R.A.F. Form 540

See instructions for use of this form in K. R. and A.C.L., para. 2540 and War Marshal Pt. II., chapter XX., and mates in R. A.F. Pecker Board.

OPERATIONS RECORD BOOK 5. 41-20-429

of (Unit or Formation) 10-40 squadron, 2.5-42
No. of pages used for day

No. of pages used for day

Place	Date Time	Summary of Events 20757 SECRET.	References to Appendices
MIE	1-7-44	Weather: Rain at first becoming cloudy. Wind light. Visibility poor at first improving later	
		The Squadron was required for operations for tonight and sixteen aircraft were ordered.	
		Howards to eperation was cancelled at 1730 hours for meteorological reasons.	
		No flying training could be carried out today. Most of the crews were resting up from	
		provious operations but some ground training was undertoken. Several crews carried out	
		Dinghy drill today. The air gunners practiced skeet shooting firing 200 rounds of	
		ammunition. The sir bombers carried out normal routine training on Gee, Link and 123 and	
		the newigators trained on H23. The siroraw personnel were given a lecture on anemy righters	
		by the Squairon Gummery Leader, P/L L.V. Poliard MRC (RAF) (118899) and the pilots and	
		riters and treats were given a locture on engine handling by the Deputy Flight inginier	
		Leader, 3/0 R.G. Pridday 180 (Jan.G.17739). The Squadron Commander, 4/3 A.F. Avent Dic	
		(Jan.J.10703) was also in attendance and assisted in conducting discussions on the subject.	
		(50.120 120 100), 1120 220 220 220 220 220 220 220 220 22	
	2-7-44	Weather: Cloudy with rain during late evening. Visibility good at first becoming moderate.	
	and the state of t	The 3-mairon was again required for operations for tonight and sixteen aircraft were	
		ordered but the operation was cancelled owing to uniavourable mention conditions.	
*		The weather during the day would not permittenech training and the only flight carried out	
	1	Was a conversion flight for one of the new crews.	
		A full ground training programs was scheduled and carried out. Twelve air gunners trained	
		on the Hunt trainer, eighteen practiced aircraft recognition and twenty of them were akeet	
		on the sumt trainer, eighteen practiced affered in Good live and the desired on More	
		shooting. The air bombers trained on H2S, Gas and Link, the vireless operators on Morse	
		and procedure and the navigators trained on H2S, Gee and speed-up exercises. The Squadron	
		Wavigation Officer, 2/4 D.W. Morison (Can.J. 20709) gave a lecture during the afternoon to	
	1.	a flight of A.T.C. Gadats.	
		Weather: Mainly continuous light rain. Visibility moderate to poor.	
	3-7-44	Weather: Mainly Continuous light fails. * Isibility model as to post-	
		The Squadron was required for operations today and sixteen aircraft were ordered but it was	
		again cancelled for meteorological reasons.	
		Plying training details were arranged for the early afternoon but these were not carried out	
		owing to the mecessity of preparing the aircraft for the operation which had been ordered.	
		Ground training far today mainly consisted of lectures of which there were several.	
		3/L B.F.M. Rawson DEC. No. 6 Group Tactics Officer gave the pilots a very interesting lecture	
		on tactics. The Gunnery Leader, F/L L.W. Pollard DC (RAF) (118399) also gave a lecture on	
		tactics to the Filots, Air Bombers, Plight Ingineers and Gunners, A discussion on engine	
		handling took place in the Flight Engineer Section for the special benefit of three new	
		pilots and envirours. The air bombers raised on Link, Ges and H2S while the wireless	
		operators carried out a WT exercise. Sixteen navigators practiced speed-up exercises	
		and the remainder trained on H2S and Gee.	
			*
	4-7-44	Weather: Rain and fog at first becoming fair to fine. Visibility poor at first, good later	OSSESSION CONTRACTOR OF THE PARTY OF THE PAR
	7.7.77	The Squadron was again required for operations and sixteen aircraft were ordered. The crews	3.0 Append
		were briefed for an attack on Villativia it. Couldnot all took off, weather over the	3.25 refer
		target was good with mil to thin cloud and good visibility. The red T.I.'s were rather	A.l to A.l
		scattered but the yellow markers appeared to be fairly concentrated. The master bomber	
		was heard but the yellow markers appeared to be lally concentrated. He directed the	
		was neard by most crews attnown there was constantant incertained in certained. There	12
		bombing onto yellow or red markers but much of the bombing appeared to be scattered. There	Im.
		was a great deal of amoke and some haze over the target making it difficult to assess	

Place	Date Tin	Summary of Events SECRET.	References to Appendices
LIMIN	4-7-4 Cont	There was a leavy concentration of fighters in and around the target area and several	
		combats and encounters took place. Aircraft "B" - MZO/: was attacked b a twin engine	Geo Arrendi
		enemy aircraft which was first sighted by the rear gunner. Fire was exchanged between the	3.00
	-	two aircraft but no demage was done to the Halifax and no claims are made by our crew.	
		Aircraft "F" - LE127 encountered a Jud8 which was fired on from point blank range by the	See Aprendi
		rear gunner, F/S Hunt, and was seen to burst into flames and fall to the ground still burn	
		fiercely. It is claimed as destroyed. This same sireraft also was attacked shortly after	
		leaving the target by two Ju88's. The two gunners each opened fire on these aircraft until	il Bes Appendi
		they were finally shaken off and were not seen again. No claims are made and no damage	9227
		was sustained by the Halifax. Aircraft "O" - MZ288 encountered an enemy Me410. It was	See Appendi
		fired upon by both guilners while making two spparate attacks and many hits were registered	3.23
		on it. The fighter is claimed as demaged. Aircraft "U" - 14285 grecourtered a 2-190.	See Append:
		It was first sighted by the rear gunner who opened fire at about 600 yards range after	5.29
		ordering syesive action. The enemy sirereft fell away to port and was not seen again.	
		No claims are made. All of our sircraft, returned safely to base.	
		No flying training was done but one crew was flown to Windfield for the purpose of taking	
		delivery of a new aircraft for the Squadron.	
Martin (Martin) (1977)		Some ground training was carried out during the day. The air gunners spent three hours of	n
		turret manipulation and the air bombers carried out only their mutine training on Gee,	
		HES and Link. Fourteen navigators completed A.F.I. expresses during to Torencon and four	r
		of them trained on Geo.	
	5-7-44	Weather: Cloudy with occasional showers. Wind light southerly. Visibility good.	
		Operations were ordered and eighteen aircraft and crews were detailed. However, the	
		overation was cancelled at 1500 hours,	
		Several craws were latailed for flying training during the day. Three fighter affiliation	
	1.000	flights were carried out and one new erew was senwerted to hallies III shrurant. Four	
		other details were cancelled on account of operations and two cross-country flights were	
		Tenalled for the same reason.	
		The air gunners completed two hours turnet manipulation training while the air be bers	
		trained on Link, Gee and His. The navigators practiced speed-up exercises and trained on	H.K.
		The Sonalron Bombing Leader, F. L. L. MacIntoch DEC [Can. J. 11 162] has been having an undue	
		amount of trouble with the Equipment Section in his attempts to acquire a new broom for	
		amount of trouble with the Squipment Section in his accompts to asquire a new block for	
		flava in filling out forms all to no avail. As a result diplomatic relations have become	
		strained and today the Bombing Leader announced that he has recalled his ambassador from 2	and a series and
		permanent and county one possess we want amounted that he has received his amountable from the	derlymone.
***************************************		Weather: Cloudy. Visibilit, poor at first becoming good.	
	6-7-44	The Squadron was required for daylight operations today and fifteen aircraft were ordered.	Jee Append
		The craws were briefed for an early morning take off to attack SEACOURT. All sireraft	3.25.
		were airborne at 0507 hours. Weather was poor at base for the take-of- but over the target	
		it was clear and visibility was excellent. The master bomber was clear and heard by most	
4.		16 Was clear and Visioninty was exceptent. The master compet was break that maked by most	
		craws but was a trifle late in commonding his broadcast. The first craws over reported	
		seeing red T.I.'s directly on the tranchlike emarations on the site. Later ground detail	
		was obscured by smoke and dust from the bombing. Very few sticks of bombs were seen to	
		burst outside the target area and there was a very good concentration of bombs wight on the	9
		sining point. All crows bombed visually with instructions from the mester bomber and f.i.	
	1	markers ware used as a guide. Fix over the target was moderate and no tighters were seen	

Wt. 20046/00133 20034 13/45 C. R.L. 51-7704

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R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. 3

See matrixitions for use of this form in K.R. and A.C.L. piece. 244- und. Wor. Matrixol. Pt. II. -hiptor XX. and notes in K.A.F. Pooler. Book.

of (Unit or Formation) No. 42/ 3 madron, 437-43.

No. of pages used for day

Place	Date	Time	Summary of Events SECRET.	Activities
LATE	0-7-44	(Sont'd)	One of our aircraft, ""- 12318, was hit by flak and one tire was punctured. However, the	A;] = Trusces
			datage was sustained by the aircraft. All of our aircraft returned refer to become	
			Auring the afternoon a small amount of flying training was corried out	4
			illinited alliliation librats and one crew carried out a cross-country assurate	
			Jone ground training was also carried out. Ten air gunnars were skeet shooting and the	
			alf compars carried out their usual routing training on link, fine and use	
			Parther to the situation existing in the domaing Section, the bombing Leader amounted that	
			his diplomatic stall has returned from a minment, without a broom, and that na neighbors has	73
			been completely broken off.	
	7-7-14		Weather: Cloudy with rain during afternoon. Visibility moderate to poor. Light, variable v	
			The Squalron was required for operations and mineteen aircraft were ordered. This mumber	T.
			was later reduced to sixteen and the operation was finally cancelled altogether at 1130 our	
			No flying training was carried out today owing to uniavourable we ther sonlitions most of	C3.
			the day.	
			Some ground training was undertaken during the day. The air gunners spent too hours on	
			turrest manipulation and also practiced skeet shooting. The air bombors trained on his, deer	
			Mark and the navigators practiced speed-up exercises and trained on his.	anti
			In consideration of the vital necessity of obtaining a broom for his section the south Le	
			has sent a linel plea for an understanding to the improve location and is now againing a re-	1.3p2
			a service of the serv	
	3-7-44		Weather: Fair to fine. Wind light, southerly. Visibility moderate at first becoming good.	
			Operations were ordered and fifteen aircraws were detailed but due to meteorological condit.	
			the operation was cancelled at 1000 hours.	TOLITA
			Several training flights were completed during the day. Firme day and the might flight	
			all'iliation details were extrind out a One new whot carried out a cross-country think	
			and practice bombing exercises were also completed.	
			A small amount of routing ground training was de riad ot. The air routing training the	
			H2S and Goe, the air gunners spent two hours on turret manipulation and practiced skeet	
			shooting.	
			The Equipment Section todayrejected the Bombing Londor's plan for an understanding.	
			I.P. M. cIntosh DC has consulted with his Deputy and as a result as declared war on Lyuipus	ort.
	2-7-44		Weather: Mainly fair to cloudy. Wind southerly at first vecting south-westerly. Visibility	1
			poor at first bucomiar good. The Austron was required for a presione today and gray	See Appendi
			aircraft ware ordered. The same list of crows as for the previous day were used The	3 35 mafana
				J.1 to C.15
			and 1100 hours, meather over the target was aloude with wind it.	
			construction of the delice cloud which charmed all details the beautiful	1
			ward one allegate ware lorded to land at Tuddenham on their return due to week	
			mate conditions at base. All sircraft returned saraly.	
			Some flying training was completed during the day. Three aircraft flew on practice bombing	
			details. A small amount of ground training was done by the air bombers on 113. Cee and Link	
			and the navigators trained on H2S and Gee	1/1/11
				11/10

