

OPERATIONS RECORD BOOK

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

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Compiled by P/L G.R. Higgins (3.3371)
No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LISBON	1-5-44		Weather: Cloudy. Slight rain during morning. Wind light, south-easterly. The Squadron was required for operations tonight and sixteen aircraft were ordered. Briefing was held at 1300 hours but the operation was cancelled at 1330 hours. Due to the preparations for the operation there was very little training carried out during the day. The air gunners spent two hours on turret manipulation and also practiced direct shooting. Navigators practiced speed-up exercises and also trained on H2S.		
	2-5-44		Weather: Fair to cloud. Wind westerly 10-20 m.p.h. Visibility good. The Squadron was not required for operations tonight therefore a full flying training programme was scheduled. Night air firing details and four fighter affiliation details were carried out. Four practice bombing flight were completed and three crews carried out H2S cross-country. One new crew carried out a conversion flight. At 2230 hours nine aircraft took off and successfully completed a night-eye exercise.		
	3-5-44		Weather: Cloudy with showers. Wind westerly 10-15 m.p.h. Visibility good. The Squadron was required for operations tonight and fourteen of our aircraft were ordered. The crews reported to briefing at 1300 hours but the operation was cancelled at 2200 hours. The ground training carried out during the day included two hours turret manipulation training by the air gunners. Fifteen gunners were also firing at the Sutton Bank firing range. The wireless operators trained on Fishpond and the air bombers trained on H2S, Gee and Link. The navigators trained on H2S and Gee. Six of them also cleaned up their section.		
	4-5-44		Weather: Cloudy with rain during morning and early evening. Visibility generally good. Operations were ordered for tonight and fourteen of our aircraft were briefed for an attack on Calais. All aircraft took off and all attacked the primary. The weather over the target was hazy with some rain and cloud. Visibility ranged from poor to good. H2S marking was scattered on the whole the red T.I.'s being more concentrated than the green. The greatest concentration of bombing was on and around the red markers but owing to the limited visibility accurate assessments of the bombing results were difficult to make. All aircraft returned to base safely. The air gunners spent two hours on turret manipulation while the wireless operators were lectured on current procedure by the Signals leader, P/L W. Dobson MBE (RAF 127898). The flight engineers lectured the visiting A.F.C. boys on aircraft engines and aircrew work. During the day all Squadron personnel attended one of four lectures on "Rehabilitation" which were given by S/L Parks for all Canadian personnel.		See Appendix B.21 references A.1 to A.14.
	5-5-44		Weather: Cloudy. Wind south-westerly 20-30 m.p.h. Visibility over 20 miles. The Squadron was required for operations tonight and 19 aircraft were ordered. The crews were briefed at 1330 hours for an attack on Merville Franville and by 2230 all aircraft were airborne. This was an important attack as it marked the opening of the invasion by the allies. All aircraft reached the primary and the attack commenced at 0032 hours. Weather over the target was 10/10ths cloud with tops from 17,000 ft. Visibility was good due to the cloud cover all crews bombed on the glow of T.I.'s reflected in the cloud. Owing to this cloud cover it was also practically impossible to assess bombing results. All of our aircraft returned safely. It was impossible to do a great deal of training due to the necessity of preparing for the operations. The crews carried out an H2S cross-country and the completed bombing exercises. The airgunners trained on the practice turret and on the pictorial trainer.		See Appendix B.21 references A.1 to A.14. See also B.21

Place	Date	Time	Summary of Events	SECRET	References to Appendices
MIAMI	6-6-44		<p>Weather: Fair at first becoming cloudy. Wind north and westerly. Visibility over 20 miles. Operations were ordered for tonight and a maximum effort was required. 19 aircraft were ordered. The crews were briefed for an attack on the marshalling yards at Achroes. All took off and bombed the target, returning to base without loss. Weather over the target was clear with good visibility below the cloud level. About this the cloud was 15/10ths. The bombing was done from about 4,000 ft. which was below the cloud base. The target was well marked with T.I.'s and the bombing was well concentrated on and around the markers. The master bomber was at times ineffective and this tended to interfere with several bombing runs. However, the target was well bombed and it is felt that this was a very successful attack. This attack was the first bombing raid since the opening of the allied invasion. Only a small amount of ground training was done during the day and this was of a routine nature. The air gunners practiced for two hours on turret manipulation and one hour on the pictorial trainer. The air bombers trained on Gas, Ink and H3.</p>		See Appendix B-21 Reference 2-1 to 2-12
	7-5-44		<p>Weather: Cloudy. Wind northerly 10-15 m.p.h. Visibility moderate at first, improving later. The Squadron was again required for operations and eleven aircraft were ordered. The crews were briefed for an attack on the marshalling yards at Achroes. All took off. The weather over the target was clear of cloud with some haze below 3,000 ft. Visibility was fair to good. The markers were well concentrated and the bombing was generally on and around them. The master bomber was heard by only a few crews. A few small fires were reported and also a large explosion which appeared to have been an oil tank, occurred at 0108 hours about five miles from the target. Enroute to the target aircraft #1223 was severely damaged by #1224 and the captain, S/L W.B. Anderson (Serial 3224) was fatally wounded. He gave the order to abandon the aircraft, which was carried out by the navigator, air bomber and wireless operator. The flight engineer assisted the captain to bring the aircraft back to England and then took over the controls. The captain was parachuted from the aircraft on a static line. The two gunners then also bailed out followed by the flight engineer. The captain was dead by the time medical attention reached him while the remainder of the crew escaped uninjured. The aircraft landed at Benson airfield and became a total loss. The remaining ten aircraft completed the operation successfully and returned safely. Six of these were forced to land at diversion points due to weather conditions. A small amount of flying training was carried out during the day. One crew completed a night cross-country flight and another crew carried out a conversion flight on Mark III aircraft. Some ground training was also undertaken during the day. The air gunners spent three hours on turret manipulation and two hours on the pictorial trainer. The air bombers trained on Gas, Ink and H3. During the evening a monster dance was held in the U.S.A.A.F. hall for corporals and below. The hall was well decorated for the occasion and a large crowd was in attendance. The music was supplied by the R.C.A.F. Dance Band and was greatly enjoyed by everyone.</p>		See Appendix B-21 Reference 2-1 to 2-11
	8-5-44		<p>Weather: Rain at first becoming cloudy. Wind light at first, >10 m.p.h. later. Visibility 10-15 miles. The Squadron was required for operations tonight and ten aircraft were ordered. The crews were briefed at 0030 hours for an attack on Mayenne marshalling yards. All took off. Weather over the target was clear with moderate to good visibility. The marking was very good and the master bomber directed the bombing very efficiently. There was a very large explosion at 0143 hours with a vivid orange flame and thick black smoke. After a brief fire had taken a good hold the master bomber directed the bombing onto it instead of the markers. This is believed to have been a successful attack. All our aircraft returned safely to base.</p>		See Appendix B-21 reference 2-1

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LIME	8-6-44	(Cont'd)	A small amount of flying was done during the day consisting of air tests and cross-country exercises. Ground training consisted of routine training only. The air gunners spent three hours on turret manipulation while the air bomber's trained on H25, Gee and Link.		
