

OPERATIONS RECORD BOOK

5.47-20-428
JAS

of (Unit or Formation) Squadron, R.C.A.F.

Compiled by S/L G.W. Higgins (Can. 1071)
No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
REMIÉ	1-7-44		<p>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. However the operation was cancelled at 1730 hours for meteorological reasons. No flying operations could be carried out today. Most of the crews were resting up from previous operations but some ground training was undertaken. Several crews carried out Ditchy drill today. The air gunners practiced skeet shooting firing 300 rounds of ammunition. The air bombers carried out normal routine training on Gas, Link and H2S and the navigators trained on H2S. The aircrew personnel were given a lecture on enemy fighters by the Squadron Gunnery Leader, P/L L.W. Pollard RAF (11899) and the pilots and flight engineers were given a lecture on engine handling by the Deputy Flight Engineer Leader, P/O R.S. Friddy RAF (Can. 17739). The Squadron Commander, W/O A.D. Arent RAF (Can. 11030) was also in attendance and assisted in conducting discussions on this subject.</p>		
	1-7-44		<p>Weather: Cloudy with rain during late evening. Visibility good at first becoming moderate. The Squadron was again required for operations for tonight and sixteen aircraft were ordered but the operation was cancelled owing to unfavourable weather conditions. The weather during the day would not permit much training and the only flight carried out was a conversion flight for one of the new crews. A full ground training programme was scheduled and carried out. Twelve air gunners trained on the Hunt trainer, eighteen practiced aircraft recognition and twenty of them were Morse shooting. The air bombers trained on H2S, Gas and Link, the wireless operators on Morse and procedure and the navigators trained on H2S, Gas and speed-up exercises. The Squadron Navigation Officer, P/L D.W. Morrison (Can. 10709) gave a lecture during the afternoon to a flight of A.T.C. Cadets.</p>		
	2-7-44		<p>Weather: Mainly continuous light rain. Visibility moderate to poor. The Squadron was required for operations today and sixteen aircraft were ordered but it was again cancelled for meteorological reasons. Flying training details were arranged for the early afternoon but these were not carried out owing to the necessity of preparing the aircraft for the operation which had been ordered. Ground training for today mainly consisted of lectures of which there were several. S/L B.P.H. Rawson RAF, No. 6 Group Tactics Officer gave the pilots a very interesting lecture on tactics. The Gunnery Leader, P/L L.W. Pollard RAF (11899) also gave a lecture on tactics to the pilots, Air Bombers, Flight Engineers and Gunners. A discussion on engine handling took place in the Flight Engineer Section for the special benefit of three new pilots and engineers. The air bombers trained on Link, Gas and H2S while the wireless operators carried out a WT exercise. Sixteen navigators practiced speed-up exercises and the remainder trained on H2S and Gas.</p>		
	4-7-44		<p>Weather: Rain and fog at first becoming fair to fine. Visibility poor at first, good later. The Squadron was again required for operations and sixteen aircraft were ordered. The crews were briefed for an attack on Villavieja St. SMOGAS. All took off. Weather over the target was good with nil to thin cloud and good visibility. The red T.I.'s were rather scattered but the yellow markers appeared to be fairly concentrated. The master bomber was heard by most crews although there was considerable interference. He directed the bombing onto yellow or red markers, but much of the bombing appeared to be scattered. There was a great deal of smoke and haze over the target making it difficult to assess</p>		See Appendix B-23 references A.1 to A.16.

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HEMEN	4-7-44	Cont'd.	<p>bombing results accurately. Several large explosions were observed in the target area. There was a heavy concentration of fighters in and around the target area and several combats and encounters took place. Aircraft 'S' - M267 was attacked by a twin engine enemy aircraft which was first sighted by the rear gunner. Fire was exchanged between the two aircraft but no damage was done to the Halifax and no claims are made by our crew. Aircraft 'E' - M227 encountered a Ju88 which was fired on from point blank range by the rear gunner, P/S Hunt, and was seen to burst into flames and fall to the ground still burning fiercely. It is claimed as destroyed. This same aircraft also was attacked shortly after leaving the target by two Ju88's. The two gunners each opened fire on these aircraft until they were finally shaken off and were not seen again. No claims are made and no damage was sustained by the Halifax. Aircraft 'G' - M289 encountered an enemy Me410. It was fired upon by both gunners while making two separate attacks and many hits were registered on it. The fighter is claimed as damaged. Aircraft 'U' - M285 encountered a Ju88. It was first sighted by the rear gunner who opened fire at about 600 yards range after ordering evasive action. The enemy aircraft fell away to port and was not seen again. No claims are made. All of our aircraft returned safely to base.</p> <p>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.</p> <p>Some ground training was carried out during the day. The air gunners spent three hours on turret manipulation and the air bombers carried out only their routine training on Gee, ME and Link. Fourteen navigators completed A.F.I. exercises during the forenoon and four of them trained on Gee.</p>		<p>See Appendix 3.10</p> <p>See Appendix 3.20</p> <p>See Appendix 3.27</p> <p>See Appendix 3.28</p> <p>See Appendix 3.29</p>
	5-7-44		<p>Weather: Cloudy with occasional showers. Wind light southerly. Visibility good. Operations were ordered and eighteen aircraft and crews were detailed. However, the operation was cancelled at 1300 hours.</p> <p>Several crews were detailed for flying training during the day. Three fighter affiliation flights were carried out and one new crew was converted to Halifax III aircraft. Four other details were cancelled on account of operations and two cross-country flights were recalled for the same reason.</p> <p>The air gunners completed two hours turret manipulation training while the air bombers trained on Link, Gee and ME. The navigators practiced spotting exercises and trained on ME. The Squadron Bombing Leader, P/L Lt. MacIntosh RMC (Can-11160) has been having an undue amount of trouble with the Equipment Section in his attempts to acquire a new broom for the purpose of keeping his Section tidy. He has laboured diligently for the past several days 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 Equipment.</p>		
	6-7-44		<p>Weather: Cloudy. Visibility poor at first becoming good.</p> <p>The Squadron was required for daylight operations today and fifteen aircraft were ordered. The crews were briefed for an early morning take off to attack SIEACOMET. All aircraft were airborne at 0607 hours. Weather was poor at base for the take-off but over the target it was clear and visibility was excellent. The master bomber was clear and heard by most crews but was a trifle late in commencing his broadcast. The first crews over reported seeing red T.I.'s directly on the trenchlike excavations 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 right on the aiming point. All crews bombed visually with instructions from the master bomber and T.I. markers were used as a guide. Fire over the target was relatively and no fighters were seen.</p>		See Appendix 3.23.

