

OPERATIONS RECORD BOOK

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LESLIE	1-5-44		<p>Weather: Mainly cloudy. Visibility 10-20 miles. Westerly wind, 10-15 m.p.h. Operations were ordered for tonight and 14 aircrews were detailed. These crews were briefed for operations on St. BRISLAIN. ALL TOOK OFF AT 2136 HOURS. ONE AIRCRAFT, L2617 piloted by P/O S.M. Lealie (Can.J.25786) failed to return from this operation. The weather over the target was clear with a slight ground haze and fair to good visibility. PFF were punctual and concentrated and the Master of Ceremonies was clearly heard, his directions being direct and concise. A large explosion with red flash is reported at 0002 hours and a fair sized fire was burning at 0007 hours. The general opinion is that if the markers were accurately placed this was a very successful attack. The remainder of our aircraft returned safely to base. Only a routine amount of ground training was done. The air bombers trained on Link, Gee and H2S. The navigators trained on H2S and speed-up plotting exercises and Gee.</p>		See Appendix B.15 References A.1 to A.14.
	2-5-44		<p>Weather: Cloudy with light rain during the morning and showery after dusk. The Squadron was not required for operations and owing to unfavourable weather no flying was done during the day. Most of the aircrew personnel were employed on the runways in picking up stones which gathered on them. During the afternoon six navigators were working on a dry swim.</p>		
	3-5-44		<p>Weather: Fair to cloudy. Visibility 20-30 miles. Wind south-westerly. No operations were ordered for tonight. A full flying programme arranged for the afternoon. This programme included five crews flying on H2S cross-country and one ordinary cross-country exercise. Two other crews flew on air-firing details but the bombing exercises had to be cancelled. A FEWLY EXTENSIVE programme of ground training was also completed. The air bombers not engaged in flying trained on Gee, H2S and Link while the air gunners trained in turret manipulation and sheet shooting. The navigators worked on plotting exercises and trained on Gee, H2S and dry swim. Information was received today from Air Ministry that P/L J.W. Bell H2S (Can.J.7020), P/L A.P. Smith (Can.J.10023), P/O S.M. McInnes (Can.J.18347), P/L Molson, O.D. (Can.J.10024), Sgt. Spencer, L.G.P. (Can.J.22357) and 197441 Sgt. Milton, G. (RAF) all members of the same crew, have been captured and are now prisoners of War.</p>		
	4-5-44		<p>Weather: Fine at first with rain during the morning becoming fair in the late afternoon. No operations were ordered and no flying training was carried out owing to poor flying weather. The aircrew personnel carried out considerable ground training during the day. The air gunners practised sheet shooting, aircraft recognition and range estimation. The air bombers trained on H2S, Gee and Link while the wireless operators held a general discussion on fault finding, S.O.S. procedure and other various aspects of their trade. The flight engineers were then given a lecture on carburetors by the Bristol representative. Eight navigators were working on Dalton drill and speed exercises in plotting and the remainder trained on H2S, Gee and dry swim. P/O J.A. Calderbank (Can.J.27036) returned from C.G.S., Catfoss today after having completed a Gunnery Leaders' Course.</p>		etc

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L3MDE	5-5-44		<p>Weather: Fair to cloudy becoming showery after dusk. Visibility good at first deteriorating to 2-4 miles.</p> <p>The Squadron was not required for operations tonight. There was very little flying carried out due to poor weather conditions. Six fighter affiliation details were arranged but only two of these were completed, low cloud preventing further flights.</p> <p>Considerable time was spent in ground training today. The air bombers carried out their routine training on Gee, H2S and Link and the air gunners spent two hours on turret manipulation, and also trained on aircraft recognition and range estimation. They were also lectured on the .5 machine gun by P/O J.M. Calderbank. The wireless operators were given a talk on the electrical system of the Mk. VIII Halifax by the Signals Leader, P/L W. Dobson <u>WPC</u> (RAF) (L2789). Eight navigators along with their air bombers worked on dry swins, seven others trained on H2S and Gee. Five senior navigators held a conference at 1000 hours and discussed methods, policy and steps of improving the section. During the afternoon they had a rifle competition. All aircrew personnel were given a lecture today by the Station Intelligence Officer on "German Defences".</p>		
	6-5-44		<p>Weather: Fair to cloudy with occasional showers before dawn. Visibility 10-20 miles.</p> <p>The Squadron was required for operations today and 12 aircraft were ordered. However, this operations was cancelled at 2330 hours.</p> <p>All available aircraft were airborne on air tests during the forenoon. Dalton was contacted for fighter affiliation but there were no Hurricanes available.</p> <p>Some ground training was carried out but owing to preparations for the operation there was not time for a full programme. The air bombers trained on Gee, Link and H2S and the gunners spent three hours on turret manipulation and skeet shooting. The navigators trained on Gee and H2S and Dalton Drill.</p>		
	7-5-44		<p>Weather: Fair to fine. Visibility good at first becoming moderate. Wind light south-easterly.</p> <p>The Squadron was required for operations for tonight and eight aircraft were ordered. Eight crews were briefed at 1745 hours for an attack on St. Marys-on-Sea. All took off and all B.15 machines attacked the primary. There was no cloud and visibility was good over the target. The target B.1 to B.3 was apparently well marked and the bombs were seen to fall on and around the markers. Some markers fell into the sea but this fact was realized by the crews and no bombs were dropped on them. All our aircraft returned safely to base.</p> <p>Some flying training was carried out today including three H2S cross-country flights and two crews on air to air firing details.</p> <p>Ground training included Gee training and speed-up exercises for the navigators. The air gunners spent two hours on turret manipulation and also did skeet shooting. The first session of Night Vision training was also carried out today. The air bombers trained on H2S and Gee and the new bombers trained on bombing up procedure.</p> <p>W/C A.P. Avant <u>WPC</u> (Can.J.1033) arrived today to assume command of the Squadron, taking over from S/L D.H. Kamey <u>WPC</u> <u>WPC</u> (Can.C.4801).</p>		See Appendix
	8-5-44		<p>Weather: Fair to fine. Visibility fair to good.</p> <p>The Squadron was not required for operations for tonight. A flying training programme was arranged and carried out. This included four aircraft on fighter affiliation exercises, three on practice bombing flights at Smepe range and one H2S cross-country exercise. There were also several other local flights carried out.</p> <p>Ground training included the preparation of charts by the navigators and three hours turret</p>		

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LEZEE	8-5-44	(Cont'd)	manipulation by the air gunners. The air bombers trained on Gee, Link and H2S, W/T and engineer coop. <i>W/T arranged, 1st AC on landing, F. G. V. Bellone</i>		
	9-5-44		Weather: Clear and fair. Good visibility. Operations were ordered and eleven crews were detailed. Eleven crews were briefed for an attack on St. Valery-en-Caux and all took off. All attacked the primary and dropped their bombs. Weather over the target was clear with slight haze and fair to good visibility. PFF were late, the first markers being dropped at 0300 hours. There was three distinct groups of markers in triangular formation and bombing warnings on each of them. One large explosion was seen at 0303 hours with a great deal of black smoke. This was a successful attack and all our aircraft returned safely to base. There was only a small amount of local flying carried out and a similar amount of ground training owing to the preparations for the operation. The air gunners spent three hours on turret manipulation and three hours on the pictorial trainer while the air bombers trained on Gee, Link and H2S.		See Appendix B.15 references C.1 to C.11.
