Gee" Link and dry swims. Their bombing panel trainer was also completed and tested. The navigators also took the dry swims with the air bombers.</p>		
	18-1-44		<p>Weather: Cloudy with poor visibility. Owing to the poor weather no operations were ordered and no flying training could be carried out. Two air tests were flown and one Mk II aircraft was flown to Middleton-St. George and exchanged for a Mk V. Four crews were detailed to attend a dinghy lecture at the Control Tower. Aircrews were given further ground training during the day. Twelve air gunners tried out the new night vision goggles while gun stripping and playing table tennis and found that they mist up very quickly. The wireless operators D.I.'d their aircraft and the air bombers trained on "Gee", Link, W/T and dry swims. The navigators finished their dry swims. At 1415 hours the officers were assembled in the crew Centre and given a short lecture on discipline by the Squadron Commander, W/C J.D. Pattison DFC.</p>		
	19-1-44		<p>Weather: Cloudy to overcast with continuous rain and poor visibility. No operations were ordered and owing to poor weather conditions prevailing throughout the day no flying training was carried out. A film on secret navigational aids and other late</p>		

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RESUME	19-1-44		information was shown in the early afternoon to aircrew personnel. A lecture was also given by W/C J.D. Pattison <u>AFM</u> on the latest operational information, at the Crew Centre. Four crews were despatched to Ripon Baths for wet dingy drill. At 1400 hours a parade of all squadron aircrew was held in No. 4 Hangar for the purpose of presenting <u>S/L D.H. Kanney <u>AFM</u></u> with the R.C.A.F. Operational Badge. This was the first award of this kind to be made on this Station. The badge was presented to S/L Kanney by G/C J.A. Bryans, the Station Commander. Some ground training was given to the aircrews during the day. The air gunners did one hour of aircraft recognition and range estimation using the Pictorial Trainer.		
	20-1-44		Weather: Fair becoming cloudy with poor to moderate visibility. Operations were ordered for tonight. Fifteen crews were briefed at 1345 hours for an operation on Berlin. All these took off successfully between 1605 hours and 1630 hours. Five of the aircraft were compelled to return early due to various technical failures and difficulties. Nine aircraft completed the operation successfully and returned safely to base. 10/10ths cloud over the target up to 14/16,000 ft. prevented an accurate observation of the bombing results. The attack was inclined to be scattered at first but became very concentrated later on. If the <u>FFF</u> markers were accurately placed the raid should be very successful. Very little fighter activity was encountered to and from the target. However, one aircraft, <u>LL197</u> , failed to return from the operation. The crew in the missing aircraft was as follows: Pilot: P/O H.A. Peddison (Can.J.22398) who had made 5 previous trips totalling 43 hours and 40 minutes. Navigator: P/O B.N. Forster (Can.J.19310) with 3 trips 22 hours and 05 minutes. Air Bomber: P/O J.M. Ramsay (Can.J.24028) - 3 trips, 21 hours 40 minutes. Wireless operator: P/O A.A. Ayres (Can.J.12157) - 3 trips, 21 hours 40 minutes. Sgt. Carter, N.S. (Can.J.191606) (MU/AG) with 2 trips, 17 hours 40 minutes and rear gunner <u>Can.J.120667</u> Sgt. Saffran, R.A. with 3 previous operations totalling 21 hours and 40 minutes. The aircraft was carrying 1 x 2,000 lb. H.C. bomb, 24 x 30 lb. and 900 x 4 lb. incendiary bombs. Aircraft <u>W.12993</u> captained by P/O A. Macdonald (Can.J.22384) was attacked by an enemy fighter which has been claimed as damaged by the mid-upper air gunner in the crew, P/O J.H. Calderbank (Can.J.27605). Due to the preparations necessary for the operation little ground training was carried out. Six wireless operators took part in a Group W/T exercise beginning at 1000 hours. This being the first time the Squadron has taken part in these exercises and everyone coped quite ably. The air bombers were on W/T training and engineer co-operation.		See Appendix B.1 references A.1 to A.15.
