

OPERATIONS RECORD BOOK

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

6578

Compiled by P/L Col. Higgins (Can. 0.3371)
No. of pages used for day

Page No. 1

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LEMMING	1-2-44	Flight	<p>Weather: Cloudy with slight intermittent rain. Visibility good. The squadron was not required for operations tonight. The majority of flights made during the day were in the new Halifax III aircraft which the squadron has on loan. These flights were for conversion and familiarisation purposes. P/S Wick, S.A. (Can. 0.128217) made one such flight with W/C J.D. Pattison <u>MC</u> (Can. 0.9577) while P/L R.H.V. Hunt (RAF) (133617), P/L H.L. Heimbecker (Can. 0.3372) and P/S Mitchell, L.L. (Can. 0.128464) also made conversion flights. During the afternoon P/L H.L. Heimbecker carried out a successful air to air firing exercise. W/C J.D. Pattison <u>MC</u>, P/L R.H.V. Hunt and P/O J. Atkins (Can. 0.14000) did a formation flight which included a bombing run in formation. During the afternoon the pilots, navigators and air bombers were given a test lecture. A lecture on night fighter defences was also given and aircrew during the afternoon by W/C J.D. Pattison <u>MC</u>. A night cross-country flight was detailed but the aircraft swung off the runway on take-off causing the undercarriage to collapse, the aircraft becoming damaged to sufficient extent to be placed in Category 'B'. The aircraft was piloted by P/S Ross, N. (Can. 0.128066) and the crew escaped injury. The aircrew not flying were given ground instruction. The air gunners were absent shooting, the flight engineers held a discussion on Hercules engines, Navigators were on 'Gee' training, and the air bombers were on 'Gee', link and engineer co-op training.</p>		LL 176
	2-2-44		<p>Weather: Cloudy with good visibility. Wind force was rather strong. Good flying weather locally. The squadron was not required for operations for tonight. More conversion flying was done on the Halifax Mk. III. Two aircraft were on fighter affiliation, one was on air to air firing and one aircraft and two crews were dispatched to Whitting to collect aircraft 'B' which had landed there off a previous operation. Four crews were detailed for night flying but this was subsequently cancelled due to unfavourable weather conditions. Ground training was given those not engaged in flying exercises. The air gunners spent one hour on turret manipulation, wireless operators trained on radio equipment, navigators on astro - night and 'Gee' and the air bombers were on 'Gee' and link. In the afternoon W/C J.D. Pattison <u>MC</u> lectured all the crews on flak.</p>		
	3-2-44		<p>Weather: Fair to cloudy with squally showers and strong gusty winds. Operations were not ordered for tonight. Due to the strong winds the weather was unfit for conversion training flying and no flying was done during the day. Twelve crews were detailed for night cross-country flights. Two aircraft became unserviceable before becoming airborne while the remaining aircraft completed the exercise successfully. During the afternoon the Squadron Commander, W/C J.D. Pattison <u>MC</u> discussed the Hercules XVI engine with the flight engineers. During the early part of the afternoon all aircrew personnel were given a lecture on first aid by the Medical Officer, Flight Lieutenant J. Feller, (Can. 0.3972)</p>		
	4-2-44		<p>Weather: Fair to fine with good visibility and strong winds. The squadron was not required for operations tonight. One Halifax III aircraft was flown by several crews on conversion flights but the flights were not particularly successful due to the gusty nature of the wind. The wind was expected to drop at dusk and a night cross-country program was put on. Also during the day two crews flew on air to air firing flights. The night flying program was finally cancelled due to unfavourable flying conditions. Some ground training was carried out by aircrews not engaged in flying duties. 20 air gunners</p>		

