

OPERATION RECORD BOOK

of (Unit or Formation) No. 427 Squadron, R.C.A.F.

Page No. 1  
Compiled by M/L C.S. Higgins (C-3371)  
No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
ESMDC	1-3-44		Weather: Fair to cloudy with a few occasional show showers towards evening. Visibility good. The squadron was not required for operations tonight. The Halifax III was used for conversion training and cross-country flights were carried out. Two air to air firing details were carried out. Eight aircraft were detailed for night cross-country flights but this training programme was cancelled at 1600 hours owing to unfavourable weather. Ground training was undertaken by those not engaged on flying duties. The wireless operators visited various sections on the station to glean further knowledge. Keen interest was shown in H2S and Fishpond. During the afternoon they commenced assembling the new G.C.S.P.'s. The air gunners spent several hours during the morning on turret manipulation. The air bombers trained on 'Wee', Link and sun shots. Three crews did wet dinghy drill at Ripon Baths where the 'K' type dinghy was demonstrated.		
	2-3-44		Weather: Mainly fine with good visibility. 3 degrees of frost. Operations were ordered and 13 crews were detailed. These were briefed at 1730 hours for an attack on Beaulieu Les Marais. All aircraft took off between 0049 hours and 0115 hours. This was the squadron's last operation with Halifax Mk. V aircraft and the bomb load was the heaviest yet carried in this type of aircraft. The load consisted of 9 x 500 lb. M.G. and 6 x 1,000 lb. M.G. bombs. There was a layer of cloud over the target up to about 7,000 ft. and above this level visibility was good. P.F.W. was late but appeared to be accurate in laying their markers. The raid was uneventful and is considered to have been very successful. All aircraft returned safely with one of them landing away from base, at Valley. The ground training and flying training programme was cancelled in favour of the operation. However, some ground training was done by aircrews not engaged in the flying. The air gunners were given a lecture on the .5 Browning gun by P/O Adams of 427 Squadron. No turret manipulation practice was possible as the turret was unserviceable. Six wireless operators took part in the Group W/T exercise. The flight engineers worked on the Hercules XVI engine to gain further knowledge of it. Six air bombers trained on 'Wee' and three on Link.		See appendix B.3 references A.1 to A.13.
	3-3-44		Weather: Fair to fine with good visibility. 4 degrees of frost. Operations were not ordered for tonight. During the day a large amount of flying was done in Halifax Mk. III aircraft and the conversion of the whole squadron to this type of aircraft is well under way. During the afternoon the squadron was stood down and no other training was undertaken.		
	4-3-44		Weather: Fine becoming cloudy with some slight snow after dusk. Visibility good. 6 degrees of frost. The squadron was not required for operations for tonight. More Halifax III aircraft have arrived and more conversion flights were carried out. Some ground training was done by aircrews not engaged in flying. The wireless operators inspected their aircraft and afterward continued with the sending of G.C.S.P.'s. The air gunners spent two hours on turret manipulation. At 1115 hours all personnel attended a lecture on aircraft recognition which was given by 1893431 Sgt. Wilton, G. (RAF) (A/B) in the Mess. The engineers and pilots were given lectures on the Mk. III aircraft by a fitter and a rigger from Air Ministry. Some engineers worked on dismantling our instructional Hercules engine for re-assembly in the engineer's lecture room.		

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LEHMIE	5-3-44		<p>Weather: Cloudy with good visibility. 1 degree of frost. The squadron was not required for operations tonight. Four crews were detailed for night cross-country flights in Mk.III aircraft. These were briefed at 1400 hours and the exercises were completed successfully. Acceptance flights were made on the new Mk.III aircraft which have arrived and also more conversion flying was carried out.</p> <p>Air gunners spent two hours practicing turret manipulation. All air gunners who were not on flying duties were given a lecture on the .5 Browning gun by P/O Adams of 427 Squadron. A flight of Air Cadets paid a visit to the gunnery section during the day. Six wireless operators trained on "Geo", flight engineers worked on the Hercules VII engine, and the air bombers trained on "Geo" and engineer co-operation.</p>		
	6-3-44		<p>Weather: Fair to fine with good visibility.</p> <p>Operations were ordered for tonight and 5 crews were briefed to carry out an operation over Trappes. All aircraft took off successfully between 1815 hours and 1842 hours. A gun tire was discovered just before take-off on one of our aircraft and the spare aircraft was borrowed from 427 Squadron. The weather over the target was clear and the visibility was good. This was the first operation carried out with the new Halifax Mk.III aircraft and it is considered to have been a very successful raid. A very large fire was left burning in the target area and good bombing results could be observed. All aircraft returned safely to base.</p> <p>More acceptance flights were flown in new Mk.III aircraft arriving on the squadron. Due to the preparations for the operation a great deal of time could not be spent on ground training. However, aircrew personnel not connected with flying activities did some ground training. 20 air gunners studied aircraft recognition and others spent two hours on turret manipulation. Six air bombers trained on "Geo" and three trained on Link. The wireless operators were allowed to select their own training. Many of them visited their new aircraft in order to become thoroughly familiar with this new type. A very keen interest is being shown in these new Halifax Mark III aircraft.</p>		See appendix B.3 references B.1 to B.5.