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RAF BELL	6-7-44	(Cont'd)	One of our aircraft, W-12318, was hit by flak and one tire was punctured. However, the pilot, P/O H.B. Tracey (Can.J.89387) made a successful landing with the flat tire and no damage was sustained by the aircraft. All of our aircraft returned safely to base. During the afternoon a small amount of flying training was carried out. The crews completed fighter affiliation flights and one crew carried out a cross-country exercise. Some ground training was also carried out. Ten air gunners were absent shooting and the air bombers carried out their usual routine training on Link, Gee and H2S. Further to the situation existing in the Bombing Section, the Bombing Leader announced that his diplomatic staff has returned from equipment, without a broom, and that negotiations have been completely broken off.		
	7-7-44		Weather: Cloudy with rain during afternoon. Visibility moderate to poor. Light variable wind. The Squadron was required for operations and nineteen aircraft were ordered. This number was later reduced to sixteen and the operation was finally cancelled altogether at 2130 hours. No flying training was carried out today owing to unfavourable weather conditions most of the day. Some ground training was undertaken during the day. The air gunners spent two hours on turret manipulation and also practiced abeam shooting. The air bombers trained on H2S, Gee and Link and the navigators practiced speed-up exercises and trained on H2S. In consideration of the vital necessity of obtaining a broom for his section the Bombing Leader has sent a final plea for an understanding to the Equipment Section and is now awaiting a reply.		
	8-7-44		Weather: Fair to fine. Wind light, southerly. Visibility moderate at first becoming good. Operations were ordered and fifteen aircraft were detailed but due to meteorological conditions the operation was cancelled at 1300 hours. Several training flights were completed during the day. Three day and two night fighter affiliation details were carried out. One new pilot carried out a cross-country flight and practice bombing exercises were also completed. A small amount of routine ground training was carried out. The air bombers trained on Link, H2S and Gee, the air gunners spent two hours on turret manipulation and practiced abeam shooting. The Equipment Section today rejected the Bombing Leader's plea for an understanding. P/O I.P. McIntosh O.C. has consulted with his Deputy and as a result has declared war on Equipment.		
	9-7-44		Weather: Mainly fair to cloudy, wind southerly at first veering south-westerly. Visibility poor at first becoming good. The Squadron was required for operations today and fifteen aircraft were ordered. The same list of crews as for the previous day was used. These crews were briefed for a daylight attack on AUMVAL. All aircraft took off between 1044 hours and 1100 hours. Weather over the target was very cloudy with visibility mainly poor. The Master Bomber was heard by some crews instructing the bombing. Other crews bombed visually on the woods as seen through small breaks in the clouds. It was almost impossible to assess the bombing results owing to the dense cloud which obscured all details. After bombing the target the aircraft were forced to land at Tuddenham on their return due to unfavourable weather conditions at base. All aircraft returned safely. 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 H2S, Gee and Link and the navigators trained on H2S and Gee.		See Appendix B-25 references 3.1 to 3.13

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Place	Date	Time	Summary of Events	SECRET.	References to Appendix
L. MUD	10-7-44		<p>Weather: Cloudy with rain in the morning and showers in the evening. Good visibility. Seventeen aircraft were ordered for operations in the morning but no further orders were received as the operation was finally postponed.</p> <p>Arrangements were made for blind bombing exercises but these were cancelled due to low cloud. One H23 cross-country was completed as well as several air to air firing details. Two practice bombing flights were also carried out.</p> <p>Only a limited amount of ground training was carried out all of which was of a routine nature. The air bombers played against the navigators, winning a softball game 14-11.</p>		
	11-7-44		<p>Weather: Fair to cloudy. Good visibility.</p> <p>The Squadron was required for operations for today and seventeen aircraft were ordered. However, due to unfavourable weather conditions the operation was cancelled.</p> <p>Due to the aircraft being held in readiness for the operation it was impossible to carry out any flying training. One short cross-country flight was completed.</p> <p>Some ground training was completed during the day. The air gunners spent two hours on turret manipulation, sixteen navigators practised speed-of-observation exercises and the remainder trained on Gee and H23. The air bombers trained on H23, Gee and Link.</p> <p>The air gunners not detailed for the operation erected a trap house on the new shoot range.</p>		
	12-7-44		<p>Weather: Fair to cloudy. Good visibility.</p> <p>The Squadron was required for operations for tonight and seventeen aircraft were ordered. The crews were briefed for an attack on ACHIEF. All aircraft took off. Weather over the target was cloudy making poor visibility. Most crews bombed on the red markers as instructed by the Master Bomber. The markers appeared to be very well concentrated and the attack should be successful although it was difficult to make any assessment due to the cloud. All of our aircraft returned safely. One aircraft 'D' - HK33 piloted by P/O V.M. Rand (Can.J. 9044) encountered an enemy aircraft believed to have been a He111. Vigilant action was ordered by the rear gunner and at the same time both gunners opened fire. The enemy aircraft was lost to view and not seen again. No claims are made.</p> <p>Some flying training was carried out during the forenoon including two fighter affiliation flights.</p> <p>Ground training included one hour turret manipulation by the air gunners while the navigators trained on H23 and Gee. The air bombers trained on H23, Gee and Link.</p> <p>A lecture was given to all aircrew personnel by S/L Bebourne, No. 6 Group Air/Sea Rescue Officer.</p>		See appendix B.3, references J1 to J.17 Appendix B.31
	13-7-44		<p>Weather: Mainly cloudy with rain during the morning. Visibility moderate becoming good.</p> <p>The Squadron was not required for operations today and an extensive flying programme was arranged. Three fighter affiliation exercises and six air to air firing details were completed. Twelve cross-country exercises were successfully completed. Several practice bombing flights were also carried out over the bombing range at Gnage.</p> <p>During the flying programme only a small amount of ground training was carried out. The air bombers completed dingy drill and the navigators not flying trained on H23.</p> <p>The Squadron Commander, W/O A.F. Avant (Can.J. 1000) and the Squadron Engineer S/L C.E. Barnhart (Can.J. 3559) crashed while taking aircraft 'M' - HJ33 up for a test flight. The engines cut near the end of the runway causing the aircraft to sink violently. It was only with great skill that three other aircraft were avoided. The aircraft crashed and burst into flames becoming a total loss. W/O Avant suffered head lacerations and other injuries and S/L Barnhart escaped with minor burns.</p>		