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L23MDE	4-2-44		were given aircraft recognition practice. A Morse training program was carried out together with some radio training by the wireless operators. During the afternoon six crews carried out dinghy drill. The flight engineers were given a lecture on Hercules III engines. The air bombers trained on "Gee" and Link and two of them spent time in the Intelligence Library.		
	5-2-44		Weather: Fair to cloudy with some occasional rain towards evening. Good visibility and moderate winds. No operations were ordered for tonight. During the forenoon the two Mark III Halifax aircraft were being used for conversion purpose carrying out circuits and landings. During the afternoon a complete flying training program was carried out. This program included six fighter affiliation flights and several air to air firing and bombing exercises. Ground training was given the aircrew personnel not on flying duties during the afternoon. Three wireless operators were on "Gee" and three were on radio training. The air bombers trained on "Gee" and Link and two of them visited the Intelligence Library.		
	6-2-44		Weather: Fair to cloudy with only moderate visibility. The squadron was not required for operations for tonight. Due to the inclement weather prevailing there was a complete stand-down of the squadron put into effect. The new tea counter in the crew room was opened today and proved to be a very popular part of the New Crew Centre.		
	7-2-44		Weather: Cloudy to fair with some slight rain early morning. Visibility good. No operations were ordered for tonight. The Halifax Mk. III aircraft was kept busy today on conversion training. Two aircraft from "A" Flight and one from "B" Flight flew on fighter affiliation exercises and one from "A" Flight carried out an air to air firing flight. Six aircrews were detailed for night cross-country exercises and all of these crews successfully carried these exercises out. Ground instruction was also given to those not on flying duties. Two complete crews were given dinghy drill. The air gunners were detailed for target shooting while the wireless operators were shown a film entitled "Boomerang" in the Station Armory. Six air bombers trained on "Gee", three were on Link and two of them were at the Intelligence Library.		
	8-2-44		Weather: Fair to fine with good visibility. The squadron was not required for operations for tonight. Six aircrews were detailed for practice bombing flights which were carried out successfully. Two crews also carried out air to air firing exercises. Several air tests were flown during the day and a Mk. III Halifax was flown on a height-climbing and fuel consumption test. Five aircrews were detailed to carry out a night Bullseye exercise and this was completed by all crews successfully. Ground training given aircrew personnel not on flying duties consisted of 2 hours turret manipulation for the air gunners. "Gee" and Link training for the air bombers. All aircrew personnel were shown the information film "The Battle of Britain" in the afternoon.		DRA

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L231B	9-2-44		<p>Weather: Cloudy with some occasional showers at mid-day. Visibility good. The weather was rather poor locally for flying so that most of the flying carried out was air tests. The only training flying done was four air to air firing exercises during the forenoon. No flying was done in the afternoon. Several crews were detailed to carry out crew drills during the day. The wireless operators who had not previously seen the film "Boomerang" were given the opportunity today. The remainder of them spent a short period on Morse training. The Flight Engineer Leader, P/L G.W. McIntyre (Can.C.18367) spent the afternoon with S/L Seabourne, No. 6 Group Air Sea Rescue Officer, organizing a training program on Air Sea Rescue. The air bombers trained on "Gee", Link and did compass swings. 20 air gunners were given aircraft recognition training. They also spent two hours on turret manipulation and fired 150 rounds in skeet shooting.</p>		
	10-3-44		<p>Weather: Fair generally but some occasional showers most of the day, with snow showers before mid-day. Visibility good. Strong squally winds. No operations were ordered for tonight. The Halifax Mk. III was flown on conversion flights but due to unfavourable weather conditions flying was discontinued and no further flights were carried out. At 1130 all R.C.A.F.'s not on duty attended a lecture on "politics" in the U.S.A. This lecture was given by Capt. J. Kerr of the U.S. Army, and at 1300 hours the lecture was repeated for the officers in the Officers' Mess. During the afternoon films on Hercules engines were shown and a discussion, led by a Bristol representative, took place in regard to the handling of these engines. During the forenoon the wireless operators were on a Group exercise after which the Signals Report was read for the month of January. The flight engineers wrote a general test, most of them doing very well on it. The air bombers trained on "Gee", Link, W/T, and engineer co-op. The air gunners spent three hours on turret manipulation. Several crews were given dinghy drill. Ten aircraft were ordered for a night cross-country program but owing to poor flying weather the schedule was cancelled.</p>		
	11-3-44		<p>Weather: Fair to cloudy becoming fine towards midnight. Visibility good with moderate wind fibres. The squadron was not required for operations tonight. Four crews carried out practice bombing exercises. Preparations were made for night cross-country exercises and ten crews were detailed for this. All took off and completed the exercise successfully. Ground training for aircrews included 2 hours turret manipulation and one hour aircraft recognition for the air gunners. The flight engineers were given a lecture on the handling of the automatic pilot, by P/L G.W. McIntyre the Flight Engineer Leader.</p>		
	12-2-44		<p>Weather: Fair becoming cloudy with moderate visibility. No operations were ordered for tonight. At 1000 hours a very interesting lecture on Sea Mining was given all aircree by Commander McDonald of the Royal Navy. During the afternoon three aircraft from each flight made up a six aircraft formation which was led by W/C J.D. Pattison on a practice bombing exercise. 36 bombs were dropped from the formation out at sea and photographs were taken of the bombs going down and the bursts. The effect was very good - all bombs from all aircraft dropping in a very concentrated area. Some ground training was carried out by aircrew personnel not engaged in flying. The flight engineers were lectured on their ground checks and what is expected of them in flight. The lecture being given by P/L G.W. McIntyre the Flight Engineer Leader. The air bombers trained on "Gee" and Link and the air gunners spent two hours on turret manipulation.</p>		