	7-3-44		<p>Weather: Cloudy with good visibility.</p> <p>Operations were again ordered and 8 crews were briefed at 1445 hours to carry out an attack on Lefana. All aircraft took off between 1825 hours and 1836 hours. 10/10th cloud obscured the target. Above the cloud at 10,000 feet the visibility was good. The P.P.P. was late in arriving at the target with their flares and this caused a congestion of aircraft in the target area. Very little results of the bombing could be observed due to the intense cloud. A large explosion was observed at 2124 hours and the glow could be seen reflecting on the cloud underneath. One aircraft was forced to return early due to technical failure while the remaining 7/8th completed the operation and returned safely to base.</p> <p>Acceptance flights were again carried out in new aircraft. Owing to the preparations for the operation it was impossible to undertake a great deal of ground training. The air bombers had six men on "Geo" and three men on Link training. Three wireless operators also took "Geo" training and the air gunners spent time on the turret.</p>		See appendix B.3 references G.1 to G.8.
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ESCMIE	8-3-44		<p>Weather: Cloudy becoming fine. Visibility poor. Wind calm or very light. Operations were ordered for tonight and five aircrews were briefed at 1445 hours. However, the operation was cancelled at about 1630 hours. Local conversion training flights were made during the day on Mk.III aircraft. One new aircraft was flown on an acceptance check flight. It was the type with the extra wing span and was found to handle very well. Due to the necessary preparations for the operation and the amount of flying training carried out only a limited amount of ground training was undertaken. The air gunners not engaged in flying duties spent two hours on turret manipulation. The air bombers were given a lecture on bombing theory as well as training on Link and Gee. P/O W. Tucker (CanJ.17956) (A/G) was screened after completing his first tour of operations. He is the first aircrew member to have completed a full tour of 30 sorties since the formation of the Squadron.</p>		
	9-3-44		<p>Weather: Cloudy with fog, becoming fine. Visibility foggy becoming poor. Wind - calm. Operations were ordered and five crews were detailed. Briefing was held at 1300 hours but the operation was cancelled at 1645 hours. Seven crews were detailed for night cross-country exercises but this too was cancelled. It was not possible to do much ground training owing to preparing for the operation and night flying. Five wireless operators visited the radar section in the forenoon to study "Fishpond". Air gunners spent 1 hour on turret manipulation. The air bombers trained on Gee, Link and WT and the lecture on the theory of bombing was continued.</p>		
	10-3-44		<p>Weather: Fine becoming cloudy. Visibility moderate becoming good. Wind, light northwesterly. The squadron was required for operations tonight. Eleven aircrews were detailed but the operation was cancelled prior to briefing time. Consequently thirteen crews were detailed for night cross-country exercises. All took off, twelve completed the exercise successfully while the remaining aircraft was forced to ditch. This aircraft, "W" 15639, which was piloted by CanJ.152254 P/O P. F. F. F., developed engine trouble to such an extent that the excess vibration caused the wing to break away. It was apparent that the outer wing might also break away so ditching action was taken. This occurred about 2 miles out to sea off the Bridge of Don, Aberdeen. The whole crew were successful in the ditching operation and escaped without injury. The air gunners spent one hour on turret manipulation. There were 6 air bombers training on Gee and three on Link.</p>		
	11-3-44		<p>Weather: Cloudy, visibility good. 15 m.p.h. wind from the north-west. The squadron was not required for operations for tonight. Four fighter affiliation and 8 air firing details were arranged for the afternoon but were subsequently cancelled owing to repeated G.S.W. trouble in the Mk.III aircraft and also to unfavourable weather conditions. No other flying was done and all aircraft were inspected for any G.S.W. trouble. The wireless operators were given a talk in the morning by the Signals leader, P/L A.F. Smith (CanJ.10225) on the new I.F.W. procedure. The gunnery leader, P/L L.V. Pollard (11893) (RAF) inaugurated a refresher course for air gunners nearing the completion of their tour. During the afternoon the squadron was stood down.</p>		

