

OPERATIONS RECORD BOOK

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

Compiled by W/L O.S. Higgins
No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LESTER	1-9-44		Weather: Showery at first becoming fair. Wind, westerly 10-15 m.p.h. Visibility good. The Squadron was not required for operations today. Flying training during the day included four details of fighter affiliation, five bombing flights and one night flying exercise. Two crews carried out dinghy drill today. The air gunners trained on turret manipulation while the air bombers trained on H2S, Link and Gee.		
	2-7-44		Weather: Cloudy with continuous rain. Wind, northerly, 15-20 m.p.h. Visibility moderate. The Squadron was required for operations today and fifteen aircraft were ordered. However, this was cancelled at 1100 hours due to weather conditions. No flying training was carried out owing to the unfavourable weather conditions during the day. The air gunners completed 12 details of turret manipulation, the flight engineers attended the Intelligence Library for the latest information while nine navigators were detailed for Loran training.		
	3-7-44		Weather: Fine at first becoming cloudy. Rain during afternoon and evening. Wind, northerly 10-15 m.p.h. Visibility good. The Squadron was not required for operations today. Very little training flying was completed today owing to rainy weather. One conversion check flight was completed by a new crew and one cross-country flight was also carried out, the aircraft landing away at 8am due to engine trouble. Two crews completed dry dinghy drill today. Two classes in aircraft recognition were held for the air gunners and one class in the same subject for the flight engineers. A quiz on gunnery was also held for the benefit of the gunners. The air bombers practiced plotting mazes while 10 navigators practiced speed-up exercises and a further nine were on Loran training. The R.C.A.F. "All Clear" Show visited the camp today and gave performances during the afternoon and evening which were greatly enjoyed by everyone in attendance.		
	4-7-44		Weather: Rain at first becoming cloudy. Wind light at first becoming westerly, 10-15 m.p.h. Visibility moderate. No operations were ordered for today. A flying training programme was arranged and carried out. This included six fighter affiliation details, one air to air firing detail, four H2S cross-country and five practice bombing exercises. Two crews completed dinghy drills. Ten air gunners were detailed for sheet shooting and eight others trained on turret manipulation while ten flight engineers practiced aircraft recognition, the remainder visiting the Intelligence Library. Three air bombers and ten navigators were detailed for Loran training while ten other navigators practiced speed-up exercises.		
	5-9-44		Weather: Cloudy with showers during the afternoon. Wind light at first becoming south-westerly 5-10 m.p.h. Visibility moderate. No operations were ordered today. Flying training was arranged and completed. Two H2S cross-country exercises, five air to air firing details, three visual bombing flights and eight night cross-country H2S exercises were successfully carried out. Six crews were on dinghy drill during the forenoon. 10 air gunners practiced aircraft recognition and eight air gunners trained on turret manipulation. Seven navigators were on Loran training.		

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	5-9-44	(Cont'd)	and 16 on speed-up exercises. The Flight Engineer Leader, S/L K.S. Johnston (Can.C.18844) proceeded today on a liaison trip to Bishforth and Popcliffe Stations.		
	6-9-44		Weather: Cloudy with rain. Wind northerly, 7-10 m.p.h. Visibility moderate. The Squadron was required for operations today and fifteen aircraft were ordered. The crews were briefed for a daylight attack on GEMM. All took off, aircraft #1 having been replaced by #11 from 427 Squadron, due to a technical failure. Weather over the target was 10/10ths cloud, base 15,000 ft. to 18,000 ft. with good visibility. Some earlier crews saw the markers but the majority were unable to see them for smoke and bombed visually. The Master Bomber was heard by most crews but his instructions were difficult to follow owing to the dearth of markers. The bombing appeared to be well concentrated in the built-up area and a large column of black smoke was seen rising to great heights. One large fire was seen at the head of the docks but smoke obscured further ground detail. One sighting of four enemy aircraft was made in the target area but no combats are reported. Four of our aircraft saw a Lancaster spin into the ground and explode. All of our aircraft returned safely to base. No flying training was carried out during the day as the aircraft were being prepared for the operations. 20 air gunners were detailed for Sutton Bank range but this was cancelled at 1300 hours so that the gunners could assist the armourers to change the ammunition in the aircraft. Eight gunners practiced turret manipulation and the navigators trained on radar navigation, and speed-up exercises. The Signals section was visited today by S/L Cole of Bomber Command, S/L King of No. 4 Group and S/L Inzard from No. 6 (R.C.A.F.) Group.		See Appendix B.37 to A.15
	7-9-44		Weather: Cloudy with rain. Wind calm at first becoming northerly, 7-10 m.p.h. Visibility moderate. Operations were not ordered today and no flying training was carried out owing to the poor weather conditions. One crew carried out wet dinghy drill today. Ten air gunners trained on turret manipulation and 12 of them practiced aircraft recognition. Several pilots gathered in the W/E section and held a discussion on engine handling. Six navigators worked on speed-up exercises while the remainder held a post-mortem discussion on the previous operation. Six wireless operators carried out the Group W/T exercise. S/L B.P.H. Reason, Group Tactics Officer and Major Nicholson, Group Flak Officer lectured all Squadron aircrew personnel this afternoon on their respective subjects.		
	8-9-44		Weather: Mainly cloudy with rain. Wind, westerly 10-15 m.p.h. Visibility good. No operations were ordered for today. A flying training programme was arranged and completed. This included fifteen bombing flights, both blind and visual, and six air to air firing exercises. A large scale night flying schedule had to be cancelled because of weather conditions. Twelve details of fighter affiliation were also completed during the day. Sixteen air gunners practiced skeet shooting and thirteen others practiced turret manipulation. Some of the flight engineers were also skeet shooting. Eight navigators were on Loran training, 10 practiced speed-up exercises and four of them took dinghy drill.		