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LEMMING	13-3-44		<p>Weather: Cloudy becoming overcast with fog developing late afternoon. The squadron was not required for operations. Due to the inclement weather no flying training was carried out. The only flight made during the day was beam approach practice flight carried out by W/O J.D. Pattison <u>RAF</u> and P/L H.L. Heimbeker.</p> <p>During the afternoon W/O J.D. Pattison <u>RAF</u> gave all aircrew a talk on <u>RAF</u> jamming and also on the latest operational tactics.</p> <p>25 Air Training Cadets visited the squadron and were shown around the aircraft by aircrew personnel. Some of the wireless operators gave short lectures to groups of the Cadets. Six air bombers spent time training on 'Geo', three trained on W/T and three others visited the Navigation section for discussions there.</p>		
	14-3-44		<p>Weather: Overcast with slight rain and drizzle. Visibility poor.</p> <p>No operations were ordered for tonight. Due to the poor visibility no flying was carried out during the day. Three aircrews were detailed for night cross-country exercises but these were cancelled later in the day owing to weather conditions.</p> <p>At 1100 hours all aircrew personnel were taken on a route march around the perimeter track. The march was led by the Squadron Commander, W/O J.D. Pattison <u>RAF</u> and was enjoyed by all who took part in it.</p> <p>20 navigators and bombaimers spent two hours working on dry swims. The air gunners spent two hours on turret manipulation and one hour on the Hunt and Shadowgraph trainers.</p>		
	15-3-44		<p>Weather: Overcast. Visibility poor.</p> <p>Operations were ordered for tonight and fifteen aircraft were ordered for the operation. Fifteen crews were briefed at 1400 hours to carry out an attack on Berlin. All aircraft took off successfully between 1705 hours and 1715 hours. Fourteen of these bombed the primary while one aircraft was forced to turn back owing to a starboard inner engine becoming unserviceable. The captain, Can.A.130221 P/S Stewart, W.R., jettisoned his bombs at 5504N 0830E, at 2139 hours from 11,000 ft. Owing to 10/100ms cloud up to 10,000 ft. it was impossible for the crews to observe the results of their bombing. The P.P.P. was on time and their indicators were well concentrated and the raid is believed to have been a successful one. Aircraft "M" LL168 flown by P/O J.H. Wilson (Can.A.16948) was attacked near Neubrandenburg by a twin engine enemy aircraft which approached to 200 yards astern from below and broke away to port above. The aircraft was identified by both gunners as a JU88. Corkscrew action was ordered by the mid-upper airgunner, Can.A.138018 Sgt. Robinson, H.J., allowing the rear gunner, 145463 P/O B. Finlay (RAF), to fire 400 rounds at the fighter. Hits are claimed on this aircraft. On the way out this crew was again encountered by a second enemy aircraft identified as a FW190. Evasive action was taken and no shots were fired by the fighter. 200 rounds were fired by the rear gunner but no hits are claimed. Halifax "A" LL178 flown by P/L R.A.V. Hunt (RAF) (133617) was encountered by an unidentified twin engine enemy aircraft. Corkscrew action was taken by the pilot and the enemy aircraft was evaded. 250 rounds were fired by the rear gunner, Can.A.183666 P/S McCaffery, D.B., who claims hits on the aircraft. "A" - 18974 also encountered an enemy JU88. The captain, Can.A.17652 P/S Evans, W.B., escorted two complete corkscrews and successfully evaded the JU88. The rear gunner, Can.A.140983 W/O2 Patterson, W.C. fired about 400 rounds but no visible damage was caused to the fighter. All fifteen aircraft returned safely but were compelled to divert and land away at bases at Hethel, Southorpe, Foulsham, West Raynes and Little Snoring.</p> <p>Due to preparations for operations little ground training was undertaken.</p>		See Appendix B&2 references A.1 to A.11.

