

OPERATIONS RECORD BOOK

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LEMMING	1-8-44		<p>Weather: Mainly cloudy. Wind light southerly. Visibility moderate. The Squadron was required for operations today and twelve aircraft were ordered. All took off for a daylight attack on <u>HELF</u>. This operation, however, turned out to be abortive owing to unfavourable weather conditions. The Master Bomber instructed the crews to turn back between 20⁵⁴ hours and 20⁵⁸ hours. The crews reported that as far inland as the turning back point 10/10ths cloud with tops up to 13,000 feet completely obscured enemy territory. Dunkirk was active with heavy flak in barrage form up to 13,75,000 feet. No enemy fighters were seen and all of our aircraft returned safely to base very disappointed with having to bring back their bomb loads.</p> <p>A small amount of training was completed owing to poor local weather. Air to air firing details were arranged but were cancelled later due to weather conditions. Two aircraft carried out "see" homing exercises. No ground training in turret manipulation was possible for the air gunners today owing to the unserviceability of the turrets. The Flight Engineer Leader, E/L K.S. Johnston (Can.C.18844) lectured the new pilots on engine handling today.</p>		See Appendix B.36 references A.1 to A.15
	2-8-44		<p>Weather: Cloudy becoming fine during the evening. Wind was light and variable. Visibility moderate.</p> <p>Operations were ordered and eighteen crews were detailed. Briefing was held at 1045 hours but the operation was cancelled at 1600 hours. Due to the preparations for operations during the day no flying training was carried out. The only flying completed was these conversion flights for new crews.</p> <p>Some ground training was completed and included two hours turret manipulation for the air gunners and Gee and H2S training for the navigators.</p>		
	3-8-44		<p>Weather: Cloudy becoming fine during the evening. Wind light and variable. Visibility moderate.</p> <p>Fifteen crews had been detailed for operations this morning but this detail was cancelled. Later on the Squadron was again required for operations and nineteen aircraft ordered. The crews were briefed at 1630 hours for an attack on <u>HELF DE NEPHE</u>. All took off. Visibility 5/10 over the target was moderate to good and although patchy 5-8/10ths cloud was found all crews managed to bomb through the breaks. The attack opened up with yellow markers in position on the aiming point before the first crews were in position to bomb. These markers were visually identified as being very accurate. In the early stages of the attack some under-shooting was reported but the Master Bomber's comments seemed to remedy this as the attack developed. Crews report that a good concentration of bombing was achieved in the target area and comments from the Master Bomber indicated his satisfaction. The dense cover of smoke and dust made assessment of bombing impossible once the attack was in full swing. All of our aircraft returned safely to base.</p> <p>No flying training was carried out today and very little ground training as most of the day was spent standing by for operations. The group W/T exercise was cancelled this morning owing to a shortage of operators at Group. Eight 20 minute details of turret manipulation practice were carried out by the air gunners while the navigators practiced speed-up exercises.</p>		See Appendix B.36 references B.1 to B.19
	4-8-44		<p>Weather: Cloudy becoming fine during morning. Wind light. Visibility moderate to good but poor after dusk.</p> <p>Operations were ordered for today and fifteen aircraft were detailed. The crews were briefed at 0900 hours for a daylight attack on <u>HELF DE GASSAN</u>. All took off. Crews reported 2/10 to 7/10th cloud at 8,000 to 9,000 ft around the target but a clear patch directly over it. Visibility was good. The Master Bomber was excellent, both confident</p>		See Appendix B.36 references C.1 to C.15.

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LEMMING	4-8-44	(Cont'd)	<p>and clear. The attack progressed well and bombing generally was concentrated with a bit of undershooting early. This was soon corrected by the Master Bomber. Large explosions occurred at 1300 hours and 1305 hours to one of which the Master Bomber temporarily directed the bombing. Flak was slight to moderate heavy both on the way in and out of target, the two most active points being Comsilles and Forges. No fighters were seen. All of our aircraft returned safely to base.</p> <p>Very little flying training was completed. One new crew carried out a conversion cross-country flight while two other aircraft flew on H2S cross-countries.</p> <p>The Signals Leader, S/L W. Dobson <u>W</u> (RAF) (127938) instructed seven new operators on the use of Fishpond. Six 15 minute details of turret manipulation were completed and three classes in aircraft recognition were held.</p>		
	5-8-44		<p>Weather: Fog at first becoming fine. Wind, light northerly. Visibility poor at first becoming moderate to good but poor at dusk.</p> <p>The Squadron was again required for daylight operations and seventeen aircraft were ordered. The crews were briefed for an attack on ST. MATHIEU, briefing taking place at 0830 hrs. All aircraft took off. The run-up and target area were covered by 4-7/10th patchy cloud, tops around 10,000 ft. Visibility was quite good. Many crews had difficulties in making a good bombing run due to cloud interference. The rest bombed through breaks in the cloud. The first red and yellow T.I.'s were identified as being very near the aiming point but later the marking was scattered. The weight of the attack was estimated to have fallen to starboard of the aiming point and scattering of bombing was reported. Dense smoke which began to rise as the attack progressed made assessment of the attack in the later stages impossible. The Master Bomber was clear and received by all the crews. His instructions varied a great deal and crews received instruction to bomb with correction on the T.I.'s in nearly every case. No enemy fighters were seen. Three of our aircraft landed away from base due to shortage of petrol the remainder returned safely to base. Formation flying was practiced on the return journey. The only flying training carried out today was three local flights.</p>		See Appendix B.36 references E.1 to E.17.
	6-8-44		<p>Weather: Fog at first becoming fine. Wind light variable. Visibility poor at first becoming moderate to good.</p> <p>The Squadron was not required for operations today and a flying training programme was scheduled. This consisted mainly of fighter affiliation exercises and cross-countries. Many of the aircrew personnel attended Church during the forenoon and spent the remainder of the day resting up after a rather strenuous week of operations.</p> <p>The Signals Section has been complaining of a transmitter on the beachhead which has been operating on our Group frequency causing great confusion among the wireless operators. Steps have been taken to overcome the difficulty by the use of Bomber Command's own transmitter in the sending of wind broadcasts. The Base Signals Officer has been notified of our concern in this matter and it is hoped that Group may introduce an M2W note.</p>		
	7-8-44		<p>Weather: Fog at first becoming fair to cloudy. Wind southerly, light. Visibility poor at first becoming moderate.</p> <p>The Squadron was required for operations for tonight and twenty-one aircraft, the full serviceable strength, were ordered. The crews were briefed at 1900 hours for an attack on LA HOGUE, an objective on the Normandy Battle Front. All aircraft took off. There was no cloud but some haze over the target. However, crews could clearly distinguish all stages of marking on the target. Red T.I. markers which followed the star-shells were in a very concentrated cluster and the first crews over the target had an excellent pin-point for bombing.</p>		See Appendix B.36 references E.1 to E.21.