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LIMBIE	12-3-44		<p>Weather: Cloudy, visibility moderate becoming good. Wind, north-westerly, 10-15 m.p.h. No operations were ordered for tonight. Eight air firing details were arranged and seven crews were on local flying. The air firing exercises were completed successfully. One crew flew a new aircraft on an acceptance check flight.</p> <p>The wireless operators visited the radar section and studied "Flashpond". S/L Clark, No. 6 Group Gunnery Leader visited the squadron and interviewed S/O J.R. Calderbank (Can.J.27003) in regard to a course at Central Gunnery School. The air gunners spent one hour on turret manipulation. S/L Seaborne, No. 6 Group Air Sea Rescue officer also visited the squadron to interrogate S/L Puskas and crew in regard to their ditching experience while on anight cross-country exercise. There were 6 air bombers on "tee" and three on Link training.</p>		
	13-3-44		<p>Weather: Clear with good visibility.</p> <p>The squadron was required for operations tonight. Eight aircraft were ordered and eight crews were detailed. Briefing was held in the Crew Centre at 1700 hours. All aircraft took off between 2200 hours and 2210 hours. One aircraft, 12303, returned early due to technical difficulties. The remaining seven aircraft proceeded to the target and the visibility was good. TFF markers were concentrated and appeared to be accurately placed. The bombing seemed to be accurate and the raid should be particularly effective. Several crews reported a large explosion which seemed to be of the "oil tank" type. This is considered to have been a very good attack and no abnormal difficulties were encountered. All seven aircraft returned safely to base.</p> <p>Four aircraft carried out practice bombing flights. No air firing flights were possible owing to a very high wind which prevented the Martinet towing aircraft from becoming airborne.</p> <p>Owing to the preparations for the operation and to the other flying done it was impossible to carry out a great deal of ground training. There were 5 air bombers on "tee" and three on Link training.</p>		See appendix B3 references D.1 to D.3.
	14-3-44		<p>Weather: Fine becoming slightly cloudy. Visibility good.</p> <p>The squadron was not required for operations tonight.</p> <p>A flying training programme was put into effect and four aircraft carried out fighter affiliation flights. Other flying included air tests and local radar training. The remainder of the squadron was stood-down.</p> <p>Some ground training was carried out during the day. 12 air gunners were sheet shooting. The air gunners also spent one hour on turret manipulation. Eight air bombers visited the intelligence library while 5 trained on "tee" and three others trained on Link.</p>		

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LEWIS	19-3-44		Weather: Cloudy with rain and drizzle. Visibility moderate. The squadron was not required for operations for tonight. Owing to the poor flying weather and also to the fact that a <del>great number</del> of our aircraft had landed away at other bases, no flying training was carried out. The crews on operations the previous night were interrogated during the afternoon but only a limited amount of ground training was undertaken. The air gunners spent two hours on turret manipulation. The squadron was stood down for the remainder of the afternoon and the crews left their sections.		
	20-3-44		Weather: Fine at first, cloudy with rain in the morning; fair to fine later. Good visibility. Operations were not ordered for tonight. There was no flying done during the day with the exception of two flights made in checking out two new pilots on the Mark III Halifax aircraft. The crews undertook considerable ground training in their respective trades. There were twenty five air gunners training on aircraft recognition. They also spent two hours on turret manipulation and did 300 rounds skeet shooting. The wireless operators, after inspecting their aircraft were left to devise their own training in whatever branch they felt necessary. The flight engineers held a post mortem on the last operation. There were six air bombers on "Bee" and three on Link, three on W/T and three on engine co-operation training. Two others visited the intelligence library. The navigators prepared new charts and studied the latest information on their trade.		
	21-3-44		Weather: Cloudy with rain and drizzle. Visibility moderate to good. Not required for operations for tonight. The weather was very good and no flying of any nature was carried out. Ground training was undertaken by the aircrews during the day. Several crews took part in crew drills. Twelve air gunners practiced aircraft recognition, twenty were on skeet shooting and the remainder cleaned their guns. The wireless operators instructed their air bombers on W/T and some of them worked on an unserviceable transmitter. Mr. Bell, Messior Hydraulics representative, gave the flight engineers and pilots a lecture on the Halifax III hydraulic system and how to cope with emergencies. Six air bombers trained on "Bee" and three trained on Link. They were also given a lecture on bomb fuzing. The navigators carried out a "See" training program and also worked on their own navigation equipment.		