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LOSMEN	16-2-44		<p>Weather: Cloudy with rain and poor visibility all morning, improving to fair with good visibility later.</p> <p>Operations were ordered for tonight. Most of our aircraft being still away at their diversion bases from the previous night, it was possible to brief only four crews. Main briefing was held in the Crew Centre at 1400 hours but the operation was cancelled at 1500 hours.</p> <p>Due to the few aircrews returning from diversion bases and to the preparation for the operation which was cancelled, it was not possible to carry out any extent of ground training. The air gunners spent one hour on turret manipulation, six air bombers trained on "Geo", three on Link, three on engineer co-op and 2 trained on W/T.</p>		
	17-2-44		<p>Weather: Mainly fair with occasional showers of rain and sleet. Visibility moderate.</p> <p>Operations were again ordered for tonight. Five crews were detailed for the raid and were briefed at 1400 hours in the Crew Centre. However, the operation was again cancelled, at 1600 hours.</p> <p>Several crews had still not returned from diversion points owing to bad flying weather. Due to the fact that all crews were not back at base and also to the preparations for the operation ordered, only a small ground training programme could be carried out. Six wireless operators carried out the weekly Group R/T exercises between 1000 hours and 1200 hours. The air gunners were on turret manipulation for one hour. The air bombers spent time on "Geo", Link, W/T and engineer co-operation.</p>		
	18-2-44		<p>Weather: Cloudy with some slight occasional sleet. Visibility moderate.</p> <p>All but one aircraft have returned from diversion bases, although the weather is still not good. Operations were ordered for tonight. Sixteen aircraft were ordered and sixteen crews were to be briefed but the operation was cancelled before briefing had commenced.</p> <p>Not much ground training was done during the day as the time was spent in preparing for the operation. The air bombers has three men training on "Geo", three on Link and two others trained on W/T.</p>		
	19-2-44		<p>Weather: Cloudy with some sleet or snow. Visibility moderate.</p> <p>Operations were ordered for tonight. Sixteen crews were briefed in the Crew Centre at 1730 hours. All aircraft took off successfully between 2310 hours and 2324 hours.</p> <p>10601542 Sgt. Howland, S.L. had difficulty in taking off in "R" - KC947, when the air bomber's seat collapsed causing causing the air bomber to pull the throttles back. However a successful take-off was accomplished. Weather was 10/10ths cloud with tops about 10,000 feet. Visibility was described by crews varying from poor to good. Variations in winds resulted in the aircraft arriving early in the target area although they had deliberately lost time enroute. One aircraft, KC584, returned early due to the starboard inner engine becoming unserviceable. Twelve aircraft bombed the target, Leipzig, between 0402 hours and 0413 hours. The remaining three aircraft failed to return from the operation. These were "U" KC993 captained by P/L J. Bowen (RCAF) (122988), "Z" KC974 captained by P/L J.J. Stephen (Can.) (4744) and "Q" KC662 captained by P/O L.B. Fincham (Can.) (24432). P.F.P. sky and ground markers were very well concentrated but actual results of the attack could not be seen owing to intense cloud. However, the glow of fires and incendiary bombs could be seen reflected in the clouds. A large explosion at 0412 hours was reported by 2 crews.</p>		See Appendix B-2 references B.1 to B.16.