	10-5-44		Weather: Cloudy with light rain during morning. Wind light at first becoming westerly 10-15 m.p.h. The squadron was again required for operations and fourteen aircraft were ordered. The crews were briefed for an attack on the marshalling yards at Ghent. All aircraft took off. All aircraft reached the target but one aircraft was forced to return with his bomb load as the bombs would not release. Weather over the target was clear, hazy with fair to good visibility. The target was well and clearly marked and the Master of Ceremonies was very good in directing the bombing which appeared to be well concentrated on and around the markers. Numerous fires were seen. This was a successful operation and all our aircraft returned safely. While on the return journey, aircraft "K" - LW137 was attacked by an enemy JU88 but managed to evade it successfully. No hits are claimed by our gunners. No flying training was carried out. An attempt was made to secure a fighter for fighter affiliation but without success. The air gunners carried out three hours turret manipulation and two hours pictorial trainer. The results of the Group W/T Exercise has been received and the Squadron results were very good.		See Appendix B.15 references D.1 to D.14. See Appendix B.16.
	11-5-44		Weather: Fair to fine. Visibility good. Wind westerly 10-15 m.p.h. Operations were again ordered and fourteen aircrews were briefed to carry out a bombing attack on the marshalling yards at Boulogne. All took off, one returning early due to navigational trouble. No markers were visible when another aircraft was ready to bomb so it returned to base also. Both aircraft brought their bombs back. The remaining twelve aircraft reached the target and dropped their bombs. There was no cloud but heavy haze persisted making the visibility only fair. Adverse winds caused the bombing to be several minutes late. The Master of Ceremonies was clearly heard and of great assistance. The early bombing was seen to be accurate but smoke and dust from explosions obscured the markers later on. The markers appeared to be accurately placed and this appeared to have been a successful attack. All our aircraft returned safely to base. Several training flights were carried out during the day including eight fighter affiliation details, cross-country flights and conversion flights for the new crews. Only a limited amount of ground training was undertaken and this included three hours turret manipulation and two hours pictorial trainer for the air gunners. The bombers trained on Gee, Link and H2S. The wireless operators carried out a group W/T exercise.		See Appendix B.15 references E.1 to E.14. <i>asa</i>

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LRMDE	12-5-44		<p>Weather: Fair becoming cloudy. Wind light at first becoming westerly 5-10 m.p.h. Visibility moderate to good.</p> <p>The squadron was required for operations tonight and fourteen aircraft were ordered. The crews were briefed for an attack on Louvain and all took off. One of these returned early due to failure of the port undercarriage to retract. The weather over the target was clear of cloud with some haze, the visibility being reported from poor to good. The target was well marked but as the attack developed the smoke and haze made the markers somewhat difficult to see. However, the bombing was accurately placed on and around the markers. A terrific explosion was seen at 0030 hours, a red flash leaping high into the sky followed by billows of smoke. No particular concentration of enemy fighters was apparent over the route and defences over the target were negligible.</p> <p>A small amount of ground training was carried out during the day as well as some flying training. Four cross-country flights were carried out during the day. The navigators trained on H2S, Gee, astro and the wireless operators also trained on Gee and H2S. The air bombers trained on Gee, H2S and Link while the gunners spent three hours on turret manipulation and fired 250 rounds on the closest range.</p>		See Appendix B.13 references P.1 to P.14.
	13-5-44		<p>Weather: Fair to cloudy with light rain during the evening. Visibility good at first becoming moderate.</p> <p>The squadron was again required for operations and eleven aircraft were ordered. However, the operation was cancelled at 1900 hours.</p> <p>Owing to the necessary preparations for the operation only a minimum of training was completed. The air bombers carried out routine training on Gee, Link and H2S, the navigators trained on H2S and Gee while the air gunners spent two hours on both the practice turrets and the pictorial trainer.</p> <p>Squadron Leader Isard, No. 6 Group Chief Signals Officer, visited the Signals Section today.</p>		
	14-5-44		<p>Weather: Mainly cloudy. Wind northerly veering north-easterly, Visibility good.</p> <p>The Squadron was not required for operations tonight. A full flying training programme was detailed and carried out. Training included cross-country flights, day bombing, air to air firing, fighter affiliation and other local flying. Six aircraft were detailed for night bombing exercises and five of these carried out the practice successfully.</p> <p>Ground training was also undertaken by those not engaged in the flying programme. Navigators trained on Gee and H2S and the air bombers trained on Gee, H2S and Link. The air gunners spent three hours on turret manipulation and two hours on the pictorial trainer. Squadron Leader Clark, Group Gunnery Leader, paid a visit to the Squadron Gunnery Section today.</p>		
	15-5-44		<p>Weather: Mainly cloudy. Visibility good. Wind northerly, 10-15 m.p.h.</p> <p>Operations were ordered and sixteen aircraft were detailed. Briefing was held at 1745 hours but the operation was cancelled at 2000 hours.</p> <p>Only a small amount of flying was done during the day and only routine ground training was carried out as the day was spent in preparing for the operation.</p> <p>Two crews went to Ripon baths and completed a wet dinghy drill exercise. Six navigators trained on H2S, three on Gee and six others cleaned up the section. Air bombers trained on H2S, Link, Gee and W/T while the air gunners spent three hours on turret manipulation.</p>		

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LIMBIE	10-5-44		Weather: Showery at first with continuous light rain and drizzle during the afternoon. Cloudy later. Visibility good. Wind northerly 10-15 m.p.h. No operations were ordered and no flying was carried out due to the unfavourable weather conditions which prevailed throughout the day. Ground training during the day consisted of a lecture and a film on intelligence for all aircrew personnel. The navigators also trained on Gee, H2S and practiced snap alterations. The air bombers trained on H2S, Gee, link and navigation while the air gunners fired 500 rounds on the snap range and spent one hour on turret manipulation.		