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LORRAINE	7-8-44	(Cont'd)	The markers were soon scattered and obscured by the smoke so the Master Bomber directed the crews to bomb red T.I.'s which had gone down south of the first set. Immediately after this the Master Bomber called off all bombing and kept repeating the code word to cease bombing. Crews report that the target looked truly pranged and the marking scheme was excellent. There was no flak opposition to our bombs, either at the target or along the route. No enemy fighters were seen. All of our aircraft returned safely. Due to the unfavourable weather early in the day and the operation in the evening it was impossible to carry out any flying training. One pilot not detailed for operations took 20 A.T.C. boys up for a familiarisation flight in the Oxford aircraft during the afternoon. The Flight Engineer Leader, P/L K.S. Johnston, gave a lecture on engine handling to the pilots during the forenoon. Most of the aircrew personnel not engaged in the flying spent part of the day in gardening and landscaping around the Crew Centre.		
	8-8-44		Weather: Cloudy becoming fine during the afternoon. Wind light, south-westerly. Visibility moderate becoming good. Twenty two aircraft were ordered for early operations and the crews were briefed at 0930 hours. However, this operation was cancelled later on, the U.S.A.A.F. taking over the mission. Sixteen of our crews were again briefed at 1600 hours, this time for an attack on CHATELAIN. All took off. There was no cloud over the target. Visibility was good with a slight haze. P/F was punctual and the target was accurately marked with both red and yellow T.I.'s. The Master Bomber was heard by the majority of the crews and his instructions were clear and easily followed. Bombing was apparently very good and many explosions and fires were seen in the target area. These were followed by huge quantities of black, oily smoke which rose to about 10,000 ft. No enemy fighters were seen but intense heavy flak was encountered over the target and on the route. One of our aircraft failed to return. Shortly after leaving the English coast on the outward journey, aircraft W/P - 18132, piloted by P/L D.B. Hall (Can.F.9432), was seen to burst into flames at about 15,000 feet. It descended to about 5,000 feet when it exploded, broke up and fell into the sea at 5040N 0040W at 2023 hours. P/S R.V. Harrod (Can.F.165497) was blown clear of the aircraft and regained consciousness in time to pull the rip-cord of his parachute and descend onto the sea. He was rescued and the bodies of the air bomber, flight engineer, wireless operator and rear gunner were also recovered. The pilot and mid-upper gunner are missing, believed killed. The remainder of our aircraft returned safely to base. No flying training and very little ground training were completed today due to the two operations which were ordered. P/L H. Dobson IFF, the Signals Leader, instructed seven new operators on the fuse panel and inter-com system of our aircraft.		See Appendix B.36 references G.1 to G.11 and H.1 to H.6.
	9-8-44		Weather: Fair to fine. Wind light, westerly. Visibility good. Light rain during the early evening. The Squadron was required for operations for tonight and seventeen aircraft were ordered. The crews were briefed at 1630 hours for operations against two separate targets. Eleven aircraft were detailed to attack PROUVILLE and the remaining six to attack LAKEVILLE. All took off. There was no cloud over either target and visibility was very good. PROUVILLE was visually identified by some of the crews and was fairly accurately marked by both red and yellow T.I.'s. The bombing appeared to be well placed on the markers. The Master Bomber was heard by about one half of the crews, the remainder not hearing him at all or indistinctly. There was no flak as fighters over the target but some flak was encountered on the run-up to the target. The red T.I.'s marking Lakeville appeared to be slightly overshoot but the		

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UNMEE	9-8-44	(Cont'd)	yellow markers were accurately placed. The Master Bomber was heard only by a few crews, the rest reporting interference. A number of the crews bombed visually. Some sticks were seen to fall in the target area but considerable undershooting was apparent. One battery of heavy guns was firing very accurate predicted flak over the target. No enemy fighters were seen and all of our aircraft returned safely from both targets. No flying training was carried out and only a small amount of routine ground training. The aircrew personnel not engaged in preparations for the operation were employed most of the day in cleaning their respective sections in preparation for a visit to the Station by some Very Important People.		
	10-8-44		Weather: Fair to cloudy. Wind westerly 10-15 m.p.h. Visibility good. No operations were ordered and no training of any kind was carried out. All personnel were engaged in cleaning up the Station and in general getting ready for the forthcoming visit. The Regional Blood Transfusion Unit visited the Station today and a call went out for volunteer blood donors. The object of their visit was to obtain a supply of whole blood which was to be flown directly to the battle area in Normandy. There was good response to the call and the Squadron easily met its quota.		
	11-8-44		Weather: Mainly fair. Wind westerly, 5-10 m.p.h. Visibility good. No operations were ordered and no training was carried out. The forenoon was spent in drilling the personnel detailed for the parade this afternoon. At 1330 hours a parade was called. The personnel detailed were formed up in hollow square formation on the Station parade square. The remaining personnel lined up outside of the parade ground. Shortly after this the important visitors in the persons of the King, the Queen and Princess Elizabeth arrived followed by several very high ranking officers of the three services. Among these were Air Marshall L.S. Broadner, A.O.C.-in-C, R.C.A.F. Overseas and Air Vice Marshall C.M. McIwan, A.O.C., No. 6 (R.C.A.F.) Group. After inspecting the parade His Majesty proceeded with an investiture ceremony. Several Squadron personnel received their decorations during this ceremony. These were Can.R.211243 P/S Ritchie, G.J.M. DPM Can.R.193660 P/S Marglone, J. DPM, P/L I.F. MacIntosh DFC (Can.J.11962), P/O G.S.J. Steere DFM (RAF) (178255), P/O R.G. Friday DFC (Can.O.17759), P/L W. Robson DFC (RAF) (127592), P/O G.Y. Lebel DFC (Can.J.8324) and P/L L.V. Pollard DFC (RAF) (11859). After the investiture their Majestys drove around the Station. During the course of their tour of the Station they stopped to inspect an aircraft which had been severely damaged by bombs falling on it from another aircraft on operations. They were shown around the aircraft by the members of the crew which had flown it on the operation. All the Station personnel were able to see the Royal Family as they drove around the camp. The R.C.A.F. Overseas Band was in attendance at the parade as was a flight of W.D.'s from Group and flights of personnel from Skipton. During the evening a record crowd attended the dance in the Y.M.C.A. lounge which was open to all ranks.		
	12-8-44		Weather: Mainly cloudy. Wind westerly, 10-15 m.p.h. Visibility good. The Squadron was required for operations for tonight and twelve aircraft were ordered. Shortly after this another seven were ordered for another target. The twelve crews had been briefed at 1830 hours for an attack on LA BETH-HI and the seven crews were briefed at 1900 hours for an attack on the German target of BRUNSWIK.		See Appendix B.36 references 3.1 to 3.12 and 3.1 to 3.7.

