

## OPERATIONS RECORD BOOK

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

(Compiled by P/L G.R. Higgins)  
No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LORNDW	1-4-44		<p>Weather: Clear, visibility good.</p> <p>No operations were ordered for tonight. A fairly complete flying training programme was arranged and carried out. Four aircraft flew on day cross-country exercises, two others were on practice bombing and others carried out air to sea firing details. Several air tests were also flown.</p> <p>Ground instruction and training was given those not engaged in flying duties. 15 air gunners spent an hour on aircraft recognition practice, the air bombers trained on Link, "Geo" and H2S. The pilots held a "quiz" among themselves on the various aspects of their trade.</p>		
	2-4-44		<p>Weather: Cloudy and foggy with some rain. Visibility poor.</p> <p>The squadron was not required for operations and owing to the very unfavourable weather no flying of any kind was carried out.</p> <p>All the crews were assembled together and given a lecture on "Ditching and their uses", and ditching procedure. The lecture was given by S/L Seabourne, No. 6 Group Air Sea Rescue Officer. A lecture on "Security" was also given by P/L G.R. Higgins (Can.O.3371) the Squadron Adjutant. The air bombers were engaged in H2S training and also two of them were on engineer co-op. A flight of A.F.S. Cadets visited the station during the day and two flight engineers were detailed to give them a short lecture.</p>		
	3-4-44		<p>Weather: Cloudy with rain and fog; poor visibility.</p> <p>No operations were ordered and no flying was undertaken during the day owing to the poor flying weather which prevailed throughout the day.</p> <p>Various forms of ground training was undertaken by the flights and sections during the day. Eight air gunners practiced on the Hunt Trainer, 12 were shoot shooting and also four aircraft were checked for harmonisation. The wireless operators trained on "Geo" and H2S and Fishpond. The navigators from this Squadron and 427 Squadron met in the 429 Squadron briefing room and were shown a film on H2S. The air bombers trained on Link and also attended the showing of the H2S film. A discussion between the pilots took place on "Tactics". The pilots went to the Squadron Gym for a session of "P.T."</p>		
	4-4-44		<p>Weather: Cloudy with much rain; poor visibility.</p> <p>The squadron was not required for operations tonight. No flying was undertaken during the day as the weather was unfavourable all day.</p> <p>The aircrew personnel were given ground training in their respective categories. Nine air gunners trained on the Hunt Trainer and 14 on the Epidiroscope. The remainder were shoot shooting. The wireless operators held a discussion on S.O.S. procedure and Air Sea Rescue. They also trained on H2S, Fishpond and Geo. Arrangements were also discussed in regard to a section party. Three air bombers trained on Link and three on Geo. Eight of them engaged in dry swim and the remainder trained on H2S. The pilots held a discussion on Engine handling and later proceeded to the Gym for some P.T. Three navigators trained on Geo and two on H2S. Eight of them also worked with the air bombers on the dry swim.</p> <p>P/O K.S. Johnston (Can.C.18844) the new Flight Engineer Leader arrived on the Squadron today from No. 1666 Conversion Unit and assumed his new duties in that Section.</p>		
	3-4-44		<p>Weather: Cloudy, much rain and drizzle; poor visibility.</p> <p>No operations were ordered. Unfavourable weather prevented any flying training being carried out. All aircrew personnel attended the Gas Centre for a lecture on Gas. The navigators and air bombers completed their dry swim and two navigators trained on H2S. The air bombers also trained on H2S as well as Geo and Link. The new wireless operators on the</p>		

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EGMIG	5-4-44		Squadron were taken out to the aircraft and given information and advice on window, tinsel, mandrel, etc. before being assigned to do their own R/T's. The flight and section leaders spent some time together in arranging a full training programme for tomorrow.		
	6-4-44		Weather: Cloudy with rain at first; poor visibility. Operations were ordered at 1030 hours for four aircraft but this was cancelled at 1100 hours. The full flying training programme which had been arranged for today had to be cancelled owing to bad weather. The weather improved sufficiently to allow six aircraft to become airborne in the afternoon for local flying and acceptance checks but bad visibility and low cloud prevented any air to air firing or fighter affiliation or any of the other details arranged. Ground training was given to aircrew personnel not flying. All the air gunners were sheet shooting. The air bombers were given a lecture on the Mk.XV bombsight and also trained on Gee, Link and H2i. They also carried out a floor washing exercise. P/O G.W. Graham (151241) who has just returned from a night vision course has been placed in charge of the night vision trainer. The flight engineers spent some time on turret manipulation and arrangements have been made for them to practice on the Link Trainer. A general discussion was held by the wireless operators in the morning followed by a group exercise which was late in starting due to lack of power. They were able to get in some radar training while flying on local flights in the afternoon.		