	9-5-44		Weather: Rain at first becoming cloudy. Wind light at first becoming westerly. Visibility poor at first becoming 10-15 miles. The Squadron was not required for operations tonight. The majority of the aircrew personnel attended a parade during the afternoon to witness the promulgation of a Court-Martial. The only ground training undertaken was dingy drill for several crews during the forenoon. The Squadron was stood down for the afternoon.		
	10-5-44		Weather: Cloudy with rain during the morning. Visibility good generally but poor in rain. The Squadron was required for operations for tonight and ten aircraft were ordered. The crews were briefed at 2000 hours for an attack on VEGAS LILLYMARTINS. All took off successfully. Weather over the target was clear with fair to good visibility. H25 were rounded and the target was visually seen to be well marked. The master bomber was heard by most crews and his directions were clear and decisive. The bombing in general was very accurate. Many explosions were observed in the target area. As the attack developed smoke and dust obscured ground detail. Fighter activity was greatest in the Paris-Dreux-Chartres area. One of our aircraft, D977, failed to return from this operation. It was captured by P/O A. Macdonald (Can.J.22994). The remainder of the crews reported a very successful operation and all of them returned safely. Some flying training was carried out during the day. One crew flew on an ordinary cross-country exercise while another carried out an H25 cross-country. Other flying consisted of air tests etc. During the day an H25 film was shown to the air bombers. They also trained on H25, Gee and Link.		See Appendix B-1 references #1 to #10
	11-5-44		Weather: Mainly fair with slight rain during the morning. Visibility good generally but moderate in the rain. The Squadron was required for operations and fourteen aircraft were ordered. However, this operation was cancelled later in the day. Owing to the preparations for this operation and poor flying weather during the day there was no flying training. Routine ground training was carried out including training on H25 and Gee for the air bombers. Two flight engineers gave a group of visiting Air Training Cadets a lecture on aircraft and engines. In the evening a large audience assembled in the N.A.A.F.I. to hear the R.C.A.F. Band which gave a very entertaining concert of band music.		
	12-5-44		Weather: Fair to cloudy. Good visibility. Strong westerly winds in middle part of the day. The Squadron was again required for operations and fifteen aircraft were ordered. The crews were briefed to carry out an attack on AMM3. All took off. Weather conditions over the target were quite good. A very slight haze existed but visibility was good. H25 was fairly scattered but corrective instructions were given by the master bomber. He could not be heard by some of the crews due to interference. Six explosions were seen and a large building was seen burning as well as several small fires. Fighter activity at the target and enroute to it was very intense. Aircraft D993 piloted by P/O J.A. Blair (Can.J.24474) was encountered by		See Appendix B-1 references G.1 to G.15

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LIMING	13-5-44	(Cont'd)	<p>two enemy aircraft, one identified as a He110. The rear gunner sighted the aircraft first and ordered evasive action at the same time opening fire. The enemy aircraft broke away and although the Halifax was followed all the way back to the English coast it was not attacked again. The enemy did not open fire. Many hits were seen on the fighter by the rear gunner. The attack was successfully carried out and all of our aircraft returned safely to base. No flying training and only routine ground training was carried out during the day. The air gunners spent two hours on turret manipulation and the air bombers trained on H23, Gee and Link. The navigators trained on H23 and speed-up exercises. One also worked on a flick map.</p>		See Appendix B.21.
	13-5-44		<p>Weather: Fair to cloudy with slight rain in the morning. Visibility good but moderate to poor in the rain. Operations were ordered for tonight and 13 crews were detailed. However, the operation was cancelled at 1900 hours. During the remainder of the day a flying training programme was carried out. Two fighter affiliation details and four practice bombing details were completed. There were also eleven H23 and ordinary night cross-country exercises carried out. All the crews attended a post mortem of the previous operation which was held in the crew centre. The wireless operators were given a lecture on flashpoint and H23 by the Squadron Radar Officer, 2/0 C.S. Brahm (Can.J.17762) and many useful points were brought up. 3/4 Group Summary Leader paid a visit to the Summary Section and also attended the above mentioned post mortem. Ground training for the air bombers consisted of H23, Gee and Link practice. The air gunners practised on the Hunt trainer and the navigators trained on H23 and assisted with compass swings.</p>		
	14-5-44		<p>Weather: Fair to cloudy with showers of rain. Good visibility. Moderate to strong west to north-westerly winds. The Squadron was again required for operations and fifteen aircraft were ordered. The crews were briefed for a bombing attack on CAMERON. All took off. Weather over the target varied from clear to 10/10 layer cloud. Visibility varied from poor to very good. H23 markings at N.1 to H.13. The opening of the attack was very good but tended to become scattered later. The star bomber was very good at first but as the attack developed became confused and libidinous and changed bombing instructions repeatedly. Bombs appeared to be accurately placed on and around the markers. What appeared to be a petrol dump blew up at 0007 hours. A few fighters were seen in and around the target area. This is considered to have been a successful attack. Just after dropping its bomb load, aircraft W/366 flown by 2/0 J. Lasek (Can.J.25133) encountered an He109. The rear gunner, who first saw it, ordered evasive action and opened fire. The enemy aircraft closed to within 100 yards without firing and then broke away and was not seen again. No damage is claimed to the He109. All our aircraft returned safely after a successful raid. Only a small amount of flying training was carried out. This included two crews who flew on practice bombing flights. Other local flights were also made. 12 air gunners were detailed for night vision training and others spent two hours on turret manipulation. Air bombers trained on H23, Gee and Link and the new air bombers assisted at bombing up. The navigators trained on H23 and Gee.</p>		See Appendix B.21. B.22.