	22-3-44		Weather: Cloudy with occasional slight rain. Moderate to good visibility. The squadron was detailed for operations tonight. Fifteen crews were briefed to carry out an operation against Frankfurt. Two of these failed to takeoff due to a collision between them which occurred on the perimeter track while they were taxiing to takeoff position. No one was injured. The remaining thirteen aircraft took off but two of these were forced to return owing to technical failures. Eleven aircraft attacked the target. There was 2/10 to 10/10 patchy cloud with tops at 6-10,000 ft and visibility was reported as good by most of the crews. FFF markers, both sky and ground, were well concentrated and plentiful and the bombing appeared to be accurately placed around them. Many fires were reported in the target area increasing in intensity as the attack developed. Two large explosions were also observed. The concentration of night fighters appeared to be heaviest in the Osnabruck area and over the target. All crews returned to base except one which landed safely away at Skipton. Owing to the preparations for operations not much other flying was done. One cross-country exercise was completed and the only other flying done was test flights. Only a small amount of ground training was undertaken. The air gunners not flying spent two hours on turret manipulation and the airborne lifeboat was demonstrated to aircrew personnel.		See Appendix B.3 references and appendices 8.1 to G.13, 8.6 and B.7.

OPERATIONS RECORD BOOK

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No. of pages used for day

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ESSEN	23-3-44		<p>Weather: Cloudy. Visibility moderate to good. No operations were ordered for tonight. Owing to the poor flying weather which prevailed throughout the day no flying was carried out and the squadron was stood down. A ground training program was put into effect during the forenoon. Four completed crews carried out crew drills. After inspecting their aircraft six wireless operators carried out a group exercise. Twenty air gunners trained on aircraft recognition. Others spent two hours on turret manipulation. The flight engineers held a post mortem on the previous night's operation and discussed the various aspects of that raid. Four air bombers visited the bomb dump and the navigators worked on their equipment and prepared charts.</p>		
	24-3-44		<p>Weather: Cloudy, fair to fine later. Visibility moderate to good. Operations were ordered for tonight and fourteen crews were detailed. These crews were briefed at 1730 hours for operations on Berlin. All took off but the 5th crew failed to return early due to failure of the oxygen supply to the rear gunner. One of our aircraft failed to return from the operation. The captain of "H"-LK807 was P/O S.A. Wick, Can J.19777, the captain of "J"-LK688, was P/O B.A. Giles (A05420740) and the captain of the third aircraft, "W"-17914 was the "B" Flight Commander, S/L J.W. Bell RCAF (Can J.7020). S/L Bell was navigator in this aircraft the pilot being P/O R.F. Courroy (Can J.17939) who had only recently returned to this country after having baled out over enemy territory on a previous operation from this Squadron. The weather over the target was 4/10 to 9/10 cloud with tops from 3 to 10,000 feet. Visibility was generally good. The JMW markers were fairly well grouped and on time. The attack was somewhat scattered at first but became more concentrated as the attack progressed. Two heavy explosions were observed and the glow of the fires could be seen 100 miles away. The master bomber was in evidence during the attack but was not considered to have been particularly successful. Aircraft "X"-17714, captained by P/O A. Macdonald (Can J.22384) (Pilot) encountered an enemy Ju88 on the return journey. Both Halifax gunners, P/O J.R. Callierbank (Can J.27605) and Can J.174900 Sgt. Chapman, T.B. (Rear Gunner) opened fire and the Ju88 is claimed as damaged. Aircraft "Y"-LK806, piloted by Can J.209409 P/S Thompson, H.L. was attacked by an unidentified enemy aircraft while ened by enemy searchlights. Fire was exchanged between the two aircraft, the Halifax sustaining damage to the fuselage. No hits are claimed on the enemy aircraft. During the action the wireless operator, 1323321 Sgt. Budgen, R.F. (RAF) baled out and parachuted. The rear gunner, who fired 500 rounds on the enemy aircraft, is Can J.194023 Sgt. Pressary A.D. All the aircraft on this operation were badly off track on both the outward and return journey due to heavy winds. Due to the operation and the necessary preparations for it, not a great deal of flying or ground training was carried out. Two aircraft carried out day cross-country exercises. Air gunners not flying were sheet shooting. They also spent one hour on turret manipulation. Three air bomber were on the bombing up of the aircraft, while others trained on "See" and Link.</p>		See Appendix B.3 references H.1 to H.14.
	25-3-44		<p>Weather: Fine at first, becoming cloudy then fine later. Visibility moderate to good. The squadron was again required for operations and four aircraft were ordered. Four crews were briefed at 1600 hours for a bombing raid on Ludlow. Four aircraft took off but one of these returned early with engine trouble. The weather over the target was clear with some haze but visibility was good. The target markers were on time and well concentrated and the bombing was accurately placed around them. A large explosion was seen by one crew, with a large yellow flash. No enemy aircraft were sighted and all returned to base safely.</p>		See Appendix B.3 references J.1 to J.4.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
ESSEXING	25-3-44	(Cont'd)	Two crews were detailed for cross-country flights but these were cancelled owing to the unserviceability of the aircraft. The air gunners not flying spent two hours on turret manipulation and also went about shooting. The air bombers trained on "Gee" and Link and three of them attended bombing up of the aircraft for the operation.		