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ISRAEL	9-9-44		<p>Weather: Fair to fine. Wind northerly, 10-15 m.p.h. Visibility good.</p> <p>No operations were ordered today and a full flying training programme was scheduled. Ten fighter affiliation details and two air-to-air firing details were completed. Two H2S blind bombing flights and three visual bombing exercises were also carried out. At night four aircraft completed night bombing exercises. Eight cross-country exercises were arranged for night but were cancelled owing to operations next day.</p> <p>Two crews did dinghy drill today. Nine air gunners practiced turret manipulation during the forenoon and four others during the afternoon. Fifteen gunners proceeded to the Sutton Bank firing range for gunner practice. 12 navigators practiced speed-up exercises and six were on Gee and Loran training.</p>		
	10-9-44		<p>Weather: Fair to fine. Wind light at first becoming northwesterly, 5-10 m.p.h. Visibility good.</p> <p>The Squadron was required for operations today and 20 aircraft were ordered. The crews were briefed at 1300 hours for a daylight attack on IS HAVES. One aircraft became unserviceable due to a flat tyre at the last minute and did not take off. The remainder all took off.</p> <p>Visibility in the target area was fair with considerable haze and dust prevailing. There was 4-5/100th cloud with bases at 5,000 ft. over the target area. The bombing appeared to be well concentrated with some slight undershooting at first which was later corrected by the Master Bomber who was heard by all crews. The crews bombed both visually and on the red T.I.'s as instructed by the Master Bomber. Several aircraft jettisoned part of their loads owing to technical reasons while others brought part of their load back to base. The Station Commander, O.C. W.P.M. Newson (Gen.G.938) was pilot and captain of one aircraft, on this operation, the Navigator and Air Bomber were members of 429 Squadron and the remainder of the crew were 429 Squadron personnel. All of our aircraft returned safely to base.</p> <p>Three of our crews reported seeing a group of four small ships near the target attempting to lay a smoke screen and one other crew reported seeing flak being directed at another aircraft. Owing to the operation very little flying training was carried out. One night practice bombing exercise was completed, but was not a success owing to the fact that the R/T at the bombing range was unserviceable and the bombs could not be started correctly.</p> <p>Five navigators were detailed for Loran training. Ten air gunners were sheet shooting. Six were on turret manipulation and two classes of aircraft recognition instruction were held. The wireless operators not detailed for operations kept themselves busy during the day building a cinder pathway from their section to the Crew Centre.</p>		See Appendix B.57 references B.1 to B.19.
	11-9-44		<p>Weather: Fair to fine. Good visibility.</p> <p>The Squadron was required for operations for tonight and ten aircraft were ordered. The crews were briefed at 1800 hours for night operations in KESH BAY. All aircraft took off but one was forced to abandon the mission and return to base due to engine trouble. Weather over the target area was good with some slight haze and thin cloud. Visibility was good.</p> <p>All aircraft missed by H2S equipment except "Z" which made a timed run, the H2S equipment becoming unserviceable. Some fighter reaction was evident and one combat was reported but no claims were made. This operation is believed to have been a success. All of our aircraft returned safely.</p> <p>Flying training today consisted of one fighter affiliation flight, two practice bombing and one night bombing exercise.</p>		See Appendix B.57 references B.1 to B.19.