	15-5-44		<p>Weather: Fine to fair becoming cloudy with rain and drizzle in the evening. Good visibility. The Squadron was again required for operations and thirteen aircraft were ordered. The crews were briefed to carry out their first daylight bombing raid and the target was the port area of BULGONE. All took off between 2043 hours and 2050 hours. Weather over the target was</p>		See Appendix B.21 references J.1 to J.13.

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122118	15-5-44	(Cont'd)	4-9/10ths cloud with tops at 4/12,000 ft. Visibility was good. IFF marking was accurate although several crews had to orbit as the cloud obscured the markers when they first reached the target. The majority of the bombing was accurately placed on air around the markers but several sticks were seen to burst as far as three miles away. A particularly large explosion was seen at 22:11 hours and several smaller explosions also occurred. Heavy flak was sighted to intense up to 15,000 ft. and light flak sighted up to 12,000 ft. No searchlights or enemy aircraft were reported. Our bombers were escorted by fighters and these were seen from time to time. Most of the crews considered this a very successful attack and all of them returned to base safely. One of the crews (4th) missed a marker and failed to return to base. The flying training was carried out and very little ground training was undertaken. The air gunners completed two hours turret manipulation and also practiced about shooting. The air bombers carried out routine H2S, Gee and Link training while the navigators trained on H2S. One crew completed flight drill.		
	15-5-44		Weather: Fair to cloudy with very occasional slight showers. Good visibility. The Squadron was again required for operations and a maximum number of aircraft were ordered. Eighteen crews were briefed to carry out an operation on 15/5/44. All took off. The weather over the target was 4-10/10ths cloud with tops 3,000 to 10,000 ft. Visibility above 200 to 400 ft. but was fairly concentrated. The IFF markers were somewhat late in going down but were fairly concentrated. It was virtually impossible to observe any bombing results as the ground was obscured by cloud. However, the flash of bursting bombs could be seen reflected in the cloud and appeared to be close to the markers. Ground defenses were very slight. A small amount of flying was carried out during the day including two cross country flights as well as several local flights and air tests. An H2S film was shown for the benefit of the navigators.		See Appendix 2-11
	17-5-44		Weather: Fair, good visibility. The Squadron was required for operations and twelve aircraft were ordered. The crews were briefed for an attack on 17/5/44. All took off. The target was 10/10ths cloud with tops at 4/8,000 ft. Visibility was good. All the crews bombed on the glow of red or yellow I.F.F.'s which were seen through the clouds. The master bomber was clearly observed due to clouds but many explosions were reported on the target area. Flak and fighter opposition over the target were slight. All aircraft returned safely to base. There was only a small amount of flying during the day as the aircraft were being serviced for operations. A small amount of routine ground training was carried out. The air gunners spent one hour on turret manipulation. The air bombers trained on H2S, Gee, Link and engine co-op. The navigators trained on H2S and assisted in engine co-op on the aircraft.		See Appendix 2-11
	18-5-44		Weather: Fair to cloudy. Visibility moderate. The Squadron was again required for operations and nineteen aircraft were ordered at 11:30 hours. However the operation was cancelled at 21:45 hours due to poor weather condition which would have been encountered on the return journey.		

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L. 2115	18-5-44	(Cont'd)	Only a small amount of flying was done during the day and this consisted mainly of air tests. One new crew was converted to Halifax Mark III aircraft and one new aircraft was flown on an acceptance flight. Morning ground training was carried out by the air bombers on H23, Gee, Link and W/T. The recent arrivals on the squadron were also given an entrance examination. The navigators trained on H23 and also worked on compass swings.		
	19-5-44		Weather: Cloudy at first becoming fine. Wind northerly 10-15 m.p.h. Visibility moderate becoming good. Operations were again ordered and nineteen aircraft were detailed. This operation was also cancelled due to meteorological conditions. Some ground training was undertaken during the day. Most of the crews took part in dinghy drill and one crew went to dipon bat.s and completed wet dinghy drill. The air gunners practiced turret manipulation for two hours while the navigators mainly worked on speed-up exercises. Several of them also trained on H23 and gave instruction to the new arrivals. The air bombers carried out routine training on H23, Link and Gee. The wireless operators trained on Marconi, 1139 and intercom and also practical fault finding.		
	20-5-44		Weather: Fine at first becoming cloudy. Wind northerly 10-15 m.p.h. Visibility moderate. The Squadron was not required for operations today. An extensive flying training programme was arranged but only a few details were completed owing to an order received from Group. Three aircraft were recalled from cross-country flights and two others completed fighter affiliation exercises. The airfiging details were cancelled on account of bad weather. The Station was C.B.'d in view of an impending daylight operation on June 21st. Non-ground training was undertaken during the day with the exception of routine training on Gee, H23 and Link carried out by the air bombers. J/L M. Bryson (Can.J.2116) with his crew, arrived from 425 Squadron today to take over command of "A" flight.		