	7-4-44		Weather: Cloudy, visibility moderate to poor. Operations were ordered for tonight. Five aircraft were detailed and eight others were detailed for a night Bullseye exercise but both were cancelled at 1800 hours. Owing to the preparation made for the operation and the Bullseye exercise there was no ground training done.		
	8-4-44		Weather: Cloudy becoming fine; visibility moderate. No operations were ordered for tonight. Poor visibility prevented a great deal of flying training being carried out. Some local flying and air tests was the extent of flying for the day. The air gunners were sheet shooting and also spent two hours on turret manipulation. Six air bombers trained on Link, four on Gee and eight on H2i while the wireless operators trained on Gee and H2i and Morse. The wireless operators are making a point of doing 15 minutes Morse practice each, daily.		
	9-4-44		Weather: Cloudy with some fog and rain becoming fine; visibility poor becoming good. Operations were ordered and 16 aircraft were detailed. Sixteen crews were briefed for a bombing attack on the marshalling yards at Villeneuve St. Georges. All took off successfully but one was forced to land at Woodbridge owing to faulty undercarriage. This aircraft W/913, piloted by P/L E.H.W. Hunt (RAF/133617) was somewhat damaged in landing but none of the crew were injured. The remaining fifteen aircraft bombed the target successfully. The weather over the target was clear with no cloud and excellent visibility. Several crews were able to see the river and railway tracks. The F.I. markers were well placed and concentrated, though some of the crews reported them a little to the east of the target. Numerous bomb bursts were seen among the markers and debris was seen to fly into the air. Two very violent explosions occurred which lasted several seconds with smoke rising several hundred feet.		See Appendix B.12 references A.1 to A.16.

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LEEMDE	9-4-44		Two or three crews reported fires starting up. The general impression was that this attack was very successful. Aircraft "B" - LK302 captained by WO2 Mitchell, J.L. (Can.R.145198) was encountered by an enemy P.W.190. The rear gunner ordered aircrew action and opened fire at the same time. The P.W.190 was seen to all away to port and was lost to view. The rear gunner, Sgt. Smith, A.J. (RAF) (1337225) claims hits on the fighter. Owing to the necessary preparation for the operation only a limited amount of ground training was carried out. The air gunners not engaged in the operation trained on the practice turret. Three air bombers trained on Gee and others on Link and A.M.S.T. The spare flight engineers worked on their instructional Hercules engine, cleaning it up.		See Appendix B.13
	10-4-44		Weather: Fine becoming cloudy. Visibility excellent. Operations were ordered for tonight. Fifteen aircrews were detailed for an attack on Ghent all of their aircraft took off successfully between 2025 hours and 2040 hours. The weather over the target varied from clear to 6/10th cloud, visibility was moderate to good. Most of the crews reported accurate and well concentrated marking of the target. The marshalling yards could be seen by the light of photo flashes and bomb bursts. Numerous sticks of bombs could be seen bursting all around the markers and across the railway tracks. There was a violent explosion at 2243 hours lasting several seconds. There were no enemy aircraft seen in the target area and the only ground defences observed was light flak from a small gun battery near the marshalling yards. All our aircraft bombed the target and returned safely to base. Due to the preparations for the operation very little training was carried out. One aircraft successfully completed a cross-country exercise. Three air bombers practiced on Gee while two others trained on Night Vision. The results of the group wireless exercises has been received and the Squadron Operators again head the list for the best work.		See appendix B.12 references B.1 to B.15.
	11-4-44		Weather: Cloudy, occasional showers, fine at evening. Visibility excellent. The Squadron was not required for operations tonight. The weather was unfit for flying in the forenoon but cleared during the day and flying was commenced. Two crews were detailed for cross-country exercises which were successfully completed. One aircraft flew on air to air firing exercises, and another was flown on an acceptance check flight. A discussion was held by the aircrew personnel on the previous operations with a view to correcting any faults and in making the squadron generally more efficient. The signals leader, P/O W. Johnson (RAF) (127838) lectured his section on new procedure and on fault finding. They also carried out Gee and H2S training. The air gunners trained on aircraft recognition and turret manipulation. Three air bombers trained on Link. All aircrew were shown a film on "Security" during the forenoon. A little party was held in the Flight Engineer's section and it is thought that this may have been brought on by the fact that the Flight Engineer Leader, P/O K.S. Johnston (Can.C. 18844) has just become a Flight Lieutenant w.e.f. 7th April, 1944.		