	11-5-44		Weather: Mainly cloudy with occasional showers during the afternoon. Visibility mainly good. Wind north-easterly 15-20 m.p.h. The squadron was not required for operations tonight. A flying training programme was put into effect which included three aircraft in practice bomb flights. Three crews also carried out fighter affiliation details and six crews completed air-to-air firing exercises. Two aircraft were on cross-country exercises. A night bullseye was arranged but later cancelled. Eight crews were given dinghy drill today. The navigators trained on H2S and Gee while the air bombers trained on H2S, Gee and link. The air gunners were skeet shooting.		
	12-5-44		Weather: Showery at first with continuous rain during the afternoon, becoming cloudy later. Wind light moderate. Wind northerly 5-10 m.p.h. No operations attended on H2S film at 10.15 hours. Other training for the navigators consisted of H2S and speed-up practice. The air bombers trained on Gee, link, H2S, while the air gunners spent two hours on turret manipulation. Six wireless operators completed a group of 4/7 exercise. All aircrew personnel were shown a film. A lecture was given by the Medical Officer during the afternoon on V.D. An H2S film was shown to all aircrew personnel by P/L Storr.		
	13-5-44		Weather: Mainly cloudy with light rain during the afternoon. Wind light northerly. Visibility moderate at first becoming good. Operations were ordered and 19 crews were briefed at 1640 hours for an attack on Le Dren. All took off successfully. The weather over the target was clear with some haze. Visibility was good. The markers were on time and the target was clear with some haze. Visibility was good. The markers were on time and the target was clear with some haze. Visibility was good. If the markers were accurate, the target should be a very successful attack. The crews returned safely and on a clear day. The target was clear and the attack was successful. Ground training consisted of speed-up exercises, H2S and Gee training for the navigators. The air bombers trained on H2S, Gee, link and snap alterations and the air gunners spent two hours on turret manipulation. The navigators also trained on H2S and Gee. The crews were given dinghy drill.		See Appendix B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AN, AO, AP, AQ, AR, AS, AT, AU, AV, AW, AX, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, CI, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, DF, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, EC, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, ET, EU, EV, EW, EX, EY, EZ, FA, FB, FC, FD, FE, FF, FG, FH, FI, FJ, FK, FL, FM, FN, FO, FP, FQ, FR, FS, FT, FU, FV, FW, FX, FY, FZ, GA, GB, GC, GD, GE, GF, GG, GH, GI, GJ, GK, GL, GM, GN, GO, GP, GQ, GR, GS, GT, GU, GV, GW, GX, GY, GZ, HA, HB, HC, HD, HE, HF, HG, HH, HI, HJ, HK, HL, HM, HN, HO, HP, HQ, HR, HS, HT, HU, HV, HW, HX, HY, HZ, IA, IB, IC, ID, IE, IF, IG, IH, II, IJ, IK, IL, IM, IN, IO, IP, IQ, IR, IS, IT, IU, IV, IW, IX, IY, IZ, JA, JB, JC, JD, JE, JF, JG, JH, JI, JJ, JK, JL, JM, JN, JO, JP, JQ, JR, JS, JT, JU, JV, JW, JX, JY, JZ, KA, KB, KC, KD, KE, KF, KG, KH, KI, KJ, KK, KL, KM, KN, KO, KP, KQ, KR, KS, KT, KU, KV, KW, KX, KY, KZ, LA, LB, LC, LD, LE, LF, LG, LH, LI, LJ, LK, LL, LM, LN, LO, LP, LQ, LR, LS, LT, LU, LV, LW, LX, LY, LZ, MA, MB, MC, MD, ME, MF, MG, MH, MI, MJ, MK, ML, MM, MN, MO, MP, MQ, MR, MS, MT, MU, MV, MW, MX, MY, MZ, NA, NB, NC, ND, NE, NF, NG, NH, NI, NJ, NK, NL, NM, NN, NO, NP, NQ, NR, NS, NT, NU, NV, NW, NX, NY, NZ, OA, OB, OC, OD, OE, OF, OG, OH, OI, OJ, OK, OL, OM, ON, OO, OP, OQ, OR, OS, OT, OU, OV, OW, OX, OY, OZ, PA, PB, PC, PD, PE, PF, PG, PH, PI, PJ, PK, PL, PM, PN, PO, PP, PQ, PR, PS, PT, PU, PV, PW, PX, PY, PZ, QA, QB, QC, QD, QE, QF, QG, QH, QI, QJ, QK, QL, QM, QN, QO, QP, QQ, QR, QS, QT, QU, QV, QW, QX, QY, QZ, RA, RB, RC, RD, RE, RF, RG, RH, RI, RJ, RK, RL, RM, RN, RO, RP, RQ, RR, RS, RT, RU, RV, RW, RX, RY, RZ, SA, SB, SC, SD, SE, SF, SG, SH, SI, SJ, SK, SL, SM, SN, SO, SP, SQ, SR, SS, ST, SU, SV, SW, SX, SY, SZ, TA, TB, TC, TD, TE, TF, TG, TH, TI, TJ, TK, TL, TM, TN, TO, TP, TQ, TR, TS, TT, TU, TV, TW, TX, TY, TZ, UA, UB, UC, UD, UE, UF, UG, UH, UI, UJ, UK, UL, UM, UN, UO, UP, UQ, UR, US, UT, UY, UZ, VA, VB, VC, VD, VE, VF, VG, VH, VI, VJ, VK, VL, VM, VN, VO, VP, VQ, VR, VS, VT, VU, VV, VW, VX, VY, VZ, WA, WB, WC, WD, WE, WF, WG, WH, WI, WJ, WK, WL, WM, WN, WO, WP, WQ, WR, WS, WT, WU, WV, WW, WX, WY, WZ, XA, XB, XC, XD, XE, XF, XG, XH, XI, XJ, XK, XL, XM, XN, XO, XP, XQ, XR, XS, XT, XU, XV, XW, XX, XY, XZ, YA, YB, YC, YD, YE, YF, YG, YH, YI, YJ, YK, YL, YM, YN, YO, YP, YQ, YR, YS, YT, YU, YV, YW, YX, YY, YZ, ZA, ZB, ZC, ZD, ZE, ZF, ZG, ZH, ZI, ZJ, ZK, ZL, ZM, ZN, ZO, ZP, ZQ, ZR, ZS, ZT, ZU, ZV, ZW, ZX, ZY, ZZ
	20-5-44		Weather: Mainly cloudy with light drizzle during the afternoon. Visibility moderate at first becoming good during the evening. No operations were ordered tonight and no flying training could be carried out as our aircraft had landed early the previous night. Most of the refuelling took place during the day. Some ground training was carried out. The navigators practiced speed-up exercises and H2S. Air bombers trained on H2S, Gee, link and one crew was given dinghy drill.		