	21-5-44		Weather: Drizzle at first becoming fair. Wind northerly 10-15 m.p.h. Visibility moderate. The Squadron was required for operations today and seventeen aircraft were ordered. The crews were briefed for an attack on OLSM, T.M./S.M. H. 2-4-4-13. This was a daylight operation and sixteen of the aircraft took off at 1730 hours. The remaining aircraft, W36, M1 to M.17. piloted by P/O J. Innes (Can.J.2113) failed to take-off. The engines failed to function properly and the aircraft ran off the end of the runway sustaining considerable damage. None of the crew were injured. Weather over the target was 3-10/10000' cloud, tops at 17,000 ft. Good visibility. No markers were seen on arrival at the target. The master bomber, who was heard by most crews, ordered an orbit at approximately zero hour and a few seconds afterwards instructed the crews to cease bombing. Most of the aircraft returned with their bomb load with the exception of delayed action bombs which were jettisoned. Five of our aircraft dropped their bombs on the target. All of them returned safely to base and made successful landings. Some ground training was carried out during the day. The air gunners spent two hours on turret manipulation and also fired 200 rounds in skeet shooting. During the forenoon 19 navigators practiced speed-up exercises. The air bombers practiced on H23, Gee and Link and the wireless operators trained on methods of fault finding.		See Appendix 1 and references

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LEMMIE	22-6-44		<p>Weather: Fair at first becoming cloudy. Wind north-easterly. Visibility mainly good. Operations were ordered for tonight and seventeen aircraft were required. However, this operation was cancelled at 1700 hours due to unfavourable meteorological conditions. A small amount of flying was done in the forenoon including one crew which carried out a day cross-country flight.</p> <p>Some ground training was done during the day. Twenty air gunners practiced aircraft recognition, the remainder spent two hours on the practice turret. The navigators worked on speed-up exercises and trained on H2S. The air bombers trained on H2S, Link and Gee and the uncrewed and those not listed for operations took an active part in bombing-up the aircraft. The new wireless operators were given instruction of intercomms fault finding and aircraft equipment by some of the more experienced operators.</p> <p>During the afternoon air crew personnel formed softball teams and the two flights played against each other.</p> <p>F/L W. Jobson (RAF) (127858) the Squadron Signals Leader left for Honeybourne today on a liaison trip.</p>		
	23-6-44		<p>Weather: Mainly cloudy. Wind north-easterly 10-15 m.p.h. Visibility moderate to good. The Squadron was required for operations today and seventeen aircraft were ordered. This was again cancelled at 1700 hours for meteorological reasons.</p> <p>Flying training for the day consisted of cross-country flights. One crew completed a cross-country flight thereby becoming ready for operations. Four other crews successfully carried out H2S cross-country flights.</p> <p>A small ground training programme was completed during the day. The air gunners trained on turret manipulation for two hours. An attempt was made to arrange a demonstration on the Vickers gun but without success. The air bombers trained on H2S, Gee and Link while the navigators worked on dry swins. Some of them also trained on H2S. The wireless operators practiced on procedure.</p> <p>S/L D.H. Kenney (RAF) (Can.C.4801) left today for W. Depot enroute to Canada. S/L Kenney has successfully completed two full tours of operations and one non-operational tour overseas. He had been in command of W. Flight since November, 1943, when he was posted to this squadron and has also acted in the capacity of a squadron commander on several occasions.</p>		
	24/6/44		<p>Weather: Mainly fine. Wind light south-easterly becoming westerly 10-15 m.p.h. Visibility good. The Squadron was again required for operations and seventeen aircraft were ordered. The crews were briefed for an attack in daylight on BUNINOP. All aircraft took off. The weather over the target was clear of cloud and visibility was good. The red P.I.'s appeared N.1 to N.17. Accurately placed but as the attack developed these were obscured by dust and smoke. The yellow P.I.'s dropped to starboard of the target attracted some bombing but the master bomber instructed the crews to ignore them and the main weight of bombs fell within the target area. The master bomber was clearly heard and complimented the main force on the accuracy of their bombing. No enemy aircraft were seen and ground defences in the target area were negligible. All our aircraft returned safely and all were satisfied that this was a very successful attack.</p> <p>An extensive flying training programme was arranged for the early part of the day but not all the details were completed due to a group recall order. Two crews completed fighter affiliation and air to air firing exercises but those on cross-country flights were interrupted by the recall order and returned to base before completing the flight. Due to the extensive flying training programme and the preparation for the daylight operation no ground training could be completed.</p>		See Appendix All references N.1 to N.17.