	21-1-44		Weather: Fair, becoming cloudy with frequent showers towards late evening. Visibility good. Operations were ordered for tonight and 13 aircraft were ordered and 13 crews were briefed at 1600 hours to carry out a raid on Magdeburg. All aircraft took off successfully between 1945 hours and 2010 hours. There was very little cloud over the target and visibility was good. <u>FFF</u> appeared to have been slightly late at the target and some of our aircraft were somewhat early. However, as the attack went on it became very concentrated and many fires were seen to have started. One very large fire was seen in the centre of the town. The attack was considered to have been a very successful one. All the crews returned safely after completing their mission but all were forced to divert and land at bases at Wrating, Stralishall, and Chedburgh.		See appendix B.2 references B.1 to B.13.
	22-1-44		Weather: Cloudy with squally showers of rain. Visibility good. No operations were ordered and very little ground training could be carried out as none of the crews had returned from the previous night's operations, until on in the afternoon. Crew members remaining on the Station were employed in laying pathways into the new Crew Centre.		

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LESMEZ	22-1-44		The air bombers spent time on "Geo" and Link training and testing the bombing panel. They were also employed in doing some painting in their section and several good paintings and diagrams have appeared on the walls of their room.		
	23-1-44		Weather: Cloudy with occasional squally showers. Winds very strong and gusty. Visibility good. No operations were ordered for tonight. Four aircraft carried out air tests but due to unfavourable weather conditions no flying training was undertaken. During the forenoon several crews carried out dingy drills. In the afternoon the Squadron Commander held the first Post Mortem on operations. All the aircrew assembled in the Crew Centre where a very thorough discussion of the last two operations, Berlin and Magdeburg, was held. The object of the discussion being to gain knowledge by constructive criticism of the parts played by each crew member in these two raids. The discussion proved to be very interesting and enlightening and it was generally agreed that it was successful and that much can be learned from such meetings.		
	24-1-44		Weather: Cloudy with poor visibility and windy. Some rain. No operations were ordered. No flying training was possible owing to the bad weather prevailing. During the forenoon a lecture was given to aircrew personnel by P/O MacKenzie (AUS) on his adventures in escaping from France. This officer was a Mustang pilot who had been shot down over enemy territory. He was therefore able to give a very interesting lecture. A sket competition which was arranged for the afternoon had to be cancelled owing to rain. The flight engineers were given a lecture during the afternoon on "Maintenance away from Base". There was to also have been an instructional film shown during the afternoon in the Crew Centre but was postponed for a later date. The Group Operational Training Summary for December was read to the wireless operators and discussed along with other Signals matters. The air bombers were given training on "Link" "Geo" and bombsight drill. They were also given dry swims.		
	25-1-44		Weather: Showery becoming cloudy and then fine. Visibility moderate becoming good. Operations were ordered and 14 aircrews were detailed for the raid. Main briefing was held in the Crew Centre at 1400 hours but the operation was cancelled at approximately 1630 hours. Due to preparations being made for the operation a great deal of ground training would not be carried out. All air gunners not required for the operation went sket shooting. Air bombers were on "Geo" and D.I.ing aircraft and bombing up aircraft. All the crews attended a film entitled "Divide and Conquer" shown in the Station Cinema. Very little flying was done, air tests being the only flights made.		
	26-1-44		Weather: Cloudy. Visibility good. Wind variable. Operations were not ordered for tonight. Seven flights were made during the day, most of these being fighter affiliation, the rest being air tests. During the afternoon a very interesting instructional film was shown in the Crew Centre followed by a lecture on meteorology. The air gunners of "A" Flight were given a lecture on aircraft recognition by Sgt. Wilson (RAF) while the "B" Flight gunners were on sket shooting. The air bombers carried out dry swims at the navigation section. They were also on "Geo" and LINK TRAINING.		
			Weather: Fine. Visibility good. Westerly wind blizzard at sea force of 100 hours, moderate later. Operations were not ordered for tonight. The weather being bad.		