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LEZMID	9-4-44		Two or three crews reported fires starting up. The general impression was that this attack was very successful. Aircraft "9" - LZ902 captained by WO2 Michell, J.L. (Can.S.145198) was encountered by an enemy P.W.190. The rear gunner ordered continuous action and opened fire at the same time. The P.W.190 was seen to all away to port and was lost to view. The rear gunner, Sgt. Smith, A.W. [RAF] (1337225) claims hits on the fighter. Owing to the necessary preparation for the operation only a limited amount of ground training was carried out. The air gunners not engaged in the operation trained on the practice turret. Three air bombers trained on Gee and others on Link and A.M.B.T. The spare flight engineers worked on their instructional Hercules engine, cleaning it up.		See Appendix B.13
	10-4-44		Weather: Fine becoming cloudy. Visibility excellent. Operations were ordered for tonight. Fifteen aircrews were detailed for an attack on Ghent all of their aircraft took off successfully between 2025 hours and 2040 hours. The weather over the target varied from clear to 6/10th cloud, visibility was moderate to good. Most of the crews reported accurate and well concentrated marking of the targets. The marshalling yards could be seen by the light of photo flashes and bomb bursts. Numerous sticks of bombs could be seen bursting all around the harbours and across the railway tracks. There was a violent explosion at 2243 hours lasting several seconds. There were no enemy aircraft seen in the target area and the only ground defences observed was light flak from a small gun battery near the marshalling yards. All our aircraft bombed the target and returned safely to base. Due to the preparations for the operation very little training was carried out. One aircraft successfully completed a cross-country exercise. Three air bombers practiced on Gee while two others trained on Night Vision. The results of the group wireless exercises has been received and the Squadron Operators again had the list for the best work.		See appendix B.12 references B.1 to B.13.
	11-4-44		Weather: Cloudy, occasional showers, fine at evening. Visibility excellent. The Squadron was not required for operations tonight. The weather was unfit for flying in the forenoon but cleared during the day and flying was commenced. Two crews were detailed for cross-country exercises which were successfully completed. One aircraft flew on air-to-air firing exercises, and another was flown on an acceptance check flight. A discussion was held by the aircrew personnel on the previous operations with a view to correcting any faults and in making the squadron generally more efficient. The signals leader, P/O W. Johnson [RAF] (127898) lectured his section on new procedure and on fault finding. They also carried out Gee and H.S. training. The air gunners trained on aircraft recognition and turret manipulation. Three air bombers trained on Link. All aircrew were shown a film on "Security" during the forenoon. A little party was held in the Flight Engineer's section and it is thought that this may have been brought on by the fact that the Flight Engineer leader, P/O K.S. Johnston (Can.S. 18844) has just become a Flight Lieutenant v.o.f. 7th April, 1944.		

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LEGGING	12-4-44		Weather: Fog early, clearing, becoming cloudy, occasional showers and moderate visibility. No operations were ordered for tonight. During the first part of the day the weather was unfit for flying but later cleared up enough to permit flying. Nine aircraft flew on cross-country exercises, three on air to air firing details and others were flown on air tests. During the forenoon while the weather was unfit for flying the aircrew personnel undertook ground training. The wireless operators practiced on Morse, two air bombers trained on Link and the air gunners shot 200 rounds in skeet shooting. The engineers who were not flying cleaned up the engine bay. The navigators not flying and the Navigation leader practiced range firing.		
	13-4-44		Weather: Cloudy, intermittent rain. Visibility moderate. No operations were ordered for tonight and owing to the unfavourable weather it was impossible to carry out any flying training. The air gunners spent one hour on turret manipulation, one hour on the Hunt trainer and used 200 rounds in skeet shooting. The shadowgraph has been installed in the Night Vision Room. The epidiascopes has also been moved into this room and when the night adapter is received a limited amount of night vision training can be commenced. Four air bombers trained on Link, three on Gee, four on W/T and nine visited the intelligence library. Six wireless operators took part in the group W/T exercises. The aircrew personnel were given a lecture on navigation by W/C Powell R20 R21. A sports programme was arranged for the afternoon.		
	14-4-44		Weather: Cloudy. Visibility moderate to good. Operations were ordered and eight aircraft were required. Eight crews were briefed at 1700 hours but the operation was cancelled just prior to take-off time at 2015 hours. A bulls-eye exercise was also arranged for six aircraft but this too was cancelled. Owing to the preparations for the operation only a limited amount of ground training was done during the day. The air gunners spent one hour on turret manipulation and some of them also did some skeet shooting. The air bombers trained on H2S, Link, Gee and W/T. F/O G.W. Clark (Can.J.18905) has been screened after completing 25 sorties during which he has had seven encounters with enemy fighters and has claimed two as probably destroyed.		