Place	Date	Time	Summary of Events SECRET.	References to Appendices
CACED	10-7-44		Weather: Bloudy with rain in the morning and showers in the evening. Good visibility.	
	100		leventeen sircraft were ordered for operations in the morning but no further orders were	
			received and the overetion was finelly jostponed.	
			two promounts were usede for blind bombing exproises but these were cancelled due to low cloud	d.
			One H23 cross-country was condicted as well as several air to air firing details. The	
			mostice bending Clicits wars also carried out.	
			Only a limited amount of ground training was carried out all of which was of a routing natu	170.
			The Air combers played egainst the davigators, winning a sertbail game 14-11.	
			Weather: Pair to cloudy. Good visibility.	
	11-7-44		The 3 madron was remired for operations for today and seventeen alreral tore ordered.	
			owaver, us to unfavourable was her conditions the operation was exacelled.	
			Due to the aircraft being held in realiness for the operation it was impossible to carry or	rt .
			any flying braining. One short erose country flight was completed.	
			Some ground training was completed during the day. The air gumers sent two hours on	
			turret mani ulation, sixteen navigators proticed speed-u, exercises in the receinder	
			The air gumers not det iled for the operation erected a trap house on the new akest range.	
			The air guinars not det ited for the optional steemed a stay notice of the	
			Masthar: Jair to :loudy. Good visibility.	
	12-7-44		The Squadron was required for operations for tonight and seventeen already were ordered.	See append
			The Squadron was is juried for operations for company and	Balli refur
				man I albania
			The erows were bristed for an attack on ACHIT. All surgraft took of a leather ower than	
			town a loudy making mor visibility. Host draws bombed on the red harders as instruct	
			target was cloudy making poor visibility. Host crows bombed on the rod markers as instruction	ad JE to 3.17
			target was cloudy making pour visibility. Lost creas bombed on the red margers as instruc- by the Marter Somber. The markers appeared to be very well compenhated and the attack	ad 11 to 2.17
			target was cloudy making poor visibility. Host crows bombed on the red windows as instructive by the Master Romber. The muterum appeared to be very well concentrated and the mittack about to be accessful although it was difficult to make any assessment due to the cloud. Appeared with the second and the control of the control of the cloud to	11 .155441 300
			target was cloudy making poor visibility. Not crows bombed on the red ministra as instructively the Master Bomber. The makers appeared to be very well concentrated and the attack should be successful although it was difficult to make any assessment due to the cloud. A should be successful although it was difficult to make any assessment due to the cloud. A confidence of the cloud of our already returned safely. One already "The HESSO piloted by F/O Y.M. Anni User. J was a cloudy a store at the livest because the safely was been a fally. The safely action was ordered.	11 .155441 300
			target was cloudy making poor visibility. Host crows bombed on the red winders as instructive to the faster Schotz. The mattern superand to be vory well concentrated and the extenditional and the successful although it was difficult to make any assessment due to the cloud, and of our directly returned safely. One signorth 10" - 10.239 pilloted by F/O VI. Anni (Jenu) announterni an energy aircraft heliared to have been a Hell's Yearre action was ordered to the control of the control	11 .155441 300
			target was cloudy making poor visibility. Not crows bombed on the red which as a interior by the Master Bomber. The materiar speared to be very well concentrated and the attack should be successful although it was difficult to make any assessment due to the cloud. A colour aircraft returned safely. One aircraft "D" HEGGS ploted by F/O V.M. Anni Usand oncountered an energy aircraft heliaved to have been a Medija. Waster action was ordered by the rear gumes and at the sens time both gumens opened fire. The energy aircraft	od 31 to 3.17 11 .955441 300 Appendix
			target was cloudy making poor visibility. Not crows bombed on the red where as instruction by the Master Somber. The material speared to be very well concentrated and the attack should be successful although it was difficult to make any assessment due to the cloud. A of our aircraft returned safely. One aircraft 'D' - HEND prioted by F/O v.M. Kani (Mani oncomment) an ensure aircraft believed to have been a Mally. Weaker action was ordered by the rear gumer and at the sens time both gumers opened fire. The energy aircraft was lost to view and not seen again. No claims are made. Some flying training was carried out during the forences including two fighter artilisation.	od Ji to 3.17 11 .905441 See Appendix
			target was cloudy making poor visibility. Not crows bonded on the red where as instructive the theory the Master Sumber. The materian appeared to be very well concentrated and the attack should be successful although it was difficult to make my assessment due to the cloud. A of our sirroraft returned safely. One sirroraft 'D' - HEJ39 piloted by F/O V.H. Kani Usani become the safe of the concentration answer without the same time both guamers opened fire. The energy afterest was locate to view and not seen again. No claims are made.	ed Ji to J.17
			target was cloudy making poor visibility. Not crows bonded on the red winders as instruction to the term will concentrate as instruction to the term will concentrate and the extent should be successful although it was difficult to make any assessment due to the cloud, and of our directaft returned safely. One signerate 'D' - HENDY pilloted by FOV VI. And then an expectation as easy signers, the believed to have been a Hell's Meaker action was ordered by the root guarar and at the seas time both guarars opened fire. The energy aircraft was lost to wider and at seas again. No claims are made. Jose Flying training was carried out during the forences instituting the fighter artification or the same again.	ed Ji to J.17
			target was cloudy making poor visibility. East arous bonded on the red which as a instructive that Master Romer. The materian appeared to be very well concentrated and the attack should be successful although it was difficult to make any successful into to the cloud, the of our sicreft returned safely. One sicreft 'D' - MENGED piloted by F/O V.M. And Usan J amountarist an enemy aircraft believed to have been a facility. We saive action was ordered by the rear gumer and at the same time both gumers opened fire. The enemy aircraft was lost to view and not seen egain. The claim are made. Some flying training was carried out during the forence including two fighter artification frights. Ground training included one hour turnet manipulation by the sir gumers while the navigate.	ed Ji to J.17
			target was cloudy making poor visibility. East arous bonded on the red which as interior by the Master Romer. The materum appeared to be very well concentrated and the attack should be successful although it was difficult to make any successful into to the cloud. A of our sicrent returned safely. One sicrent 'D' - MENGY pictured by F/O V.M. And Usan J encountered an enemy aircraft believed to have been a health. Washive action was ordered by the rear gumer and at the same time both gumers opened fire. The enemy aircraft was lost to view and not seen egain. No claim are made. Some flying training was carried out during the foreness inhelling two fighter artification frights. Ground training included one hour turnet manipulation by the air gumers while the newigab trained on TS and Gos. The air benders trained on TS, Gos and Link. A lecture was given to all aircraw personnel by A D sebourne, No. 6 group Air/ios heacus	ed Ji to J.17
			target was cloudy making poor visibility. But draws bombed on the red which as a instruction to the theory will concentrate as instruction to the theory will concentrate and the extensional decrease and although it was difficult to make any assessment due to the cloud, and our directaft returned safely. One signed the ToT-HENDY pilled by FOVIL And I Gentle annountered an ensury aircraft believed to have been a Helly. Neather action was ordered by the root guesse and at the seas this both guesses possed fire. The energy aircraft was lost to wides and not seen again. He claims are made. See Flying training was carried out during the forences instituting the fighter artifiction fraction. Ground training included one hour turnet manipulation by the sir guesses while the new gate trained on TES and Ges. The air benbers trained to the contract was given to all aircrew personnel by 3/L seabourne, No. 6 Group Air/sea leasues Officer.	ed Ji to J.17
			target was cloudy making poor visibility. But draws bombed on the red which as a instruction to the theory will concentrate as instruction to the theory will concentrate and the extensional decrease and although it was difficult to make any assessment due to the cloud, and our directaft returned safely. One signed the ToT-HENDY pilled by FOVIL And I Gentle annountered an ensury aircraft believed to have been a Helly. Neather action was ordered by the root guesse and at the seas this both guesses possed fire. The energy aircraft was lost to wides and not seen again. He claims are made. See Flying training was carried out during the forences instituting the fighter artifiction fraction. Ground training included one hour turnet manipulation by the sir guesses while the new gate trained on TES and Ges. The air benbers trained to the contract was given to all aircrew personnel by 3/L seabourne, No. 6 Group Air/sea leasues Officer.	ed Ji to J.17
	12-7-44		target was cloudy making poor visibility. Bost crows bonded on the red which as a instruct by the Marker Romber, The markers appeared to be very well concentrated and the attack about the successful although it was difficult to make any assessment due to the cloud. A of our sireraft returned safely. One direct? "D" - MENTY pictod by T/O V.M. Anni (Jen. J concentrate) an enemy sireraft believed to have been a Melly. Weaker action was ordered by the rear gumer and at the sense time both gumers opened fire. The enemy aircraft was lost to view and not seen again. No claims are made. Some flying training was carried out during the foremose including two fighter artification frights. Ground training included one hour turner manipulation by the air gumers while the navigate trained on TNS and Gos. The air bombers trained on TNS, See and Link. A lecture was given to all aircraw personnel by J/L Seabourne, No. 6 Group Air/sea leacus Officer. Weather: Mainly cloudy with rain suring the a cairg. Visibility moderate becoming good.	ed Ji to J.17
	12-7-44		target was cloudy making poor visibility. But draws bonded on the red which as a instructive that the states the terms are superand to be vory well concentrated and the extensional should be successful although it was difficult to make any assessment has to the cloud, and our directive forces are the both and the successful and the same and the same state but have been a Hell's. Whatever attion was ordered by the rear gumer and at the same time both gumers opened fire. The energy aircraft western and the same time both gumers opened fire. The energy aircraft was least to view and not seen again. In claims are made. Seen light training was carried out during the foremon including the fighter attribution rights. Ground training included one hour turnet manipulation by the sir gumers while the newigest trained on TES and Ges. The air bombers trained on TES, too and Link. A becture was given to all aircraw personnel by it becomes, No. 9 droup Air/ion hearms officers. Mainly cloudy with rain suring the script. Visibility moderate becoming good. The Equation was not required for operations today and an extensive Trying programs was	ed Ji to J.17
	12-7-44		target was cloudy making poor visibility. But draws bonded on the red which as a instructive that the states the terms are superand to be vory well concentrated and the extensional should be successful although it was difficult to make any assessment has to the cloud, and our directive forces are the both and the successful and the same and the same state but have been a Hell's. Whatever attion was ordered by the rear gumer and at the same time both gumers opened fire. The energy aircraft western and the same time both gumers opened fire. The energy aircraft was least to view and not seen again. In claims are made. Seen light training was carried out during the foremon including the fighter attribution rights. Ground training included one hour turnet manipulation by the sir gumers while the newigest trained on TES and Ges. The air bombers trained on TES, too and Link. A becture was given to all aircraw personnel by it becomes, No. 9 droup Air/ion hearms officers. Mainly cloudy with rain suring the script. Visibility moderate becoming good. The Equation was not required for operations today and an extensive Trying programs was	ed Ji to J.17
	13-7-44		target was cloudy making poor visibility. But draws bonded on the red which as a instructive that the states the terms are superand to be vory well concentrated and the extensional should be successful although it was difficult to make any essessment has to the cloud, and our directive forces the states of our directive states of the states of our directive states are seen as the continuous states action was ordered by the root gumen and at the sense the both gumens opened fire. The energy directive see leak to when and act seen again. In claims are make. Seen lighty training was carried out during the foremon including the fighter artifiction rights. Ground training included one hour turnet manipulation by the dir gumens while the newlyse trained on TES and Ges. The air bombers trained on TES, Ges and Link. A lecture was given to all aircrew personnel by it becomes, No. 9 from Air/ies hearms officer. Mainly cloudy with rain suring the script. Visibility moderate booming good. The Squairon was not required for operations today and an extensive Trying programs was arranged. Three dighter affiliation americans and six dar to air fring datain was conjected. Two reconstructives are successfully conjected. Several practice	d J. 50 J.17
	12-7-44		target was cloudy making poor visibility. East crows bonded on the red which as instruct by the Marker Romber, The markers appeared to be very well concentrated and the entent should be successful although it was difficult to make any successful the to the cloud. A of our sireraft returned safely. One circraft 'D'-HENDY piloted by F/O VI. Mank [Can A communitaria] as successful the balance to be been a Helly. Wheneve action was ordered by the rear gumer and at the sens time both gumers opened fire. The enemy aircraft was lost to view and not seen again. No claims are made in the fighter artification for the original results of count training manufactured out during the formous including two fighter artification fights. A leasure was given to all aircraw personnel by J/I Secbourne, No. 6 Group Air/Sea leasure Officer. Meather: Hainly cloudy with rain suring the scraims. Visibility moderate bocoming good. The Sepairon was not required for operations today and an extensive flying programs was arranged. Three fighter affiliation expresses and six air to air firing absalls may one justed. Postlye cross-country corners who combing range et Sange.	d J. 50 J.17
	12-7-44		target was cloudy making poor visibility. But crows bombed on the red which as a instructive that the states the terms are superand to be vory well concentrated and the extensional should be successful although it was difficult to make any essessment due to the cloud, and our derraft returned safely. One sirvers 197 - HENDY piloted by FOV VI. And I Gen. I cannot be not proved and the same season of the control of the contr	d J. 50 J.17
	12-7-44		target was cloudy making poor visibility. East crows bonded on the red which as instruct by the Marker Romber, The markers appeared to be very well concentrated and the entent should be successful although it was difficult to make any successful the to the cloud. A of our sireraft returned safely, One cirrent To "- HENDY piloted by F/O V.I. Anal (Sen A) annountered an enemy sireraft believed to have been a Melly. Nealize action was ordered by the rear gives and at the sees time both gimeers opened fire. The enemy aircraft was lost to view and at sees again. No claims are made. Some flying training was carried out during the formous including two righter artification frights. Ground training included one hour turned manipulation by the air gunners while the newlock trained on HES, fee and Link. A lacture was given to all aircraw personnel by 3/1 sectours, No. 6 droup Air/ies leading officer. Meature: Healthy cloudy with rain juring the scaling. Visibility moderate becoming good. The Squairon was not required for operations today and an extensive flying programs was arranged. Three fighter artilitation expresses today and an extensive flying programs was arranged. These fighter artilitation expresses today and an extensive flying programs was arranged. These fighter artilitation expresses the today and an extensive flying today artility on the flying regrams only as made second even the combing range of Jacque.	od J. 50 J.17
	12-7-44		target was cloudy making poor visibility. But draws bombed on the red which as a instructive that the states the terms are superand to be vory well concentrated and the extensional de aucoessful although it was difficult to make any essessment due to the cloud, and of our direraft returned safely. One sirvers 197-18239 piloted by FOVIL And User an extensional and assay afterest believed to have been a Mellin. Neather action was ordered by the root guarant and at the seas this both guarant opened fire. The energy afterest by the root guarant and at the seas this both guarant opened fire. The energy afterest breaked to wide and not seen again. In claims are made. Ground training included one hour turnet manipulation by the sir guarant while the new got trained on TMS and Ges. The air benders trained on TMS and Ges. The air benders trained on TMS, fee and Link. A lecture was given to all aircrew personnel by 3/L seabourne, No. 6 group Air/sea leagues Officer. Mention: Healthy cloudy with rain suring the mening. Visibility moderate becoming good. The Sepairon was not required for operations today and an extensive Typing programs was compared. These fighter affiliation camerisms and six air to air firing datales was compared the Typing root as another benefit of the Typing root as only a small assount of ground training was carried out. The Dembers completed diagny trill an the menigators not trying treated on 1825. Air bombers completed diagny trill an the menigators not trying treated on 1825. Air bombers completed diagny trill an the menigators not trying treated on 1825.	d J. 50 J.17
	13-7-44		target was cloudy making poor visibility. But crows bombed on the red which as a instruct by the Marker Schere, The markers mypacred to be very well concentrated and the extent should be successful although it was difficult to make any successful the to the cloud, and of our sirroral returned safely. One sirroral 10°-11339 piloted by F/O V.M. And I Gen. A communitarial as successful behinded to have been a Mellis. Neative action was ordered by the roar gunner and at the sens time both numers opened fire. The energy aircraft was lost to wise and not seen again. No claims are made. Seen flying training was carried out during the formand including two fighter artilistics. Ground training included one hour turner manipulation by the air gunners while the newless frained on TS and Geo. The air bombers trained on TS, dee and Link. A lecture was given to all aircraw personnel by 3/L sectors, No. 5 droup Air/ies issues Officer. Nexture: Mainly cloudy with rain inving the sening. Visibility moderate becoming good. The Squairon was not required for operations today and an extensive flying programs was arranged. Three fighter artillation american and six air to air firing labelled was beening flights were also carried out one the bombing range at Sange. Owing to the flying rograms only a small ascount of ground training was carried out. The air bombers propersed disply citil and the marketeers and returned to star form of the flying rograms only a small ascount of ground training was carried out. The Squairon Sommand while taking aircraft W - M/11 up for a test flight. The same of the country, 15 was nown to some vision of order visionative.	od J. 50 J.17
	12-7-44		target was cloudy making poor visibility. But draws bonded on the red which as interest the the extent should be successful although it was difficult to make any escenarios and the extent should be successful although it was difficult to make any escenarios the to the cloud. A of our direraft returned safely, One sirver's 10" - HENDY piloted by TOV II. And User II encountered an encountered and at the scen time both numers opened fire. The encountered and at the scen spain. It claims are made. Some Flying training was carried out during the forences including two fighter artification regards. For all the encountered and the encountered and the encountered and encountered encounter	d J. to J.17
	12-7-44		target was cloudy making poor visibility. But draws bombed on the red which as a instructive that the states the terms are superand to be vory well concentrated and the extensional de aucoessful although it was difficult to make any essessment due to the cloud, and of our direraft returned safely. One sirvers 197-18239 piloted by FOVIL And User an extensional and assay afterest believed to have been a Mellin. Neather action was ordered by the root guarant and at the seas this both guarant opened fire. The energy afterest by the root guarant and at the seas this both guarant opened fire. The energy afterest breaked to wide and not seen again. In claims are made. Ground training included one hour turnet manipulation by the sir guarant while the new got trained on TMS and Ges. The air benders trained on TMS and Ges. The air benders trained on TMS, fee and Link. A lecture was given to all aircrew personnel by 3/L seabourne, No. 6 group Air/sea leagues Officer. Mention: Healthy cloudy with rain suring the mening. Visibility moderate becoming good. The Sepairon was not required for operations today and an extensive Typing programs was compared. These fighter affiliation camerisms and six air to air firing datales was compared the Typing root as another benefit of the Typing root as only a small assount of ground training was carried out. The Dembers completed diagny trill an the menigators not trying treated on 1825. Air bombers completed diagny trill an the menigators not trying treated on 1825. Air bombers completed diagny trill an the menigators not trying treated on 1825.	od J. So J.17