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LORRAINE	21-5-44		Weather: Cloudy at first becoming fair to fine in early evening. Visibility good. Wind northerly 15-20 m.p.h. The Squadron was not required for operations tonight. A full flying training programme was arranged and successfully carried out. This programme included 8 crews flying on H25 cross-country flights, two on ordinary cross-country and eight on air to air flying. Details of ground training was also carried out by the aircrew personnel not flying. Eight wireless operators spent four hours on Morse training. Air gunners spent one hour on turret manipulation and also 30 of them trained on the night vision trainer and 8 on aircraft recognition. The air bombers trained on H25 and Gee. Several crews were also given Hingby drill.		
	22-5-44		Weather: Fair to cloudy, slight rain in evening. Good visibility. The Squadron was required for operations for tonight and 14 aircraft were ordered. These crews were briefed for an attack on the marshalling yards at Le Mans. All aircraft took off successfully but W4-LW-989, after climbing normally at first, went into a spin and crashed near Saane, France. The aircraft was carrying full bomb load, which exploded from the heat of the fire which started when the spin took place. The crew were all killed with the exception of the wireless operator P/O L.S. Moody, who baled out and escaped unhurt. One of our aircraft turned back as no T.I.'s were seen at the target and no instructions were received from the master bomber. The remainder of the crew bombed the primary. A weather over the target was clear of cloud with slight haze and fair visibility. PFF were late and no red or green markers were seen until after all our aircraft had landed. The master bomber could be heard at an increased intensity and all the main force aircraft had to orbit until he dropped a T.I. This resulted in congestion over the target. A good explosion was seen at 0234 hours and also two small fires. Owing to the smoke and dust it was impossible to make an accurate assessment of the bombing results, although some crews reported the attack as successful. Only a minimum of flying was carried out, this being in the form of cross-country flights. A small amount of ground training was completed. The air gunners spent one hour on turret manipulation, the navigators worked on speed-up exercises, H25 and Hingby drill. The air bombers trained on Gee, H25 and Link.		See Appx B.15
	23-5-44		Weather: Fair to cloudy, visibility moderate to good. The Squadron was not required for operations tonight. A flying training programme was organized and completed. Five crews carried out fighter at 11000 ft, four were on H25 cross-country and one night cross-country flight was flown. Several practice bombing flights were also carried out. Ground training was also given the crew personnel not engaged in flying duties. Twelve air gunners took night vision training, four navigators trained on H25 and six trained on Gee. The air bombers trained on Gee, Link and H25.		See Appx B.15 Ref: II to I.15
	24-5-44		Weather: Fine becoming cloudy with slight rain during day. Good visibility. The Squadron was required for operations tonight and fifteen aircraft were ordered. Two crews were briefed for an attack on Aachen and all took off successfully. There was no cloud over the target but there was some smoke on ground near making the visibility fair to good. The bombing appeared fairly well concentrated around the markers. Several large explosions occurred, one being followed by very bright flame. There was very little flak over the target but fighters and fighter flares were very troublesome. As a result of this three of our aircraft are missing. These are W/L HX32 captained by Can. R.14198 WO2 Mitchell, J.L., W/LW157 flown by Z/L Ransdown, T. (RAF) (163670) and W/L L124 piloted by Can. R.12476 WO2		See Appx B.15 Ref: I.1 to I.15

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LESMING	24-5-44		<p>Fernandez de Leon, M.A. The remainder of our aircraft completed the attack and returned safely to base. Two combats took place on the return from this operation. Aircraft ME288, was attacked by a FW190 flown by P/O M.A. Sloski. The rear gunner, Sgt. Sheardown, sighted the FW190 at 300 yards, ordered the captain to corkscrew and then opened fire. The fighter opened fire at the same time and then broke away. No hits are claimed. Aircraft W964 also encountered an unidentified enemy aircraft. The mid-upper gunner first sighted this aircraft and ordered the captain to take evasive action. P/L L.V. Pollard <del>MC</del>, the rear gunner then saw the enemy aircraft and fired a long burst. The Halifax was flown by P/L H.W. Mitchell <del>MC</del> and the rear gunner was Sgt. Fallon, R.N. The enemy aircraft was lost to view and not seen again.</p> <p>Only a small amount of flying was done and this was in the form of air tests etc. A small amount of ground training was carried out during the day. The navigators trained on H2S and Gee while the air bombers trained on Gee, H2S and Link.</p>		<p>See Appendix B.17</p> <p>See Appendix B.18</p>
	25-5-44		<p>Weather: Mainly cloudy with occasional slight rain during forenoon and afternoon. Good visibility. The Squadron was required for operations and fourteen aircraft were ordered. The crews were briefed at 1730 hours but the operation was cancelled at 2130 hours.</p> <p>Due to the preparations for the operation there was no flying training carried out and only a small amount of ground training was done. The wireless operators completed a Group W/T exercise and were successful enough to obtain 9 out of 10 possible points. The air gunners spent two hours on turret manipulation. Nine navigators practiced speed-up exercises and six of them trained on H2S. The air bombers trained on H2S, Gee and Link.</p>		