	15-4-44		Weather: Cloudy with continuous rain at first becoming fair. Visibility moderate to good. No operations were ordered for tonight. A good amount of flying training was carried out during the day. This included five crews flying on H2S training and eleven air firing details carried out. A bulls-eye for 6 crews was arranged but was subsequently cancelled. One crew flew on a practice bombing flight over St. Feodan Island. Five others flew on cross-country flights which were successfully completed. There were also numerous short local and practice flights. Those aircrew not engaged in flying duties were detailed for ground training. The air gunners fired 150 rounds in skeet shooting and spent three hours on turret manipulation. Air bombers trained on H2S, Link and Gee.		
	16-4-44		Weather: Cloudy and rainy. Moderate to fair visibility. No operations were ordered for tonight. A flying training programme was arranged but was cancelled later owing to poor flying weather. A ground training programme was carried out. 14 navigators and air bombers worked on a dry swim, air bombers also trained on Gee and H2S. The flight engineers practiced on the Link trainer and the practice turret. The air gunners spent two hours on turret manipulation and		JHK

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LEBENT	16-4-44	(Cont'd)	12 of them also trained on the Shadowgraph trainer. One of the new members of the Gunnery Section is P/O C. Gray (Can.C.1734) who has the distinction of being a former Wing Commander in the Accounting Branch, relinquishing this rank in order to reenter to aircrew. S/L Clark, Group Gunnery Leader and S/L S.F.N. Rawson <u>DDC</u> , Group Tactical Officer and formerly with this Squadron, were visitors here today.		
	17-4-44		Weather: Fair to cloudy with drizzle at first. Winds north-westerly, 5-10 m.p.h. Visibility moderate to good. No operations were ordered today. A full flying training programme was put into effect today. Five aircraft were flown on H23 cross-country training, six were also on ordinary cross-country flights. Four practice bombing flights were carried out at St. Fritival as well as three local bombing flights. Eleven air to air firing details were also carried out as well as a great deal of local flying, air tests, conversion flights and acceptance checks. Due to the extensive flying programme there was not a great deal of ground training undertaken. The air gunners not flying spent two hours on turret manipulation and some of them did some skeet shooting. During the afternoon P/L Hill and P/L Stafford from P.W. Command - A.P.O. Dumfries paid a visit to the Squadron and Wireless Section during the course of a liaison tour they are making.		
	18-4-44		Weather: Fair. Visibility good at first becoming poor in the afternoon. Operations were ordered for tonight and 13 aircraft were required. The thirteen aircrews were briefed for an attack on the marshalling yards at LeBouquet. All took off and all attacked the primary. The weather over the target was clear with some haze. Some crews reported 3/10ths cloud but in general the visibility was good. The IFF marking was good and although the results generally were not observed, some bomb bursts were observed around the markers. A fire was reported at 2355 hours. The attack on Housen was clearly seen and two violent explosions were observed. No enemy night fighters were seen in the target area. All aircraft returned safely to base after having completed their mission successfully. The preparations for the operation required most of the day, consequently only a limited amount of ground training was done. The air bombers carried out their routine training on Gee, Hink and H23. Wireless operators checked the crews helmets and headsets. W/O Fleming <u>DDC</u> and Bar, paid a visit to the Squadron during the day.		See Appendix B.12 references C.1 to C.13.
	19-4-44		Weather: Fair at first becoming cloudy. Continuous rain during the afternoon and evening. Visibility moderate to poor. No operations were ordered and owing to unfavourable weather conditions it was impossible to carry out any flying training. Most of the aircrew personnel were resting up after the previous operation so not a great deal of ground training was carried out. The wireless operators held a discussion on the operation, the air bombers did their routine training on H23, Hink and Gee while 19 navigators were working on a dry swim, practicing more accurate plotting. P/L L.W. Follard <u>RAE</u> (11899) the Squadron Gunnery Leader visited C.W.S., Ostrows and attended a R22 conference on skills just passing out from the School. He reports that great care is taken in assessing the pupils fairly and that any failures on the course should have no complaints about the assessment given. A Monster Dance was held in a hangar in connection with the Canadian Sixth Victory Loan Campaign. The R.C.A.F. Band was in attendance; large sales of bonds were registered and a good time was enjoyed by all those who attended.		