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LEMMING	20-2-44		Weather: Cloudy with occasional sleet, snow and drizzle. Visibility moderate to good. Operations were ordered for tonight. Fourteen aircraft were ordered but the operation was cancelled at 1600 hours. Owing to the crews resting up from the previous night's operation and the preparation being made for this operation it was impossible to do any amount of ground training.		
	21-2-44		Weather: Cloudy with wintery showers. Visibility moderate to good. The squadron was not required for operations tonight. The weather during the day made it impossible to carry out any flying training. Two crews were detailed to carry out night flying exercises but this was also cancelled owing to inclement weather conditions. At 1400 hours the aircrews were assembled together and a Post Mortem was held on the Leipzig raid. Ground instruction was given air crew personnel during the day. The air bombers had 6 men training on "Gee" and two on Link. The air gunners spent two hours on turret manipulation.		
	22-2-44		Weather: Cloudy with rain and frequent showers. Visibility moderate to good. Operations were ordered and nine crews were briefed at 1415 hours to carry out a tactical diversion flight over the North Sea. One aircraft failed to take off due to technical failure while the remaining eight all took off successfully between 1535 hours and 1605 hours. However, one of these was forced to return early owing to technical trouble arising. The rest of these aircraft were recalled before reaching their destination as the weather became very poor. All aircraft received the recall signal, returned to base and landed safely. During the day the air gunners completed one hour on turret manipulation, the air bombers trained on Link. All aircrew were shown a Ministry of Information film entitled "Battle of Russia". Two crews were detailed for night cross country flights but these were cancelled owing to poor flying weather developing.		See Appendix B.2 references C.1 to C.9.
	23-2-44		Weather: Cloudy with rain and frequent showers. Visibility moderate. The squadron was not required for operations tonight. Two aircraft were on local flying, while the No. 111 Flt. was being used for conversion flights. A full training programme was organised for aircrew personnel. Thirty-two air gunners were given one hour on aircraft recognition. The air bombers trained on "Link" and "Gee" and also paid a visit to the bomb dump. A Group Conference of Bombing Leaders was held during the day. The navigators assembled in the Briefing Room for a lecture and discussions on various phases of their work. P/L G.W. McIntyre (Can. 13967) the Squadron Flight Engineer Leader proceeded to Ripon baths in connection with his air-sea rescue work. During the evening the Signals Section, including Maintenance, took off for a party held in the village of Isomung. There were no early returns, the target was well lit up and everyone taking part in the operation state that it was a "wizad prang".		
	24-2-44		Weather: Cloudy with rain and drizzle. Visibility moderate to good. Operations were ordered and nine aircrews were briefed at 1330 hours in the Crew Centre to carry out a tactical diversion flight over the North Sea. All aircraft took off between 1645 hours and 1655 hours, completed their mission and returned to base safely. Although the time is being counted as operational, the crews are not being allowed sorties.		See Appendix B.2 references D.1 to D.9.

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LECMIG	24-2-44		for these diversionary flights. Seven aircraft were used during the day on local flying and cross country exercises. Due to the preparations for the operation and the flying training there was not a great deal of ground training done. Three air bombers trained on Link and six on "Gee" and three others on W/T.		
	25-2-44		Weather: Cloudy with rain during the morning. Visibility moderate to good. Operations were ordered for tonight. 12 aircrews were detailed and briefed to carry out a gardening operation on "Worst-Weather". Main briefing was held in the Crew Centre at 1930 hours. All aircraft took off between 1955 hours and 2030 hours. One, EK561, was forced to return early due to technical difficulties arising. The remaining eleven aircraft completed their mission successfully and returned safely to base of Canada ^{Canada} at 0100 hours ^{at 0100 hours} with their ^{with their} mission ^{mission} successfully ^{successfully} . Two other aircraft were detailed for a night cross country exercise which was carried out successfully. Two crews also made day cross-country flights in the Halifax Mk. III aircraft to-day. There were also several local flights made during the day. Grogged training was given those not flying. The air gunners spent two hours on turret manipulation. Also all the gunners not flying were sent to the Intelligence Library in the afternoon. Three air bombers trained on Link; and six trained on "Gee".		See Appendix B.2 references B.1 to B.12. 24-2-44 25-2-44
	26-2-44		Weather: Cloudy with rain turning to snow later. Visibility moderate but poor in snow. The Squadron was stood down for the day and no training of any kind was carried out. The Squadron was not required for operations. The highlight of the month was the visit to the Station of the R.C.A.F. Show "Blackouts". Tickets were allotted to the squadron so that a proportion of each section was able to see the show each performance and arrangements were made to ensure everyone being able to see it. The show this evening was for all the officers and N.C.O. aircrew personnel.		
	27-2-44		Weather: Cloudy with snow and later snow showers. Visibility moderate, very poor in snow. No operations were ordered for tonight. Owing to unfavourable weather conditions it was decided to stand the squadron down from flying for the day. A ground training programme was put into effect. Fourteen wireless operators took part in a "Dry Swim" in collaboration with a like number of navigators and air bombers. Twenty air gunners were given aircraft recognition instruction and the remainder were given a lecture on sighting. During the afternoon the flight engineers gave A.T.O. boys instruction on their part of the work of an aircrew. Besides the dry swims engaged in, the air bombers had six men training on "Gee". During the afternoon the R.C.A.F. Show "Blackouts" was shown to ground crew personnel and also another show was put on in the evening for ground crew personnel. The show proved very popular with everyone and was thoroughly enjoyed by all those attending the performances.		
	28-2-44		Weather: Becoming fair and milder. Visibility moderate to good. Operations were ordered for tonight. Nine crews were briefed at 1700 hours but the operation was cancelled shortly after briefing. One aircraft took off at 1800 hours for a night cross-country flight of 4 1/2 hours duration which was completed successfully.		