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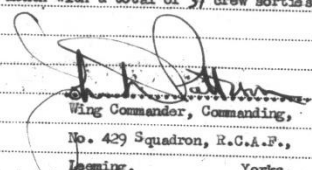
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LKMIB	27-1-44		<p>Weather: Cloudy. Visibility good. Westerly wind blowing at gale force at 1100 hours but moderating later.</p> <p>Operations were ordered today and 19 crews were detailed. However, this operation order was cancelled at about 1230 hours.</p> <p>During the afternoon there was some local flying down and the rest of the squadron was stood down. The squadron took part in a second Group W/T exercise which was carried out with good success. Those not engaged in flying duties during the forenoon were given ground training. The air gunners were on turret manipulation for one hour while the flight gunners were lectured on aircraft recognition by Sgt. Wilton (RAF). The air bombers were on "tee", Link and engineer co-operation.</p>	<p>SECRET.</p>
	28-1-44		<p>Weather: Mainly cloudy. Visibility moderate to good. Moderate westerly wind.</p> <p>Operations were again ordered today and 15 crews detailed to carry out the raid. These crews were briefed at 1715 hours. Take off time was set for 0001 hours and all aircraft took off successfully between 0001 hours and 0025 hours. 10/10ths cloud prevailed over the target up to about 10,000 ft. with good visibility above the cloud. PFF markers and sky markers were well concentrated halfway through the attack and judging by the close grouping of the fires the bombing appeared to have been accurate. A very large explosion which lit up a vast area was reported by several crews. The glow of the fires left burning could be seen as far away as Rostock. This is considered to have been a very successful raid. One aircraft (M279) was forced to return early due to unserviceable overload tanks, two aircraft are missing and the remainder, 12 aircraft, completed their mission and returned safely to base. One aircraft, "U" L1171, was encountered by an enemy JU88 which has been claimed as damaged by our aircraft. The captain of L1171 was P/O J. Atkins (Can. C.14000) and the two gunners credited with damaging the enemy aircraft are Can. R. 19783 Sgt. Woolsey, A.A. (MU/AG) and Can. R. 183955 Sgt. Barley, T.P. (Res./AG). The crews of the two missing aircraft were as follows: "D" - LK697 - P/O F. Saitals (Can. J. 22679) (Pilot) who had made 3 previous sorties with a total of 22 hours, 10 minutes, 1338542 Sgt. Richards, E.G. (P/S) (RAF) with 1 trip, 7 hours, 25 minutes, P/O W.A. Cook (Can. J. 21981) (Nav.), P/O A.G. McKenzie (Can. J. 29356) (A/B), WO2 Cornfield, E.A. (Can. R. 121343) (WO/AG), P/O K.B. Malcolm (Can. J. 17107) (A/G) and 1570900 Sgt. Howson, H. (RAF) (MU/AG) each with 2 previous trips totalling 14 hours and 05 minutes; Aircraft "K" - LK746: Can. R. 152849 P/S Wilkinson, J.H. (Pilot) with 3 trips totalling 25 hours, 1436510 P/S Bagg, J. (RAF) (A/B) with 26 trips totalling 141 hours 30 minutes, 1850839 Sgt. Green, R.S. (RAF) (P/S) with 3 trips - 17 hours 10 minutes and P/O W.S. Hicks (Can. J. 22600) (Nav.), 1484108 Sgt. Ward, J.W. (RAF) (WO/Air), 1852711 Sgt. Drewett, R.S. (RAF) (MU/AG) and Can. R. 72832 Sgt. Clay, H.C. (A/G) each with 1 trip of 6 hours and 20 minutes to their credit. The two aircraft were each carrying 1x 2,000 lb. H.C. bomb, 34 x 30 lb. and 630 x 4 lb. incendiary bombs. One other aircraft, "N" - L1170, was also attacked by an unidentified twin-engine enemy aircraft. This aircraft was captained by W/C J.D. Pattison DFC the Squadron Commander and the rear gunner taking part in the encounter was P/O S.P. Clark (Can. R. 18905) who makes no claim for damage to the enemy aircraft. Our aircraft was forced to return on three engines.</p>	<p>See Appendix B.1 references S.1 to S.15.</p>