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ter instructions for use of this form in R. R. and A. C. L., use 2340 and War Morwal Pt. H., chapter XX, and utes in R.A.F. Pochet Book			of (Unit or Formation) No. 42 Squadron, 4.3.4.2. No. of pages used				
Place	Date	T:me	Summary of Events SECRET.	References to Appendices			
L.2716	14-7-44		Weather: Pair to sloudy with rain during the morning. Good visibility.				
			The Squadron was required for operations tonight and thirteen irrest were ordered. The	Jas Allendix B*25 referen			
			oraws were brisfed for an abbent on ambiddibly. All took off. Fore was no cloud over the target with molerate visibility but no ground detail was seen. Some of the ofewardid	3.1 to 3.13			
			not receive the Master Sember but those who did reported that his instructions were lost	3.1 20 3.1)			
			not receive the master someer but those and the reported that homber as being containly				
			placed and the bombing was well concentrated ground the. A large expection at Olly nours				
			was reported. Only one enemy fighter was encounterd and all of our aircraft recognition				
			base saidly.				
			A fair amount of flying training was carried out during the forences. Twelve air to air				
			firing datails and four fighter affiliation exercises were carried out as well as to cross-				
			Anythe Fitting and three other local flights.				
			The sir makers practiced two hours on turnet manipulation and fifteen of them place went				
			to Sutton and Firing dangs for gunnery practice. The air bombers trained on 123, Gee and Li	nic			
			while aight as periodors recticed areadom emrcises				
			The "Bet to of the Push Broom" which had been racing between the Bombing Section and the				
			inimant Section has at last been suspended and meace again reigns dupreme. However, the				
			Bomblar Leader was not able to obtain his broom and was compelled to assert an old one from				
			one of the more fortunate Sections who had two of them.				
	15-7-4		Gather: Mainly cloudy, slight local rain at first, Good visibility.				
			The S madron was required for operations and thirteen aircraft were ordered and cress				
			detailed. This operation was cancelled at 1400 hours.				
			A full flying training programs was arranged for the day. This programs included five				
			righter arrillation and ten air to air firing details. Six aircraft carried out erose-				
			country expresses but the bombing details arranged wars cancelled.				
			sight air gummers trained on the Hunt trainer and the remainder of them spent two hours on	1			
			turrat manipulation. More work was also completed on the new skeetrangs. Sixteen navigator				
			racticed speed-up exercises and three others trained on MES. 2/B Beck, Station Signals Officer visited the Signals Section in the afternoon for a				
			discussion with the Signals Leader, F/L W. Dobson INC with a view to improving the lay-out				
			discussion with the signals beauer, 3/2 ". Joseph Et with a view to Improving the tay out				
			of equipment in the Section.				
	15-7-44		Westher: Fair to cloudy, visibility movernes to good.	- common and be a			
			The Squadron was required for operations tonight and fifteen aircraft were ordered. However	,			
			1 and a lad at 1400 hours				
	1		. The standard was arranged in the formoon and was gut into effect when the				
				1			
			2 bombing and one six to air firing flights and two ordinary cross-country flights made up				
			the achalula of fly ar training carried out today.				
			The air gunners ground training consisted of two hours turret manipulation practice. They				
			and on turret manipulation to the Art.C. on the Browning gun and on turret manipulation.				
			navigators trained on Goo and hi35 and the air bumbers trained on H25, Goo and Link.				
				im			
				00/11/5			