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LEEMIG	23-2-44		Air Gunners not on flying duties or on the operations order were given rifle shooting on the 25 yard range. Six air bombers were training on 'Gee' and 3 were on Link. They also took ground star shots. G/C G.E.M. Scott of No. 6 (R.C.A.F.) Group Headquarters paid a short visit to the Squadron to-day.		
	23-2-44		Weather: Fair and warm during the day. Visibility good. Operations were not ordered for tonight. A full flying training program was carried out during the day. Eight air to air firing details were carried out as well as three fighter affiliation exercises. Other local flights were made and 'Gee' homing exercises expounded. The air gunners spent two hours on turret manipulation. They also had two periods of aircraft recognition. There were six air bombers on 'Gee' training and three on Link. Fifteen worked on dry swims along with their wireless operators and navigators. Crews were also given dinghy drills and parachute drills.		
			<u>Operational Training and Other Flying Hours for February, 1944.</u>		
			(a) Operational Flying Hours	(DAY) Nil (NIGHT) 354.10	
			(b) Training Flying Hours	(DAY) 114.35 (NIGHT) 193.30	
			(c) Other Flying Hours	(DAY) 36.30 (NIGHT) Nil	
			A total of 60 sorties were flown by the Squadron during the month in the 5 operations carried out. These operations include two tactical diversions for which operational time only was allowed.		
			<u>Monthly and Cumulative Totals of Bombs Dropped 1944</u>		
			Tons Dropped in February - - 71 tons.		
			Total Tons Dropped to Date - 189 tons.		
			<u>Aircraft on Squadron Strength as at 27th February, 1944.</u>		
			<u>Type</u>	<u>Number on Strength</u>	
			Halifax V	16	
			Halifax III	2	
			<u>TOTAL</u>	<u>18</u>	
			<u>PERSONNEL</u>		
			<u>Movements</u>		
			The following operational aircrew were posted to the Squadron w.e.f. the dates shown: P/L W.B. Anderson (Can.J.8924) (Pilot), 1460321 Sgt. Stoere, G.E.J. (RAF) (P/S), Can.R.117093 WO2 Banning, J.D.J. (WO/AG), Can.R.174641 Sgt. O'Leary, L.S. (A/B), Can.R.176117 P/S Caputsea, A. (Nav.), Can.R.193860 Sgt. Mangione, J. (A/G) and Can.R.221243 Sgt. Ritchie, G.J.M. (A/G) posted from No. 61 (RCAF) Base w.e.f. 1-2-44. P/O A.I. MacDonald (Can.J.10111) (Pilot) posted from No. 61 (RCAF) Base w.e.f. 11-2-44. P/O E.G. Slessor (Can.J.24056) (Nav.), P/O J.P. Still (Can.J.24041) (Nav.), Can.R.90728 Sgt. Hawkins, J.P. (A/G), Can.R.113336 WO2 Morris, A. (WO/AG) Can.R.198360 P/S Murray, G.B. (Pilot), Can.R.152284 P/S Funks, S. (Pilot), Can.R.137973 Sgt. Wilson, W.R. (WO/AG), Can.R.163406 Sgt. Christner, A.L. (A/G), Can.R.172012 Sgt. Bowles, E.J. (A/B), Can.R.177540 Sgt. Erickson, E.M. (A/B), Can.R.188286 Sgt. Williams, A.J. (A/G),		

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No. of pages used for day _____