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LESBIE	12-8-44	(Cont'd)	<p>The weather over La Brégoche was clear of cloud with some haze. Visibility fair to good. Red T.I.'s were in three groups in line from west to east at considerable distance apart. Bombing was scattered between the three groups. Flak was negligible and only two fighters were seen on the way in to the target and another on the way out. All of the aircraft on this operation returned safely to base.</p> <p>Over Brunswick there was 8-10/10ths cloud with tops at 6/10,000 feet. Visibility was good. Due to the cloud very little ground detail could be seen but one very good concentration of fires is reported with smaller ones scattered over a wide area. Over the target heavy flak was slight to moderate to 7/1,000 feet in barrage form. Fighter flares were laid approaching the target and for a long distance on the route home. Aircraft "H" MZ37 flown by P/O M.J. Sleski (Can-J34967) encountered an enemy ME109. It came in from port quarter above to about 250 yards range. Workscrew action was taken and the gunners fired about 400 rounds each at the same time. No definite strikes were seen but both gunners feel sure that the tractor was well on. The enemy aircraft was then seen to peel off to starboard quarter following which a flash was seen under the clouds ahead. This aircraft is claimed by the gunners as probably destroyed. Aircraft "C" MZ824 developed a petrol leak just prior to take-off and aircraft "H" was borrowed from 427 Squadron but owing to lateness of the take-off the pilot was unable to catch up to the other aircraft and was forced to return early, jettisoning his bomb load. One of our aircraft, "E" MZ825, failed to return from this operation. It was piloted by P/O D.G. Dewey (Can-J-24757). The remainder of our aircraft returned safely to base.</p> <p>No flying training was carried out today and only routine ground training was completed.</p>		
	13-8-44		<p>Weather: Fair to fine. Wind westerly, 7-10 m.p.h. Visibility good.</p> <p>Operations were ordered for today but they were scrubbed at 1430 hours but all crews were ordered to 'Stand-by'. In view of this flying training was limited. There were two aircraft up on fighter demonstrations and one on H2S training. All the aircrew attended a lecture on Air Sea Rescue and First Aid by S/L SIKKENS 6 Group Air Sea Rescue Officer. P/L JONSTON, the P's Leader gave a lecture to the new pilots.</p>		
	14-8-44		<p>Weather: Fair, moderate to good visibility.</p> <p>Operations were ordered for today and 20 aircraft were detailed for a daylight attack on LESBIE. Take-off was at 1100 hours and all aircraft took off.</p> <p>There was no cloud over the target. Horizontal visibility was fair to good but vertical visibility was poor due to dust and smoke from earlier attacks. Master Bomber was heard clearly by the majority of crews. His first instruction was to bomb yellow T.I.'s and a few crews saw those on the run up but they were obscured by smoke before the target was reached. He was heard to order crews to bomb yellow T.I.'s and to bomb centers of smoke with a one second over-shoot. He also ordered crews not to bomb a quarry. The result was that most crews bombed a smoke concentration and did not see any T.I.'s. The majority of crews were able to see the Highway 333 from OBN and most used the Di Tined run as a check. Two crews report seeing a quarry bombed some distance before the target was reached and another crew report a stick falling 1000 yards to starboard of the A/E. Apart from these instances a good concentration of bombs appears to have been achieved on the smoke column. There was no flak on the target but slight heavy flak from 7/9,000 ft. approximately two miles south of target. No enemy fighters seen. All crews attempted photographs.</p>		See Appendix B.36 references K.1 to K.20

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LDMFE.	15.8.44.		<p>Weather: Fine with early morning fog becoming fair to cloudy later. Operations were ordered for this morning. 13 aircraft were detailed to attack SECRET in daylight. Briefing was at 0915 hours and all aircraft took off. Cloud over target was nil and viz. excellent. FFF were bang on. The first FI going down in the centre of the A/W. H.C. instructions were clearly heard also his time clock. Bombing was particularly well concentrated, very few hits being seen outside the perimeter track and all runways were well cratered. H.C. at opening of attack was slight increasing to intense in barrage form as the attack progressed. Bursting between 17000 ft. As the attack finished the barrage form changed to scattered. No light flak reported. No enemy fighters seen. All crews attempted photos.</p> <p>All our aircraft returned safely to base.</p> <p>13 aircraft were detailed to lay mines at L. KILM. All our aircraft were briefed at 1000 hours. In a layer between 0500 and 0700 hours. Visibility was nil. All crews received mines at positions at which they were briefed. Using H23 and odd about 1000 ft. H23 and H24 were a mixture of all latest area away from target area once mined in the vicinity, accurate, so opening with 13 to 15 ft. in pile a large area including the town on the mainland and southern portion of the H.C. The northern tip of OULSON was put up H23 and L23. Less intense than in the area to the north. One of our A/C sustained damage, through heavy flak action, this did not affect heading of the A/C. 34 activity was hampered by cloud, one A/C seen near garden area. All crews took release point photographs.</p> <p>All our aircraft returned safely to base.</p> <p>During the day the Air Bombers took ground trained practice on laying mines. One crew was on H23 ground training and there were two aircraft on Night Cross Country H23 flight.</p>		<p>See Appendix B.36 references K.1 to L.15</p> <p>See Appendix B.36 references M.1 to M.6</p>
	16.8.44.		<p>Weather: Fine becoming fair to cloudy with occasional shower later in evening. Good viz. The Squadron was required for operations tonight. 10 aircraft were detailed to attack KILM and 5 aircraft were detailed to lay mines in KILM BAY.</p> <p>The crews to bomb KILM were briefed at 1900 hours and all aircraft took off.</p> <p>Varying cloud conditions were encountered over target. It was patchy thin, in a layer between 10,000 to 12,000 feet and from 11 to 13 in density. What appeared to be smoke or very thin stratus at about 3000 ft was also present. Having vertical visibility nil. The attack opened up with a cluster of red and green flares and H.C. of A/C anti-air group of reds was placed to be around the A/W. Lesser barrage was followed throughout the night, and well after throughout anti-aircraft flares were seen. The H.C. of A/C anti-air group of reds was placed to be around the A/W. Lesser barrage was followed throughout the night, and well after throughout anti-aircraft flares were seen. The H.C. of A/C anti-air group of reds was placed to be around the A/W. Lesser barrage was followed throughout the night, and well after throughout anti-aircraft flares were seen.</p> <p>429/J KILM area 3011 hrs. 13,000 ft. JUBB approached from port and below opening fire at 100 yds. H.C. R.207073 Sgt. Roy, S., replied with 300 rounds and H.C. disappeared to starboard below as evasive action taken. Our flares seen to enter A/W as he broke away and smoke appeared. Claim one probably destroyed. All crews attempted photographs.</p> <p>All our aircraft returned safely to base.</p> <p>The crews detailed to lay mines in KILM BAY were briefed at 1930 hours. The 5 aircraft took off.</p>		<p>See Appendix B.36 references N.1 to N.3 and O.1 to O.10.</p>

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L'HERIE	16-8-44	(Cont'd)	<p>4 out of the 5 Halifax were detailed dropped their mines in conditions of 1/10 to 3/10ths scattered cloud with visibility heavy with little or no opposition at gardenia area, although 429 D reported seeing 6 to 8 fighters heading towards the main bombing effort at KIL. Schenfordan Flord and westerhaven showed flak defences as did Romo Island. All crews attempted photographs.</p> <p>429/O returned early due to starboard inner engine cutting out and difficulty with port inner, bringing back its bombs.</p> <p>All of our aircraft returned safely to base.</p> <p>There was a small amount of flying training and some ground training during the day. One crew was on air to air firing and fighter affiliation. Two classes were held in aircraft recognition for the air gunners. The air bombers had ground training on laying mines by HES.</p>		