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LAMEG	14-7-44		<p>Weather: Fair to cloudy with rain during the morning. Good visibility.</p> <p>The Squadron was required for operations tonight and thirteen aircraft were ordered. The crews were briefed for an attack on unavailable. All took off. There was no cloud over the target with moderate visibility but no ground detail was seen. Some of the crews did not receive the Master Bomber but those who did reported that his instructions were clear and concise. The markers bombed were assessed by the Master Bomber as being accurately placed and the bombing was well concentrated around these. A large explosion at 0115 hours was reported. Only one enemy fighter was encountered and all of our aircraft returned to base safely.</p> <p>A fair amount of flying training was carried out during the forenoon. Twelve air to air firing details and four fighter affiliation exercises were carried out as well as two cross-country flights and three other local flights.</p> <p>The air gunners practised two hours on turret manipulation and fifteen of them also went to Sutton and firing range for gunnery practice. The air bombers trained on H23, Gee and Link while eight navigators practised speed-up exercises.</p> <p>The 'Battle of the Bush Broom' which had been raging between the Bombing Section and the equipment Section has at last been suspended and peace again reigns supreme. However, the Bombing Leader was not able to obtain his broom and was compelled to accept an old one from one of the more fortunate Sections who had two of them.</p>		See A. until navy references 1.1 to 1.13
	15-7-44		<p>Weather: Mainly cloudy, slight local rain at first. Good visibility.</p> <p>The Squadron was required for operations and thirteen aircraft were ordered and crew detailed. This operation was cancelled at 1400 hours.</p> <p>A full flying training programme was arranged for the day. This programme included five fighter affiliation and ten air to air firing details. Six aircraft carried out cross-country exercises but the bombing details arranged were cancelled.</p> <p>Night air gunners trained on the Hunt trainer and the remainder of them spent two hours on turret manipulation. More work was also completed on the new skotrange. Sixteen navigators practised speed-up exercises and three others trained on H23.</p> <p>P/L Beck, Station Signals Officer visited the Signals Section in the afternoon for a discussion with the Signals Leader, S/L N. Johnson MC with a view to improving the lay-out of equipment in the section.</p>		
	16-7-44		<p>Weather: Fair to cloudy, visibility moderate to good.</p> <p>The Squadron was required for operations tonight and fifteen aircraft were ordered. However, operations were cancelled at 1400 hours.</p> <p>A flying training programme was arranged in the forenoon and was put into effect when the operation was cancelled. Seven fighter affiliation flights, 13 H23 cross-country exercises, 2 bombing and one air to air firing flights and two ordinary cross-country flights made up the schedule of flying training carried out today.</p> <p>The air gunners' ground training consisted of two hours turret manipulation practice. They also gave instruction to the W/O's on the Browning gun and on turret manipulation. The navigators trained on Gee and H23 and the air gunners trained on H23, Gee and Link.</p>		

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MMS

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WINGS	17-7-44		<p>Weather: Fair to cloudy. Wind light south-easterly. Visibility moderate to good. Seventeen aircraft were ordered for operations but the operation was finally postponed until the morning of the 18th.</p> <p>A flying training programme was arranged and carried out. This consisted of seven fighter affiliation exercises and four air firing details and other local flying including air tests. Ground training included one hour turret manipulation training for air gunners while the navigators practiced speed-up exercises and swung their compasses.</p> <p>The wireless operators were issued with the new general service watches and all are well satisfied with them.</p> <p>Most of the aircrew personnel not flying were ordered to attend a parade tomorrow.</p>		
	18-7-44		<p>Cloudy. Wind light southeasterly. Visibility moderate to good.</p> <p>Operations were ordered and the crews detailed for the operation yesterday were again issued. All but one of the aircraft detailed took off. One of these aircraft failed to return. Halifax "B" - W127 flown by S/L G.W. Gardiner (Can.J.9557) was seen by S/L A.P. Childs (Can.J.9336) and his crew, to have been struck by bombs which dropped from another unidentified Halifax. It was seen all the way down to the ground where it crashed. The remaining fifteen aircraft bombed the target, HANDEWALLE (Caen) in daylight. There was no cloud over the target and visibility was good. The bombing was accurately placed on and around the markers as directed by the Master Bomber who was heard very loudly and gave clear instructions. The bombing was very concentrated and the heavy pall of smoke at times obliterated all ground detail. This was assessed as a very successful attack by all the crews. All of the sixteen aircraft returned safely to base.</p> <p>The Squadron was again required for operations for tonight and fourteen of our aircraft were ordered. The crews were briefed to carry out a bombing attack on WINDMILL. All took off. One aircraft returned early due to engine trouble but the remainder went on and bombed the target. There was no cloud over the target but some haze. Visibility was fair to good. The markers were well concentrated and bombing was well placed on and around them. The Master Bomber was heard by most crews who bombed on his instructions. A very large explosion of the oil variety was seen at 0115 hours followed by billows of black smoke. The tactics used were very effective and the raid was very successful. All of our aircraft returned safely. Only a small amount of ground training was carried out. The air gunners fired 200 rounds short shooting. The navigators practiced speed-up exercises and trained on Gee during the forenoon while the air bombers trained on Gee, Link and HES. Aircrew personnel not flying attended a parade during the forenoon to witness the promulgation of a Court-Martial.</p> <p>Weather: Mainly cloudy. Wind light and variable. Visibility moderate to good.</p> <p>The Squadron was not required for operations today and a training programme was arranged. This programme consisted of six practice bombing flights, four HES cross-country exercises, two fighter affiliation details, six air firing details and the I.S.A. flights. Eight air gunners were detailed for the Hunt trainer and eight others practiced short shooting. The navigators not flying trained on Gee and practiced plotting. The air bombers trained on HES, Gee and Link.</p>		See Appendix B.25 P.1 to P.16.
	19-7-44		<p>Weather: Cloudy, wind north-easterly 10-15 m.p.h. Visibility moderate.</p> <p>The Squadron was required for operations and thirteen aircraft were ordered. The crews were briefed for a daylight attack on FERRE DU GRAND HES. All took off. Weather over the target was clear. Good visibility vertically but haze impeded horizontal visibility. Most crews received bombing instructions from the Master Bomber who declared the markers to be</p>		See Appendix B.25 P.1 to P.15.