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LEWIS	25-5-44		<p>Weather: Mainly fair. Wind south-westerly, 9 - 10 m.p.h. Visibility good. The Squadron was required for operations today and 18 aircraft were ordered. The crews were briefed at 0445 hours for an early daylight attack on Gorenflou. All aircraft took off. The weather over the target was clear and visibility was excellent. The target was clearly marked with red markers although bombing was done visually in most cases as the target could be clearly seen. The master bomber was very good and directed the bombing onto the target efficiently. The bombing was very well concentrated on and around the markers, which, according to the master bomber, were accurately placed. All the crews were satisfied that this was a very successful attack. All of our aircraft returned safely to base.</p> <p>All aircrew were ordered to stand by for early operations to-morrow and spent the remainder of the day resting and preparing for the next operation, therefore no ground training was carried out today.</p>		See Appendix B-21 references 0.1 to 0.13
	26-5-44		<p>Weather: Fair first but rain later in morning becoming fair later. Light wind. Operations were again ordered and eighteen crews were detailed. However this operation was cancelled later in the day for meteorological reasons.</p> <p>A ground training programme was carried out during the afternoon. Twelve air gunners practiced on the Hunt trainer and eighteen of them visited the Intelligence Library. They also spent five hours on turret manipulation. Ten air bombers practiced firing the V.G.O. machine gun on the 25 yards range as well as carrying out their routine training on Gee, H2S and Link. The navigators spent a considerable part of the day in moving maps, tables etc. to the new briefing room. They also trained on H2S.</p> <p>S/L K.S. Johnston (Can.C.18444) Squadron Flight Engineer Leader proceeded to No. 4 S. of T.F. for the purpose of attending a Flight Engineer Leaders' course. One crew went to Ripon for wet dingy drill at the Ripon Baths.</p>		
	27-5-44		<p>Weather: Rain at first becoming showery later. Visibility moderate to good. The Squadron was required for operations for tonight and eighteen aircraft were ordered. The crews were briefed at 2330 hours for an operation on WEEMES. All took off. One aircraft, 'E' - H2302, arrived at the target too late to bomb as there were no markers visible so was forced to return to base with the bomb load. The cause of late arrival at the target was due to the D.M. compass becoming unserviceable. Weather over the target was good. Visibility was considered good by most crews. Three red T.I. markers were concentrated, apparently in the target area, and green T.I. back-ups fell in this concentration late in the attack. The bombing appeared to be fairly accurate. Ground defences varied from nil to slight, inaccurate heavy flak bursting at 12,000 feet and slight light flak later in the attack. 9.45 defences were inactive and no enemy fighters were seen. All of our aircraft returned safely to base.</p> <p>As the aircraft were being prepared for operations it was impossible to carry out any amount of training flying. Two crews carried out a practice bombing detail successfully.</p> <p>A small amount of ground training was carried out during the day. The air gunners practiced turret manipulation for two hours. The air bombers trained on Gee, H2S and Link and the navigators trained on H2S. The wireless operators were busy carrying out inspections on the aircraft.</p>		See Appendix B-21 references F.1 to F.13

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ESSEX	20-5-44		<p>Weather: Showery at first becoming fine to fair. Visibility good. Wind south-westerly. The Squadron was again required for operations and the full strength of twenty aircraft was ordered. The crews were briefed for an operation on the marshalling yards at HAMBURG. All took off. Weather over the target was good with nil to 2/10ths light cloud and fair to good visibility. P.P.S. were punctual and markers appeared to be accurately placed, although one salvo of red markers overshot about 300 yards. The master bomber, who was clearly heard by most crews, informed the crews of this fact. The bombing generally was reported from fair to accurate. Several sticks of bombs were seen to burst across the markers. Much dust and smoke rising to 10,000 feet obscured the target somewhat. A large oil fire was seen during north-west of the target area at 0130 hours. Ground defences of the target were slight but there was evidence of fighter activity in the Paris district. Halfan "E" - W/295, flown by S/Lt M. Bryson (Can. J. 116) encountered an enemy Me210. Can. S. 10907 P/S M. 116, S/Lt, the rear gunner, ordered evasive action and also fired a short burst at the enemy aircraft. The Me210 then broke away and was not seen again. No hits are claimed and the enemy did not open fire on our aircraft. One aircraft, "E" - W/200, is missing from this operation. The captain of this aircraft was P/O P.G. Agur (Can. J. 24934). The remaining nineteen aircraft completed a successful operation and returned safely to base. 4-10-44</p> <p>No flying training and only a small amount of ground training was carried out today. The air gunners practiced direct shooting and spent two hours on turret manipulation. The air bombers carried out their usual routine training on Ops, Link and H2S. Some of the recent arrivals in the wireless section were given instruction on aircraft equipment. Navigators practiced plotting and trained on H2S.</p> <p>Can. S. 18957 Sgt. Vanbroogenbroek, J. (WO/AG) was commended by Air Ministry for fault finding on an H.F.R.U. and thereby preventing W/T failure.</p> <p>Word was also received today that Can. S. 11910 WO1 Malachern, T.W. (WO/AG) has been credited with a full tour of operations for his work on No. 21 Squadron and is now considered on his second tour.</p>		See Appendix S.21 references 1.1 to 1.20. See Appendix S.24.
	21-5-44		<p>Weather: Fine at first. Thunder showers during late evening. Visibility moderate. Twenty crews were required to standby for operations today but owing to bad weather no operation was carried out.</p> <p>No flying training was carried out and most of the day was spent by the aircrew personnel in reading up from the previous operations.</p> <p>Can. S. 13670 P/S Vann, H.J. (A/G) was screened from operations today after completing no less than 36 sorties over enemy territory. This is a record number of trips made on this Squadron by any aircrew member other than pilot.</p>		
	22-5-44		<p>Weather: Fog morning and night, occasional thunder showers during afternoon.</p> <p>The Squadron was required for operations today and the full strength of nineteen aircraft was ordered. The crews were briefed at 0900 hours but the operation was postponed at 0930 hours and finally cancelled at 1200 hours.</p> <p>As the crews were required to standby for operations all day it was impossible to carry out any training, flying or ground.</p>		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
<u>MISSING</u>					
The following airmen have been reported as missing from operations during the month of June, 1944, on the dates shown:					
Can.J.17441	2/L	DiPasquale, A.	Nav., Can.J.17441	Sgt. DiPasquale, A.	A/G
Can.J.17932	WO1	Benning, J.G.	WO/SG, Can.J.17932	WO/SG, Benning, J.G.	WO/SG
Acheron, France, on the night of 1/5th June, 1944.					
Can.J.13304	2/L	A. Macdonald	Pilot, Can.J.13304	P/O W.D. Shields	Nav.
Can.J.13526	P/O	J.S. Morrison	A/S, 145735 (RAF)	Sgt. McEarty, H.P.	WO/SG
113628 (RAF)	P/O	Gullis, H.	WO/A, Can.J.17505	P/O J.L. Callabene	WO/SG
Can.J.174900	Sgt	Chapman, T.S.	A/G		
Yvesand, France, on the night of 10/14th June, 1944.					
Can.J.14384	P/O	F.S. Agur	Pilot, Can.J.23362	P/O J.P. Kennedy	Nav.
Can.J.14314	P/O	J.P. Hay	A/S, 65611 (RAF)	Sgt. Warrington, J.	WO/SG
Can.J.20110	Sgt	W.D. Kink	WO/SG, Can.J.30397	Sgt. Dunham, G.S.	WO/SG
France, on the night of 23/24th June, 1944.					