	17-8-44		<p>Weather: Fair to cloudy, occasional showers, good visibility.</p> <p>The Squadron was required for operations today. Fifteen crews were detailed but the order was cancelled at 1600 hours. All crews were ordered to stand by for further orders.</p> <p>There was no flying training carried out and the Group W/T exercise was cancelled, due to the equipment expected operations. Six new wireless operators were given an hour lecture on secret equipment, procedure and electrical circuits by S/L W. Dobson DFC (RNF), the Signals Leader. One crew was given ground training on HES and the air bombers were instructed on laying mines by practice runs on the trainer.</p>		
	18-8-44		<p>Weather: Cloudy, slight rain in evening, good visibility.</p> <p>The Squadron was required today for operations. Four crews were detailed to attack L'HERIE, four to attack BOIS ST. REMY and ten to attack OUEMONT. All our aircraft took off. See Appendix</p> <p>On the L'HERIE raid there was 5 to 7/10 broken cloud, to 8,000 ft. with good visibility over 8.36 references the target. Timed run not effective as ground detail was obscured. Two crews orbited. Bombs 1 to 2.4 were seen to fall 100 yds NW of target area, and another stick fell just south while a third fell in south west corner of target area. Fourth stick not observed. Ground defences were negligible. No fighters seen. All crews attempted photographs.</p> <p>On the BOIS ST. REMY raid, there was 4 to 6/10 patchy cloud over the target. Tops and bases See Appendix unknown. Visibility was good. Cloud obscured ground detail and interfered with timed runs 8.36 references except 429/H. One stick may have fallen in target area, one other fell close and the third 4.1 to 4.4 was about 5 miles S.S. Ground defences were negligible. No fighters seen. All crews attempted photographs.</p> <p>429/B returning without attacking due to cloud covering target, bringing back its bombs.</p> <p>On the OUEMONT raid -</p> <p>Cloud over target nil and visibility good. Master Bomber heard by most crews but some were unable to get him clearly because of interference. Target was clearly marked with T.I.'s the 8.36 references green being particularly good and the Master Bomber said that crews were being ordered to bomb 4.1 to 4.10 was well concentrated in accordance with his instructions. Towards end of the attack the target was completely obscured by dust and smoke. Several large explosions noted, one particularly large one at 0909 hours.</p> <p>Heavy flak over target negligible and no light flak or 3/L's. There was some fighter activity in the target area but only one combat reported. All crews attempted photos.</p> <p>All our aircraft returned safely from these raids.</p> <p>A lecture was given to the new pilots by S/L Johnston, the Flight Engineer Leader. Due to the operations no other training was carried out today.</p>		

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LISIE	19-3-44		Weather: Cloudy with rain. Good visibility but fog forming in evening. The Squadron was not required for operations today. One aircraft was up, on fighter affiliation and 12 gunners were detailed for aircraft shooting. The remainder of the Squadron was 'stood-down' for the day.		
	20-3-44		Weather: Cloudy with much rain and drizzle. Moderate visibility. The Squadron was not required for operations today and owing to the poor flying weather it was impossible to carry out any flying training. The pilots were given a lecture by W/C A.F. Avant DFI the Squadron Commander, and all aircrew personnel were lectured on escape and evasion tactics by an Intelligence Officer. The air bombers were given practice plotting exercises with reference to gardening operations.		
	21-3-44		Weather: Fair, visibility good. Variable cloud 1-2,000 ft. Wind northerly, moderate. The Squadron was not required for operations today and a full flying training programme was scheduled. This programme included two conversion check flights, eight aircraft on blind bombing, six practice bombing and four night bombing exercises. Also seven H2S cross-country and four night cross-country flights, as well as six fighter affiliation details and three air to air firing exercises. There were also several air tests and beam training flights carried out. Owing to the full flying programme only a small amount of routine ground training was completed. The air bombers continued practicing the plotting of mine fields.		
	22-3-44		Weather: Cloudy, occasional rain. Visibility good, much cloud 2-3,000 ft. Wind, northerly, light to moderate. No operations were ordered for today and another programme of flying training was arranged. This consisted mainly of practice bombing flights of which twelve were completed. Two air firing details were also carried out. During the day the navigators not flying trained on H2S, Gee and also were engaged in swinging the compasses on their aircraft. The air bombers continued with further practice in plotting gardens. Air gunners trained on turret manipulation.		
	23-3-44		Weather: Drizzle at first, fair later. Visibility moderate. Much cloud, 1-2,000 ft. Wind, northerly, light becoming S.S.E. light. The Squadron was not required for operations today and again flying training was carried out as weather conditions permitted. Two practice bombing flights, three fighter affiliation details and one blind bombing detail were carried out as well as two long cross-country exercises. Other flying training flights were cancelled owing to unfavourable flying weather. Sixteen navigators practiced speed-up exercises while members of the other sections carried out routine ground training. The Flight Engineer Leader, W/L K.J. Johnston (Can.C.18344) proceeded to Dalton today on a liaison visit. Squadron personnel were pleasantly surprised today when former aircrew members who had been reported missing from operations returned for a visit. These were P/O W.C. Shields (Can.J.21534)(Nav.), P/O J.R. Calderbank (Can.J.27605)(A/G), P/O H. Guild (RAF)(175774)(A/G) and P/O T.B. Chapman (Ex-Can.J.174200)(A/G). Word was also received that several other missing aircrew personnel have evaded capture and		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LORRAINE	27-8-44		<p>Weather: Cloudy becoming rainy. Visibility moderate at first becoming excellent. Light westerly becoming light, southerly.</p> <p>The Squadron was required for operations tonight and fifteen crews were briefed at 1730 hours for an attack on MMEYSSIESS. All aircraft took off. Shortly after take-off the starboard inner engine of aircraft "U" - ME285 became unserviceable but the pilot, Gun.R. 17367 E/S Hay, G., continued on to bomb the target on three engines. His hydraulics were shot up by flak on the return trip and the aircraft was landed at Woodbridge without damage. There was no cloud over the target with fair amounts of haze, but visibility was good. Early crews saw sticks of bombs fall across the tunnel entrance. The markers were identified as being very concentrated around the aiming point. The master bomber was heard by most of the crews and his orders were to bomb the concentration of markers. There was some slight undershooting. However, most crews reported a good concentration of bombing around the aiming point. Flak opposition appeared as a loose layer barrage over the target 15/15,000 ft. No enemy fighters were sighted. All of our aircraft returned safely to base with the exception of two one which landed at Woodbridge.</p> <p>Very little flying training was carried out, this mainly consisting of conversion flights and fighter affiliation flights.</p> <p>The air gunners completed seven details of turret manipulation while sixteen navigators practiced speed-up exercises.</p>		See Appendix B.36 References T.1 to T.15.