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ISKMEG	20-4-44		<p>Weather: Fair to cloudy with occasional showers during the afternoon. Visibility good. Operations were ordered and 16 aircraft were detailed. All took off successfully after having been briefed for an attack on Lons. All attacked the primary and dropped their bombs. Thin cloud with tops about 5,000 feet was experienced over the target. Visibility was good. Most of the crews reported the markers were not seen until on in the attack and that the master of ceremonies was not generally heard. A violent explosion at 2343 hours in the target area was reported. One aircraft was forced to land at Woodbridge on the return journey due to lack of brake pressure and the remaining aircraft all returned safely to base. The general consensus of opinion is that this was a successful operation.</p> <p>ONLY a small training programme was carried out due to the priority of the operation. One new crew converted to Mark III aircraft and a few other local flights and air tests were made. The air gunners not engaged in flying spent two hours on turret manipulation, while the air bombers carried out training on Gee, Link and H2S.</p>		See Appendix B.12 references
	21-4-44		<p>Weather: Fair at first. Continuous rain during the morning becoming fair later. Visibility good. No operations were ordered for tonight. The weather was unfavourable for flying during the morning but cleared sufficiently well enough to carry out six fighter affiliation exercises. Some ground training was carried out by those not engaged in flying duties. The air gunners practiced turret manipulation and the air bombers trained on Gee, Link and H2S. Most of the sections were busy marking up their log books and straightening up after the operation.</p>		
	22-4-44		<p>Weather: Fine at first becoming fair. Wind westerly, 10-15 m.p.h. Visibility good. The Squadron was required for operations and 16 aircraft were ordered. All took off. Weather of the target was somewhat cloudy and hazy but visibility was good. The markers were well concentrated although difficult to see due to a great deal of smoke from fires burning around them. The attack was well concentrated with the exception of one or two scattered bomb loads. The area round the markers seemed to be a mass of fire with other fires to the west in the loop of the Rhine adjacent to the town. There was one particularly large fire which appeared to be burning buildings and thick columns of smoke were rising from it to a height of 15000 ft. Several violent explosions were observed. Two of our aircraft failed to return. These were IK302 piloted by P/O J.F. Fennessay (Can.J.25009) and IW361 which was flown by Flt./Officer S.L. Howland (USAAF) (10601942). Aircraft TN - DW973 captained by P/L J. Atkins (Can.J.14000) was attacked by an unknown aircraft just prior to the bombing. See Appendix B.14. run and sustained severe damage to the elevator, port fin, mainplane main spar and fuel system. No shots were fired by either gunner as the enemy aircraft was not seen. The aircraft was flown back and landed safely at base.</p> <p>During the forenoon an extensive flying training was undertaken. Two aircraft flew on radar demonstration flights, five flew on H2S cross-country exercises, three on practice bombing and six others flew on fighter affiliation flights.</p> <p>Only a limited amount of ground training was carried out due to the large flying training schedule and the preparations for the operation. However, the air bombers not operating trained on Gee, Link, H2S and bombing up procedure. Some navigators practiced target shooting, and the engineers held a quiz on engine handling.</p>		See Appendix B.12 references B.1 to B.16
	23-4-44		<p>Weather: Mainly cloudy. Wind southwesterly, 10-15 m.p.h. Visibility good. No operations were ordered for tonight. A training programme was arranged but was subsequently cancelled due to bad weather. Two crews carried out a dinghy drill and the squadron was stood down for the remainder of the afternoon.</p>		

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LESSMIG	24-4-44		<p>Weather: Fair to cloudy. Westerly wind, 20-25 m.p.h. Visibility good.</p> <p>Operations were ordered again and 15 aircraft were required. Fifteen crews were briefed for a bombing attack on Karlsruhe. All took off successfully. The weather over the target and enroute to the target was very poor. The cloud varied from 10/100ths to patchy later in the attack. Visibility was very poor. Weather conditions caused severe icing making it difficult to locate the target with the result that the bombing was very scattered. Very few markers were seen and these were very scattered. Many crews bombed on concentrations of fires only. Numerous fires were reported and appeared to increase in intensity as the attack continued but they appeared to be in three distinct areas. This was considered to have been a very unsuccessful attack, this being attributed to poor weather conditions prevailing which were incorrectly forecast by met. One of our aircraft was badly hit by flak and was landed at Woodbridge. The pilot, S/L W.B. Anderson (Can J.8924) was slightly injured in landing, by PLAK the rear inboard of the crew were uninjured. The remaining fourteen aircraft returned safely to base.</p> <p>During the forenoon a full flying training programme was carried out. Six aircraft carried out cross-country exercises, three completed fighter affiliation and bombing details and three others flew on bombing flights only.</p> <p>The air bombers not flying carried out routine ground training on Geo, Link, and H23. The air gunners practiced turret manipulation and aloft shooting.</p>		<p>See Appendix B.12 references P.1 to P.15</p>