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LEIPZIG			<p>Can. 134900 Sgt. Palkner, W. (A/G), 134143 Sgt. Phillips, W.J. (W/S) (RAF), and 1392304 Sgt. Baker, A.S. (RAF) (W/S) posted from No. 51 (RCAF) Base w.o.f. 13-2-44. Can. 130571 WO2 Dennis, P.S. (WO/AB) posted from No. 911 R.F.U. w.o.f. 14-3-44. P/O H.P. Donroy (Can. 17333) (Pilot) posted from No. 51 (RCAF) Base w.o.f. 23-3-44.</p> <p>The following operational aircrew were posted from the Squadron to the Units indicated w.o.f. the dates shown: P/O D.J. Sasthen (Can. 27733) (A/B), P/O H.H. Traubinger (Can. 22599) (A/B), P/O B.G.D. Jackson (Can. 21204) (Pilot), P/O J.A. Radford (Can. 14217) (Nav.), Can. 182227 P/S Kay, S. (A/G), 1373074 Sgt. Redstone, P.G. (RAF) (WO/Air) and 1862629 Sgt. Abery, P.J. (RAF) (P/S) were posted to RCAF No. 405 Squadron w.o.f. 2-2-44. P/L A/S/L O.L.W. Baker (Can. 7304) (Nav.S.) posted to R.C.A.F. Station, Middleton St. George w.o.f. 3-3-44. 656891 P/S Johnston, W.T.P. (RAF) (Nav.S.), 1444433 P/S Toft, A.T. (RAF) (Pilot) and 1390317 Sgt. Carruthers, J.H. (RAF) (P/S) posted to No. 51 (RCAF) Base w.o.f. 2-2-44. 1379264 Sgt. Blackburn, V.H. (RAF) (WO/Air) posted to No. 423 Squadron w.o.f. 19-2-44. P/O J.L.J. Keenan (Can. 14033) (Pilot), P/O H.A. Wilkens (Can. 21652) (Nav.), Can. 114479 Sgt. Smith, B.A. (P/S), Can. 188892 Sgt. Ellis, H. (A/B), Can. 134050 Sgt. Hayes, J.D. (A/G), and 1393299 Sgt. Marchant, W.S. posted to No. 405 Squadron w.o.f. 23-2-44. Can. 129779 WO2 Starrup, B.V. (A/B) posted to No. 51 (RCAF) Base w.o.f. 23-2-44.</p> <p style="text-align: center;"><u>Commissioning of Airman</u></p> <p>The following airman were commissioned during the month of February w.o.f. the dates stated: 1005765 P/S Poole, S. (RAF) (A/G) - 24-1-44, 1043692 Sgt. Granfell, H.J. (RAF) (WO/Air) - 2-1-44, Can. 57692 P/S Byers, W.H. (Pilot) - 11-12-43, Can. 138909 P/S Morgan, J.C. (A/B) - 24-1-44 and Can. 134051 WO2 Fjaldsted, T.B. (Nav.) w.o.f. 20-12-43.</p> <p style="text-align: center;"><u>Casualties</u></p> <p>The following aircrew personnel have been reported as missing from operations during the month of February, 1944 on the dates as shown:</p> <p>P/L J. Bowen (RAF) (122988) (Pilot), P/O H.P. Blackman (RAF) (134380) (Nav.), Can. 137555 WO2 Forayth, A.C. (A/B), 1394634 P/S Brideswell, M.E. (RAF) (P/S), 1367292 Sgt. Brown, P.A. (RAF) (WO/Air), Can. 169663 Sgt. Smoke, H.R. (MI/AG), Can. 130360 P/S Murray, C.B. (2nd Pilot), 137395 P/S Willreuther, P.A. (RAF) (A/G), P/L J.J. Stephen (Can. 4344) (Pilot), Can. 146060 WO2 Gibbons, J.W. (Nav.), Can. 129212 WO2 McIntyre, P.A. (A/B), 180457 Sgt. Hunter, H.P. (RAF) (P/S), 1125670 Sgt. Hamilton, J.R. (RAF) (WO/Air), Can. 17851 Sgt. Reed, V.S. (MI/AG), Can. 142050 WO2 Ostlund, H.H. (A/G), P/O L.S. Finham (Can. 24452) (Pilot), Can. 146890 WO2 Morrison, O.L. (Nav.), P/O M.P. Meach (Can. 23746) (A/B), 137518 Sgt. Cottarill, W.H. (P/S), Can. 96356 WO2 Mingle, S.L. (WO/AG), Can. 134826 Sgt. Martin, L.H. (MI/AG) and Can. 181990 Sgt. Barton, V.A. (A/G) all missing from the operation on Leipzig on 19/20th February, 1944.</p> <p style="text-align: center;"><u>HONOURS AND AWARDS</u></p> <p>P/L J.W. Bell (Can. 7020) (Nav.) has been awarded the R.C.A.F. Operational Badge for completion of his first tour of operations.</p> <p>All R.C.A.F. personnel who were eligible have been issued with the ribbon or ribbon and emblem of the Canadian Volunteer Service Medal.</p>		