	28-8-44		<p>Weather: Rain at first becoming cloudy. Wind southerly, 5-10 m.p.h. veering westerly 15-20 m.p.h. Visibility moderate becoming good.</p> <p>The Squadron was required for operations today. Ten aircraft were briefed for an attack on MESSUR. All took off. Cloud over the target was patchy, but not too thick with adequate to good visibility. Crews attacking the primary used the markers on Oost de Ternis as a guide to identification of their own target and also identified the target area by surrounding landmarks. Crews varied in opinion as to the success of the attack as sticks of bombs were seen to fall well off the target. Heavy flak was slight to moderate and accurate. No enemy aircraft were sighted. Two of our aircraft were unable to identify the target and returned with their bomb load while another who was unable to identify the target jettisoned the bomb load safe at 022N 0133E at 2045 hours from 10,000 ft. All of these aircraft returned safely.</p> <p>A further six aircraft were ordered for a gardening operation on LA ROUGELLES. All took off. Weather conditions over the garden were excellent. No cloud and good visibility. All crews missed their mines on H23 except aircraft "M" whose H23 became unserviceable after take off. This crew laid their mines visually using D.M. runs. Very slight heavy flak was seen, none accurate. No enemy aircraft were sighted.</p> <p>A small amount of training was carried out. Two conversion flights, one cross-country and practice bombing/flight were carried out. Two crews were on fighter affiliation flights. Seven details of asset shooting were completed by the air gunners while the navigators trained on H23 and Gae. The air bombers trained on H23, Gae and Link. Two crews were given dinghy drill. P/L W. Dobson MFC (RAF) (127853) gave a lecture to three new wireless operators on the Halifax fuse panel and inter-com layout.</p>		See Appendix B.36 References U.1 to U.10
	29-8-44		<p>Weather: Cloudy with fair to fine periods. Visibility good. Wind light and westerly.</p> <p>The Squadron was not required for operations today and a night flying training programme was arranged. A small amount of day flying was also done. This day training was mainly conversion flights for new pilots along with two fighter affiliation flights.</p>		See Appendix B.36 References V.1 to V.6

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			OPERATIONS		
			The following aircrew personnel have been reported missing or killed as the result of flying operations during the month of August, 1944:		
			NAME NUMBER GRADE CATEGORY STATUS REMARKS		
			D.B. Hall Can.J.2492 P/L Pilot Killed 24 147.55		
			F.A. Jackson Can.J.2728 P/O A/B Killed 24 147.55		
			H. Glass Can.C.8713 P/O P/S Killed 24 147.55		
			Murray, D. Can.J.24474 P/S WO/AG Killed 27 141.25		
			Phillips, W.S. Can.J.19257 P/S WO/AG Missing, believed killed 29 143.10		
			L.B. Syms Can.J.87672 P/O A/O Killed 29 145.00		
			The Navigator, Can.J.16947 P/S Harrod, R.V. baled out and was rescued, slightly injured. These casualties occurred when the aircraft "H" - LW122 caught fire enroute to a bombing attack on Thantilly. It blew up shortly after leaving the English coast and fell into the channel where the navigator was rescued and the bodies of those killed were recovered with the exception of the pilot whose body was recovered later. This incident occurred on 8-8-44.		
			D.G. Dejon Can.J.24959 P/O Pilot Missing 26 121.00		
			K. Bryans Can.J.24720 P/O Nav. Missing 24 106.55		
			S.A. Vasiloff Can.J.27694 P/O A/B Missing 24 106.55		
			Newton, E. (RAF) 195911 Sgt. P/S Missing 24 106.55		
			Donister, C.J. Can.J.129113 WO WO/AG Missing 24 106.55		
			Compton, O.P. Can.J.186707 P/S WO/AG Missing 25 113.55		
			J.W. Walker (RAF) 179350 P/O A/O Missing 24 106.55		
			The members of the above crew are missing as the result of air operations on Brunswick, Germany in Halifax "B" - W2857 on 12/15-8-44.		
			P/O L.J.D. D'Maroo (Can.J.16455) (Pilot) was instantly killed as a result of a motorcycle collision. On 19-8-44 at 1015 hours this officer was killed when his motorcycle collided with a milk lorry near Annan, Dumfriesshire, Scotland. His wife who was a passenger with him on the motorcycle died later the same day as the result of injuries sustained. P/O D'Maroo's remains were buried at Middlesborough, Yorks, on 24-8-44.		
			POSTINGS & M		
			The following aircrew personnel were posted to the Squadron during the month of August, 1944, from the units shown as the data stated:		
			Can.J.7637 P/O J.M. Frontice Pilot, O-896393 Lt. F.M. McRoberts (USA) WO/AG		
			Can.J.25025 P/O F.A. Wilson Nav., Gen.J.19966 P/S Morsjko, P.L. A/B		
			Can.J.199371 P/S Copeland, J.C. A/G, 198877 (RAF) Sgt Platt, P.P. P/S		
			1969757 (RAF) Sgt Barty, W.S.H. A/G were all posted from No. 61 Base w.o.F. 4-8-44.		
			Can.J.28345 P/O F.H. Biddell Pilot Can.J.37750 P/O G.S. Chapman Nav.		
			Can.J.13178 WO Bourne, R.H.S. WO/AG, Can.J.17056 Sgt Deak, R.A. A/B		
			Can.J.20965 Sgt Peters, P.H.S. A/G, Can.J.25657 Sgt Phillips, J.K. A/O		
			1902170 (RAF) Sgt Streetfield, R.H.V. P/S were all posted from 61 Base w.o.F. 6-8-44.		
			Can.J.15899 Sgt Hartman, W.H. Nav., Can.J.190941 Sgt Tarry, G.D. WO/AG		
			Can.J.212714 P/S Davis, G.R. A/G, Can.J.22118 Sgt Paton, H.L. A/O		
			Can.J.2833 P/O N.B. Klein A/B, 568217 (RAF) Sgt Hall, E. P/S		
			were all posted from No. 61 Base w.o.F. 11-8-44.		
			Can.J.9180 P/L G.W. Bennett Pilot, Can.J.207424 Sgt Andrews, B.P. WO/AG		
			Can.J.265012 Sgt Ferrish, J.W. A/G, Can.J.265179 Sgt Hall, B. A/O		
			Can.J.37774 P/O W.G. Atkinson Nav., Can.J.36887 P/O D.K. Lynch A/B		
			1916211 (RAF) Sgt Weatherill, A. P/S were all posted from No. 61 Base w.o.F. 11-8-44.		