	26-3-44	to return	<p>Weather: Fair to fine. Good visibility.</p> <p>The squadron was again required for operations and twelve aircraft were ordered. The crews were briefed at 1600 hours for an attack on Essen. All aircraft took off but one was forced early due to an unserviceable starboard outer engine. The remainder attacked the target between 2200 hours and 2216 hours. 8-10/10ths cloud prevailed over the target in thin stratus layers varying from 5,000 ft. to 22,000 ft. In view of these conditions practically nothing could be observed of the results of the bombing. It was difficult to see the ground markers but numerous flashes of bomb bursts could be seen reflecting in the cloud. Aircraft "K" flown by Gen. R. 152284 R/S Puskas, S. was attacked by three unidentified enemy aircraft on the return journey. Brave action was taken on order from the gunners who fired in the direction from which trespass was coming. The mid-upper gunner was in the under-blister position at the time and the wireless operator took over in the mid-upper turret. The first enemy aircraft was seen to explode before the bomber while another which was fired upon was seen to fall earthwards and explode on hitting the ground. Both enemy aircraft are claimed as destroyed. The rear gunner was Gen. R. 194900 Sgt. Paulkner, W. and the wireless operator who manned the mid-upper turret was Gen. R. 157975 Sgt. Wilson, W.R. An error in forecasting the target weather was made by met. when it forecast clear weather over the target. Due to the pressure of operations very little training was carried out. The air gunners not flying spent one hour on the practice turret. The air bombers trained on "Gee" and marked up their log books.</p>		See Appendix B.3 references K.1 to K.12- See Appendix B.10
	27-3-44		<p>Weather: Fair to fine. Good visibility.</p> <p>No operations were ordered for tonight. Three aircraft carried out day cross-country flights, and one fighter affiliation flight was also carried out. One acceptance flight was made also. During the afternoon the wireless operators held a discussion on the Essen operation. Other routine work was cleared up such as amendments to publications etc. The flight engineers also held a post mortem on the previous operations, the air bombers trained on "Gee" and Link and the navigators checked and marked their logs from the previous operation. The air gunners challenged the air gunners from No. 427 Squadron at baseball and made good their challenge by defeating them 14 to 12.</p>		
	28-3-44		<p>Weather: Cloudy with drizzle. Visibility moderate.</p> <p>The squadron was stood down from operations to-day. Four crews were detailed for fighter affiliation and two for air firing flights but these were cancelled as the weather became unfavourable for flying. All available aircrew personnel were detailed to work on the new Crew Centre and clean it up and make pathways etc. The air gunners spent one hour on turret manipulation, the new wireless operators trained on E.D.F. and the bombers trained on "Gee" and Link. Some navigators worked on new charts and also studied in the intelligence library.</p>		

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OPERATIONS RECORD BOOK

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LEGNIE	29-3-44		<p>Weather: Cloudy becoming fair. Light drizzle during forenoon. Visibility 1-6 miles. Light wind</p> <p>Operations were ordered for tonight and twelve aircrews were detailed. However, the operation was cancelled at 1700 hours.</p> <p>Owing to the operation being cancelled so late in the day and the preparations necessary for it, there was only a very limited amount of training carried out during the day. The air gunners spent one hour on target manipulation and also fired 150 rounds in sheet shooting. Considerable time was spent by the wireless operators in checking their helmets and head sets for the operation and only routine work was carried out in the section. The new Signals Leader, F/O W. Robson (RAF) (127878) who is a Canadian serving in the R.A.F. arrived on the Squadron and was introduced to his new section. The navigators assembled in the "Gee" training room for a demonstration on the location of fuses and the possibilities of changing them in the air.</p>		
	30-3-44		<p>Weather: Fair. Visibility 5-10 miles. Wind, light, Northerly.</p> <p>The Squadron was required for operations and thirteen aircraft were ordered. The thirteen crews were briefed at 1700 hours for an attack on Brunswick. All crews took off but one was forced to return early due to engine trouble. One aircraft failed to return from this operation. This aircraft, "M" - IK800 was captained by Pilot Officer K.H. Bowley (AMS1445B). The remaining aircraft attacked the target and dropped their bomb load. There was 8/10 to 10/10 clouds over the target with tops from 8,000 to 12,000 feet. Visibility was moderate to good. The ground markers were scattered and the sky markers were more concentrated. H2S indications were that neither ground or sky markers were over the built up area. One aircraft reported that the flog of fires could be seen 100 miles away. A violent explosion occurred during the bombing but in general the results of the attack were very hard to assess owing to the dense cloud conditions. Aircraft "M" - IK802 was attacked by an enemy fighter on the outward journey. Evasive action was taken and the enemy was fired on by the rear gunner but no hits are claimed. Aircraft "Q" - IK904 which was piloted by P/O J.H. Wilson (Cana. 169449) was forced to ditch in the channel on the return journey. All the crew except the captain managed to escape by dingy and were rescued later. The captain is reported missing - believed killed. The navigator, 1314754 P/S Wey, G.W. (RAF) was slightly wounded in the left leg and the remainder of the crew escaped uninjured. Several of our aircraft were diverted and landed away at other bases.</p> <p>During the day there were several air tests carried out but no training flying was done. Owing to the preparations necessary for the operation very little ground training was done. The air bombers trained on "Gee" and H2S.</p>		See Appendix B.3 references L-1 to L-13.