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Place	Date	Time	Summary of Events SECRET. Reference to Appendix	
2'ID	17-6-44		Weather: Fair to cloudy. Wind light south-east-rly. Visibility moderate to good. Seventeen aircraft were ordered for operations but the promotion was disable estimated.	64
			A flying tr ining programs was avreyed and association	
		ĺ	Ground training included one hour turnet manufactual and other local flying including air tests	
		1	navigators practiced speed-up expresses and swing their comparise. The wireless operators were issued with the new general service watches and all are well attaited with them.	
			Most of the aircrew personnel not flying were ordered to attend a parade temporow.	
	18-7-44		Cloudy. Wind light southeestarly. Visibility reduces to an	
	1			
			Halifax "F" - HD27 flown by FM.G.W. Cardinar (C. v. 1989) those aircraft failed to return. Fil to Fil	
	0.00		(Canal-230) and his crow to have character (Can J-9557) was seen by P/L A.Z. Childs	
	1			
			and visibility was good. The bothing was no cloud over the target	
			directed by the Master Rocher the was accurately placed on and around the mariors as	
			The strength when added to a very successful attack by all the error. All of the	
			The Samelyon was senior required for our states	-
			ordered. The creat were briefed to carry out a bombing a tast on TESSIEFE. All took off. 3.25 refer	ix
, , , , , , , , , , , , , , , , , , , ,			The markets there wall concentrated and booking the seas haze. Whibility was fair to good.	
1 0 10 10 10 10 10 10 10 10 10 10 10 10			Marter Bouber was heared by north crown the bested on the Place on and around them. The	
		-		
			agest shooting. The navigators are the design of the air guiners fired 200 rounds	
			de la constant de alcumas de promitigation of a dourt-hartial.	
	19-7-44		Weather: Mainly cloudy. Wind light and wariable Windless	
			This programs consisted of six whether head of art whether head at raining regrams was arranged.	
			two fighter affiliation datails are similar thinks, four HE cross-country exercises,	
			The naviga ors not flyig trained on Gee and practiced plotting. The air bombers trained on HES, Gee and Link.	
			on HES, Goe and Link.	
	20-7-44		Weather: Gloudy, wind north-easterly 10-15 m.p.h. Visibility moderate.	
			were briefled for a deal light at the constant and thirteen aircraft were ordered. The crews See Appendi	
			target was clear. Good visibility vertically but haze impeded horizontal visibility. Most crease received bombing instructions from the Master Bomber who declared the makers to be	

MANN POLITICE

R.A.F. Form 540
See intrustions for use of this form in K.R. and A.C.I., park 2349 and Was Manual Pt. II., chapter XX., and notes in R.A.F. Packet Beach.

OPERATIONS RECORD BOOK

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

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Place	Date	Time	Summary of Events SECRET.	References to Appendices
FS-RIC	20-7-44	(Gont'd)	100 yards to port of siming point. Most cross received instructions to bomb either to Starboard of the markers or on the bomb bursts. This seemed to indicate to the erest that good concentration of bombing was being sciliaved on the siming points. The bombing could	
			not be accurately sassass owing to the smoke pall which lay over the target area and only the Master Bomber's remarks indicate that the attack was seconds. No energy fighters were	
			seen and very little flak. All aircraft returned safely to base. Very little training was carried out owing to preparations for the operation. One air first	1
			detail was completed. The Squadron was again required for operations today and this time four aircraft tord order.	
			The crows were brished to carry out a might attack on AllEkichikk. All took off. Teacher over the target was clear, with visibility good. Landmarks in the target vicinity over eas	is 25 modern
			recognized. The first red T.I.'s to go down were jest the simily joint but before the crum- had bombed yellow T.I.'s were accurately placed and the crews were directed to bomb them by	The state of the s
			the Marson Schor. Yery few stray stoics of bone were reported and a good observation of bone bursts was soon. Some flak but no fighters was soomed out the target access.	
			All of our aircraft returned safely to base after completion a successful a pretion.	
			Vary little ground training was done this day owing to the reserve of correlators. The air gunners spent two hours on turned unview as an end also exchange of their respected to the	
****			Tring range at Subton Bank for anti-almorate tractice. Marking the strength of apped-up experience and trained on Goo.	
	21-7-44		Weather: Cloudy. Wind north-easterly 10-15 m.p.h. Visibility moderate to good. The Squadron was required for operations and fourteen crews were detailed but the operation	
		*********	was cencelled. Operations for tonight were again ordered and seventeen aircraft were ordered. This operation was also cancelled at 1500 hours and fourteen order were were determined.	-
••••			to stand by for early morning operations tomorrow. Training flights were arranged during the day but were cancelled as operations were ordered.	
			Some ground training was completed. The mavigators practiced speed-up exercises and training on Gee. The air gunners agent three hours in turnet manipulation. The air burbers carried	1
	-		out their usual routine training on gos, HES and Link. The Signals Leader, P/L W. Dobon E [RAF] (127878) loctured the wireless operators on the fuse panel and inter-com.	<u>c</u>
			Twee 1177 1000 to outrot and attendes observed on one ruse hand incor-com-	
	22-7-44		Weather: Cloudy with occasional drizele. Wind northerly 1,-15 m.p.h. Visibility oderate to good.	
-			Operations were again ordered and fourteen cross were detailed. However this operation	
			A small amount of flying training was carried out consisting of five practice bombing detail. The navigators trained on Goe and H2S and also practiced speed-up ear isos while the air	5.
			gumers trained on the Hunt trainer and on turnet uniquiation. The of them also went shoat shooting.	
***************************************				chan
	23-7-4		Whather: Cleary, wind light northerly. Visibility moderate to good. The Squadron was again required for ejerations and fourteen aircraft were ordered. The	Soo Appendix
			oran arm briefed for an arthur on DUESS. All too off. The weather worst he target we clear of cloud, with some elight haze and good visibility. EF were on time and the	B.25 reference K.lto K.14.
			Tarlig was very well placed and well concentrated. The Master Bombar was heard by rect	A +100 Aal4 +

Place	1)ate	Time	Summary of Events SECRET.	References to Appendices
BINIE	23-7-44	(Cont'd	crows and his bombing instructions were clear and concise. The bombing generally was very securetally placed on the manager making this a very lowelly concentrated attent. Several large explosions were observed to be of the oil tank type with flame and huge billows of smokes. All of our crows returned safely to base and all rejected that this had been a	(a)
			very successful bombing attack. Flying training during the day included seven practice bombing exercises, two fighter	
	1		affiliation details and four air to air firing emeciaes.	
			The pilots carried out H2S training and dinghy drill while the wireless operators received	
			instructions on Fishpond. The navigators practiced speed-up exercises. During the afternoon three softball games were played between the sections. The air bombe	F
			emerged victorious after winning against both the pilots tamms and the navigators.	
	24-7-44		We also Charles Wighted and Color Wilder and Color Wilder	
	24-1-44		Weather; Cloudy. Visibility good. Calm or light south-westerly wind. The Squadren was again required for eperations and fourteen aircraft were ordered. The	See Appendix
			crews were briefed for a bombing attack on L'HET. All of our aircraft took off. Weather	B-25 reference
	1		over the target was 10/10th cloud with occasional breaks. Tops at 7,500 ft. Visibility	L.1 to L.14.
		74	good. FFF was on time and the majority of crews reported that the Master Bomber was clearly	7.
			heard. The glow of markers through the clouds appeared concentrated and the bomb flashes	
			seemed to indicate that bombing was accurately placed on them. A violent explosion was seen	4
			2346 hours. Some flak was observed over the target as well as a few fighter flares. Flying training consisted of three practice bombing flights and one fighter affiliation det.	42
			earried out.	111
			The pilots were given a lecture on Flying Control and the emergency landing field at Woodbr.	idee
			by F/L Bond, Flying Control Officer. Some of new wireless operators were given instruction	-
			on operational precedure and the navigators trained on Gee. The air bombers trained on H2S	
			Gee and Link.	
	25-7-44		Weather: Cloudy, rain last. Visibility moderate. Wind calm to light south-easterly.	
	-> 1		The Squadron was required for operations and sixteen aircraft were ordered. The crews were	See Appendix
			briefed at 1830 hours for an attack on STUTTEARY. All took off successfully. There was	B.25 reference
			8/10th cloud above 18,000 feet over the target and those aircraft detailed to bomb from	M.1 to M.16.
			above this height had to bomb through the cloud. Under this height cloud was 9/10th thin	
			stratus but markers were easily seen and also ground detail in some cases. The first red	
			markers were on time but widely scattered. GreenT.I. dropped later was better concentrated. All the markers were reported to be in the city area and the bombing was scattered throughout	1.
			the built-up area. Fires and glow from fires could be seen 100 to 150 miles away from the	
			target. Heavy flak over the target was moderate in barrage form and bursting 16/20,000 ft.	
			There was fighter activity both into and away from the target. One of our aircraft, MZ32,	
			captained by P/O M.B. Tracey (Can.J.85387) failed to return. Aircraft W965 encountered an	See Appendix
			unidentified enemy aircraft. Evasive action was taken while the rear gunner opened fire but	в.32.
			no claims are made. A Ju88 was also fired on by this gunner in another encounter but no	
			claims are made in this case either. The remaining fifteen aircraft returned safely all	
			landing away at diversion bases at Turweston and Barford St. John. A static electrical	
			storm created some unpleasantness on this trip. Another feature of this attack was the fact that our aircraft carried a record amount of petrol.	encered to encount of
			Poor flying weather prevented any flying training except for one conversion flight carried	
		1	out by an new crew and one air test.	
			A very limited amount of ground training was carried out. The air gunners spent three hours	on
			turret manipulation and F/O R.G. Pridday IFC (Can.J.17739) lectured the pilots on engine has	dling.
			Navigators practiced speed-up exercises and the air bombers trained on Gee. H2S and Link.	