	29-1-44		<p>Weather: Mainly cloudy. Visibility good. Light westerly wind.</p> <p>No operations were ordered for tonight. Most of the morning was spent in analysing logs and making out the necessary reports on the operation. During the afternoon the squadron was stood down.</p>	

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LEEMING	30-1-44		<p>Weather: Cloudy. Visibility good. Westerly wind, light to moderate. No operations were ordered for tonight. Twelve air firing details were carried out as part of a flying training program for the day. Four aircraft also carried out practice bombing flights on Stronsall range. Two Mk. III Halifax aircraft have been obtained on loan and will be used for instructional purposes. Ground training consisted of two hours turret manipulation and 200 rounds of sheet shooting for the air gunners. The flight engineers and pilots were lectured on the handling of Mk. III Halifax and Hercules engines. The navigators were on 'Geo' training as were the air bombers also. At 1600 hours, in the Briefing Room, a post mortem was held on the Berlin operation and a complete discussion of all aspects of this raid took place. During the late afternoon the two Mk. III Halifax aircraft arrived on the station and several flights and circuits were flown by squadron pilots.</p>		
	31-1-44		<p>Weather: Fine becoming cloudy. Visibility moderate except for smoke haze about 1100 hours. Light southerly wind becoming south-westerly. No operations were ordered. An extensive flying training program was put into effect during the day. Many flights were made by various pilots using the Mk. III aircraft, these flights being for familiarisation purposes. Also included in the days flying were eight air firing details. There were five aircraft on night cross-country exercises, taking off at 1700 hours for a flight of 4 1/2 hours. Aircrew personnel not engaged in flying were given ground training. There were three wireless operators on radio training. The air gunners were given aircraft recognition. The deputy flight engineer leader, P/O F.C. Jones (RAF) gave a lecture to the flight engineers on emergencies in the Messier Hydraulic system. The navigators were given 'Geo' training and the air bombers were on Link.</p>		
			<p style="text-align: center;">GENERAL</p> <p>In spite of only carrying out three operations in January, the Squadron was kept fairly busy moving to its new quarters on the station, and making these habitable. A good deal of resentment, however, was felt at the number of times the squadron was stood down when other aircraft of Bomber Command were working. It is hoped that when we are equipped with Mk. III Halifaxes we will work as often as anyone on the Command. A request has been made for two more Halifax III's for training purposes. It is hoped that when the Squadron re-equips we will have all crews trained on the handling of these aircraft.</p> <p>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.</p>		
			<p style="text-align: center;">MOVEMENTS</p> <p>The following operational aircrew were posted to the Squadron during the month w.e.f. dates as stated: P/O J.H. Wilson (Can.R. 16948) (Pilot), Can.R. 15698 Sgt. Glass, H. (RAF), Can.R. 138018 Sgt. Robinson, H.J. (A/G), 1314764 Sgt. Way, G.W. (RAF) (Nav.), and 1317939 Sgt. Sharp, S.G. (RAF) (WOP/Air) posted from 1664 C.U. w.e.f. 6-1-44. P/O G.W. McInnes (Can.R. 20571) (A/B), Can.R. 137938 P/S Cadogan, P.C. (Pilot), Can.R. 128484 Sgt. Williams, R.G. (Nav.), Can.R. 168719 Sgt. W6811, T.C.K. (WOP/Nav), Can.R. 207001 Sgt. Donaldson, J.D. (A/G), 1396232 Sgt. Kitto, D. (RAF) (A/B) were posted from 61 (RAF) Base w.e.f. 8-1-44. 1821581 Sgt. Shepherd, D.E.C. (RAF) (B/S) posted from 1659 C.U. w.e.f. 8-1-44. P/O D. Finlay (RAF) (145465) (A/G) and P/O G.W. Graham (RAF) (131241) (A/B) were posted from 1664 C.U. w.e.f. 6-1-44.</p>		