	26-5-44		<p>Weather: Cloudy with moderate rain in early morning. Visibility moderate at first, good later. The Squadron was not required for operations tonight, and a full flying training programme was organised and completed. This included eight air to air firing details and five fighter affiliation flights. Four crews flew on H2S cross-country while several practice bombing flights were carried out.</p> <p>Forty officers and N.C.O.'s proceeded to Harrogate today and attended the funeral of the R.C.A.F. personnel who were killed as the result of the aircraft crash which occurred on May 23rd. They were buried in the R.A.F. Regional Cemetery at Harrogate, Yorks.</p>		
	27-5-44		<p>Weather: Cloudy, very occasional slight rain. Good visibility. Operations were ordered for tonight and sixteen crews were detailed. These were briefed at 1730 hours for an attack on the military camp at Bourg-Leopold. All took off safely. FFF were very good, punctual and the target was well marked. The master bomber was also excellent. The bombing appeared to be well concentrated on the markers which were seen by some crews to be on the target. Ground defences were negligible but fighters were active in the target area and also on the return route as far as England. One of our crews failed to return from this operation. The captain of the missing aircraft, ME295, was CdnR.166905 P/S Ross, C.W. Most of our aircraft were forced to divert and land away from base owing to unfavourable weather conditions at base. Aircraft MW136, captained by P/O W.B. Byers, encountered an unidentified single engine aircraft. Evasive action was taken and the enemy aircraft was fired on by the mid-upper gunner, Sgt. Holdgate, C.W. Many hits were observed by Sgt. Holdgate and also the flight engineer.</p> <p>A limited amount of flying was done during the day, mostly air tests and local flying. Some ground training was carried out also. Three navigators trained on H2S and 16 practiced speed-up exercises. The air bombers trained on H2S, Gee and Link and the crew members attended bombing up.</p>		<p>See Appendix B.15 references J-1 to J-16</p> <p>See Appendix B.19</p>

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Place	Date	Time	Summary of Events	SECRET	Reference to Appendices
L-302B	28-5-44		Weather: Fair to cloudy with fog in early morning becoming fine late in the day. Visibility poor at first, moderate to good later. The Squadron was not required for operations tonight. Most of the aircraft were still away at their diversion points in the morning but returned during the day. Consequently there was very little flying carried out. However two new crews were checked out on Halifax III aircraft. The aircrew personnel were given a stand-down for the remainder of the afternoon.		
	29-5-44		Weather: Fine becoming cloudy during evening and fine again late in the day. Visibility moderate. No operations were ordered and a full flying training programme was arranged. Eight aircraft carried out H2S cross-country flights and four others flew on ordinary cross-country flights. Three crews completed fighter affiliation details and nine carried out air firing exercises. Others flew on practice bombing flights. Night bombing was arranged but subsequently cancelled owing to weather conditions. A night fighter affiliation flight was also arranged but could not be carried out. Owing to the full flying programme completed during the day only a small amount of ground training was carried out, this being of a routine nature. The air bombers trained on H2S Sea and Link and the navigators trained on H2S and Sea. A search was made by squadron personnel for a suitable spot on the river for wet dinghy drill. The first session of P.T. was held this morning commencing at 0800 hours. Ground crew were given P.T. from that time until 0900 hours and the aircrew personnel continued from 0900 hours until 1000 hours. This was the first of a two week course which was ordered by H.C.J.F. Overseas Headquarters. The classes are being conducted by Cdn. 9902 P/S Jacques, M. the Squadron P.T. Instructor and Disciplinarian.		
	30-5-44		Weather: Fine with much fog during the morning and evening. Visibility poor. Operations were ordered and fourteen of our crews were detailed. The crews all reported to briefing at 1730 hours but the operation was cancelled at 1800 hours. Owing to the preparations for the operation only a small amount of flying was done, most of which was local flying and air tests. Only ground training undertaken was routine work including training on Sea, H2S etc. for the air bombers and navigators.		
	31-5-44		Weather: Mainly cloudy with slight rain during the afternoon. Visibility moderate but poor at first. The squadron was required for operations tonight and fifteen aircraft were ordered. The crews were briefed at 1930 hours to carry out a bombing attack on Au-Fevre. All aircraft were safely airborne at 2200 hours. The weather over the target was clear to 7/10 thin cloud. Visibility was described as poor to good. TFF marking was clearly visible and well concentrated. The bombing generally appeared to be accurate, falling in and around the markers. A few scattered sticks were observed. This should be a successful operation. Just after bombing had taken place, aircraft ME302 piloted by 2/O P.A. McLaughlin, encountered an enemy Me110. This enemy aircraft was successfully evaded by the pilot and was fired upon by both gunners before it broke away and was lost to view. All our aircraft returned safely to base. Only routine ground training was done during the day. The air bombers training on Sea, H2S and Link and the air gunners practicing turret manipulation and skeet shooting.		See Appendix B-15 references K.1 to K.15. See Appendix B.20.

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# OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices	
<b>CASUALTIES</b>						
The following aircrew personnel have been reported as missing from operations during the month of May, 1944, on the dates shown:						
Can.R.145198	WO2		Michell, J.L. Pilot	Can.R.143476	WO2 Fernandez de Leon, M. Pilot	See Appendix B.15 references I.6, I.7 and I.1.
Can.J.24660	F/O		D.J. McKennis New.	Can.J.20248	F/O E.S. Ridd New.	