	25-4-44		<p>Weather: Fine at first becoming fair later. Visibility good.</p> <p>Operations were again ordered and fourteen crews were detailed. Briefing was held at 1745 hours but at 2300 hours the operation was cancelled shortly before take-off time.</p> <p>Due to pressure of previous operations and the preparations for this one there was not much ground training done. Six navigators practiced speed up exercises with Dalton.</p>		
	26-4-44		<p>Weather: Cloudy at first becoming fine. Wind light at first becoming westerly, 5-10 m.p.h. Visibility good.</p> <p>The squadron was required for operations tonight and fourteen aircraft were ordered. All took off except for one which swung on the runway and had to be cancelled from the operation. One other was forced to return early due to technical failure, one engine quitting just after taking off. The remaining aircraft reached the target which was Essen. The weather over the target was generally clear with good visibility. Many vapour trails were in evidence at 20,000 ft. The PFF marking was well concentrated and numerous fires could be seen around the markers. Sticks of incendiaries could also be seen burning around them. The glow of fires could be seen 100 miles away and a violent explosion was seen at 0132 hours. This was a successful attack.</p> <p>All our aircraft returned safely to base.</p> <p>A small amount of ground training was carried out. Seven navigators worked on speed up exercises and the air gunners not on operations practiced turret manipulation. The air bombers not on operations assisted at bombing up and three others trained on Link.</p>		<p>See Appendix B.12 references G.1 to G.13.</p>
	27-4-44		<p>Weather: Fine to fair. Wind 10-20 m.p.h. Visibility good.</p> <p>Operations were ordered again and 12 aircraft were detailed. These were briefed at 1700 hours to carry out a bombing attack on the marshalling yards at Aulnoye. All took off. Weather over the target was clear with good visibility. The attack opened on time and the PFF were punctual. Their markers were well concentrated in each of three main groups. The master of ceremonies was clearly heard and bombs were dropped on his instructions. Most of the bombs</p>		<p>See Appendix B.12 references H.1 to H.12</p>

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LEGNDE	27-4-44	(Cont'd)	appeared to fall on or around the markers. This was a successful raid and all of our aircraft returned safely to base. Ground training carried out included bombing up procedure and Link practice for the air bombers not on operations. Seven navigators practiced speed up in plotting and three were on dry swins. The air gunners spent one hour on turret manipulation. W/C J.B. Pattison (Can.C.957) the former Squadron Commander paid a short visit to the Squadron during the day.		
	28-4-44		Weather: Mainly fine. Wind northerly, 5-10 m.p.h. Visibility good. The squadron was not required for operations tonight. Most of the crews were resting up in the morning after the previous operations. No flying or ground training was carried out during the day. In the early part of the afternoon the aircrew personnel were given an Intelligence lecture in the Station Cinema and afterward were stood down for the remainder of the day.		
	29-4-44		Weather: Mainly fair to cloudy. Wind northerly, 5-10 m.p.h. Visibility good. No operations were ordered for tonight. A full flying programme was put into effect in the morning. This included cross-country exercises and fighter affiliation flights as well as one acceptance flight on a new aircraft. Seven new crews were assembled together for a lecture on navigation which was given by W/L Craig, the Station Navigation Officer. All the air gunners were given a sighting test during the afternoon. Four air bombers trained on Link, four on Gee and four more trained on H2S.		
	30-4-44		Weather: Fair to cloudy. Wind westerly, 5-10 m.p.h. Visibility good. The squadron was required for operations tonight. Sixteen aircrews were detailed and briefed to carry out a bombing attack on the marshalling yards at Jomain. All took off. Weather over the target was clear with slight haze. Visibility was fair to good. EFF were late and the number of corrections had considerable difficulty in deciding which markers should be bombed. Some crews had to make a second run owing to this fact. The bombing seen appeared well concentrated and accurately placed on and around the markers. A terrific explosion took place at 2334 hours with an orange flash followed by a mushroom of greyish black smoke rising to 3/4,000 ft. Distances over the target were negligible. A few enemy aircraft were sighted. This appeared to have been a successful raid. All our aircraft returned safely to base. A small amount of ground training was done including one hour turret manipulation by the air gunners, 13 navigators working on speed up exercises and 3 plotting a dry swim with others on Gee, H2S and compass swings. Four air bombers trained on Gee and the new bombers were learning bombing-up procedure. Wireless operators trained on Gee and W/T.		See Appendix J.1 to J.16.