3/L W.B. Anderson <u>EC</u> (Can.J.8/34) (Pilot) died as the result of wounds sustained when his aircraft was hit by flak while on operations on Acheron, France, on the night of 7/8th June, 1944. His remains were interred at the R.A.F. Regional Cemetery, Brookwood.					
<u>POSTED - IN</u>					
The following airmen personnel were posted to the Squadron during the month of June, 1944, from the units shown on the dates stated:					
Can.J.15499	2/L	C.S. Brady	WO/SG, Can.J.556	2/L H. Bram	Pilot
Can.J.27422	P/O	F.W. Bullen	Nav., Can.J.2536	2/L W. Childs	Pilot
Can.J.27133	P/O	L.H. Claridge	Pilot, Can.J.28302	P/O W.J. Manion	A/G
Can.J.13367	P/O	D.W. MacLeod	Nav., Can.J.28721	P/O F.M. Park	WO/SG
Can.J.23322	P/O	W.D. Kink	A/S, Can.J.27719	P/O H.H. Warwick	A/S
Can.J.23365	P/O	S.W.M. Zarobesky	A/S, Can.J.28577	Sgt. Jolroll, L.J.	A/G
Can.J.102862	Sgt	James, T.S.	A/G, Can.J.110009	Sgt. McLaughlin, J.H.	A/S
Can.J.13107	Sgt	Jones, H.J.	P/O, Can.J.116746	Sgt. Wheeler, J.H.	A/G
Can.J.19340	Sgt	Turner, J.D.	A/G, Can.J.206149	Sgt. Pamela, S.	WO/SG
Can.J.257287	Sgt	Hay, W.C.	A/G, 1593021 (RAF)	Sgt. Paddy, D.	P/O
2205237 (RAF)	Sgt	Habington, W.A.	P/S		
all posted from 61 Base W.O.C. 4-0-44.					
Can.J.23632	P/O	W.S. Gillelan	Nav., Can.J.26133	P/O J. Leask	Pilot
Can.J.26724	P/O	T.H. Lenahan	A/S, Can.J.109329	Sgt. Molanus, A.	P/O
Can.J.137223	Sgt	Avian, A.	WO/SG, Can.J.217043	Sgt. Buckleham, B.G.	A/G
Can.J.231738	Sgt	Shiote, J.H.	A/G, posted from 61 Base W.O.C. 6-6-44.		
Can.J.28994	P/O	F.S. Agur	Pilot, Can.J.27136	P/O S.W. Key	A/S
Can.J.29383	P/O	D.P. Hay	A/S, Can.J.29382	P/O J.P. Kennedy	Nav.
Can.J.18630	P/O	A.S. Fatorson	Pilot, Can.J.24248	P/O W.D. Vickers	Nav.
Can.J.184814	Sgt	W.D. Kink	WO/SG, Can.J.194261	Sgt. Watson, M.A.	A/G
Can.J.19418	Sgt	Armstrong, A.R.	WO/SG, Can.J.20397	Sgt. Dunham, G.S.	A/G
Can.J.21114	Sgt	McComson, F.M.	A/G, Can.J.20110	Sgt. Clinton, S.W.	A/G
636911 (RAF)	Sgt	Warrington, J.	P/S, 1022942 (RAF)	Sgt. Forbes, S.W.	P/O
were all posted from No. 61 (R.O.A.F.) Base W.O.C. 12-6-44.					
Can.J.39037	P/O	H.S. Crothers	A/G, Can.J.16433	P/O L.J.J. DiMarco	Pilot
Can.J.39479	P/O	A.G. MacKenzie	A/G, Can.J.28444	P/O J.G. Munnoch	WO/SG
Can.J.33541	P/O	D.G. Cole	Nav., Can.J.114320	Sgt. Macarty, H.H.	A/S
Can.J.174167	Sgt	Clark, R.S.G.	P/S, *posted from No. 61 (RAF) Base W.O.C. 12-6-44.		

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OPERATIONS RECORD BOOK

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
POSTINGS - IN (Cont'd.)					
			Can.J.5116 S/L M. Bryson Pilot, Can.J.19878 P/O M.S. Tupper WO/AG,		
			Can.J.89670 P/O P.A. Thomson Nav., Can.J.86173 P/O P.A. Verry A/B,		
			Can.J.76709 P/O R.G. Yeoman A/G, Can.J.2130989 P/S Elliott, S.M. A/G,		
			1304516 (RAF) Sgt Marshall, R.W. P/S posted from No. 432 Squadron, w.e.f. 17-6-44.		
			Can.J.23872 P/O E.N. Gildner Nav., Can.J.86944 P/O V.M. Rand Pilot,		
			Can.R.76475 P/S Saulnier, J.M. WO/AG, Can.R.123388 Sgt Bouvier, W.L. A/G,		
			Can.R.162841 Sgt. Corbett, L.A. A/G, Can.R.171278 Sgt. Smith, G.H.E. A/B,		
			1330903 (RAF) Sgt. Smith, T.E. P/S posted from No. 61 (RAF) Base w.e.f. 26-6-44.		
			Can.J.29875 P/O B.J. Gillis Pilot, Can.J.57780 P/O Ullett, G.S. Nav.,		
			Can.G.5430 P/O J.S. Wheeler A/G, Can.J.59054 P/O H.L. Willis-O'Connor A/G,		
			Can.J.5013 P/O J. Mossman A/B, Can.R.122379 Sgt. Hayes, J.M. WO/AG,		
			611744 (RAF) Sgt. Hartley, D. P/S posted from No. 61 (RAF) Base w.e.f. 27-6-44.		
POSTINGS - OUT					
The following operational aircraft were posted from the Squadron on the dates stated to the units shown:					
			171283 (RAF) P/O E.J. Grenfell WO/Air posted to No. 82 O.T.U. w.e.f. 1-6-44.		
			1851826 (RAF) P/S Hunt, A.H. A/G posted to No. 82 O.T.U. w.e.f. 1-6-44.		