	31-3-44		<p>Weather: Fair. Visibility 5-10 miles. Wind, light, Northerly.</p> <p>The squadron was not required for operations tonight. The crews which had been on operations the previous night were stood down. Four crews carried out cross-country exercises during the day. All the remainder of the aircrew personnel were employed all day in gardening, making pathways, and cleaning up the premises of the Crew Centre.</p>		See Appendix B.11.

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			<p align="center"><u>PERSONNEL MOVEMENTS</u></p> <p>The following operational aircrew were posted to the Squadron w.e.f. the dates shown:                      P/O J.P. Pennessay (Can.J.27009), P/O R.B. Low (Can.J.27125)(A/B), Can.R.61000 P/O                      Aohymichuk, A. (Nav.), Can.R.191276 Sgt. Crosswell, F.B. (A/B), Can.R.194068 Sgt. Miller, W.J.                      (A/B), and 109601339 W/Sgt. Kempton, A.W. (USA)(WO/AG) posted from No. 61 Base w.e.f. 14-3-44.                      1005440 Sgt. Austin, H. (RAF)(P/S) posted from 61 Base w.e.f. 14-3-44. P/O A.G. Brown (Can.J.                      28086)(A/B), P/O D.B. MacGinnis (Can.J.24660)(Nav.), P/O P. Nasser (Can.J.27731)(A/B), P/O                      M.A. Sloeki (Can.J.24967)(Pilot), P/O A.J. Sobotin (Can.J.27566)(Nav.), 137722 Sgt. Smith,                      A.H. (A/B), 182311 Sgt. MacDonald, W.F. (P/S), 2206449 Sgt. Jolley, J.L. (RAF)(P/S), Can.R.                      112219 P/S MacDonald, J.I. (WO/AG), Can.R.143198 P/S Mitchell, J.W. (A/B), Can.R.179876 Sgt.                      Moody, W.H. (WO/AG), Can.R.187666 Sgt. Lapointe, H.D. (A/B), J.W. (Pilot), Can.R.179876 Sgt.                      (A/B) and Can.R.201278 Sgt. Sheardown, J.W. (A/B) all posted from No. 61 Base w.e.f. 15-3-44.                      P/O J.P. Armstrong (Can.J.27432)(A/B), P/O K. Bryane (Can.J.24720)(Nav.), P/O D.A. Page                      (Can.J.24959)(Pilot), P/O S.S. Dolan (Can.J.27992)(WO/AG), P/O G.F. Martin (Can.J.26743)(Pilot)                      P/O M. Frymalak (Can.J.20720)(A/B), P/O L.S.J. Ransy (Can.J.24721)(Nav.), P/O S.A. Vaniloff                      (Can.J.27594)(A/B), Can.R.123944 Sgt. Bridges, L. (A/B), Can.R.129113 WO2 Dempster, G.J. (WO/AG)                      Can.R.186707 Sgt. Compton, G.F. (A/B), 179177 Sgt. Walker, J.W. (A/B), 139392 Sgt. Schofield,                      E. (P/S) and 180911 Sgt. Hewson, E. (RAF)(P/S) all posted from No. 61 Base w.e.f. 17-3-44.                      P/O M. Rabovsky (Can.J.28596)( Can.R.166707 Sgt. Mason, G.V. (Pilot), Can.R.166799 P/S Dunlop, B.                      (WO/AG), Can.R.170679 Sgt. Badley, E.L. (Nav.), Can.R.139532 Sgt. Goltman, P.S. (A/B), Can.R.                      199283 Sgt. Kirton, L. (A/B), and 1912358 Sgt. Hornby, H. (RAF)(P/S) all posted from No. 61                      Base w.e.f. 29-3-44. P/O S.M. Leslie (Can.J.26786)(Pilot), P/O R. Webster (Can.J.27175)                      (Nav.), P/O J.S.W. Hester (Can.J.28927)(A/B), P/O G.H. Vipond (Can.J.38130)(A/B), Can.R.51990                      WO2 McGinn, G.S. (WO/AG), Can.R.19726 Sgt. Baldry, E.W. (A/B), and 1860419 Sgt. Elliott, G.A.                      (RAF)(P/S) all posted from No. 61 Base w.e.f. 31-3-44.</p> <p>The following operational aircrew personnel were posted from the Squadron to the Units shown                      on the dates stated: S/L (A/W/C) J.H. Paterson (Can.G.957) posted to R.C.A.F. Station,                      Leeming, N/E sick w.e.f. 2-3-44. Can.R.119857 WO2 Fosner, S.W. (Nav.) posted to 408 Squadron                      w.e.f. 13-3-44. P/O R.A. Kettel (RAF)(160912)(WO/AG) posted to 1664 G.U. w.e.f. 16-3-44.                      