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See matraction, for use of this form in KR and ACL, para 249° and Was Marinol Pt. II. -hapter XX and notes in RAF Parker Book

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

No. of pages used for day

Place	Date	Time	Summary of Events SECRET.	References to Appendices
ed inc	26-7-44		Weather: Rain early, then mainly fair with thunderstorms late. Visibility maderate. No operations wasse ordered for tonight. The aircraft which had landed away at diversion bases	ı
			and the same same and wether this forenoon.	
			Some flying training was arranged but was cancelled due to poor flying weather and lack of	
			Owing to the crews returning from diversion bases very little ground training was done.	
			The air gunners spent two hours on turnet manipulation, the navigators trained on H25 and	
			the air sembers trained on H2S, and Geo. All Squadron personnel were required to report today to the Station Gas Centre for the purpose	
			All Squadron personnel were required to report today to the Station was deliced 25 and purpose	
			of having their anti-gas squirmentmeneded over. Information was received to-day that Can.R.197908 Sgt. McGregor, E.W. has returned to the	
63			was a second before managed to	
			told and the stronger was demand over the tarret (Mondeville), and make his way people	
			to allied lines to join up with the 2nd Army to be evacuated later to England. No further	
			word has been received of the remaining numbers of his eres.	
	27-7-44		Weather: Occasional showers. Visibility moderate. Wind south-westerly, light to moderate.	
	27-7-44		my consider was required for operations for tonight and inteen aircraft were ordered.	
			operation was cancelled at 1800 hours. A second battle order was issued detailing twenty	
**********			A A -lee	
			We flying training was carried out today owing to preparations for operations and also to	
			Claring mathew throughout most of the day.	
***************************************			The same of the same property and the same of the same	
			the state was followed by a general discussion. The deputy Gunnery Leader, I/ U Me Liyante	<u> </u>
			70 - 20720 In-tweetien to a group of A.T.C. Cadeta on gunnery, and F/U D. Appleton	
			(Can-J-20/20) gave instruction to a gloup the Artist Engineer. Several wireages operat	· · ·
			participated in the Group W/T exercise which was ended early due to atmospheric interference	
			The navigators brained on Gee and practiced speed up emerciaes and the air bombers took	
			some revolver practice on the twenty-five yard range. All Squairon personnel attended a film and a lecture on V.D. the lecture being given by	
			All Squadron personnel attended a film and a lecture on value and lecture on value	
			F/L N. Gordon the Station M.O.	
			9	
	28-7-44		Weather: Pair. Visibility excellent. Wind westerly, light to moderate.	
	25-1-44			0 141-
***************************************				See Appendix
			at 1700	Nel to Nel9
			hours for a night attack on named at this was early due to engine trouble making a successful took off but one aircraft, M2864, returned early due to engine trouble making a successful took off but one aircraft, M2864, returned early due to engine trouble making a successful took off but one aircraft, M2864, returned early due to engine trouble making a successful took off but one aircraft, M2864, returned early due to engine trouble making a successful took off but one aircraft, M2864, returned early due to engine trouble making a successful took off but one aircraft, M2864, returned early due to engine trouble making a successful took off but one aircraft, M2864, returned early due to engine trouble making a successful took off but one aircraft, M2864, returned early due to engine trouble making a successful took off but one aircraft, M2864, returned early due to engine trouble making a successful took off but one aircraft, M2864, returned early due to engine trouble making a successful took off but one aircraft, M2864, returned early due to engine trouble making a successful to the successf	ш.
			The remainder hombed their tarret. The tarket was obscured by of their	1212 2
			to 10/10th cloud with tops from 12 to 15,000 ft. It was a fairly thin layer, as the ground	111113
			markers could be seen. The markers were genrally scattered and the bombing, as seen through breaks in the cloud, was dispersed throughout the marked area. Many explosion were seen in	
			breaks in the cloud, was dispersed throughout the marked attack and open the terrest area. Fighter activity was fairly intense on the return journey between the terrest area. Fighter activity was fairly intense on the return journey between the terrest area.	ъ
				В.33.
			at 100 yards and the enemy aircraft broke away. No claims are made. Aircraft "Q" - LV830	
		6	encognitered a Mello. Pire was exchanged while evasive action was taken and the enegy	See Appendi
		1	encognitioned a Mello. Fire was exchanged while evenive account was cancel	B.34.
			broke off and disappeared from view. No claims are made in this encounter either.	

Place	Date	Time	Summary of Events SECRET.	to Appendices			
	30-7-44	(Cont.) 41	Aircraft "T" - DF964, piloted by P/O J.G. Wood (Can.J.19815) encountered a Mello. Two	See Appendix			
SEM DE	25-1-44	(Cont'd)	attacks were made and the rear cunner fired on each occasion. On the last attack the enemy	B.35.			
			cosed Firing aboutly and the MallO fell over on its back and spiralled down through the				
			alouds i large red glow was seen by both gunners and the Mello is claimed as probably				
			destroyed livereff "D"-HY339 flown by P/O W.R. Stewart (Can.J.87334) was severely damaged				
			the period of the period of the pilot and midwipper gunner were slight	y			
			in in mad This aircraft was successfully flown back and landed at Charterhall by the pilot				
			who remained in control throughout the journey. The remainder of our aircraft returned safe.	7			
			As here				
			A.T.C. Cadets were taken up for air experience flights in the Oxford aircraft by 3/L C.F. Ar	nuckle			
			(C- T 22445) 'The Widght Commander.				
			A small emount of ground training was done today. The air gunners spent three hours on turn	ot			
			manipulation and the navigators trained on Gee as did the air bombers.				
			•				
	29-7-44		Weather: Occasional rain. Visibility moderate to good, Wind southerly, light.				
			and Consider was required for overstions and thirteen sircraft were ordered. Inte operation	•			
			however was cancelled at 1600 hours, and a stand-by list was published for tomogrow morning	•			
			We else training was carried out during the day ewing to unfavourable weather conditions.				
			The navigators trained on Gee, the	10.11.110.000			
			air bombers on Gee, H2S and Link, the gunners on turnet manipulation and the wireless operation	ors			
			Towns and among the same				
			F/L K E. Johnston (Can.C.18844) Flight Engineer Leader returned today from the Flight Engine	·			
			Leader's course which he attended.				
	30-7-44		Weather: Foggy becoming fair, then cloudy. Visibility foggy then moderate, then poor.				
	20-7		Constigue were even ordered and fifteen aircraft were required. The crews were brished	See Appendix B.25 feferen			
			to sever out an attack on AMAYE SHE SHILLE. All took off. Cloud base over the target was				
			around 2 000 ft. tone 5/6,000 ft. with patchy, 8/9/10ths cloud above. Visibility below the	0.1 to L.15			
			The grees ware instructed to descend below the cloud to strack but most				
			received the Wester Rowber rether late with the result that bombing was done at a high	er			
***************************************			alread than that briefed. Danse brown smoke obscured ground detail and most crews receive	α			
			instructions to bomb the south-west corner of smoke and dust. Most crews felt that this was				
			a very successful attack. All of our aircraft returned safely. This was the first daylight				
			attack made by the Squadron from low level.				
	31-7-44	ı	Weather: Clear and fair most of the day. Visibility good.	2 4di			
			The Squadron was required for night operations again tonight and thirteen aircraft were	See Appendi			
			ordered. The craws were briefed for an attack on COGEREAUX. All took off. Weather over	P.1 to B.13			
			the target was clear with a slight ground haze. PFF was punctual and the red T.I.'s were extremely well concentrated. The Master Bomber was only faintly heard by the earlier crews	1 +1 W H+1)			
			extremely well concentrated. The Master Bomber was only raintly heard by the earlier claws but reception improved as the attack progressed. Crews report that directions were not give	n			
			Due reception improved as and account programmed the former warm seen to				
			west ware hours which was too late for those early on the target. Few bombs were seen to	1			
-			until zero hour which was too late for those early on the target. Few bombs were seen to	1			
			until zero hour which was too late for those early on the target. Few bombs were seen to burst owing to the type of fusing used and it is impossible to assess results. Ground defen	1			
			until zero hour which was too late for those early on the target. Few bombs were seen to	oga.			

. . . .

(*10555-9993) WL 34632-913 5500 11/41 T.S. 700 *1) 34-9393) WL 15187-933 1600 6/43 T.S. 700 R.A.F. Form 540 See marriction: for use of this form in K.R. and A.

OPERATIONS RECORD BOOK

Page No. 11

Place	Date	Time		*	Summary	of Events		SEC	RET.	References to Appendices
SM DE					CASUALE	TES.				Allendre
			The following	aircrew have been rep			perat.	ions during the mont	h of	
			July, 1944, o	n the dates shown.		······································				
			Can-J-9557	F/L G.W. Gardiner	Pilot,	Can.J.23357	F/0	J.C.P. Brunet	New	
			Can.J. 28202	P/O E.G. Ellia	A/B,	Can.R.93099		McNiffe, F.A.	W/MG.	
			Can.R. 197908	Sgt. McGregor, B.W.	MU/AG.			Gillaspia, W.L.	A/G.	
			1892439 (RAF)	Sgt. Cunningham, J.M.		are all miss:	ing as	the result of oper	ations on	
			MONDEY ILLE, P	rence, on 18th July, 1	944. Sgt	. McGregor has	panos	arrived back in En	gland.	
			Can.J.85387	P/O M.B. Tracey	Pilot,	Can.R.189046	Sgt.	Wasylkow, R.J.	New.,	
			Can.R. 128913	Sgt Elderton, F.S.	A/B,			VanDroogenbroeck,	P.WO/MG,	
			Can.R.108554	Sgt. Fairborn, D.W.R			Sgt	Cowan, R.E.	A/G, .	
			1891514 (RAF)		3/3	are all miss	ing as	the result of oper	ations on	
				many, on 25/26th July						
			Can.10171A	WO2 Irish, J.R.	Pilot,			Santo, J	Nay.,	
***************************************			Can.J.28762	J.E. Gloeckler		Can. 5514		Wright, W.J.L.	WO/2G,	
			Can.R. 204689	F/S Gilmore, H.B.	MU/AG,			Lindensmith, G.L.	A/G,	
***************************************			610617 (RAF)	Sgt Walsham, R.T.	3/2	are all miss:	ing m	the result of oper	ations on	
			COCHERRAUX, F	rance, on 31/7-1/8-44.						
					OSPINES -					
			The following	aircrewpersonnel were	posted t	o the Squadron	durin	g the month of July	, 1944,	
				s shown on the dates s						
			Can.J.7459	F/L J.A. Morris DFC				J. Brown	New.B.,	
			Carr.J.18839	P/O G.W. Lineker	WO/10,		10	F.G. Kusbler	₩B,	
mental management of the contract of the contr			Can.C.19689	P/O H.D. Halladay	F/E,	Can.J.85126	2/0	W.R. Burton	A/G,	
			Can.J.17140 Can.J.85825	P/O M. Lenin	Pilot.			Bess W.o.f. 1-7-44		
			Can # . 180968	Sgt McBride, S.E.		Can.J.28920	F/0		A/B,	
			Can.R. 207764	Sgt Robertson, J.	WO/AG,			Bryce, J.A.	New.,	
			614705 (RAF)	Sgt Thomas, G.R.H.	P/E	Can.R.213366.		DeCourcy, W.B.		
-			Oan 0 . 1205	S/L Owww.Marshall	Pilot.			Base w.e.f. 2-7-44	- News	
			Can.J.35809	F/O C.F.E. LaChance	A/B,	Can.J.39410		T. Glow	A/G.	
			Can.J.39173	P/O K.M. King	Λ,	Can.R. 51095		McDowell, A.F.	WO/AG,	
			1591196 (RAF)	Sgt Bothwell, J.	F/S			Bass w.o.f. 11-7-4		_
***************************************			Can.J.36122	P/O N.E.J. Gillen	Nav.	Can.J.28968		T.J. Goodman	A/B.	
			Can-J-10516	F/L D.C. Henrickson	Pilot.	Can.J.19825		C.B. Lee	Pilo.	
			Can-J-39033	P/O W.R. Ogilvie	A/G.	Can J -29375		L.R. Watson	A/B.	***************************************
			Can R 69448	Sgt McHugh, J.J.	A/G,	Can R 104448		Britten, D.J.	WO/AG	
			Can.R. 108630	Sgt. Quail, J.J.	Nav.,	Can R 209075	Sgt	Roy. S.	A/G.	
			Can.R. 209262	Sgt. Winton, R.	A/G,	1579115 (RAF)		Wall, R.S.	WO/A,	
			1535290 (RAF)	Sgt Beech, E.	F/B,	1868808 (RAF)		Chatham, C.W.	P/M	
						12-7-44.	-60	Second day Come	-/-	
			Can-J-87026	P/O N.C. Muier	Pilot.	Can.R. 180909	Sert.	Innes, LaJ.	A/B.	
			Can.R.187643	Sgt Lafave, E.J.	New	Can.R. 203563		Mitchell, P.J.F.	WO/AG.	
			Oan R .254210	Sgt Moore, L.J.	A/G			Hallem, G.F.	A/G.,	
			1820590 (RAF)	Sgt Wemyss, J.M.	F/E			Base w.e.f. 23-7-44		
			Can.J.25984	F/O J.C. Lakeman	Pilot.			C.B. Lagros	A/G.	
			Can.J.28235	F/O J.W. Murray	A/B,	Can.R. 163327		Oldham, J.W.	WO/AG.	Min
						1			of sec 8	