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 42 Squadron, R.C.A.F.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendix
LAMING	Postings	In	<p>Can.J.3521 P/O G.B. Gray Pilot, Can.J.90039 Sgt. Herman, J.L. P/S,</p> <p>Can.R.115033 Sgt Liberty, J.L. A/G, Can.J.115084 P/S Dean, A.D. 10/16,</p> <p>Can.R.270326 Sgt Fleming, G.D. A/G, Can.J.36826 P/O M.T. Bourque Nav.,</p> <p>Can.J.76863 P/O S.G. Herbert A/S, were all posted from No. 61 Base, w.o.f. 12-3-44.</p> <p>Can.J.37398 P/O W.A. Thomas Pilot, Can.J.75431 Sgt Higgins, J.B. A/S,</p> <p>Can.R.123860 Sgt Zaharia, P.G. Nav., Can.R.203897 Sgt Jackson, W.G. 10/16,</p> <p>Can.R.217311 Sgt Mytruk, P. A/G, Can.R.262026 Sgt Sprout, L.S. A/G,</p> <p>181896 (RAF) Sgt. Kenn, D.S. P/S were all posted from No. 61 Base w.o.f. 18-3-44.</p> <p>Can.J.37404 P/O R.V. James Pilot, Can.J.36341 P/O C. Jones</p> <p>Can.R.177383 Sgt Lassard, L.M. A/S, Can.R.195486 Sgt Harvey, J.T.M. 10/16,</p> <p>Can.R.200348 Sgt McFarley, S.J. A/G, Can.R.221313 Sgt Ferguson, J.C. A/G,</p> <p>3040017 (RAF) Sgt Percival, R.D.S. P/S, were all posted from No. 61 Base w.o.f. 13-3-44.</p> <p>Can.J.37367 P/L L.R. Yankelevich Pilot, Can.J.44401 P/L F.L. McFertin Nav.,</p> <p>Can.J.37110 P/O G.A. Michael A/S, Can.J.113834 Sgt Zarobacki, J. A/G,</p> <p>Can.R.161367 P/S Clewley, K.C. 10/16, Can.R.209383 Sgt Falmer, S.J. A/G,</p> <p>1300124 (RAF) Sgt Davis, L. P/S, were all posted from 479 Squadron, w.o.f. 1-3-44.</p> <p>Can.J.37449 P/O S.S. Drumery Pilot, Can.J.77334 P/O L.J.G. Gethorilla Nav.,</p> <p>Can.R.171348 Sgt MacDonald, A.D. A/S, Can.R.136304 Sgt J.R. Giblin A/G,</p> <p>1283210 (RAF) P/O H.J. Hogarth P/S were all posted from No. 31 Base w.o.f. 15-3-44.</p> <p>Can.R.186334 Sgt O'Sweeney, L.A. Pilot, Can.J.35509 P/O A.B. Paul Nav.B.</p> <p>Can.J.37639 P/O G.R. Ford A/S, Can.R.169143 Sgt Farbridge, S.W.S. A/S,</p> <p>3005377 (RAF) Sgt Umay, R.O. P/S, were all posted from No. 61 Base w.o.f. 25-3-44.</p> <p>Can.J.36274 P/O A.M. Macdonald Pilot, Can.J.38134 P/O P. Gold A/G,</p> <p>Can.J.3715 P/O H.C. Fegg A/S, Can.R.183311 Sgt Macougill, J.B. A/G,</p> <p>Can.R.19441 Sgt Uquhart, R.T. A/S, Can.R.20333 Sgt Mason, K.M. A/G,</p> <p>1809327 (RAF) Sgt Wood, T.M. P/S were all posted from No. 61 Base w.o.f. 24-3-44.</p> <p>Can.J.7459 P/L J.A. Morris RAF Pilot, Can.J.7027 P/L J. Brown Nav. B.</p> <p>Can.J.35126 P/O W.A. Burton A/G, Can.O.19689 P/O H.D. Halliday P/S,</p> <p>Can.J.16781 P/O F.G. Kueblar A/S, Can.J.18839 P/O G.W. Lineker 10/16</p> <p>Can.R.17140 P/O G.R. Spott A/S were all posted from No. 415 Squadron w.o.f. 23-3-44.</p> <p>Can.J.29807 P/O L.R. Keelan posted from W/S sick, 63 Base w.o.f. 24-3-44.</p> <p>Can.J.85362 P/O F.K. Augusta Pilot, Can.J.23871 P/O W.H. Fotts Nav.,</p> <p>Can.R.151032 Sgt Lynett, T.P. A/S, Can.R.196971 Sgt McLeod, H.D. A/G,</p> <p>Can.R.202299 Sgt Linstead, J.B. A/G, Can.R.201177 Sgt Lathery, A. 10/16,</p> <p>189438 (RAF) Sgt Henderson, A.H. P/S were all posted from No. 61 Base w.o.f. 31-3-44.</p>		
POSTINGS - OUT					
The following aircrew personnel were posted from the Squadron to the Units shown on the date indicated:					
Can.R.76475	P/S	Saulnier, J.M.	10/16,	Can.R.128388	Sgt. Bourrier, W.L. A/G,
Can.R.171278	Sgt	Smith, G.H.S.	A/S,	Can.J.23871	P/O E.L. Gildner Nav.,
1830903 (RAF)	Sgt	Smith, T.A.	P/S	were all posted to No. 61 Base w.o.f. 2-3-44.	
176710 (RAF)	P/O	R.W. Meredith	10/16	posted to No. 62 Base w.o.f. 4-3-44.	
Can.J.86544	P/O	V.M. Rand	Pilot,	posted to R.C.A.F. 221 Depot w.o.f. 4-3-44.	
118399 (RAF)	P/L	L.V. Folland RAF	A/G	posted to No. 64 Base w.o.f. 5-3-44.	
Can.J.29356	P/O	D.A. McNaughton	Pilot,	Can.J.28892	P/O G.W. Gilbert A/S,
Can.J.27491	P/O	L.V.J. Small	Nav.,	Can.R.201917	P/S Hunt, P.P. A/G,
Can.R.294704	P/S	Harper, K.A.P.	A/G,	621791 (RAF)	Sgt. Forsythe, R.A. P/S,
187304 (RAF)	P/O	S.G. Sharp	10/16	were all posted to No. 405 Squadron w.o.f. 6-3-44.	

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Place	Date	Time	Summary of Events		SECRET.	References to Appendices
LASHBIE			Can.J.14742	E/O L.T. Reynaford	Nav.,	posted to A.C.A.C. w.e.f. 8-8-44.
			168904 (RAF)	E/O W.I. Stables	WO/SG	posted to No. 1699 C.U. w.e.f. 11-8-44.
			176635 (RAF)	E/O W.H. Griffiths	WO/A	posted to No. 19-647 w.e.f. 7-8-44.
			Can.J.86725	E/O M.N. Molean	A/G	posted to No. 61 Base w.e.f. 11-8-44.
			Can.C.17739	E/O R.G. Priddy DEC	E/S	posted to R.C.A.F. 2 nd Depot w.e.f. 14-8-44.
			Can.J.87334	E/O W.R. Stewart	Pilot	posted to No. 1699 C.U. w.e.f. 15-8-44.
			Can.J.86630	E/O H.L. Thompson	Pilot	posted to No. 1699 C.U. w.e.f. 15-8-44.
			Can.J.86743	E/O G.F. Hawtin	Pilot	posted to No. 1699 C.U. w.e.f. 15-8-44.
			179292 (RAF)	Sgt Scholfield, R.	E/S	posted to No. 1699 C.U. w.e.f. 18-8-44.
			178226 (RAF)	E/O S. Appleton	E/S	posted to No. 1699 C.U. w.e.f. 18-8-44.
			Can.J.177540	Sgt Erickson, S.M.	A/S	posted to No. 427 Squadron w.e.f. 19-8-44.
			Can.J.10111	E/L A.I. Macdonald	Pilot	posted to No. 1666 C.U. w.e.f. 19-8-44.
			178733 (RAF)	E/O A.S. Baker	E/S,	Can.J.87036 E/O W.H. Goodhue A/G,
						were posted to No. 61 Base w.e.f. 21-8-44.
			Can.J.85624	E/O G.Y. Lebel DEC	A/G	posted to R.C.A.F. 2 nd Depot w.e.f. 21-8-44.