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			<p><u>SECRET</u></p> <p>Owing to the fact that the Squadron was equipped with only Mk. II and Mk. V Halifax and carried no H23 very few operations were carried out. However, on the few that were called for the Squadron gave an excellent account of itself, the sortie against Berlin on 13/16th being almost 100% successful.</p> <p>Weather during the month has been generally poor and training has had to be confined mainly to ground. Good use was made of the Mk. III Halifax loaned to the Squadron and as soon as the new aircraft are issued it is hoped that the Squadron will be able to take a more active part in operations.</p> <p>Health has been generally good with the exception of slight colds which have been prevalent owing to the weather.</p> <p>Relations between ground crew and aircrew personnel have been very cordial and this spirit is being fostered by different sections having parties together as opportunity offers.</p> <p>Serviceability has been well maintained and few aircraft have had to return early from sorties owing to technical failures.</p>																																																																								
			<p><i>W. H. Bennett</i> Wing Commander, Commanding, No. 423 Squadron, R.C.A.F., Leeming, Yorks.</p>																																																																								
			<p><u>Numerical Strength of the Squadron as at 29th February, 1944.</u></p> <table border="1"> <thead> <tr> <th></th> <th>OFFICERS</th> <th>AIRCREW</th> <th>GROUNDCREW</th> <th></th> <th>AIRCREW</th> <th>GROUNDCREW</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F.</td> <td>33</td> <td>2</td> <td></td> <td>R.C.A.F.</td> <td>82</td> <td>198</td> </tr> <tr> <td>R.C.A.F. (USA)</td> <td>2</td> <td>-</td> <td></td> <td>R.C.A.F. (USA)</td> <td>3</td> <td>--</td> </tr> <tr> <td>R.A.F.</td> <td>19</td> <td>-</td> <td></td> <td>R.A.F.</td> <td>76</td> <td>35</td> </tr> <tr> <td>R.A.F. (CAN)</td> <td>--</td> <td>-</td> <td></td> <td>R.A.F. (CAN)</td> <td>--</td> <td>--</td> </tr> <tr> <td>R.N.Z.A.F.</td> <td>5</td> <td>-</td> <td></td> <td>R.N.Z.A.F.</td> <td>1</td> <td>--</td> </tr> <tr> <td>S.A.A.F.</td> <td>2</td> <td>-</td> <td></td> <td>S.A.A.F.</td> <td>--</td> <td>--</td> </tr> <tr> <td>U.S.A.A.F.</td> <td>--</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></td> <td>W.A.A.F.</td> <td>--</td> <td>18</td> </tr> <tr> <td>TOTAL STRENGTH</td> <td>60</td> <td>2</td> <td></td> <td></td> <td>393</td> <td>251</td> </tr> </tbody> </table>				OFFICERS	AIRCREW	GROUNDCREW		AIRCREW	GROUNDCREW	R.C.A.F.	33	2		R.C.A.F.	82	198	R.C.A.F. (USA)	2	-		R.C.A.F. (USA)	3	--	R.A.F.	19	-		R.A.F.	76	35	R.A.F. (CAN)	--	-		R.A.F. (CAN)	--	--	R.N.Z.A.F.	5	-		R.N.Z.A.F.	1	--	S.A.A.F.	2	-		S.A.A.F.	--	--	U.S.A.A.F.	--	-		U.S.A.A.F.	1	--	W.A.A.F.	--	-		W.A.A.F.	--	18	TOTAL STRENGTH	60	2			393	251
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