			1591936 (RAF) P/S Gordon, H. A/G posted to No. 61 Base w.e.f. 7-6-44.		
			1322239 (RAF) P/S Sinclair, D.F.S. A/G posted to No. 61 Base w.e.f. 7-6-44.		
			Can.J.13323 P/L H.W. Mitchell WO Pilot posted to No. 1504 G.U. w.e.f. 6-6-44.		
			Can.J.19300 P/O W.F. Drew WO/AG, Can.J.25642 P/O W.C. Morrow Nav.,		
			Can.G.1134 P/O G. Gray A/G, Can.J.23738 P/O S.P. Pomeroy A/B,		
			Can.J.25935 P/O S.A. Pomeroy Pilot, Can.R.130467 Sgt. Blyth, C.F. A/G and		
			1894193 (RAF) Sgt. Carrott, B.G. P/S all posted to No. 403 Squadron w.e.f. 7-6-44.		
			Can.R.157680 Sgt. Stofer, S.H. P/S posted to No. 1639 G.U. w.e.f. 9-6-44.		
			Can.R.153757 WO1 Churchill, L.G. A/B posted to No. 1639 G.U. w.e.f. 12-6-44.		
			Can.J.19777 P/O T.B. Fieldstead Nav. posted to No. 22 O.T.U. w.e.f. 15-6-44.		
			Can.J.21825 P/O J.R. Souter Nav., posted to No. 82 O.T.U. w.e.f. 15-6-44.		
			1336348 (RAF) P/S Southam, S. WO/Air posted to No. 82 O.T.U. w.e.f. 15-6-44.		
			Can.R.161274 P/S Almas, H.M. WO/AG, Can.R.171340 P/S McEachern, R.H. A/B,		
			Can.R.166680 Sgt. Hart, G.M. A/G, Can.R.212483 Sgt. Wilson, W. A/B and		
			87153 (RAF) Sgt. Harris, G.W. P/S all posted to No. 61 Base w.e.f. 15-6-44.		
			Can.J.23029 P/O T.A. Wilson Nav., O-886335 (RAF) Lt. P.R. McRoberts WO/AG,		
			Can.R.159382 P/S Morajco, S.L. A/B, Can.R.139371 Sgt. Copeland, J.D. A/G,		
			1308077 (RAF) Sgt. Platt, P.F. P/S, 1359757 (RAF) Sgt. Barty, W.S.H. A/G		
			were all posted from the Squadron to No. 61 (RAF) Base w.e.f. 26-6-44.		
			Can.J.83711 P/O S.B. McKillop Nav. posted to No. 433 Squadron w.e.f. 19-6-44.		
			Can.J.13552 P/O G.D. Alcester A/B posted to No. 1639 G.U. w.e.f. 22-6-44.		
			Can.J.4801 S/L D.H. Kenney WO Pilot, posted to R.C.A.F. W. Depot w.e.f. 27-6-44.		
			Can.J.2822 P/L J. Gillmer Pilot posted to R.C.A.F. W. Depot w.e.f. 27-6-44.		
			176716 (RAF) P/O K. Wilson P/S posted to No. 1666 G.U. w.e.f. 27-6-44.		
			169367 (RAF) P/O A. Morgan A/G posted to No. 19 O.T.U. w.e.f. 27-6-44.		
PROMOTIONS					
			Can.J.20709 P/O D.W. Morrison Nav. was promoted to the rank of Acting Flight Lieutenant w.e.f. 20-5-44.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																
LIMBIC			<p>The following airmen were commissioned during the month w.o.f. dates shown:</p> <p>Gen.R.140983 WO2 Fatterson, W.C. (A/G) w.o.f. 14-4-44. Officer Number J. 6380. Gen.R.143903 WO2 Mollison, J.J. (A/G) w.o.f. 6-4-44. Officer Number J. 60236. Gen.R.133955 WO2 Barley, T.F. (A/G) w.o.f. 21-4-44. Officer Number J. 65909. Gen.R.152932 WO2 McLean, M.H. (A/G) w.o.f. 6-5-44. Officer Number J. 67725. 1046452 (RAF) WO2 Griffiths, W.J. (VO/A) w.o.f. 6-5-44. Officer Number 176235. 131791 (RAF) WO2 Meredith, A.W. (VO/A) w.o.f. 16-5-44. Officer Number 176710. 1331665 (RAF) WO2 Wilson, A. (P/S) w.o.f. 21-5-44. Officer Number 176716.</p> <p><u>HONOURS AND AWARDS</u></p> <p>Gen.J.13797 P/O T.H. Pjeldsted (Nav.) was awarded the Distinguished Flying Cross. Gen.J.5924 S/L W.B. Anderson (Pilot) who died from injuries received on operations was awarded the Distinguished Flying Cross. Gen.J.103094 WO1 McLean, G.B. (A/S) who is now a Prisoner of War was awarded the Distinguished Flying Cross. 158670 (RAF) P/L T. Radmason (Pilot) who is now missing from operations was also awarded the Distinguished Flying Cross. 145031 (RAF) Sgt. Steere, G.S.J. (2/S) was awarded the Conspicuous Gallantry Medal. Gen.J.211243 S/L Ritchie, G.J.M. (A/G) and Gen.R.193360 P/S Macdonald, J. (A/G) were each awarded the Distinguished Flying Medal. Gen.J.89624 P/O B.Y. Lebel (A/G) and Gen.J.21640 P/O A.J. Roworth (Nav.) were each awarded the Distinguished Flying Cross. Gen.R.13733 WO2 Woolsey, A.T. (A/G) was awarded the Distinguished Flying Medal.</p> <p><u>CHANGES IN COMMAND</u></p> <p>N I L</p> <p><u>CHANGES IN ASSIGNMENT</u></p> <p>N I L</p> <p><u>AIRCRAFT ON STRENGTH AS AT 30th JUNE.</u></p> <table border="1"> <thead> <tr> <th>TYPE</th> <th>NUMBERS</th> </tr> </thead> <tbody> <tr> <td>Halifax III</td> <td>19</td> </tr> </tbody> </table> <p><u>OPERATIONAL TRAINING AND OTHER FLIGHT DUTY FOR JUNE.</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>358.00</td> <td>874.00</td> </tr> <tr> <td>(b) Flying Training Hours</td> <td>119.30</td> <td>54.25</td> </tr> <tr> <td>(c) Other Flying Hours</td> <td>8.50</td> <td>NIL.</td> </tr> </tbody> </table>	TYPE	NUMBERS	Halifax III	19		DAY	NIGHT	(a) Operational Flying Hours	358.00	874.00	(b) Flying Training Hours	119.30	54.25	(c) Other Flying Hours	8.50	NIL.		