P/O S.B. Tucker (RAF)(160878)(A/B) posted to 1659 G.U. w.e.f. 16-3-44. P/O T.O. Jones (RAF)                      (198807)(P/S) posted to 420 Squadron w.e.f. 19-3-44. P/O W.W. Tucker (Can.J.17796)(A/B) posted                      to No. 22 O.T.U. w.e.f. 21-3-44. 1324279 P/S Richardson, W.S. (RAF)(A/B) posted to 1664 G.U.                      w.e.f. 17-3-44. P/O S. Poole (RAF)(171466)(A/B) posted to 1664 G.U. w.e.f. 29-3-44. Can.R.                      130866 WO2 Ross, H. (Pilot) posted to R.C.A.F. 3rd Depot w.e.f. 30-3-44. P/O R.A. Innes (RAF)                      (19799)(WO/AG) posted to 1659 G.U., P/O G.A. Clark (RAF)(160772)(Pilot) posted to 14 O.T.U.                      P/O P.M. Vann (RAF)(23776)(Nav.) posted to 1656 G.U. and P/O A.S. Willey (RAF)(199877)(Pilot)                      posted to 14 O.T.U. all effective from 31-3-44.</p> <p align="center"><u>Commissioning of Airman</u></p> <p>The following airman were commissioned during the month of March, w.e.f. dates stated:                      Can.R.161907 Sgt. Shirlaw, A.O. (A/B) w.e.f. 11-12-43, Can.R.15696 P/S Nelson, A.C. (A/B)                      w.e.f. 8-12-43 and Can.R.128217 P/S Wick, S.A. (Pilot) w.e.f. 19-11-43.</p> <p align="center"><u>Casualties</u></p> <p>The following aircrew personnel have been reported as missing from operations during the month                      of March, 1944 on the dates shown:                      P/L H.L. Helmbecke (Can.J.32531)(Pilot), Can.R.151905 WO2 MacDonald, J.A.S. (Nav.), Can.R.12651                      P/S Senecal, J.H.S. (A/B), Can.R.57899 Sgt. Burton, W.S. (P/S), 156617 P/S Martin, J.S. (RAF)                      (WO/AG), 943031 Sgt. Wainwright, R.E. (RAF)(A/B) and Can.R.193178 Sgt. Swen, J.B. missing.</p>		

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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																																																															
			<p>from operations on Stuttgart on 15/16th March, 1944. P/O J.A. Wick (Can.J.19977)(Pilot), Can.R.120176 WO2 Glendinning, R.S. (New.), Can.R.225388 Sgt. Kift, R.L. (A/G), P/O J.H. Warkentin (Can.J.23122)(A/B), 1623976 Sgt. Hull, H. (RAF)(P/S), 1117346 W/O Boustead, S.(RAF)(W/Op.), Can.R.67507 Sgt. Keely, L.J. (A/G), P/O E.A. Giles (AUS420740)(Pilot), 1223376 P/S Nicholls, H.J. (RAF)(New.), 137552 P/O P.G. Moussem (RAF)(A/B), 1262672 Sgt. Byrne, R.M. (RAF)(P/S), 1389552 P/S Peckham, W.T.G. (RAF)(W/Air), Can.R.176336 Sgt. Hampton, W.M. (A/G), Can.R.180662 P/S Larochele, A.W. (A/G), S/L J.W. Bell (RAF)(Can.J.7020)(Captain-New.), P/O R.F. Oarroy (Can.J.17999)(Pilot), Can.R.102094 WO1 Molesley, G.D. (A/B), P/L G.W. Melntyre (Can.R.18367)(P/S), P/L A.P. Smith (Can.J.10025)(WO/AG), Can.R.225387 Sgt. Spencer, L.C.F. (A/G), 1893491 Sgt. Wilton, G. (RAF)(A/G) and 1325321 Sgt. Budgen, R.F. (W/Op.) all missing from an operation on Berlin on 24/25th March, 1944. P/O K.H. Bowly (MUS414478)(Pilot), 1337336 P/S Myers, J.W.A. (RAF)(New.), P/O J. Dougal (RAF)(151254), 2206994 Sgt. Clowes, J.W. (RAF)(P/S), 1390619 P/S Finlay, D.D. (RAF)(W/Op.), Can.R.180102 Sgt. McMahon, W. (A/G), 1684989 P/S Dawson, R. (RAF)(A/B) and P/O J.H. Wilson (Can.J.16948)(Pilot) are all missing from an operation on Nuremberg on 30/31st March, 1944.</p>																																																																	