			<u>PERSONNEL</u> <u>Movements</u> The following operational aircrew were posted to the Squadron w.o.f. the dates shown: Lieut. F.M. Macoberts (USA) (G-806295) (W/O), P/O T.A. Wilson (Can.J.25025) (W/O), Can.R.119509 W/O2 Brisban, M.J. (Pilot), Can.R.159962 Sgt. Norejko, S.L. (W/O), Can.W.199371 Sgt. Copeland, J.J. (A/G), 1808077 Sgt. Platt, P.W. (P/O), 1869757 Sgt. Barty, W.J.H. (A/G) were all posted from 61 Base w.o.f. 1-4-44.		

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LA-MDE			<p>F/O A.P. Brown (Can.J.23827) (Pilot), F/O W.P. Brew (Can.J.19200) (WO/AG),                      F/O C. Gray (Can.C.1724) (A/G), F/L D.B. Hall (Can.J.5492) (Pilot),                      F/O W.S. Hunter (Can.J.27798) (Nav.), F/O T.K. Jackson (Can.J.27118) (A/G),                      F/O W.C. Morrow (Can.J.26642) (Nav.), F/O S.G. Fomero (Can.J.28798) (A/G),                      F/O W.S. Scott (Can.J.21485) (A/G), F/O J.S. Swardy (Can.J.24061) (WO/AG),                      F/O H.A. Tommond (Can.J.23931) (Pilot), Can.R.16547 Sgt. Murray, B. (WO/AG),                      Can.R.10657 Sgt. Morris, L.S. (A/G), Can.R.166879 Sgt. Harrod, E.W. (Nav.),                      Can.R.19337 Sgt. Blyth, C.D. (A/G), Can.R.202490 Sgt. Leitch, J.W. (A/G),                      132294 (RAF) Sgt. Phillips, W.S. (A/G), 1894173 (RAF) Sgt. Syme, L.B. (A/G),                      2210176 (RAF) Sgt. Robertson, B. (P/S), 1894173 (RAF) Sgt. Carrott, P.O. (P/S),                      F/O R.T. Bowen (Can.J.27227) (A/G), all posted from 61 Base w.o.f. 19-4-44.                      F/O H.P. Lyona (Can.J.13803) (WO/AG), F/O R.M. Fleming (Can.J.24920) (Nav.),                      Can.R.194760 Sgt. Warner, H.G. (A/G), Can.R.133764 WO2 Brillagor, B.S. (Pilot),                      200964 (RAF) Sgt. Foster, J.S. (A/G), Can.R.212827 Sgt. Parks, G.D. (A/G),                      F/O J.C. Brunet (Can.J.23357) (Nav.), F/O R.D. Ellis (Can.J.23302) (A/G),                      F/L G.W. Gardner (Can.J.93577) (Pilot), Can.R.197908 Sgt. McFarlane, S.W. (A/G),                      Can.J.135721 Sgt. Gillespie, W.L. (A/G), posted from 61 Base w.o.f. 24-4-44.                      193243 (RAF) Sgt. Cunningham, J.M. (P/S), Can.R.161274 Sgt. Almas, R.M. (WO/AG),                      F/L J. Gallner (Can.J.2822) (Pilot), Can.R.171540 Sgt. MacIsaac, R.N. (A/G),                      Can.R.151385 Sgt. Devine, W.H. (Nav.), Can.R.212423 Sgt. Nelson, R.S. (A/G),                      Can.R.196866 Sgt. West, G.M. (A/G), posted from 61 Base w.o.f. 25-4-44.                      87153 (RAF) Sgt. Harris, G.W. (P/S), F/O J.W. Wood (Can.J.19819) (Pilot),                      F/O J.S. Blocker (Can.J.28762) (A/G), Can.J.534 Sgt. Wright, W.L. (WO/AG),                      610617 (RAF) Sgt. Walsham, A.T. (P/S), Can.R.157780 Sgt. Sisco, J.A. (Nav.),                      Can.R.204687 P/S Irish, J.E. (Pilot), Can.R.212774 Sgt. Lindenmuth, G.L. (A/G),                      were posted from No. 61 Base w.o.f. 29-4-44.                      F/O L.S. Arkhala (Can.J.26307) (A/G), F/O H.H. Columbia (Can.J.26949) (WO/AG),                      Can.R.115596 Sgt. Mason, R.S. (P/S), Can.R.196037 P/S Docherty, C. (Nav.),                      Can.R.190921 Sgt. Bell, C.W. (A/G), Can.R.216105 Sgt. Thomson, A.R. (A/G),                      were posted from 427 Squadron w.o.f. 29-4-44.</p>		