Can.J.27731	F/O		P. Nagar A/B	Can.R.150091	WO2 Shetler, L.M. A/B	
2206449 (RAF)	Sgt		Jolley, J.L. F/S	Can.R.50931	Sgt Stewart, W.M. F/S	
Can.R.112219	WO2		MacDonald, J.L. WO/AG	1515484 (RAF)	F/S Damon, H. WO/Air	
Can.R.157666	Sgt		LePointe, H.D. WO/AG	Can.R.190930	Sgt Christie, R.F. WO/AG	
1937229 (RAF)	Sgt		Smith, A.A. A/B	1259779 (RAF)	F/S K.H. Jackson A/G	
168670 (RAF)	F/L		T. Rawlinson Pilot	173860 (RAF)	F/O W. Bush WO/Air	
R74007 (RAF)	F/O		G.L. Caunt New.	Can.J.19879	F/O A.C. Shistler A/G	
Can.R.104613	WO2		Murphy, A.J. A/B	Can.R.117164	F/S Cochran, J.H.H. A/G	
175422 (RAF)	F/O		A. Bates F/S	F/S are all missing as the result of operations on Aachen, Germany, on the night of 24/25th May, 1944.		
Can.R.166905	F/S		Boas, C.V. Pilot	Can.R.166999	F/S Dunlop, B. WO/AG	See appendix B.15 reference J.15.
Can.R.179699	Sgt		Bedley, S.H. New.	Can.R.195992	Sgt Goldstein, F.S. WO/AG	
Can.J.29696	F/O		M. Rabovsky A/B	Can.R.199283	Sgt Kirton, L. A/G	
1791255 (RAF)	Sgt		Hornby, N. F/S	F/S are all missing as the result of operations on Boulogne, Belgium, on the night of 21/22th May, 1944.		
Can.J.26796	F/O		S.M. Leslie Pilot	Can.R.28390	WO2 McCann, G.S. WO/AG	See appendix B.15 reference A.6.
Can.J.27175	F/O		R.J. Webster New.	Can.J.38130	F/O G.A. Vipond WO/AG	
Can.J.26926	F/O		J.P. Hawke A/B	Can.R.195726	Sgt Baldry, S.F. A/G	
1860419 (RAF)	Sgt		Hilliott, G.A. F/S	F/S are all missing as the result of operations on St. Ghislain, France, on the night of 1st/2nd May, 1944.		
The following personnel were killed as the result of an aircraft crash on 23rd May, 1944.						
Can.J.23827	F/O		A.F. Brown Pilot	2210136 (RAF)	Sgt. Vose, P. F/S	See appendix B.15 reference H.11.
Can.J.23798	F/O		W.S. Hunter New.	Can.R.106875	Sgt. Morris, L.S. WO/AG	
Can.R.186879	Sgt		Leitch, J.W. A/B	Can.J.29485	F/O W.S. Scott A/G	
<b>POSTINGS - IN</b>						
The following aircrew personnel were posted to the Squadron during the month of May, 1944 from the units shown on the dates stated.						
Can.J.10909	W/O		A.P. Ament WO2 Pilot	Can.R.28390	F/O W.R. Shellington WO/AG	
Can.J.89824	F/O		G.Y. Lebel A/G	Can.J.18030	F/O W.R. Soutar New.	
Can.G.17739	F/O		R.G. Friday F/S	Can.J.21823	F/O J.R. Soutar New.	
Can.R.179455	WO2		McGrery, J.A. A/G	all posted from 426 Squadron w.s.f. 1-5-44.		
Can.J.27579	F/O		S.L. Durot New.	Can.J.28832	F/O G.L. Gilbert A/B	
Can.J.2907	F/O		L.H. Keelan Pilot	Can.J.29936	F/O D.A. McNaughton Pilot	
Can.J.29241	F/O		L. Senior A/B	Can.J.27491	F/O L.V.J. Small New.	
Can.R.119130	WO1		MacMahon, T.W. WO/AG	Can.R.169387	Sgt MacDiarmid, J.K. A/G	
Can.R.181183	Sgt		Dyck, J. A/G	Can.R.201917	Sgt Hunt, P.J. A/G	
Can.R.202790	Sgt		Maloney, H.F. A/G	Can.R.294704	Sgt Harper, K.A.T. A/G	
621781 (RAF)	Sgt		Bordyba, H.A. F/S	222345 (RAF)	Sgt Revill, S. F/S	
were all posted from No. 61 (RAF) Base w.s.f. 6-5-44.						
Can.R.138018	F/S		Robinson, H.J. A/G	was posted from 427 Squadron w.s.f. 15-5-44.		
Can.J.28917	F/O		R.H. Fleming New.	Can.J.28485	F/O W.P. Glass A/B	
Can.R.2902	F/S		L.G. Hoilly Pilot	Can.R.79941	Sgt Hodgson, D.J. A/G	
Can.R.161717	F/S		Giroux, F.J. WO/AG	Can.R.22234	Sgt MacNair, K.A.G. A/G	
1591212 (RAF)	Sgt		Watts, A. F/S	all posted from 61 (RAF) Base w.s.f. 15-5-44.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MEMO (Postings)	In - Cont'd		<p>Can.J.24474 P/O J.A. Weir Pilot posted from 61 Base (RCAP) w.o.f. 19-5-44.</p> <p>Can.J.23445 P/L G.P. Arbuckle Pilot posted from 63 Base (RCAP) w.o.f. 15-5-44.</p> <p>Can.J.29762 P/O F.K. Augusta Pilot Can.J.28214 P/O H.S. Hutter A/B</p> <p>Can.J.29732 P/O G.W. Saunders Nav. Can.J.217677 Sgt McLeod, H.D. A/G</p> <p>Can.R.201173 Sgt Ladner, A. WO/AG Can.R.222288 Sgt Linstead, J.B. A/G</p> <p>1894398 (RAF) Sgt Henderson, A.H. P/S, all posted from 61 (RCAP) Base w.o.f. 23-5-44.</p> <p>Can.J.28031 P/O J.L. Coffall Nav. Can.J.23242 P/O E.J. Ham Pilot</p> <p>Can.J.28942 P/O B.M. Lovell A/B, Can.R.189265 Sgt Matias, S. WO/AG</p> <p>Can.R.207969 Sgt Anton, J. A/G, Can.R.208709 Sgt Lingman, A. A/G</p> <p>1812461 (RAF) Sgt Ross, G. P/S, all posted from 61 (RCAP) Base w.o.f. 26-5-44.</p> <p>Can.J.28070 P/O H. Black Nav., Can.J.28262 P/O R.F. Maskell A/B</p> <p>Can.J.25387 P/O M.B. Tracey Pilot, Can.J.27733 P/O J.M.C. Wade Pilot</p> <p>Can.R.108354 Sgt Fairborn, D.W.R. A/B, Can.R.120132 Sgt McFally, P.S. A/G</p> <p>Can.J.128913 Sgt Elderton, F.S. A/B, Can.R.189393 Sgt Brown, J.L. A/G</p> <p>Can.J.189046 Sgt Wasytko, R.J. Nav., Can.R.189357 Sgt VanKroogenbroeck, P.W.O. A/G</p> <p>Can.R.199018 Sgt Dillon, A.J. WO/AG, Can.R.214409 Sgt Cowan, R.E. A/B</p> <p>1269092 (RAF) Sgt Fraser, A.W. P/S, 1891584 (RAF) Sgt Holmes, F. A/B</p> <p>151241 (RAF) P/O C.W. Graham A/B posted from No. 405 Squadron w.o.f. 27-5-44.</p> <p>Can.J.25385 P/O J.T. Barlow Pilot, Can.J.27324 P/O H.G. Bruce A/G</p> <p>Can.J.27722 P/O R.A. Hilton A/B, Can.J.29327 P/O S.D. Price Nav.</p> <p>Can.R.191299 Sgt Pae, P. WO/AG, Can.R.212510 Sgt Moon, S.J. A/G</p> <p>1764771 (RAF) Sgt Thomas, A.S. P/S, all posted from 61 (RCAP) Base w.o.f. 29-5-44.</p>		