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RAMSDE	20-7-44	(Cont'd)	<p>100 yards to port of aiming point. Most crews received instructions to bomb either to starboard of the markers or on the bomb bursts. This seemed to indicate to the crew that a good concentration of bombing was being achieved on the aiming point. The bombing could not be accurately assessed owing to the smoke pall which lay over the target area and only the Master Bomber's remarks indicate that the attack was successful. No enemy fighters were seen and very little flak. All aircraft returned safely to base.</p> <p>Very little training was carried out owing to preparations for the operation. One air firing detail was completed.</p> <p>The Squadron was again required for operations today and this time four aircraft were ordered. The crews were briefed to carry out a night attack on ALBENBACH. All took off. Weather over the target was clear, with visibility good. Landmarks in the target vicinity were easily recognized. The first red T.I.'s to go down were just the aiming point but before the crews had bombed yellow T.I.'s were accurately placed and the crews were directed to bomb them by the Master Bomber. Very few stray sticks of bombs were reported and a good concentration of bomb bursts was seen. Some flak but no fighters was encountered over the target area. All of our aircraft returned safely to base after completing a successful operation.</p> <p>Very little ground training was done this day owing to the pressure of operations. The air gunners spent two hours on turret manipulation and also eighteen of them, proceeded to the firing range at Sutton Bank for anti-aircraft practice. Navigators practised speed-up exercises and trained on Gee.</p>	See Appendix B.25 references J.1 to J.4.	
	21-7-44		<p>Weather: Cloudy. Wind north-easterly 10-15 m.p.h. Visibility moderate to good.</p> <p>The Squadron was required for operations and fourteen crews were detailed but the operation was cancelled. Operations for tonight were again ordered and seventeen aircraft were ordered. This operation was also cancelled at 1900 hours and fourteen crews were warned to stand by for early morning operations tomorrow.</p> <p>Training flights were arranged during the day but were cancelled as operations were ordered. Some ground training was completed. The navigators practised speed-up exercises and trained on Gee. The air gunners spent three hours on turret manipulation. The air bombers carried out their usual routine training on Gee, H23 and Link. The Signals Leader, J/L W. Dobson (RAF) (127592) lectured the wireless operators on the fuse panel and inter-com.</p>		
	22-7-44		<p>Weather: Cloudy with occasional drizzle. Wind northerly 1-15 m.p.h. Visibility moderate to good.</p> <p>Operations were again ordered and fourteen crews were detailed. However this operation was cancelled at 1830 hours.</p> <p>A small amount of flying training was carried out consisting of five practice bombing details. The navigators trained on Gee and H23 and also practised speed-up exercises while the air gunners trained on the Hunt trainer and on turret manipulation. Five of them also went about shooting.</p>		
	23-7-44		<p>Weather: Cloudy, wind light northerly. Visibility moderate to good.</p> <p>The Squadron was again required for operations and fourteen aircraft were ordered. The crews were briefed for an attack on ALBENBACH. All took off. The weather over the target was clear of cloud, with some slight haze and good visibility. EFF were on time and the bombing was very well placed and well concentrated. The Master Bomber was heard by most</p>	See Appendix B.25 references K.1 to K.14.	

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DIXIE	23-7-44	(Cont'd)	<p>crow and his bombing instructions were clear and concise. The bombing generally was very accurately placed on the markers making this a very heavily concentrated attack. Several large explosions were observed to be of the oil tank type with flame and huge billows of smoke. All of our crews returned safely to base and all reported that this had been a very successful bombing attack.</p> <p>Flying training during the day included seven practice bombing exercises, two fighter affiliation details and four air to air firing exercises.</p> <p>The pilots carried out H2S training and dingy drill while the wireless operators received instructions on Fishpond. The navigators practiced speed-up exercises.</p> <p>During the afternoon three softball games were played between the sections. The air bombers emerged victorious after winning against both the pilots teams and the navigators.</p>		
	24-7-44		<p>Weather: Cloudy. Visibility good. Calm or light south-westerly wind.</p> <p>The Squadron was again required for operations and fourteen aircraft were ordered. The crews were briefed for a bombing attack on L'HEX. All of our aircraft took off. Weather over the target was 10/10th cloud with occasional breaks. Tops at 7,500 ft. Visibility good. IFF was on time and the majority of crews reported that the Master Bomber was clearly 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 at 2346 hours. Some flak was observed over the target as well as a few fighter flares.</p> <p>Flying training consisted of three practice bombing flights and one fighter affiliation detail carried out.</p> <p>The pilots were given a lecture on Flying Control and the emergency landing field at Woodbridge by P/T Boyd, Flying Control Officer. Some of new wireless operators were given instruction on operational procedure and the navigators trained on Gee. The air bombers trained on H2S Gee and Link.</p>		See Appendix B.25 references L.1 to L.14.
	25-7-44		<p>Weather: Cloudy, rain later. Visibility moderate. Wind calm to light south-easterly.</p> <p>The Squadron was required for operations and sixteen aircraft were ordered. The crews were briefed at 1830 hours for an attack on STUTTGART. All took off successfully. There was 8/10th cloud above 18,000 feet over the target and those aircraft detailed to bomb from 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. Green T.I. dropped later was better concentrated. All the markers were reported to be in the city area and the bombing was scattered throughout 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 15/20,000 ft. There was fighter activity both into and away from the target. One of our aircraft, W342, captained by P/O M.B. Tracey (Can.J.85387) failed to return. Aircraft W965 encountered an unidentified enemy aircraft. Evasive action was taken while the rear gunner opened fire but 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.</p> <p>Poor flying weather prevented any flying training except for one conversion flight carried out by an new crew and one air test.</p> <p>A very limited amount of ground training was carried out. The air gunners spent three hours on turret manipulation and P/O E.G. Friday HQ (Can.J.17759) lectured the pilots on engine handling. Navigators practiced speed-up exercises and the air bombers trained on Gee, H2S and Link.</p>		See Appendix B.25 references M.1 to M.16. See Appendix B.32.

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HAMBURG	26-7-44		<p>Weather: Rain early, then mainly fair with thunderstorms late. Visibility moderate. No operations were ordered for tonight. The aircraft which had landed away at diversion bases off operations commenced returning this forenoon. Some flying training was arranged but was cancelled due to poor flying weather and lack of aircraft. Owing to the crews returning from diversion bases very little ground training was done. The air gunners spent two hours on turret manipulation, the navigators trained on H2S and the air bombers trained on H2S, and Gee. All Squadron personnel were required to report today to the Station Gas Centre for the purpose of having their anti-gas equipment checked over. Information was received to-day that Gun R.197908 Sgt. McGregor, E.W. has returned to the United Kingdom after being reported missing on 18th July, 1944. Sgt. McGregor managed to bale out when his aircraft was damaged over the target (Monderville), and make his way back 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 members of his crew.</p>	
	27-7-44		<p>Weather: Occasional showers. Visibility moderate. Wind south-westerly, light to moderate. The Squadron was required for operations for tonight and fifteen aircraft were ordered. This operation was cancelled at 1800 hours. A second battle order was issued detailing twenty crews for an early take off tomorrow morning. No flying training was carried out today owing to preparations for operations and also to poor flying weather throughout most of the day. P/O K.S. FRIDAY, Deputy Flight Engineer Leader, gave a lecture on engine handling to the pilots which was followed by a general discussion. The deputy Gunnery Leader, P/O M. Fryszak (G an J. 20720) gave instruction to a group of A.T.C. Cadets on gunnery, and P/O E. Appleton (RAB) (178226) also lectured them on the duties of a Flight Engineer. Several wireless operators participated in the Group W/T exercise which was ended early due to atmospheric interference. The navigators trained on Gee and practiced speed-up exercises and the air bombers took some revolver practice on the twenty-five yard range. All Squadron personnel attended a film and a lecture on V.D. the lecture being given by P/L N. Gordon the Station M.O.</p>	
	28-7-44		<p>Weather: Fair. Visibility excellent. Wind westerly, light to moderate. Operations had already been ordered and the crews were awakened at 0200 hours for take off at 0530 hours. This was post-poned until 0930 when it was finally cancelled. At 1400 hours operations were again ordered and nineteen aircraft ordered. The crews were briefed at 1900 hours for a night attack on HAMBURG. This was the first attack on this target for one year. All took off but one aircraft, WZ864, returned early due to engine trouble making a successful three engine landing. The remainder bombed their target. The target was obscured by 8/10th to 10/10th cloud with tops from 12 to 15,000 ft. It was a fairly thin layer, as the ground markers could be seen. The markers were generally scattered and the bombing, as seen through breaks in the cloud, was dispersed throughout the marked area. Many explosions were seen in the target area. Fighter activity was fairly intense on the return journey between the target and Heligoland and three encounters were reported. Aircraft "C" - W790, captained by P/O J. Lasek, encountered a FW190. Evasive action was taken. The mid-upper gunner fired a burst at 100 yards and the enemy aircraft broke away. No claims are made. Aircraft "Q" - W830 encountered a Me110. Fire was exchanged while evasive action was taken and the enemy broke off and disappeared from view. No claims are made in this encounter either.</p>	<p>See Appendix B.25 references N.1 to N.19</p> <p>111113</p> <p>See Appendix B.33.</p> <p>See Appendix B.34.</p>