			<p>The following operational aircrew were posted from the Squadron to the units shown on the dates indicated:</p> <p>1314150 (RAF) P/S Banks, T.S. (A/B), posted to No. 10 O.T.U. w.o.f. 3-4-44.                      1821761 (RAF) Sgt. Shepherd, D.S.C. (P/S), posted to R.A.F. Eastchurch w.o.f. 5-4-44.                      1875548 (RAF) Sgt. King, H.S. (P/S), posted to A.G.O.S.U., Chesham w.o.f. 7-4-44.                      Can.R.194900 Sgt. Faulkner, W. (A/G), posted to R.C.A.F. "B" Depot, w.o.f. 7-4-44.                      F/O J. Davis (Can.J.23558) (A/G), posted to No. 82 O.T.U. w.o.f. 8-4-44.                      F/O S. Gargett (Can.C.13867) (Nav.), posted to No. 1664 C.U. w.o.f. 8-4-44.                      1482903 (RAF) P/S Marshall, H. (WO/Air), posted to No. 1664 C.U. w.o.f. 8-4-44.                      1535098 (RAF) P/S West, H.C. (P/S), posted to R.C.A.F. "B" Depot w.o.f. 9-4-44.                      Can.R.142367 P/S Baker, E.C. (Pilot), posted to No. 405 Squadron w.o.f. 15-4-44.                      F/O G.W. Graham (RAF) 151241 (A/B), posted to No. 22 O.T.U. w.o.f. 20-4-44.                      Can.R.188011 P/S Hurie, L.M. (A/G), posted to No. 61 Base w.o.f. 20-4-44.                      Can.R.129874 WO2 Keston, W.S. (Nav.), posted to No. 61 Base w.o.f. 22-4-44.                      NZ422660 (RE) P/S Killner, W.H. (Nav.) posted to No. 61 Base w.o.f. 22-4-44.</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																
LEMMING			<p><u>Operational Sorties Flown during April</u></p> <p>A total of 132 operational sorties were flown by the Squadron during the month in the nine operations carried out.</p> <p><u>Monthly and Cumulative Totals of Bombs Dropped</u></p> <table border="1"> <thead> <tr> <th></th> <th>H.S.</th> <th>Incidendiary</th> </tr> </thead> <tbody> <tr> <td>Bombs Dropped from 1-1-44 to 31-3-44</td> <td>200 tons 1600 lbs.</td> <td>248 tons 960 lbs.</td> </tr> <tr> <td>Bombs Dropped during April, 1944</td> <td>464 " 640 "</td> <td>72 " 1000 "</td> </tr> <tr> <td>Cumulative Total to Date.</td> <td>664 tons</td> <td>320 tons 1960 lb.s.</td> </tr> </tbody> </table> <p><u>Aircraft on Squadron Strength as at 30th April, 1944</u></p> <table border="1"> <thead> <tr> <th>Type</th> <th>Number on Strength</th> </tr> </thead> <tbody> <tr> <td>Halifax III</td> <td>20</td> </tr> </tbody> </table> <p><u>GENERAL</u></p> <p>During the month the Squadron set its best record since its formation. A total of 132 sorties was flown over enemy territory with only two early returns due to mechanical failures and only two failing to return. 464 tons 640 lbs. of H.S. bombs and 72 tons of incendiary bombs were dropped. Many of the targets were on marshalling yards and called for accurate bombing in which the Squadron seems to have proved quite good.</p> <p>During the month a drive has been made for subscribers to the 6th Victory Loan. The objective for the Squadron was set at £18,000,00 but this was passed before the end of the month and subscriptions are still being brought in.</p> <p>The general health of the Squadron continued to be excellent throughout the month.</p> <p style="text-align: right;"> <i>W. Scammell</i>              Squadron Leader, Commanding,              No. 429 Squadron, R.C.A.F.,              Leeming, Yorks.           </p>		H.S.	Incidendiary	Bombs Dropped from 1-1-44 to 31-3-44	200 tons 1600 lbs.	248 tons 960 lbs.	Bombs Dropped during April, 1944	464 " 640 "	72 " 1000 "	Cumulative Total to Date.	664 tons	320 tons 1960 lb.s.	Type	Number on Strength	Halifax III	20		
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