<p>Numerical Strength of the Squadron as at 31st March, 1944.</p> <table border="1"> <thead> <tr> <th></th> <th>OFFICERS</th> <th>AIRCREW</th> <th>GROUND CREW</th> <th>AIRMEN</th> <th>AIRCREW</th> <th>GROUND CREW</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F.</td> <td>44</td> <td>2</td> <td></td> <td>R.C.A.F.</td> <td>83</td> <td>221</td> </tr> <tr> <td>R.C.A.F. (USA)</td> <td>1</td> <td></td> <td></td> <td>R.C.A.F. (USA)</td> <td>2</td> <td></td> </tr> <tr> <td>R.A.F.</td> <td>9</td> <td></td> <td></td> <td>R.A.F.</td> <td>51</td> <td>29</td> </tr> <tr> <td>R.A.F. (CAN)</td> <td>1</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></td> <td></td> <td></td> <td>R.N.Z.A.F.</td> <td>1</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>2</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>8</td> </tr> <tr> <td><b>TOTAL STRENGTH</b></td> <td><b>57</b></td> <td><b>2</b></td> <td></td> <td><b>139</b></td> <td><b>139</b></td> <td><b>238</b></td> </tr> </tbody> </table>							OFFICERS	AIRCREW	GROUND CREW	AIRMEN	AIRCREW	GROUND CREW	R.C.A.F.	44	2		R.C.A.F.	83	221	R.C.A.F. (USA)	1			R.C.A.F. (USA)	2		R.A.F.	9			R.A.F.	51	29	R.A.F. (CAN)	1			R.A.F. (CAN)			R.N.Z.A.F.				R.N.Z.A.F.	1		U.S.A.A.F.				U.S.A.A.F.	2		W.A.A.F.				W.A.A.F.		8	<b>TOTAL STRENGTH</b>	<b>57</b>	<b>2</b>		<b>139</b>	<b>139</b>	<b>238</b>
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			<p>Aircraft on Squadron Strength as at 31st March, 1944.</p> <table border="0"> <tr> <td>TYPE</td> <td>Number on Strength</td> </tr> <tr> <td>Halifax III</td> <td>17</td> </tr> </table>	TYPE	Number on Strength	Halifax III	17		
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Halifax III	17								
			<p align="center"><b>GENERAL</b></p>						
			<p>The Squadron finished re-equipping with Halifax Mk.III aircraft on the 8th March and owing to the fact that good use had been made of the Mk.III aircraft on loan, practically no time was wasted on the change-over from Mk.V to Mk.III.</p>						
			<p>During the month the Squadron made a creditable showing. 122 sorties were flown and though faced with the stiffest opposition yet encountered, only five crews failed to return. Photographs showed that the Squadron was bombing well on the markers.</p>						
			<p>On the night of 1/2nd the Squadron suffered a serious loss when W/C J.D. Pattison RFC (Can.C.957) was injured by the explosion of a four pound incendiary, accidentally dropped from an aircraft of 427 Squadron. He suffered a fractured femur and was immediately admitted to hospital, his place being taken by S/L D.H. Kenney RFC (Can.C.4801). A further serious loss was sustained on the night of 24/25th when aircraft WF914 failed to return. The crew of this aircraft included S/L J.W. Bell RFC (Can.J.7020) Flight Commander, F/L A.P. Smith (Can.J.10025) Signals Leader and F/L G.W. McIntyre (Can.C.18767) the Flight Engineer Leader. The pilot of the aircraft was F/O E.F. Conroy (Can.J.17939) who had escaped from the enemy on a previous occasion.</p>						
			<p>The weather for the month was for the most part unfavourable for flying. Consequently it was impossible to carry out a greater amount of flying training.</p>						
			<p>The general health of the Squadron continued to be good throughout the month.</p>						
			<p>Serviceability has been well maintained and few aircraft have had to return early from operations owing to technical failures.</p>						
			<p align="right">   .....  Squadron Leader, Commanding,  No. 429 Squadron, R.C.A.F.,  Leeming, Yorks. </p>						

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