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			<p style="text-align: center;"><u>OPERATIONAL RESULTS FROM JUNE 1944.</u></p> <p>A total of 246 sorties were flown by the Squadron during the month of June in the sixteen operations carried out.</p>																																																			
			<p style="text-align: center;"><u>MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED</u></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;"></th> <th style="width: 10%; text-align: center;">Tons</th> <th style="width: 10%; text-align: center;">Lbs.</th> <th style="width: 10%; text-align: center;">Accumulative</th> </tr> </thead> <tbody> <tr> <td>Bombs dropped from 1-1-44 to 31-3-44</td> <td style="text-align: center;">1170</td> <td style="text-align: center;">tons 1300 lbs.</td> <td style="text-align: center;">320 tons 1200 lbs.</td> </tr> <tr> <td>Bombs dropped during June, 1944.</td> <td style="text-align: center;">776</td> <td style="text-align: center;">--- lbs.</td> <td style="text-align: center;">---</td> </tr> <tr> <td>Cumulative Total to Date.</td> <td style="text-align: center;">1946</td> <td style="text-align: center;">tons 1300 lbs.</td> <td style="text-align: center;">320 tons 1200 lbs.</td> </tr> </tbody> </table>		Tons	Lbs.	Accumulative	Bombs dropped from 1-1-44 to 31-3-44	1170	tons 1300 lbs.	320 tons 1200 lbs.	Bombs dropped during June, 1944.	776	--- lbs.	---	Cumulative Total to Date.	1946	tons 1300 lbs.	320 tons 1200 lbs.																																			
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			<p style="text-align: center;"><u>CONTACTS WITH ENEMY AIRCRAFT</u></p> <p>Three encounters took place with enemy aircraft during the month. No claims are made.</p>																																																			
			<p style="text-align: center;"><u>NUMERICAL STRENGTH OF THE SQUADRON AS AT 30th JUNE 1944.</u></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%;"></th> <th style="width: 10%; text-align: center;">OFFICERS</th> <th style="width: 10%; text-align: center;">SERGEANTS</th> <th style="width: 10%; text-align: center;">GROUND CREW</th> <th style="width: 10%; text-align: center;">R.C.A.F.</th> <th style="width: 10%; text-align: center;">A.I.C.</th> <th style="width: 10%; text-align: center;">S.A.S. DETACH</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F.</td> <td style="text-align: center;">109</td> <td style="text-align: center;">2</td> <td style="text-align: center;">-</td> <td style="text-align: center;">101</td> <td style="text-align: center;">299</td> <td style="text-align: center;">-</td> </tr> <tr> <td>R.C.A.F. (USA)</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>R.C.A.F. (CAF)</td> <td style="text-align: center;">6</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">41</td> <td style="text-align: center;">30</td> <td style="text-align: center;">-</td> </tr> <tr> <td>R.C.A.F. (CAF)</td> <td style="text-align: center;">1</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>R.C.A.F.</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>TOTAL STRENGTH</td> <td style="text-align: center;">116</td> <td style="text-align: center;">2</td> <td style="text-align: center;">2</td> <td style="text-align: center;">142</td> <td style="text-align: center;">329</td> <td style="text-align: center;">0</td> </tr> </tbody> </table>		OFFICERS	SERGEANTS	GROUND CREW	R.C.A.F.	A.I.C.	S.A.S. DETACH	R.C.A.F.	109	2	-	101	299	-	R.C.A.F. (USA)	-	-	-	-	-	-	R.C.A.F. (CAF)	6	-	-	41	30	-	R.C.A.F. (CAF)	1	-	-	-	-	-	R.C.A.F.	-	-	-	-	-	-	TOTAL STRENGTH	116	2	2	142	329	0		
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			<p style="text-align: center;"><u>GENERAL</u></p> <p>This month has again been a record breaking month. A total of 246 sorties were flown, dropping a total of 776 tons of bombs. We had no early returns this month and but one non-starter. This reflects very favourably the hard work and long hours put forth by the groundcrew, as often we operated successfully every aircraft on strength.</p> <p>Two crews are missing and three members of another crew baled out over France. Most of our targets have been marshalling yards or strategic targets and photographs indicate a high standard of bombing.</p> <p>Two crews were screened this month, the captain of one having finished a second tour and the remainder a first tour of operations. They were - S/L D.H. Kenney RAF AC (Can.J.1401) (Pilot, 2nd tour), Can.J.18532 P/O G.D. Allester (A/B), 17676 P/O A. Wilson (RAF) (P/S), 16967 P/O A.J. Morgan (RAF) (A/B) and P/L J. Atkins RAF (Can.J.14000) (Pilot), P/O H.J. Hemworth (Can.J.21640) (Nav.), P/O J.L. Widdis (Can.J.22742) (A/B), P/O W.H. Griffiths (RAF) (17663) (WO/A), Can.J.17783 P/O Woolsey, A.R. (RAF) and P/O T.F. Barley (Can.J.9505) (A/C).</p> <p>The health of the Squadron, generally, was good.</p>																																																			
			<p>..... Wing Commander, Commanding, No. 429 Squadron, R.C.A.F., London, Yorks.</p>																																																			

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