Place	Date	Time			Summary	of Events	SE	CRET.	Reference to Appendic
Lean De					POSTIES .	- IN (Cont'd)			
			Can.J.35005	F/O R.L. Saward	New		ct. Hay. G.	Pilot.	
			Can.R.174414	Sgt Tremblay, J.J.M.			t Brown, F.N.	A/G,	
			Can.R.254628	Sgt Gabriel, T.A.	A∕G,		t Couzans, R.H.		
			2219041 (RAF)	Sgt Nicholson, F.J.	P/E		ol Base w.e.f. 23-		
			Can-J-37169	P/O J.G.C.M.Brouille	at Non	Can-J.86980 P/		Pilot.	
			Can.J.87067	P/O J.L. Keslick	Pilot.				
			Gan R 104443	Set Pero, C.L.			Roy, J.A.P.E.		
			Can.E.186217	Sgt Short, C.W.F.	New		Armstrong, S.		
			Can .R .221140	Sgt Oullette, A.L.	A/G,				
			Can.R. 222102	Sgt Nimmo, M.F.	AG,	Can.J.39030 P/	ogilvia, S.M.		
			1895808 (RAF)	Sgt Fry, L.J.				WO/Æ,	
			all posted for	m No. 61 (RGAF Base	F/E,	1896401 (RAF) Se	gt Graham, A.M.	P/S,	
				F/O P.J. ormier			6 22		
			Can.J.29080 Can.J.36833	F/O R.K. Steer		Can.J.25139 F/			
							O. R.A. Thorns	Nav. B.,	
			Can.R.120241	WO2 Courtois, J.H.R.		Can R 156647 Se		A/G,	
			Can.H.158333	Sgt Allan, W.E.	A/B,		S Stroich, N.W.		
			Can.R.182246	P/S Brearley, J.E.	WO/AG,				
			Can.R.198884	Sgt Grayk J.G.	A/G,	Can .H .222293 Se			
			1584256 (RAF)	Sgt Russell, D.R.	F/E,	1895640 (RAF) Sg	t Kanka, S.S.	R/E.	
				ed from No. 61 (RCAF)					
			169150 (RAF)	P/O J. Mackey	A/G	posted from 1659	C.U. W.O.f. 29-7-	44.	
			The following units shown:	aircrew personnel were	posted i	rom the Squadron	on the dates state	d to the	
			1468177 (RAF)	F/S Moore, B.L.	9/2				*******************************
			1625125 (RAF)	P/S Robson, J.	B/E		Squadron w.d.f.		
					₽/E		Squadron wearf		
			1314764 (RAF)	P/S Way, C.W.	Naw.,		Squadron w.a.f.		
			Can.J.15499	F/L C.S. Brady	WO/AG	posted to No. 434	Squadron w.e.f.	5-7-44.	
						hadada an man all			
			1822216 (RAF)	Sgt Rome, J.	F/E	posted to No. 61	Base w.e.f. 7-7-4		
······································			1822943 (RAF)	Sgt Robertson, D.	P/E P/E	posted to No. 61	Base w.e.f. 7-7-4 Base w.e.f. 7-7-4	4.	
			1822943 (RAF) Can-J. 86505	Sgt Robertson, D. P/O 7.F. Barley	P/S P/S A/G	posted to No. 61 posted to No. 61 posted to No. 63	Base w.e.f. 7-7-4 Base w.e.f. 7-7-4 Base w.e.f. 8-7-4	4. 1.	
			1822943 (RAF) Can-J. 86505 Can-J. 14000	Sgt Robertson, D. P/O T.F. Barley F/O J. Atkins DFC	F/E F/E A/G Pilot	posted to No. 61 posted to No. 61 posted to No. 63 posted to No. 82	Base w.e.f. 7-7-4 Base w.e.f. 7-7-4 Base w.e.f. 8-7-4 0.T.U. w.d.f. 8-7-	4. 4. -44.	
			1822943 (RAF) Can-J.86505 Can-J.14000 Can-J.21640	Sgt Robertson, D. P/O F.F. Barley F/O J. Atkins PFC P/O R.J. Heworth DFC	F/E F/E A/E Pilot New.	posted to No. 61 posted to No. 61 posted to No. 63 posted to No. 82 posted to No. 166	Base w.e.f. 7-7-4 Base w.e.f. 7-7-4 Base w.e.f. 8-7-4 0.T.U. w.d.f. 8-7-4 4 C.U. w.e.f. 8-7-	4. 1. -44.	
			1822943 (RAF) Can-J-86505 Can-J-14000 Can-J-21640 Can-J-23742	Sgt Mobertson, D. P/O 7.F. Barley F/O J. Atkins DFC F/O B.J. Heworth DFC P/O J.L. Widdis	P/E P/E A/E Pilot New.	posted to No. 61 posted to No. 61 posted to No. 63 posted to No. 82 posted to No. 166 posted to No. 166	Base w.e.f. 7-7-4 Base w.e.f. 7-7-4 Base w.e.f. 8-7-4 0.T.U. w.d.f. 8-7-4 C.U. w.e.f. 8-7-6 6 C.U. w.e.f. 9-7-	4. -44. -44.	
			1822943 (RAF) Gan.J. 36505. Gan.J. 14000 Oan.J. 21640 Gan.J. 23742 Gan.R. 197583	Sgt Mobertson, D. F/O F.F. Barley F/O J. Atkins BC F/O B.J. Heworth DEC F/O J.L. Widdis F/S Woolsey, A.R.	F/E F/E A/G Pilot New A/B	posted to No. 61 posted to No. 63 posted to No. 63 posted to No. 82 posted to No. 166 posted to No. 166	Base w.e.f. 7-7-6 Base w.e.f. 7-7-4 Base w.e.f. 8-7-4 0.T.U. w.e.f. 8-7-4 6 G.U. w.e.f. 9-7- Base w.e.f. 10-7-2	4. -44. -44.	
			1822943 (RAF) Gan-J-86505 Can-J-14000 Can-J-21640 Can-J-23742 Can-R-197583 151241 (RAF)	Sgt Lobertson, D. 1/O T.F. Barley. 1/O T.F. Barley. 1/O D. Atkins DFC 1/O J.L. Widdis 1/O J.L. Widdis 1/O J.L. Widdis 1/O C.W. Grehem	P/E F/E A/E Pilot New. A/B A/B	posted to No. 61 posted to No. 61 posted to No. 63 posted to No. 82 posted to No. 166 posted to No. 166 posted to No. 61 posted to No. 431	Base w.e.f. 7-7-5 Base w.e.f. 7-7-4 0.T.U. w.d.f. 8-7-4 0.T.U. w.d.f. 8-7-4 0.U. w.e.f. 8-7-6 6.U. w.e.f. 9-7- Base w.e.f. 10-7-4 Squadron w.e.f.	4. -44. -44. -44. 15-9-44.	
			1822943 (RAF) Gan.J.:86505 Gan.J.:14000 Gan.J.:23742 Gan.R.:197583 151241 (RAF) Gan.R.:130571	Sgt Sobertson, D. 1/O. 7.F. Barlay B/O J. Atkins BFC B/O J. Atkins BFC B/O J.L. Widdis B/S Woolsey, A.R. B/O C.W. Grehsm WO2 Dennis, F.3.	P/E P/E A/G Pilot New. A/B A/G A/B WO/AG	posted to No. 61 posted to No. 63 posted to No. 63 posted to No. 166 posted to No. 166 posted to No. 166 posted to No. 431 posted to No. 61 posted to No. 63	Base w.e.f. 7-7-4 Base w.e.f. 7-7-4 Base w.e.f. 8-7-4 O.T.U. w.e.f. 8-7-4 O.T.U. w.e.f. 8-7- 6 C.U. w.e.f. 9-7- Base w.e.f. 10-7- Squadron w.e.f. 18-7-	4. -44. -44. -44. -44. -44.	
			1822943 (RaF) Gan.J.:26505 Gan.J.:14005 Gan.J.:23742 Gan.R.:197583 151241 (RAF) Gan.R.:130571 2203664 (RAF)	Set Mobertson, D. 1/O J.F. Barley 1/O J. Atkins DRC 1/O J. Atkins DRC 1/O J.L. Widdts 1/O J.L. Widdts 1/O G.W. Graham 1/O J.	P/E F/E A/E Pilot New. A/B A/B	posted to No. 61 posted to No. 63 posted to No. 92 posted to No. 166 posted to No. 166 posted to No. 166 posted to No. 411 posted to No. 431 posted to No. 401 posted to No. 401	Base w.e.f. 7-7-4 Base w.e.f. 7-7-4 Base w.e.f. 8-7-4 0.T.U. w.e.f. 8-7- 4 C.U. w.e.f. 8-7- 5 C.U. w.e.f. 10-7- Squadron w.e.f. 18-7- Squadron w.e.f. 18-7- Squadron w.e.f. 18-7- Squadron w.e.f. 18-7- Squadron w.e.f. 18-7-	4. -44. -44. -44. -44. -44.	
			1822943 (RAF) Can.J.: 14000 Can.J.: 14000 Can.J.: 23742 Can.R.: 197583 171241 (RAF) Can.R.: 130571 2203664 (RAF) Can.J.: 27227	Sct Mobertson, D. 1/O I.F. Barlay. 1/O I.F. Barlay. 1/O J. Atkins DRO 1/O J.L. Widdis. 1/S Woolsey, A.R. 1/O C.W. Grehss. 1/O C.W. Grehss. 1/O Every J.S. 1/	P/E P/E A/G Pilot New. A/B A/G A/B WO/AG	posted to No. 61 posted to No. 63 posted to No. 92 posted to No. 166 posted to No. 166 posted to No. 166 posted to No. 411 posted to No. 431 posted to No. 401 posted to No. 401	Base w.e.f. 7-7-4 Base w.e.f. 7-7-4 Base w.e.f. 8-7-4 O.T.U. w.e.f. 8-7-4 O.T.U. w.e.f. 8-7- 6 C.U. w.e.f. 9-7- Base w.e.f. 10-7- Squadron w.e.f. 18-7-	4. -44. -44. -44. -44. -44.	
			1822943 (Raf) Can J .14000 Can J .14000 Can J .23742 Can R .23742 Can R .23759 151241 (Raf) Can J .2727 Can J .27227 Can J .27227 Can J .27227	Sgt Mobertson, D. 1/O I.S. Barlay 1/O I.S. Barlay 1/O I.S. Barlay 1/O J. Aktina <u>BRC</u> 1/O J. L. Widdin 1/S Woolsey, A.R. 1/O C.". Graham 1/O Dennia, F.S. Sgt Potter, J.S. 1/O Bowen, R.T. 1/O B.F. Lyona	P/E P/E A/E Pilot New. A/B A/B WO/AC P/E	posted to No. 61 posted to No. 63 posted to No. 63, posted to No. 82 posted to No. 166 posted to No. 166 posted to No. 61 posted to No. 415 Can J. 24320 P/	Base w.e.f. 7-7-4 Base w.e.f. 7-7-4 Base w.e.f. 8-7-4 0.T.U. w.e.f. 8-7- 4 C.U. w.e.f. 8-7- 5 C.U. w.e.f. 10-7- Squadron w.e.f. 18-7- Squadron w.e.f. 18-7- Squadron w.e.f. 18-7- Squadron w.e.f. 18-7- Squadron w.e.f. 18-7-	4. -44. -44. -44. -42. -44. -43. -44. -44. -44. -44. -44. -44	
			1522943 (RAF) Gan.J. 14000 Gan.J. 14000 Gan.J. 14000 Gan.J. 12742 Gan.R. 137783 151241 (RAF) Gan.R. 130771 2203664 (RAF) Gan.J. 127227 Gan.J. 134960	Sgt Hobertson, D. 1/O T.F. Barley 1/O J. Atkins BPO 1/O J. Atkins BPO 1/O J. Widdis 1/S Woolsey, A.R. 1/O C.W. Graham 102 Dennis, F.S. 105 Ept Fotters J. S. 1/O H.F. Lyons 1/S Woolsey, A.R. 1/O H.F. Lyons 1/S Warner, H.G.	F/E F/E A/E Pilot New. A/B A/G A/B WO/AG A/B, WO/AG, A/G,	posted to No. 61 posted to No. 63 posted to No. 63, posted to No. 82 posted to No. 166 posted to No. 166 posted to No. 611 posted to No. 411 posted to No. 415 Can J. 24920 P/ Can J. 24920 P/ Can J. 24220 P/ Can J. 22227 Se	Base w.e.f. 7-7-5 Base w.e.f. 7-7-4 Base w.e.f. 8-7-4 O.T.U. w.e.f. 8-7-4 G.U. w.e.f. 8-7- G.U. w.e.f. 9-7- Base w.e.f. 10-7- Squadrom w.e.f. 18-7- Squadrom w.e.f. 18-7- O.R.M. Floming	44. 44. 44. 44. 44. 44. 44. 44. 44. 44.	
			1822943 (RAF) Can.J. 26792 Can.J. 24000 Gan.J. 231640 Can.J. 23742 Can.R. 197583 11241 (RAF) Can.J. 23071 2203664 (RAF) Can.J. 27227 Can.J. 13805 Can.J. 134960 were all poste	Sgt Mobertson, D. 1/O T.F. Barley, P/O J. Atkins IMP P/O J. Atkins IMP P/O J. L. Widdis P/S Woolsey, A.R. P/O J. G. Graham WG2 Desmis, F.S. Sgt Potter, J.S. Sgt Potter, J.S. P/O Bowen, R.T. P/O H.F. Home P/S Warner, H.G. d to No. 427 [ROMP]	F/E F/E A/E Pilot New. A/B A/G A/B WO/AG A/B, WO/AG, A/G,	posted to No. 61 posted to No. 63 posted to No. 63, posted to No. 82 posted to No. 166 posted to No. 166 posted to No. 611 posted to No. 411 posted to No. 415 Can J. 24920 P/ Can J. 24920 P/ Can J. 24220 P/ Can J. 22227 Se	Base w.e.f. 7-7-5 Base w.e.f. 7-7-4 Base w.e.f. 8-7-4 O.T.U. w.e.f. 8-7-4 O.U. w.e.f. 9-7-5 G.U. w.e.f. 9-7-5 Base w.e.f. 10-7- Squadron w.e.f. Squadron w.e.f. Squadron w.e.f. O.R.M. Fleming O.J.A. Weir	4. 44. 44. 44. 44. 11-7-44. Nav., Pilot,	
			1522943 (RAF) Gan.J. 14000 Gan.J. 14000 Gan.J. 14000 Gan.J. 12742 Gan.R. 137783 151241 (RAF) Gan.R. 130771 2203664 (RAF) Gan.J. 127227 Gan.J. 134960	Sgt Hobertson, D. 1/O T.F. Barley 1/O J. Atkins BPO 1/O J. Atkins BPO 1/O J. Widdis 1/S Woolsey, A.R. 1/O C.W. Graham 102 Dennis, F.S. 105 Ept Fotters J. S. 1/O H.F. Lyons 1/S Woolsey, A.R. 1/O H.F. Lyons 1/S Warner, H.G.	F/E F/E A/E Pilot New. A/B A/G A/B WO/AG A/B, WO/AG, A/G,	posted to No. 61 posted to No. 62 posted to No. 82 posted to No. 82 posted to No. 166 posted to No. 166 posted to No. 166 posted to No. 166 posted to No. 61 po	Base w.e.f. 7-7-5 Base w.e.f. 7-7-4 Base w.e.f. 8-7-4 O.T.U. w.e.f. 8-7-4 O.U. w.e.f. 9-7-5 G.U. w.e.f. 9-7-5 Base w.e.f. 10-7- Squadron w.e.f. Squadron w.e.f. Squadron w.e.f. O.R.M. Fleming O.J.A. Weir	4. 44. 44. 44. 44. 45. 15-5-44. 44. 17-7-44. New., Pilot, A/G	
			1822943 (RAF) Can.J. 26792 Can.J. 24000 Gan.J. 231640 Can.J. 23742 Can.R. 197583 11241 (RAF) Can.J. 23071 2203664 (RAF) Can.J. 27227 Can.J. 13805 Can.J. 134960 were all poste	Sgt Mobertson, D. 1/O T.F. Barley, P/O J. Atkins IMP P/O J. Atkins IMP P/O J. L. Widdis P/S Woolsey, A.R. P/O J. G. Graham WG2 Desmis, F.S. Sgt Potter, J.S. Sgt Potter, J.S. P/O Bowen, R.T. P/O H.F. Home P/S Warner, H.G. d to No. 427 [ROMP]	FE FE FE A/G Pilot New A/B A/G A/B WO/MG F/S A/B WO/AG A/G A/G A/G A/G A/G A/G A/G A/G A/G	posted to No. 61 posted to No. 61 posted to No. 61 posted to No. 62 posted to No. 82 posted to No. 166 posted to No. 166 posted to No. 166 posted to No. 411 posted to No. 61 posted to No. 61 posted to No. 61 posted to No. 61 posted to No. 62 can. 34474 posted to No. 62 can. 34474 posted to No. 60	Base weaf. 7-7-8 Base weaf. 7-7-8 Base waaf. 8-7-9 0.T.U. welf. 8-7- 0.T.U. welf. 8-7- 6.C.U. w.e.f. 9-7- 6.C.U. w.e.f. 10-10- 6.C.U. w.e.f. 10-10- 6.C.U. W.e.f. 10-10- 6.C.U. Fleating 6.D. J.A. Welf. T. Parkey 6.D.	4. 44. 44. 44. 44. 45. 15-5-44. 44. 17-7-44. New., Pilot, A/G	
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			1822943 (RAF) Can.J. 18000 Gen.J. 14000 Gen.J. 12040 Gen.J. 12742 Gen.R. 137793 151241 (RAF) Can.R. 130771 2203664 (RAF) Can.J. 13097 Gen.J. 13095 Gen.J. 134960 were all poste 1894738 (RAF) Gen.J. 139562	Sgt Mobertson, D. 1/O T.F. Barley, P/O J. Atkins <u>IMC</u> P/O J. Atkins <u>IMC</u> P/O J. Widdis P/O J.L. Widdis P/O S. Graham W02 Dennia, F.S. Sgt Potter, J.S. P/O Bowen, R.T. P/O H.F. House P/S Warmer, H.G. Sgt Henderson, A.H. P/O F.K. Augusta	F/E F/E A/E Pilot Ner. A/B WO/M F/E WO/M F/E A/S, WO/M P/E PIlot, New.,	posted to No. 61 posted to No. 61 posted to No. 32 posted to No. 32 posted to No. 166 posted to No. 166 posted to No. 166 posted to No. 166 posted to No. 61 can J. 24474 posted to No. 61 posted	Base west. 7-7-6 Base west. 7-7-6 Base west. 8-7-6 Base west. 8-7-6 Base west. 8-7-6 Gull. west. 8-7-7 Base west. 10-7-6 Squarron west. 9-7-7 Base west. 10-7-6 Squarron west. 10-7-6 Squarron west. 10-7-6 Base west. 10-7-6 H.3. Squarron H.3. Squarron West. 10-7-6 H	4. 41. 44. 44. 44. 44. 44. 44. 4	