			<p><b>POSTINGS - OUT</b></p> <p>The following operational aircrew were posted from the Squadron on the dates stated to the units shown:</p> <p>145465 (RAF) P/O D. Finlay A/G posted to No. 420 Squadron w.o.f. 8-5-44.</p> <p>1896548 (RAF) Sgt Setts, G.S. A/G posted to No. 420 Squadron w.o.f. 8-5-44.</p> <p>1836232 (RAF) Sgt Kitto, D. A/G posted to No. 405 Squadron w.o.f. 15-5-44.</p> <p>Can.J.26351 P/O G.A. McNamee A/B, Can.J.126219 Sgt Simpson, J.W. P/S</p> <p>Can.R.137938 P/S Cadogan, F.C. Pilot Can.R.198484 P/S Williams, H.G. Nav.</p> <p>Can.R.168719 P/S Woolf, T.C.K. WO/AG, Can.R.209001 Sgt Donaldson, J.D. A/G</p> <p>were all posted to No. 405 Squadron, R.C.A.F. w.o.f. 15-5-44.</p> <p>Can.R.161385 Sgt Devine, W.H. Nav. posted to No. 61 (RCAP) Base w.o.f. 22-5-44.</p> <p>Can.R.198018 P/S Robinson, H.J. A/G posted to R.C.A.F. Det-Depot, w.o.f. 23-5-44.</p> <p>Can.R.117999 WO2 Brisbin, M.J. Pilot posted to No. 63 (RCAP) Base w.o.f. 15-5-44.</p> <p>Can.R.189666 P/S McCaffery, D.B. A/G posted to No. 1664 C.U. w.o.f. 29-5-44.</p> <p>Can.J.19967 P/O A.C. Nelson A/B posted to No. 1652 C.U. w.o.f. 23-5-44.</p> <p>173617 (RAF) P/L R.H.W. Hunt Pilot posted to No. 19 C.T.U. w.o.f. 23-5-44.</p> <p>1682799 (RAF) P/L Hall, J.S. P/S posted to No. 1666 C.U. w.o.f. 30-5-44.</p> <p>Can.J.10407 S/L A.M. Stockdale, R.E. Nav. posted to No. 62 (RCAP) Base w.o.f. 15-5-44.</p>		
			<p><b>PROMOTIONS</b></p> <p>Can.J.10407 P/L A.M. Stockdale, R.E. (Nav. B.) was promoted to the rank of Acting Squadron Leader w.o.f. 25-3-44.</p> <p>P/O A.I. Macdonald (Can.J.10111) (Pilot) was promoted to the rank of Temporary Flight Lieutenant w.o.f. 16-1-44.</p>		

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## OPERATIONS RECORD BOOK

of (Unit or Formation) No. 423 Squadron, R.C.A.F.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices												
			<p><u>COMMISSIONS</u></p> <p>The following airman were commissioned during the month w.o.f. dates shown:            Can.R.109849 WO1 McKillop, S.B. (Nav.) w.o.f. 29-3-44. Officer Number J.89711.            Can.R.128464 WO2 Mitchell, L.L. (Pilot) w.o.f. 24-3-44. Officer Number J.86016.            1076757 (RAF) Sgt Bates, A. (Z/S) w.o.f. 2-4-44. Officer Number 175422.</p>														
			<p><u>HONOURS AND AWARDS</u></p> <p>F/L L.V. Pollard (118899) (RAF), F/L J. Atkins (Can.J.14000) (Pilot) and F/L R.H.V. Hunt (RAF) (133617) (Pilot) were each awarded the Distinguished Flying Cross during the month of May, 1944. F/L A.F. Smith (Can.J.10025) (WO/AG) who is now a Prisoner of War was also awarded the Distinguished Flying Cross this month.</p>														
			<p><u>CHANGES IN COMMAND</u></p> <p>W/C A.F. Avant DFC assumed command of the Squadron w.o.f. 1-5-44, taking over from S/L D.H. Kenney DFC who had been acting in that capacity.</p>														
			<p><u>CHANGES IN ADMINISTRATION</u></p> <p>Nil</p>														
			<p><u>AIRCRAFT ON SQUADRON STRENGTH AS AT 31st MAY, 1944</u></p> <table border="1"> <thead> <tr> <th>TYPE</th> <th>NUMBER</th> </tr> </thead> <tbody> <tr> <td>Halifax III</td> <td>19</td> </tr> </tbody> </table>	TYPE	NUMBER	Halifax III	19										
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			<p><u>OPERATIONAL, TRAINING AND OTHER FLYING HOURS FOR MAY, 1944.</u></p> <table border="1"> <thead> <tr> <th></th> <th>DAY</th> <th>NIGHT</th> </tr> </thead> <tbody> <tr> <td>(a) Operational Flying Hours</td> <td>Nil</td> <td>278.50</td> </tr> <tr> <td>(b) Training Flying Hours</td> <td>233.50</td> <td>47.25</td> </tr> <tr> <td>(c) Other Flying Hours</td> <td>35.45</td> <td>Nil</td> </tr> </tbody> </table>		DAY	NIGHT	(a) Operational Flying Hours	Nil	278.50	(b) Training Flying Hours	233.50	47.25	(c) Other Flying Hours	35.45	Nil		
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(c) Other Flying Hours	35.45	Nil															
			<p><u>OPERATIONAL SORTIES FLOWN DURING MAY, 1944</u></p> <p>A total of 190 operational sorties were flown by the Squadron during the month of May in the eleven operations carried out.</p>														
			<p><u>MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED</u></p> <table border="1"> <thead> <tr> <th></th> <th>H.H.</th> <th>Incendiary</th> </tr> </thead> <tbody> <tr> <td>Bombs dropped from 1-1-44 to 30-4-44</td> <td>665 tons 1300 lbs.</td> <td>320 tons 1960 lbs.</td> </tr> <tr> <td>Bombs dropped during May, 1944.</td> <td>Nil</td> <td>Nil</td> </tr> <tr> <td>Cumulative Total to Date.</td> <td>1170 tons 1300 lbs.</td> <td>320 tons 1960 lbs.</td> </tr> </tbody> </table>		H.H.	Incendiary	Bombs dropped from 1-1-44 to 30-4-44	665 tons 1300 lbs.	320 tons 1960 lbs.	Bombs dropped during May, 1944.	Nil	Nil	Cumulative Total to Date.	1170 tons 1300 lbs.	320 tons 1960 lbs.		