			Can.J.111399	WO1 Alford, W.P.	WO/SG	posted to No. 1666 C.U. w.e.f. 21-8-44.
			Can.J.87415	E/O A.D. Fraser	A/G	posted to No. 1666 C.U. w.e.f. 21-8-44.
			Can.J.80730	E/O M. Fryszak	A/G	posted to No. 1699 C.U. w.e.f. 21-8-44.
			Can.J.87577	E/O A. Morris	WO/SG	posted to No. 24 C.T.U. w.e.f. 21-8-44.
			Can.J.27432	E/O J.P. Armstrong	A/S	posted to No. 1666 C.U. w.e.f. 21-8-44.
			199431 (RAF)	Sgt Petty, D.	E/S	posted to No. 61 Base w.e.f. 21-8-44.
			Can.J.32354	E/O S.S. Oostaworth	A/S	posted to No. 1664 C.U. w.e.f. 21-8-44.
			Can.J.87517	E/O A.J.J. HANSON	E/S	posted to No. 1666 C.U. w.e.f. 21-8-44.
			Can.J.74521	E/L J.A. Morris DEC	Pilot,	Can.J.7927 E/L S. G. H. 2 nd Depot,
			Can.J.89126	E/O W.H. Burton	A/G,	Can.J.19657 E/O S.J. Hinkley 2 nd Depot,
			Can.J.16781	E/O E.H. Quabier	A/S,	Can.J.13333 E/O G.H. Hinkley 2 nd Depot,
			Can.J.17140	E/O G.H. Scott	A/G	all posted to No. 47 Squadron, w.e.f. 21-8-44.
			Can.J.7482	E/O F.W. Hutton	Nav.,	Can.J.28403 E/O W.H. Henson A/G,
			Can.J.80577	E/S L.J. Jolliffe	A/G,	Can.J.16614 Sgt Parnalla, S. WO/SG,
			Can.J.25737	E/S Hay, W.O.	A/G,	all posted to No. 61 Base w.e.f. 21-8-44.
			Can.J.8743	E/O A.L. Kristner	A/G	posted to No. 1664 C.U. w.e.f. 21-8-44.
			Can.J.87413	E/O J.R. Hawkins	A/G	posted to No. 1699 C.U. w.e.f. 21-8-44.
			Can.J.84036	E/O S.D. Blasco	Nav.	posted to No. 61 Base w.e.f. 21-8-44.
			Can.J.32156	E/O J.C. Hall	A/S	posted to No. 61 Base w.e.f. 21-8-44.
			Can.J.85136	E/L S.H. Bryson(A/40)	Pilot	posted to command No. 447 Squadron, w.e.f. 23-8-44.
			179247 (RAF)	E/O H.J. Phillips	E/S	posted to No. 1666 C.U. w.e.f. 21-8-44.
			Can.J.87386	E/O W.J. Bowles	A/S	posted to No. 1699 C.U. w.e.f. 21-8-44.
			Can.J.86759	E/O E. Luakas	Pilot	posted to No. 82 C.T.U. w.e.f. 21-8-44.
			Can.J.24041	E/O J.P. Still	Nav.,	posted to No. 61 Base w.e.f. 21-8-44.
			Can.R.157975	E/S Wilson, T.R.	WO/SG	posted to No. 86 C.T.U. w.e.f. 21-8-44.
					PROMOTIONS	
		Can.J.19815	E/O J.J. Wood	Pilot	was promoted to the rank of Acting Flight Lieutenant w.e.f. 9-8-44.	
		Can.J.18690	E/O A.G. Patterson	Pilot	was promoted to the rank of Acting Flight Lieutenant w.e.f. 9-8-44.	
		869130 T	E/O J. Mackay DEC (RAF)	A/G	was promoted to the rank of Acting Flight Lieutenant w.e.f. 9-8-44.	

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
			<u>COMMISSIONS</u>		
			The following personnel were commissioned during the month w.e.f. dates shown:		
			Comd. 20490 P/S Syme, L.B. A/G w.e.f. 26-6-44. Officer Number J.8771.		
			Comd. 19098 P/S Elliott, J.H. A/G w.e.f. 2-7-44. Officer Number J.8773.		
			Comd. 19178 P/S Elliott, J.H. A/G w.e.f. 2-7-44. Officer Number J.8794.		
			Comd. 19347 Sgt Phillips, H.J. P/S w.e.f. 7-7-44. Officer Number J.8847.		
			Comd. 11124 P/S Harrod, A.V. (Nov.) w.e.f. 8-7-44. Officer Number J.8817.		
			Comd. 19834 Sgt. Blushner, F.J.H. (Nov.) A/G w.e.f. 8-7-44. Officer Number J.8753.		
			Comd. 19360 P/S Montgomery, F. (Nov.) A/G w.e.f. 8-7-44. Officer Number J.8839.		
			Comd. 20730 P/S Maloney, H.F. A/G w.e.f. 9-7-44. Officer Number J.8743.		
			Comd. 15137 P/S MacFarrell, J.T. A/G w.e.f. 9-7-44. Officer Number J.8777.		
			Comd. 19461 Sgt. Evans, G. P/S w.e.f. 1-7-44. Officer Number J.8819.		
			Comd. 19129 Sgt. Ius, J.C. A/G w.e.f. 12-7-44. Officer Number J.8807.		
			Comd. 19059 P/S Bell, G.H. A/G w.e.f. 21-7-44. Officer Number J.8829.		
			Comd. 19105 P/S Thomas, A.H. A/G w.e.f. 21-7-44. Officer Number J.8872.		
			Comd. 19178 WO1 Burns, H.F.S. WO/SG w.e.f. 24-7-44. Officer Number J.8878.		
			Comd. 19041 WO1 Courtois, J.H.H. WO/SG w.e.f. 20-7-44. Officer Number J.8844.		
			<u>HONOURS AND AWARDS</u>		
			The following personnel received the award as shown during the month of August, 1944.		
			3/L C.P. Arbuckle (Comd. 2344) (Pilot) was awarded the D.F.C. (Immediate) on 29-8-44. On one occasion 3/L Arbuckle successfully completed a bombing attack after his aircraft had been badly damaged by flak necessitating the completion of the bombing run on only three engines.		
			1/O W.R. Stewart (Comd. 8734) (Pilot) received the D.F.C. on 29-8-44 for the part he played in the bombing of Hamburg. Scarcely to the target his aircraft was most severely damaged by flak. Although wounded he carried out his mission and successfully brought his aircraft back to this country landing it without aileron control and one tire flat.		
			1/O K.H. Evans (Comd. 17856) (Nov.) was also awarded the D.F.C. on 29-8-44. This officer was the navigator in 1/O Stewart's crew. He was severely wounded in the attack on Hamburg but displaying great fortitude, remained at his post and safely navigated his aircraft back to this country.		
			1/O H.N. Molean (Comd. 86725) (A/G) received the Immediate D.F.C. on 29-8-44. He was mid-upper air gunner on an attack on Hamburg on which his aircraft was badly shot up by flak and he himself was wounded. Disregarding his wounds he stayed at his position until the aircraft was landed in this country.		