(*10556—9701) WL 34677—9711 1998 11/41 T.S. 700 *17144—9303) WL 3167—983 1688 6643 T.S. 700 See matraction. In site of this form in K.R. and A.C.L. pairs 234% and $War Manuel Pt. II. feapler XX. and note: <math>\pi$ K.A.F. Po-ber Book

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 429 Squadron, R.C. 18

Page No.

Pface	Date	Time		Summary	of Events	SECO.	Reference
LOWING					a Events	SECRET.	to
				Postings	- Out (Cont'd)		Appendice
			Can.J.86016 P/O L.L. Mitchell	Pilot	posted to No. 1/m	C.U. w.o.f. 22-7-44.	
			Can.J.85576 P/O G.S. Jemes	WO/AG	posted to No. 24 0	0.U. W.a.f. 22-7-44.	
			Gan.R. 161258 WO2 Thompson, Dale	A/B	posted to No. 24 0.	T.U. W.e.f. 22-7-44.	
			Gan -J -86801 P/O R.H. Fallon	A/G	posted to No. 2000	Galla Wasses 22-7-44.	
			Gan #138378 WO2 Bannoff B.		Posted to 190, 1666.	G.B. W.O.f. 22-7-44.	
			1591196 (RAF) Sgt Rothwell, J.	P/B.	Con 7 30470 1004	Della words 22-7-44.	
			Gan + J + 39173 P/O K.M. K179	A/G,	Can.J.39410 P/0 :	r. Glow	
			Can. 35520 F/O G.H. Lowry	New		C.F.S. LaChance A/B.	
			Can. U.1205 S/L C.W. Merchell	Pilot	Can.R. 51096 W02 1	Colowell, A.F. WO/AG,	
			170035 (RAF) P/O W.H. Massessan	WQ/A	posted to No.433 Sqi	nadron w.e.f. 27-7-44.	
			10/0516 (RAF) F/3 CORFT P.W.	P/S			
			Age of a T John B Command Banks	Pilet	posted to No. DI Has	10 W.A.P. 20 7 44	
			Can. 87417 P/O C.W. Holdgate	A/G	posted to No. 34 0.1	-U- Water 29-7-44.	
			Can.J. 80380 P/O W.C. Patterson	20	posted to No. ol Bas	10 W-0-7-20-7-44	
			Can.J.87060 P/O J.A. McCrory	A/G	posted to no. of has	N W-N - P	
			Can J. 18030 F/O W.R. Shellingto	m DOME NO ZIA	posted to No. 61 Bes	e w.o.f. 31-7-44.	
			MBHahai/9070 Set Mondy R P		posted to No. 1659	W-0-6 21-7 44	*****************
			178499 (RAF) P/O M. Sampson	WQ/AG	DOMESIC TO NO. DI BOR	W-0-6- 21-7-44	
			. ,, ,, _, _, _, _,,,	WO/A	posted to No. 41 Bas	W-0.f. 31-7-44.	