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R.S.A.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																									
			<p style="text-align: center;"><u>COMBATS WITH ENEMY AIRCRAFT</u></p> <p>Five combats and encounters took place with enemy aircraft during the month. No claims are made.</p>																																																											
			<p style="text-align: center;"><u>MEMORIAL STRENGTH OF THE SQUADRON AS AT 31st MAY, 1944</u></p> <table border="1"> <thead> <tr> <th colspan="3">OFFICERS</th> <th colspan="3">AIACREW</th> <th colspan="3">GROUNDCREW</th> </tr> <tr> <th>R.C.A.F.</th> <th>R.C.A.F. (USA)</th> <th>R.A.F. (CAN)</th> <th>U.S.A.A.F.</th> <th>W.A.A.F.</th> <th>AIACREW</th> <th>GROUNDCREW</th> <th>R.C.A.F.</th> <th>R.C.A.F. (USA)</th> <th>R.A.F. (CAN)</th> <th>U.S.A.A.F.</th> <th>W.A.A.F.</th> </tr> </thead> <tbody> <tr> <td>37</td> <td>--</td> <td>6</td> <td>1</td> <td>--</td> <td>94</td> <td>348</td> <td>1</td> <td>--</td> <td>47</td> <td>--</td> <td>--</td> </tr> <tr> <td>1</td> <td>1</td> <td>--</td> <td>--</td> <td>--</td> <td>421</td> <td>142</td> <td>279</td> <td>--</td> <td>--</td> <td>--</td> <td>8</td> </tr> <tr> <td colspan="3"><b>TOTAL STRENGTH</b></td> <td><b>97</b></td> <td><b>95</b></td> <td><b>2</b></td> <td><b>421</b></td> <td><b>142</b></td> <td><b>279</b></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	OFFICERS			AIACREW			GROUNDCREW			R.C.A.F.	R.C.A.F. (USA)	R.A.F. (CAN)	U.S.A.A.F.	W.A.A.F.	AIACREW	GROUNDCREW	R.C.A.F.	R.C.A.F. (USA)	R.A.F. (CAN)	U.S.A.A.F.	W.A.A.F.	37	--	6	1	--	94	348	1	--	47	--	--	1	1	--	--	--	421	142	279	--	--	--	8	<b>TOTAL STRENGTH</b>			<b>97</b>	<b>95</b>	<b>2</b>	<b>421</b>	<b>142</b>	<b>279</b>					
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<b>TOTAL STRENGTH</b>			<b>97</b>	<b>95</b>	<b>2</b>	<b>421</b>	<b>142</b>	<b>279</b>																																																						
			<p style="text-align: center;"><u>GENERAL</u></p> <p>This month the Squadron has surpassed all previous records by dropping a total of 505 tons, 1300 lbs. of H.E. bombs. A total of 150 sorties were flown with no non-starters and but two early returns. Five crews are missing and one crew was killed in a crash on an operational sortie. Most of our targets were marshalling yards and gun emplacements and photographs show a high degree of accuracy in bombing.</p> <p>Two crews were screened, having finished their first tour of operations. The crews were P/L H.W. Mitchell (RAF) (Can.J.18923) (Pilot) whose crew was P/O F.B. Fjeldsted (Can.J.17797) (Nav.), Can.R.153752 W/O Churchill, L.S. (A/B), Can.R.157680 Sgt. Stofer, S.M. (P/S), 1335948 P/S Gotham, S. (RAF) (WO/Air), Can.R.194175 Sgt. Fallon, S.H. (MU/AG) and P/L L.V. Folland (RAF) (A/G) and P/L J.V. Hunt (RAF) (133617) (Pilot) whose crew was P/O A.H. Hazel-Smith (RAF) (147464) (Nav.), P/O A.J. Nelson (Can.J.19967) (A/B), 1682733 P/S Hall, J.S. (RAF) (P/S), P/O E.J. Grenfell (RAF) (171283) (WO/Air), 1851826 P/S Hunt, A.H. (RAF) (MU/AG) and Can.R.183556 P/S McCauley, D.B. (A/G).</p> <p>The ultimate total on our Victory Loan Campaign was \$23,300.00, thus surpassing our objective by \$5,300.00.</p> <p>It is felt that the fine achievements of the Squadron reflect the untiring efforts of the ground crew who have kept the aircraft, throughout the month, at a high standard of serviceability.</p> <p>The health of the Squadron, generally, was good.</p> <p style="text-align: right;"><i>Advantok</i> ..... Wing Commander, Commanding, No. 429 Squadron, R.C.A.F., Leeming, Yorks.</p>																																																											