			1/O W.H. Wardell (Comd. 8765) (WO/SG) also received the D.F.C. on 29-8-44. This officer was wireless operator on an operation over Hamburg on which his aircraft was badly damaged by flak resulting in the inter-com and wireless sets being put out of action. He continued to work on his set until he was able to contact an aerodrome. He also rendered valuable assistance to other members of his crew who were wounded and did everything possible to assist in bringing his aircraft safely back to base.		
			<u>STATUS IN COMMAND</u>		
			NIL		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																																																											
LINCOLN			<p align="center"><u>STATUS OF ADMINISTRATION</u></p> <p align="center">NIL</p> <p align="center"><u>AIRCRAFT ON SQUADRON STRENGTH AS AT 31st AUG., 1944.</u></p> <table border="1"> <thead> <tr> <th>TYPE</th> <th>NUMBER</th> </tr> </thead> <tbody> <tr> <td>Halifax III</td> <td>21</td> </tr> </tbody> </table> <p align="center"><u>OPERATIONAL, TRAINING AND OTHER FLYING TIMES FOR AUGUST, 1944.</u></p> <table border="1"> <tbody> <tr> <td rowspan="2">(a) Operational Flying Hours</td> <td>DAY</td> <td>765.40</td> </tr> <tr> <td>NIGHT</td> <td>495.15</td> </tr> <tr> <td rowspan="2">(b) Flying Training Hours</td> <td>DAY</td> <td>261.35</td> </tr> <tr> <td>NIGHT</td> <td>77.40</td> </tr> <tr> <td rowspan="2">(c) Other Flying Hours</td> <td>DAY</td> <td>28.00</td> </tr> <tr> <td>NIGHT</td> <td>NM1</td> </tr> </tbody> </table> <p align="center"><u>OPERATIONAL SORTIES FLOWN DURING AUGUST, 1944</u></p> <p>A total of 272 sorties which is a record since the formation of the Squadron were flown during the month of August in the twenty three operations carried out.</p> <p align="center"><u>MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED</u></p> <table border="1"> <thead> <tr> <th></th> <th>H.Q.</th> <th>INCANDEBY</th> <th>WRECK</th> </tr> </thead> <tbody> <tr> <td>Bombs dropped from 1-1-44 to 31-7-44</td> <td>2641 tons</td> <td>1000 lbs.</td> <td>320 tons 1950 lbs.</td> </tr> <tr> <td>Bombs dropped during August, 1944.</td> <td>990 "</td> <td>1000 "</td> <td>319 "</td> </tr> <tr> <td>Cumulative Total to Date.</td> <td>3631 tons 1000 lbs.</td> <td>340 tons</td> <td>80 lbs. 44 tons 1840 lbs.</td> </tr> </tbody> </table> <p align="center"><u>CONTACTS WITH ENEMY AIRCRAFT</u></p> <p>Five enemy aircraft were encountered during the month's operations with the result that one Ju88 and Me410 are claimed as probably destroyed.</p> <p align="center"><u>MEMORIAL STRENGTH OF THE SQUADRON AS AT 31st AUGUST, 1944.</u></p> <table border="1"> <thead> <tr> <th></th> <th>OFFICERS</th> <th>AIRCRAFT</th> <th>GROUND CREW</th> <th>ALIENS</th> <th>AIRCRAFT</th> <th>GROUND CREW</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F.</td> <td>130</td> <td>-</td> <td>2</td> <td>R.C.A.F.</td> <td>112</td> <td>364</td> </tr> <tr> <td>U.S.A.A.F. (USA)</td> <td>-</td> <td>-</td> <td>-</td> <td>U.S.A.A.F. (USA)</td> <td>1</td> <td>-</td> </tr> <tr> <td>R.A.F.</td> <td>10</td> <td>-</td> <td>-</td> <td>R.A.F.</td> <td>33</td> <td>6</td> </tr> <tr> <td>R.A.F. (CAN)</td> <td>1</td> <td>-</td> <td>-</td> <td>R.A.F. (CAN)</td> <td>-</td> <td>-</td> </tr> <tr> <td>U.S.A.A.F.</td> <td>1</td> <td>-</td> <td>-</td> <td>U.S.A.A.F.</td> <td>-</td> <td>-</td> </tr> <tr> <td>W.A.A.F.</td> <td>-</td> <td>-</td> <td>-</td> <td>W.A.A.F.</td> <td>-</td> <td>8</td> </tr> <tr> <td>TOTAL STRENGTH</td> <td>144</td> <td>142</td> <td>2</td> <td>434</td> <td>146</td> <td>278</td> </tr> </tbody> </table>	TYPE	NUMBER	Halifax III	21	(a) Operational Flying Hours	DAY	765.40	NIGHT	495.15	(b) Flying Training Hours	DAY	261.35	NIGHT	77.40	(c) Other Flying Hours	DAY	28.00	NIGHT	NM1		H.Q.	INCANDEBY	WRECK	Bombs dropped from 1-1-44 to 31-7-44	2641 tons	1000 lbs.	320 tons 1950 lbs.	Bombs dropped during August, 1944.	990 "	1000 "	319 "	Cumulative Total to Date.	3631 tons 1000 lbs.	340 tons	80 lbs. 44 tons 1840 lbs.		OFFICERS	AIRCRAFT	GROUND CREW	ALIENS	AIRCRAFT	GROUND CREW	R.C.A.F.	130	-	2	R.C.A.F.	112	364	U.S.A.A.F. (USA)	-	-	-	U.S.A.A.F. (USA)	1	-	R.A.F.	10	-	-	R.A.F.	33	6	R.A.F. (CAN)	1	-	-	R.A.F. (CAN)	-	-	U.S.A.A.F.	1	-	-	U.S.A.A.F.	-	-	W.A.A.F.	-	-	-	W.A.A.F.	-	8	TOTAL STRENGTH	144	142	2	434	146	278		
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OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<p style="text-align: center;"><u>GENERAL</u></p> <p>This month has been another record breaking month in many respects. Firstly, the number of sorties has exceeded any previous record, 272 sorties having been completed. On these flights over 1,000 tons of explosives were dropped by this Squadron, of which 950 tons were H.E. type. Secondly, the Squadron rated the best in the Group for accident-free flying hours and for this achievement were being presented a trophy.</p> <p>During the month it was usual occurrence to operate against two or three targets at once. One set of crews would be taking off while the next set was being briefed, and so on. On the 11th, we did our first sortie on H.E. The crews bombed Brunswick totally on their own with no marking or aids. As well, this month we have started gardening again. The objection the crews have to this is the long hours of flying that is inevitably involved.</p> <p>The general health of Squadron personnel has continued to be very good. Two navigators P/O D.G. Poles (Can. 139261) and Can. 137643 P/O LeFave, S.J. sustained painful flak wounds in the legs and abdomen respectively, but are recovering nicely. W/C R.P. Avant, the Squadron Commander, after a few days sick leave at the first of the month has been back in the slipstream again. Can. 139265 P/O Martin, H. (10/10) is receiving medical treatment for facial pains.</p>	SECRET.	
			<p>040 Wing Commander, Commanding, R.C.A.F. No. 429 Squadron, R.C.A.F., Learning, Yorks.</p>		

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