			A 1 00445	PROMOT ION	3		
****			Can.J.23445 F/L G.F. Arbuckle	Pilot	Was promoted to the	rank of Acting Squadron	
			Leader W.6.8. 23-6-44.	***************************************	j= 40 418 .	rank of Acting Squadron	
100			Can.J.26743 F/O G.F. Hawtin	Pilot	Was represented to the	rank of Acting Flight	
			bieutenant www.f. 23-6-44.		- Prospered to the	rank of Acting Flight	
					1.2231140		
			The following of	COMM ISS TONS			
			The following airmen were commission Gan.R. 156584 Sgt. Glass, H. 1884	med during t	he month w.e.f. dates	ahown:	
			Can.R.192264 B/S. Puskan, S	H/D	Weller 15-b-44, Open	con Manhon C cm on	
W1449			Can P. 180607 Con	Pillot	Webste ID- bedd, Office	now Hombon W a of and	*************
			Gen.R. 189687 Sgt. Goodhue, W.R.	1/6	Weeks 16-5-44. OFF	con Harbon & all all all all all all all all all a	
***************************************			Gen. 2.172012 E/S Bowles, E.J.	A/B	w.e.f. 19-5-44. Offi	San Manhar 9-0 1070	
			Can.R.179455 WD2 McCrory, J.A. Can.R.130221 WD2 Stewart W.R	A/G	W.o.f. 22-5-44. Offi	3.8/386,	
				Pilot	W.o.f. 24-5-44. Offi	Ser Number J.8/06Q.	
				A/B	w.o.f. 3-6-44. Offi	Ser number J.8/334.	
			Christner A.L.	A/G	Wedste 3mbm44. Offi	oer Number J.87317.	
			Can.R.194023 F/S Fraser, A.D.	A/G	W.o.f. 3-6-44 0001	per Number J.87431.	
			Can 2.197518 P/S Holdgate, G.W.	A/G	W.e.f. 3-6-44. Offic	per Number J.87415.	
			Gan. 490/28 P/S Hawking, J.P.	A/G	w.e.f. 3-6-44. Offic w.e.f. 3-6-44. Offic	er number J.87417.	
			Can .H . 159917 F/S Baymay Mr.		W - 2	2 110000 1 +0 /4TD *	
			Can.R.151229 F/S Gallerbor R.J.	A/G			
			Can.R.151229 F/S Benner, M.C. Can.R.151229 F/S Gallagher, R.L. 1652004 [RAF] F/S Swang F.M.	A/G	Weeks 9-6-44. 00016	er Number J.87573.	
			Gan.R.159917 F/S Benner, M.J. Gan.R.151229 F/S Gallaghor, R.L. 1632004 [RAF] F/S Swans, K.M. 1817939 (RAF) Set Appleton E	A/G A/G New.	W.e.f. 9-6-44. Offic W.e.f. 10-6-44. Offic	er Number J.87573. er Number J.87434.	
			Can.R.159917 P/S Bennsr, M.J. Can.R.151229 P/S Gallscher, R.L. 162004 [RAF] P/S Evans, K.M. 1817339 [RAF] Sgt Appleton, E. 1460321 [RAF] Sgt Stears, G.Z. J. C.	A/G A/G New.	w.e.f. 9-6-44. Offic w.e.f. 10-6-44. Offic w.e.f. 10-6-44. Offic	er Number J.87573. er Number J.87434.	******
			Gen. 2.159317 F/S Benner, M.J. Cen. 2.151229 F/S Gallaghor, R.L. 1652004 RAF) F/S Evans, K.M. 1817939 (RAF) Sgt Appleton, E. 1460321 (RAF) Sgt Steere, G.E.J. GE Gen. 2.119139 WD1 WGS Schem.	A/G A/G New - E/S M F/S	W.o.f. 9-6-44. Offic W.o.f. 10-6-44. Offic W.o.f. 10-6-44. Offic W.o.f. 14-6-44. Offic	oer Number J.87573. ser Mumber J.87434. ser Mumber d.78561. ser Mumber d.78256.	n.,
			Can R. 1322 9 7 S Galleghor, R.L. 1652004 [RAF] F S Wans, K.M. 1652004 [RAF] S S Wans, K.M. 1217939 [RAF] Sct Appleton, S. 1460321 [RAF] Sct Steare, G.Z.J. E Gan R. 11373 WILL MOTE, A. W.	A/G A/G New - R/S M F/S WO/AG	w.o.f. 9-6-44. Offic w.o.f. 10-6-44. Offic w.o.f. 14-6-44. Offic w.o.f. 14-6-44. Offic w.o.f. 17-6-44. Offic	oer Mumber J.87573. oer Mumber J.87434. oer Mumber d.78561. oer Mumber d.78226. oer Mumber d.78253.	mo
	*		Can.R.159917 P/S Bennsr, M.J. Can.R.151229 P/S Gallscher, R.L. 162004 [RAF] P/S Evans, K.M. 1817339 [RAF] Sgt Appleton, E. 1460321 [RAF] Sgt Stears, G.Z. J. C.	A/G A/G New - E/S M F/S	w.e.f. 9-6-44. Offic w.e.f. 10-6-44. Offic w.e.f. 10-6-44. Offic	oer Number J.87573. ser Number J.875434. ser Number d.78526. ser Number d.78253. ser Number J.87493.	m

Place	Date	Time	Can.R.142896 Sgt. Gallaray, J. Can.R.15970 F/S Youn, H.J. 157516 (RAF) B/S Congress, P.W. 192224 (RAF) Sgt Babor, A.S. 199031 (RAF) Sgt Lawrence, W. 177177 (RAF) P/S Sampson, M. 1317939 (RAF) B/S Shapp, S.G.	F/E A/G B/E F/E	Weef. 19-6-44.	SECRET. Officer Number C.87494, Officer Number J.87984. Officer Number 178954.	Reference to Appendie
			1892204 (RAF) Set Rebay A 2	F/E A/G B/E F/E	W.e.f. 19-6-44. W.e.f. 27-6-44. Wee.f. 19-6-44		
			1892204 (RAF) Set Rebay A 2	A/G B/E F/E			
			1892204 (RAF) Set Rebay A 2	F/E			
			1530031 (RAF) Sgt Lawrence, W.	B/E			
				P/B	W. 6 . I . 19-6-44 .	Officer Number 178735.	
			1575175 (RAF) F/S Sampson, M. 1317939 (RAF) F/S Sharp, S.C.	WO/A	W.a.f. 23-6-44.	Officer Number 178499.	
			1825151 (RAF) Sgt McDonald, W.T. 1332984 (RAF) F/S Green, C.F.	P/S	W.e.f. 23-6-44.	Officer Number 173499. Officer Number 173504. Officer Number 173555. Officer Number 173730. Officer Number 173730.	
			1825151 (RAF) Sgt McDonald, W.T. 1332984 (RAF) F/S Green, C.F.	A/G	W-0-f. 2-7-44.	Officer Number 178555,	
				AS	W.o.f. 2-7-44.	Officer Number J.87599.	
			1804/16 (RAB) Set Warehall R.W.	A/G B/B			
			1591597 (RAF) B/S Walker, J.W. 1853266 (RAF) B/S Duglan, G.	A/G	w.o.f. 7-7-44.	Officer Number 179250.	
			10))200 (har 1 F/S hugian, 6.	1/G	w.o.f. 9-7-44.	Officer Number 179249.	
			HOI	NOURS AND	AWARDS .		
			1 1	N11			
			<u> </u>	NERS IN CO	DIAGAND		
				Nil			
			CHANDES	IN ADMIN	ISTRATION .		
			* 1	Nil			
			AIRCRAFT ON SO	UADRON STE	ENETH IS AT 31st	JULY	
			. THE		NUMBER		-
			Halifax II	I	20 ;	- 1 -	
			OBSKATIONAL, TRAIN	ING AND OTH	ER FLYING TIMES IN	OR JULY	
			(a) Operation	al Flying	Hours DAY 31	15.15	
			(b) Rying Tr	aining Hou	TS DAY 21	13.15	
			(c) Other Fly	ing Hours	DAY . A	10.35	
			4 1		NEHT 1	(1)	
***************************************			OFFRATIONAL SOFT I	S FLOWN B	IRINE JULY 1944		
			A total of 214 sorties were flown by	the Squad	ron during the mor	+h of 5.1- 4- 41- 444	***************************************
			operations carried out.			ich of July in the fifteen	
		,	,	***************************************			

9	100				• 22		P
	NA.	of					
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R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. 15

See materiaction: for one of this torus in K.R. and A.C.L., para. 294: and War Manusol Pt. II. hapter XX and notes in K.A.F. Porker Book

of (Unit or Formation) No. 429 Squadron, R.G.A.P.

No. of pages used for day

	Date	Time					y of Events		9	ECRET.	References to Attraction
				MONE	HLY AND	CUMULATIVE T	OTALS OF BOMBS	TROPPED			
			Powhe dwo-ed for			··•	H.E.			NDIARY	
			Bombs dropped fr Bombs dropped du	Om 1-1-q	4 to 50-	-6-44	1946 tons 130			1960 lbs.	***************************************
						A		Ω	N	41	
			Cumulative Total	to Date	1.	***************************************	2641 tons -	- lbs.	320 tons	1960 lbs.	
					cont	FRANC WITHER SHA		***************************************			
			Ten combats and c	encounte	re took	BATS WITH EN					
					laimed a	as destroyed.	one Medio as d	uring the	month wit	h the result	
			as probably dest	royed.				emellac en	d-one-lieal	O is claimed	
				NUMER	ICAL STR	ENGTH OF THE	SQUADRON AS AT	31at JUL	1944		
				PICERS	AIRCREW	GROUNDCREW		A TORESTO			
			R.C.A.F.		126	2	R.C.A.F.	ALGEN	AIRCREW	GROUNDCREW	
			RaCaA.Fa (USA)				R.O.A.F. (U	24)	103	272	
			R.A.F.		14	_	R.A.F.	MA	32	11	
			R.A.P. (CAN)		1		ReA . P. (OAN		,-		
			W.A.A.F.		-	-	W-A-A-F-			8	
			TOTAL STRENGTH	143	141	2		426	135	291	
***************************************									-//	<7±	L
						GENERAL	100 m				
			This mont	h has be	en rathe	or chartie	0	baen cer	ealled no	7 45	
			occasions we oper	ated twi	ice in on	ne day and on	other occasion	a here et	And-by all	day to be	
			Callend - from www.rar-								
			ourist for early	THE ALL MOT	mug. 1	the result ha	s been that tra	dning has	suffered at	and difficult	
			has been experien	ced in a	matting n	THE PERMITS HE	m page that tra	cining has	auttered	and difficult	,
			has been experien be congratulated	ced in g	petting n	new crews tra	ined. It is fe	ining has it that t e circums	suffered he ground tances for	and difficulty crew are to ced upon us.	
			has been experien be congratulated Softball	on their	petting n untiring the faw	new crews tra ng efforts in yourite sport	ined. It is fe coping with the this month and	It that to circums	suffered he ground tances for gatoms hav	and difficult crew are to ced upon us. a been the	
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