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Place	Date	Time	Summary of Events	SECRET	Reference to Appendices
LEMMING	23-7-44	(Cont'd)	<p>Aircraft "T" - W964, piloted by P/O J.G. Wood (Can.J.19815) encountered a Me110. Two attacks were made and the rear gunner fired on each occasion. On the last attack the enemy ceased firing abruptly and the Me110 fell over on its back and spiralled down through the clouds. A large red glow was seen by both gunners and the Me110 is claimed as probably destroyed. Aircraft "D" - W939 flown by P/O W.A. Stewart (Can.J.87334) was severely damaged by flak. The navigator was seriously wounded and the pilot and mid-upper gunner were slightly injured. 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 safely to base.</p> <p>A.T.C. Cadets were taken up for air experience flights in the Oxford aircraft by S/L G.F. Arbuckle (Can.J.23445) "B" Flight Commander.</p> <p>A small amount of ground training was done today. The air gunners spent three hours on turret manipulation and the navigators trained on Gee as did the air bombers.</p>		See Appendix B.39.
	23-7-44		<p>Weather: Occasional rain. Visibility moderate to good. Wind southerly, light.</p> <p>The Squadron was required for operations and thirteen aircraft were ordered. This operation, however, was cancelled at 1600 hours, and a stand-by list was published for tomorrow morning. No flying training was carried out during the day owing to unfavourable weather conditions. The usual ground training programme was carried out. The navigators trained on Gee; the air bombers on Gee, H2S and Link, the gunners on turret manipulation and the wireless operators on Morse and procedure.</p> <p>P/L K.E. Johnston (Can.C.18944) Flight Engineer Leader returned today from the Flight Engineer Leader's course which he attended.</p>		
	30-7-44		<p>Weather: Foggy becoming fair, then cloudy. Visibility foggy then moderate, then poor.</p> <p>Operations were again ordered and fifteen aircraft were required. The crews were briefed to carry out an attack on AMAYS SUR SEUILLE. All took off. Cloud base over the target was around 2,000 ft., tops 5/6,000 ft. with patchy, 8/9/10ths cloud above. Visibility below the cloud was good. The crews were instructed to descend below the cloud to attack but most crews received the Master Bomber rather late with the result that bombing was done at a higher airspeed than that briefed. Dense brown smoke obscured ground detail and most crews received 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.</p>		See Appendix B.25 references 0.1 to L.15.
	31-7-44		<p>Weather: Clear and fair most of the day. Visibility good.</p> <p>The Squadron was required for night operations again tonight and thirteen aircraft were ordered. The crews were briefed for an attack on COJESSEVILLE. All took off. Weather over 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 but reception improved as the attack progressed. Crews report that directions were not given until zero hour which was too late for those early on the target. Few bombs were seen to burst owing to the type of fuzing used and it is impossible to assess results. Ground defences were negligible and no searchlights were used. No fighters were seen. One of our aircraft is missing. Aircraft "G" - W930 captained by Can.10171A W.O. Irish, J.R. failed to return. One conversion training flight was made by a new crew today. No other training was carried out but a full training programme was arranged for August 1st.</p>		See Appendix B.25 references P.1 to B.13

OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
CASHIAPES					
The following aircrew have been reported as missing from operations during the month of July, 1944, on the dates shown.					
Can.J.9757	F/L G.W. Gardiner	Pilot,	Can.J.23357	F/O J.C.P. Brunet	Nav.,
Can.J.28202	F/O E.S. Elliot	A/B,	Can.R.93099	WO1 McHiffe, F.A.	W/M,
Can.R.197908	Sgt. McGregor, R.W.	MU/M,	Can.R.183721	Sgt. Gillespie, W.A.	A/G,
1892439 (RAF)	Sgt. Cunningham, J.M.	F/S	are all missing as the result of operations on		
MOMBERLLE, France, on 18th July, 1944. Sgt. McGregor has since arrived back in England.					
Can.J.87387	F/O M.B. Tracey	Pilot,	Can.R.189046	Sgt. Wasylkow, R.J.	Nav.,
Can.R.128913	Sgt. Elderton, P.B.	A/B,	Can.R.189907	Sgt. Vandrogenbroeck, F.W./M,	A/G,
Can.R.108754	Sgt. Fairborn, D.W.R.	MU/M,	Can.R.218409	Sgt. Owen, R.S.	A/G,
1891514 (RAF)	Sgt. Holmes, T.	F/S	are all missing as the result of operations on		
STRUTTGART, Germany, on 25/26th July, 1944.					
Can.10171A	WO2 Irish, J.R.	Pilot,	Can.R.163703	F/S Santo, J.A.	Nav.,
Can.J.28762	F/O J.S. Gloeckler	A/B,	Can.5514	F/S Wright, W.J.L.	WO/M,
Can.R.204689	F/S Gilmore, H.B.	MU/M,	Can.R.212954	F/S Lindon-Smith, G.L.	A/G,
610617 (RAF)	Sgt. Walshaw, R.F.	F/S	are all missing as the result of operations on		
COJERSAUX, France, on 31/7-1/8-44.					
POSTERS - IN					
The following aircrew/personnel were posted to the Squadron during the month of July, 1944, from the units shown on the dates stated.					
Can.J.7459	F/L J.A. Morris DFL	Pilot,	Can.J.7027	F/L J. Brown	Nav.B.,
Can.J.18999	F/O G.W. Lindsay	WO/M,	Can.J.16781	F/O P.G. Kusbler	A/B,
Can.C.19689	F/O H.D. Halladay	F/S,	Can.J.85126	F/O W.R. Burton	A/C,
Can.J.17140	F/O G.R. Scott	A/G	all posted from 61 Base w.o.f. 1-7-44.		
Can.J.83825	F/O M. Lanin	Pilot,	Can.J.28920	F/O J.A. Shanhan	A/B,
Can.R.180968	Sgt. McBride, S.E.	WO/M,	Can.R.168417	Sgt. Bryce, J.A.	Nav.,
Can.R.207764	Sgt. Robertson, J.	A/G,	Can.R.213966	Sgt. DeCourcy, W.B.	A/G,
614705 (RAF)	Sgt. Thomas, G.R.H.	F/S	all posted from 61 Base w.o.f. 2-7-44.		
Can.R.18097	S/L G.W. Marshall	Pilot,	Can.J.35930	F/O G.H. Lowry	Nav.,
Can.J.33809	F/O G.P.S. LeChance	A/B,	Can.J.39410	F/O T. Glow	A/G,
Can.J.39173	F/O K.M. King	A/G,	Can.R.31075	WO2 McEwell, A.F.	WO/M,
1591196 (RAF)	Sgt. Rothwell, J.	F/S	all posted from 61 Base w.o.f. 11-7-44.		
Can.J.36122	F/O N.E.J. Gillen	Nav.,	Can.J.28968	F/O T.J. Goodman	A/B,
Can.J.10516	F/L D.G. Henrickson	Pilot,	Can.J.19823	F/O G.B. Lea	Pilo.,
Can.J.39033	F/O W.R. Ogilvie	A/G,	Can.J.29375	F/O L.R. Watson	A/B,
Can.R.69448	Sgt. McHugh, J.W.	A/G,	Can.R.104448	WO1 Britton, D.J.	WO/M,
Can.R.80890	Sgt. Quail, J.J.	Nav.,	Can.R.209075	Sgt. Roy, S.	A/G,
Can.R.209262	Sgt. Winton, R.	A/G,	1779113 (RAF)	Sgt. Wall, R.S.	WO/M,
155290 (RAF)	Sgt. Beech, E.	F/S,	1868808 (RAF)	Sgt. Chathan, G.W.	F/S
were all posted from No. 61 (RAF) Base w.o.f. 12-7-44.					
Can.J.187026	F/O H.C. Miller	Pilot,	Can.R.180909	Sgt. Innes, L.H.	A/B,
Can.R.187643	Sgt. Lafave, R.J.	Nav.,	Can.R.207953	Sgt. Mitchell, F.J.P.	WO/M,
Can.R.294210	Sgt. Moore, L.J.	A/G,	Can.R.258208	Sgt. Hallam, G.P.	A/G,
1820590 (RAF)	Sgt. Wemyss, J.M.	F/S	all posted from 61 Base w.o.f. 23-7-44.		
Can.J.29984	F/O J.C. Lakeman	Pilot,	Can.J.35651	F/O G.B. Lagros	A/G,
Can.J.28235	F/O J.W. Murray	A/B,	Can.R.163327	Sgt. Oldham, J.W.	WO/M,
Can.R.178997	WO2 Sollynoch, A.A.	Nav.,	Can.R.210743	Sgt. Hill, B.	A/G,
1896232 (RAF)	Sgt. Epps, J.H.	F/S	all posted from 61 Base w.o.f. 21-7-44.		

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Place	Date	Time	Summary of Events		SECRET	Reference to Appendices
LESTER						
POSTERS - IN (Cont'd)						
Can.J.3905	F/O	R.L. Seward	Nav.,	Can.R.17957	Sgt. Hay, G.	Pilot,
Can.R.174414	Sgt	Tremblay, J.J.M.	A/B,	Can.R.215731	Sgt. Brown, F.H.	A/B,
Can.R.294628	Sgt	Gabriel, T.A.	A/B,	1398431 (RAP)	Sgt. Cousens, R.H.	WO/A,
2219041 (RAP)	Sgt	Nicholson, F.J.	F/S,	all posted from 61 Base w.o.f. 23-7-44.		
Can.J.37169	F/O	J.A.G.M. Brouillet	Nav.,	Can.J.86980	F/O G.W. Clark	Pilot,
Can.J.87067	F/O	J.L. Kealick	Pilot,	Can.J.96936	Sgt. Roy, J.A.P.E.	A/B,
Can.R.164443	Sgt	Pere, G.L.	WO/AC,	Can.J.172463	Sgt. Armstrong, S.W.	A/B,
Can.R.186217	Sgt	Short, C.W.F.	Nav.,	Can.R.208385	Sgt. Hopkins, D.W.	A/B,
Can.R.221140	Sgt	Dullette, A.L.	A/B,	Can.R.221522	Sgt. Ogilvie, S.M.	A/B,
Can.R.222102	Sgt	Nimmo, H.J.	A/B,	Can.J.39030	F/O J.S. Miller	WO/AC,
1895998 (RAP)	Sgt	Fry, L.J.	F/S,	1895401 (RAP)	Sgt. Graham, A.M.	F/S,
all posted from No. 61 (RCAP) Base w.o.f. 23-7-44.						
Can.J.29080	F/O	P.J. Cormier	Pilot,	Can.J.25139	F/O R.R. Kingland	Pilot,
Can.J.76833	F/O	K.S. Stear	Nav.,	Can.J.27139	F/O R.A. Thorne	Nav. B.,
Can.R.120241	WO2	Courtois, J.H.R.	WO/AC,	Can.R.175647	Sgt. Danley, J.A.	A/B,
Can.R.193333	Sgt	Allan, W.E.	A/B,	Can.R.178879	F/S Stroich, N.W.	A/B,
Can.R.182246	F/S	Brearley, J.S.	WO/AC,	Can.R.188770	Sgt. McCallum, R.J.	A/B,
Can.R.198884	Sgt	Gray, J.S.	A/B,	Can.J.222293	Sgt. Nabozniak, P.	A/B,
1584256 (RAP)	Sgt	Russell, D.R.	F/S,	1895640 (RAP)	Sgt. Kanka, S.S.	F/S,
were all posted from No. 61 (RCAP) Base w.o.f. 23-7-44.						
169190 (RAP)	F/O	J. Mackay	A/B,	posted from 1699 C.U. w.o.f. 23-7-44.		
POSTERS - OUT						
The following aircrew personnel were posted from the Squadron on the dates stated to the units shown:						
1468177 (RAP)	F/S	Moore, E.H.	F/S	posted to No. 420 Squadron w.o.f. 3-7-44.		
1625125 (RAP)	F/S	Robson, J.	F/S	posted to No. 420 Squadron w.o.f. 3-7-44.		
1314764 (RAP)	F/S	Way, C.W.	Nav.,	posted to No. 420 Squadron w.o.f. 6-7-44.		
Can.J.19499	F/L	C.S. Brady	WO/AC	posted to No. 434 Squadron w.o.f. 5-7-44.		
1822216 (RAP)	Sgt	Ross, J.	F/S	posted to No. 61 Base w.o.f. 7-7-44.		
1822943 (RAP)	Sgt	Robertson, D.	F/S	posted to No. 61 Base w.o.f. 7-7-44.		
Can.J.86905	F/O	F.F. Barclay	A/B	posted to No. 63 Base w.o.f. 8-7-44.		
Can.J.14000	F/O	J. Atkins	Pilot	posted to No. 82 O.T.U. w.o.f. 8-7-44.		
Can.J.21640	F/O	H.F. Heworth	Nav.	posted to No. 1664 C.U. w.o.f. 8-7-44.		
Can.J.23742	F/O	J.L. Widdis	A/B	posted to No. 1666 C.U. w.o.f. 9-7-44.		
Can.R.197983	F/S	Woolsey, A.R.	A/B	posted to No. 61 Base w.o.f. 10-7-44.		
151241 (RAP)	F/O	C.W. Graham	A/B	posted to No. 431 Squadron w.o.f. 15-8-44.		
Can.R.190371	WO2	Dennis, F.S.	WO/AC	posted to No. 61 Base w.o.f. 18-7-44.		
2203664 (RAP)	Sgt	Potter, J.S.	F/S	posted to No. 415 Squadron w.o.f. 17-7-44.		
Can.J.27227	F/O	Bowen, R.T.	A/B,	Can.J.24320	F/O R.M. Fleming	Nav.,
Can.J.13805	F/O	H.F. Lyons	WO/AC,	Can.J.24474	F/O J.A. Weir	Pilot,
Can.R.134560	F/S	Warner, H.G.	A/B,	Can.R.212827	Sgt. Parkes, G.D.	A/B
were all posted to No. 415 (RCAP) Squadron w.o.f. 17-7-44.						
1894338 (RAP)	Sgt	Henderson, A.H.	F/S	posted to No. 61 Base w.o.f. 19-7-44.		
Can.J.89362	F/O	F.K. Augusta	Pilot,	Can.J.28214	F/O H.S. Rutter	A/B,
Can.J.29332	F/O	G.W. Saunders	Nav.,	Can.R.196971	Sgt. McLeod, H.D.	A/B,
Can.R.201173	Sgt	Ladner, A.	WO/AC,	Can.R.222288	Sgt. Linstead, J.B.	A/B,
were all posted to No. 61 (R.O.A.F.) Base w.o.f. 19-7-44.						

OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
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LEAVING

SECRET.

Service No.	Rank	Name	Position	Remarks
Can.J.86016	P/O	L.L. Mitchell	Pilot	posted to No. 1679 C.U. w.e.f. 22-7-44.
Can.J.89576	P/O	G.S. James	WO/AG	posted to No. 24 O.T.U. w.e.f. 22-7-44.
Can.R.161289	WO2	Thompson, D.L.	A/B	posted to No. 1666 C.U. w.e.f. 22-7-44.
Can.J.86801	P/O	R.H. Fallon	A/B	posted to No. 1666 C.U. w.e.f. 22-7-44.
Can.R.138978	WO2	Barnett, E.	Nar.	posted to No. 1664 C.U. w.e.f. 22-7-44.
1791196 (RAF)	Sgt	Rothwell, J.	P/B	Can.J.39410 P/O T. Slow
Can.J.39173	P/O	K.H. King	A/B	Can.J.39307 P/O C.P.S. LeChano
Can.R.35520	P/O	G.H. Lowry	Nar.	WO2 McDevell, A.P.
Can.G.1205	S/L	C.W. Marshall	Pilot	posted to No. 433 Squadron w.e.f. 27-7-44.
176535 (RAF)	P/O	W.D. Griffiths	WO/A	posted to No. 19 R.I.U. w.e.f. 28-7-44.
1676516 (RAF)	P/S	Congrave, P.W.	P/S	posted to No. 61 Base w.e.f. 29-7-44.
Can.J.19987	P/O	W.B. Byers	Pilot	posted to No. 34 O.T.U. w.e.f. 29-7-44.
Can.J.17417	P/O	C.W. Holdgate	A/B	posted to No. 61 Base w.e.f. 30-7-44.
Can.J.86380	P/O	J.A. Paterson	A/B	posted to No. 61 Base w.e.f. 30-7-44.
Can.J.18030	P/O	W.R. Shallington	WO/AG	posted to No. 61 Base w.e.f. 31-7-44.
Can.R.179856	Sgt	Moody, E.R.	WO/AG	posted to No. 1599 C.U. w.e.f. 31-7-44.
178499 (RAF)	P/O	M. Simpson	WO/A	posted to No. 61 Base w.e.f. 31-7-44.

PROMOTIONS

Can.J.23445	P/L	G.P. Arbuckle	Pilot	was promoted to the rank of Acting Squadron Leader w.e.f. 23-6-44.
Can.J.26743	P/O	G.P. Hartin	Pilot	was promoted to the rank of Acting Flight Lieutenant w.e.f. 23-6-44.

COMMISSIONS

The following airmen were commissioned during the month w.e.f. dates shown:

Can.R.156384	Sgt	Glass, H. DEM	P/S	w.e.f. 15-6-44. Officer Number G.87153.
Can.R.152284	P/S	Fusler, S. DEM	Pilot	w.e.f. 16-7-44. Officer Number J.86956
Can.R.189687	Sgt	Goodhue, W.R. S	A/B	w.e.f. 16-7-44. Officer Number J.87056
Can.R.172012	P/S	Bowles, E.J.	A/B	w.e.f. 19-7-44. Officer Number J.87386.
Can.R.179455	WO2	McCrary, J.A.	A/B	w.e.f. 22-7-44. Officer Number J.87060.
Can.R.130221	WO2	Stewart, W.R.	Pilot	w.e.f. 24-7-44. Officer Number J.87334.
Can.R.143869	WO2	Marion, J.J. S.A.	A/B	w.e.f. 2-6-44. Officer Number J.87217.
Can.R.163406	P/S	Christner, A.L.	A/B	w.e.f. 2-6-44. Officer Number J.87431.
Can.R.197528	P/S	Fraser, A.D.	A/B	w.e.f. 2-6-44. Officer Number J.87415.
Can.R.90728	P/S	Hawkins, J.F.	A/B	w.e.f. 2-6-44. Officer Number J.87417.
Can.R.169917	P/S	Bennet, M.C.	A/B	w.e.f. 2-6-44. Officer Number J.87416.
Can.R.151229	P/S	Gallagher, R.L.	A/B	w.e.f. 2-6-44. Officer Number J.87373.
1632004 (RAF)	P/S	Evans, K.M.	Nar.	w.e.f. 2-6-44. Officer Number J.87434.
1517339 (RAF)	Sgt	Appleton, E.	P/S	w.e.f. 10-6-44. Officer Number J.87251.
1460321 (RAF)	Sgt	Stears, G.S. J. O.M.	P/S	w.e.f. 9-6-44. Officer Number J.87226.
Can.R.119139	WO1	Moschorn, T.W.	WO/AG	w.e.f. 14-6-44. Officer Number J.87449.
Can.R.113356	WO1	Morris, A.	WO/AG	w.e.f. 17-6-44. Officer Number J.87571.
Can.R.109991	WO1	Wardell, W.H.	WO/AG	w.e.f. 17-6-44. Officer Number J.87565.

Place	Date	Time	Summary of Events	SECRET	Reference to Appendices
<u>COMMISSIONS (Cont'd)</u>					
Gen.R.142936			Sgt. Galloway, J.	P/S	w.o.f. 12-6-44. Officer Number C.87494.
Gen.H.196970			P/S Venn, H.J.	A/G	w.o.f. 27-6-44. Officer Number J.87994.
1676516 (RAF)			P/S Douglas, P.W.	A/G	w.o.f. 19-6-44. Officer Number 178954.
1892204 (RAF)			Sgt Baker, A.S.	P/S	w.o.f. 19-6-44. Officer Number 178755.
1930031 (RAF)			Sgt Lawrence, W.	P/S	w.o.f. 19-6-44. Officer Number 178551.
1575175 (RAF)			P/S Simpson, M.	WO/A	w.o.f. 23-6-44. Officer Number 178499.
1317339 (RAF)			P/S Sharp, S.C.	WO/A	w.o.f. 23-6-44. Officer Number 178304.
1825151 (RAF)			Sgt McDonald, W.T.	P/S	w.o.f. 26-6-44. Officer Number 178252.
1332984 (RAF)			P/S Green, C.F.	A/G	w.o.f. 2-7-44. Officer Number 178150.
Gen.H.176943			P/S Hunter, C.S.	A/G	w.o.f. 2-7-44. Officer Number J.87993.
551979 (RAF)			P/S Preston, G.M.	A/G	w.o.f. 2-7-44. Officer Number 55723.
1804915 (RAF)			Sgt Marshall, R.W.	P/S	w.o.f. 3-7-44. Officer Number 179009.
1931597 (RAF)			P/S Walker, J.W.	A/G	w.o.f. 7-7-44. Officer Number 179250.
1895266 (RAF)			P/S Aglan, W.	A/G	w.o.f. 7-7-44. Officer Number 179249.
<u>HONOURS AND AWARDS</u>					
Nil					
<u>CHANGES IN COMMAND</u>					
Nil					
<u>CHANGES IN ADMINISTRATION</u>					
Nil					
<u>AIRCRAFT ON SQUADRON STRENGTH AS AT 31st JULY</u>					
<u>TYPE</u>		<u>NUMBER</u>			
Halifax III		20			
<u>OPERATIONAL, TRAINING AND OTHER FLIGHT TIMES FOR JULY</u>					
(a) Operational Flying Hours		DAY	315.15		
		NIGHT	701.30		
(b) Flying Training Hours		DAY	213.15		
		NIGHT	51.30		
(c) Other Flying Hours		DAY	40.35		
		NIGHT	Nil		
<u>OPERATIONAL SORTIES FLOWN DURING JULY, 1944.</u>					
A total of 214 sorties were flown by the Squadron during the month of July in the fifteen operations carried out.					

Form 100-1001 (Rev. 1-15-44) 100-1001 (Rev. 1-15-44) 100-1001 (Rev. 1-15-44)

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OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events		SECRET	References to Attendances
<u>MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPTED</u>						
			<u>HEAVY</u>	<u>INFANTRY</u>		
Bombs dropped from 1-1-44 to 30-6-44			1346 tons 1300 lbs.	320 tons 1960 lbs.		
Bombs dropped during July, 1944.			694 " 940 "	M11		
Cumulative Total to Date.			2041 tons --- lbs.	320 tons 1960 lbs.		
<u>COMBATS WITH ENEMY AIRCRAFT</u>						
Ten combats and encounters took place with enemy aircraft during the month with the result that one enemy Ju88 is claimed as destroyed, one He410 as damaged and one He110 is claimed as probably destroyed.						
<u>NUMERICAL STRENGTH OF THE SQUADRON AS AT 31st JULY, 1944</u>						
	<u>OFFICERS</u>	<u>AIRCREW</u>	<u>GROUNDCREW</u>		<u>AIRMEN</u>	<u>AIRCREW</u>
R.C.A.F.	126	2		R.C.A.F.	103	272
R.C.A.F. (USA)	—	—		R.C.A.F. (USA)	—	—
R.A.F.	24	—		R.A.F.	32	11
R.A.F. (CAN)	1	—		R.A.F. (CAN)	—	—
W.A.A.F.	—	—		W.A.A.F.	—	8
TOTAL STRENGTH	143	141	2		426	291
<u>GENERAL</u>						
<p>This month has been rather chaotic. Operations have been cancelled no less than seventeen times. The Squadron operated fifteen times and was stood down but twice. On two occasions we operated twice in one day and on other occasions have stood by all day to be called for early next morning. The result has been that training has suffered and difficulty has been experienced in getting new crews trained. It is felt that the ground crew are to be congratulated on their untiring efforts in coping with the circumstances forced upon us.</p> <p>Softball has been the favourite sport this month and the Navigators have been the outstanding team. A fair amount of refreshments have been won by the Navigators as a result of their good teamwork and it is the ambition of the other Sections to meet their laurels from them and thereby become the recipients of future refreshments from the Navigators.</p> <p>The general health of the Squadron continued to be excellent throughout the month although three of our crews were rendered temporarily non-operational. W/O A.F. Avant (DC) the Squadron Commander was injured in an aircraft accident, P/O L.H. Keelen (Can J 29307) suffering from a broken foot and P/O L.H. Claridge (Can J 27493) is presently medically unfit.</p>						
<p>..... [M. Bryson] Squadron Leader, for Wing Commander, Commanding, No. 429 Squadron, R.C.A.F., Looming, Yorks. <i>M. Bryson S/L</i></p>						

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