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LECMIG			<p>The following operational aircrew were posted from the Squadron to the Units shown w.e.f. dates stated: P/O J.G.M. Regimbald (Can.J.14794) (New.), Ca n.R. 79306 Sgt. Bouchard, J.S.Y. (A/U), Can.R. 196230 P/S Tremblay, J.A.L. (A/B), Can.R. 144906 P/S Bertossini, A.S. (Pilot), 65042 Sgt. Abery, L.S. (A/U), 1318239 Sgt. Bright, E.H. (P/E) (RAF) and 1430691 Sgt. Adams, C. (RAF) (P/S) were posted to No. 429 Squadron w.e.f. 3-1-44. P/O W/O Evans, J.K. (RAF) (New.B.) posted to No. 10 B.T.U. w.e.f. 5-1-44. P/O A.G. McConnell-Jones (RAF) (149143) (New.) posted to No. 10 O.T.U. w.e.f. 5-1-44. P/O P.W.R. Litson (RAF) (145432) (A/E) posted to Aircrew School Balton w.e.f. 5-1-44. P/O J. Monaghan (RAF) (127006) (A/B) posted to 61 (RCAP) Base w.e.f. 11-1-44. Can.R. 144983 P/S Charlebois, P.A. (Pilot) posted to RCAP "R" Depot, Warrington w.e.f. 18-1-44. 1127114 P/S Greive, E. (RAF) (Woy/Air) posted to No. 428 Squadron w.e.f. 27-1-44.</p> <p><u>Numerical Strength of the Squadron as at 31st January, 1944.</u></p> <table border="1"> <thead> <tr> <th colspan="2">OFFICERS AIRCREW GROUNDCREW</th> <th colspan="2">ARMY AIRCREW GROUNDCREW</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F.</td> <td>38</td> <td>2</td> <td>R.C.A.F. (USA)</td> <td>88</td> <td>190</td> </tr> <tr> <td>R.A.F. (CAN)</td> <td>19</td> <td>-</td> <td>R.A.F. (CAN)</td> <td>67</td> <td>40</td> </tr> <tr> <td>R.N.Z.A.F.</td> <td>-</td> <td>-</td> <td>R.A.A.F.</td> <td>1</td> <td>-</td> </tr> <tr> <td>U.S.A.A.F.</td> <td>-</td> <td>-</td> <td>U.S.A.A.F.</td> <td>1</td> <td>-</td> </tr> <tr> <td>W.A.A.F.</td> <td>-</td> <td>-</td> <td>W.A.A.F.</td> <td>-</td> <td>18</td> </tr> <tr> <td>TOTAL STRENGTH</td> <td>63</td> <td>2</td> <td></td> <td>157</td> <td>248</td> </tr> </tbody> </table> <p><u>Operational, Training and other Flying hours for January, 1944.</u></p> <table border="1"> <thead> <tr> <th></th> <th>DAY</th> <th>NIGHT</th> </tr> </thead> <tbody> <tr> <td>(a) Operational Flying Hours</td> <td>Nil</td> <td>276.40</td> </tr> <tr> <td>(b) Training Flying Hours</td> <td>94.25</td> <td>234.05</td> </tr> <tr> <td>(c) Other Flying Hours</td> <td>41.90</td> <td>Nil</td> </tr> </tbody> </table> <p><u>Aircraft on Squadron Strength as at 31st January, 1944.</u></p> <table border="1"> <thead> <tr> <th>TYPE</th> <th>Number on Strength</th> </tr> </thead> <tbody> <tr> <td>Halifax II</td> <td>1</td> </tr> <tr> <td>Halifax V</td> <td>15</td> </tr> <tr> <td>Halifax III</td> <td>2 (On loan)</td> </tr> <tr> <td>TOTAL</td> <td>16</td> </tr> </tbody> </table> <p>The Squadron engaged in 3 operations during the month with a total of 37 crew sorties allowed.</p> <p style="text-align: right;">  Wing Commander, Commanding, No. 429 Squadron, R.C.A.F., Leeming, Yorks. </p>	OFFICERS AIRCREW GROUNDCREW		ARMY AIRCREW GROUNDCREW		R.C.A.F.	38	2	R.C.A.F. (USA)	88	190	R.A.F. (CAN)	19	-	R.A.F. (CAN)	67	40	R.N.Z.A.F.	-	-	R.A.A.F.	1	-	U.S.A.A.F.	-	-	U.S.A.A.F.	1	-	W.A.A.F.	-	-	W.A.A.F.	-	18	TOTAL STRENGTH	63	2		157	248		DAY	NIGHT	(a) Operational Flying Hours	Nil	276.40	(b) Training Flying Hours	94.25	234.05	(c) Other Flying Hours	41.90	Nil	TYPE	Number on Strength	Halifax II	1	Halifax V	15	Halifax III	2 (On loan)	TOTAL	16		
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