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LEWIS	11-9-44	(Cont'd)	One wet dingy drill was carried out today. Two navigators trained on Loren and ten worked on speed-up exercises. The air bombers trained on H2S, Gee and Link. During the afternoon ten navigators practiced astro navigation and twelve of them attended a lecture on gardening procedure. Eight air gunners trained on turret manipulation and two classes in aircraft recognition were held. The air gunners also assisted the ammunitions to change the ammunition in the aircraft going on operations. P/O N.C. Muir (Can.J.87026) (Pilot) proceeded to Macott today to attend an engine handling course.		
	12-9-44		Weather: Fair to fine, cloudy in afternoon, good visibility. The Squadron was again required for operations and nine aircraft were ordered for a target and seven were for a gardening operation. Mine areas were briefed at 1400 hours for a daylight attack on the Ruhr, the target being the Hoesch-Bensin Synthetic Oil Plant in DORTMUND. All took off. Weather over the target was clear of cloud with some haze. Visibility generally was fair. The crews attacking early could identify the target visually and reported that the markers were accurately placed. The Master Bomber could be heard clearly. Bombing appeared to be well concentrated on the aiming point. A large explosion was seen and numerous fires were developing accompanied by billows of black smoke. This is believed to have been a very successful operation. No enemy aircraft were sighted and all of our aircraft returned safely to base. Seven of our crews were briefed at 1630 hours for gardening on OS10, Norway. All took off. Visibility over the garden was nil owing to 10/10th cloud with tops about 6,000 ft. All but one aircraft abandoned the operation and returned to base with their mines. One aircraft was able to identify the target visually after making an orbit, and laid the mines. While making the orbit this aircraft, #3 - H2964, was hit by Flak. The starboard outer engine was damaged and the propeller flew off damaging the starboard fuselage engine. The aircraft was then unable to maintain height and the captain, P/O R.R. England (Can.J.23139) was forced to ditch. The crew managed to leave the aircraft and were timely rescued unharmed. Squadron aircraft were successful in locating the crew, which enabled H.S.L. 2721 to effect the rescue. One aircraft was detailed for fighter affiliation but was recalled, shortly after take off, for operations. Six navigators were detailed for Gee and Loren training, the air gunners trained on turret manipulation and the air bomber carried out routine training on H2S, Gee and Link.		See Appendix B.37 references D.1 to D.9 See Appendix B.37 references E.1 to E.7
	13-9-44		Weather: Fine becoming cloudy. Visibility moderate to good, becoming poor late in the evening. No operations were ordered but the Squadron was required to conduct a Sea Search for the crew of the aircraft which had ditched the previous day. Eight aircraft were ordered and all took off. One of these aircraft was unable to locate its partner aircraft and landed again. The remaining seven aircraft proceeded to the area in which the missing aircraft had ditched. The missing crew were first observed, in their dingy, by aircraft #0 - H2660 flown by P/L J.L. Morris RMC (Can.J.7459) and #1 - H2994 flown by P/O G.B. Gray (Can.J.33231). The other aircraft joined them later and circled about the survivors until an Air Sea Rescue Launch was on its way. A Lindholme dingy was very successfully dropped by P/L Morris close to the survivors dingy and they were able to make use of it without difficulty. Launch 2721 made its way to the Lindholme dingy and took the survivors aboard. This was a very successful Sea Search and rescue and the crew suffered no ill effects from their experience. Great praise is due the wireless operator in the ditched aircraft, P/O J.H.R. Coutours (Can.J.82449) for		See Appendix B.37 references E.1 to E.8

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LEWIS	13-9-44	(Cont'd)	his part in providing a fix which enabled the rescue aircraft to locate the crew, and also to the pilot, E/O R.R. Kingland, for his part in carrying out a successful ditching under great difficulty. Only a small amount of training was carried out today. One night bombing exercise was completed. Eight navigators trained on Gee and Loran and six others practiced heading by A.F.I. Eight details of turret manipulation and twelve of aircraft recognition were completed by the air gunners.		
	14-9-44		Weather: Cloudy with drizzle and rain. Visibility moderate to poor. The Squadron was required for operations today and fourteen aircraft were ordered. The crews were briefed at 1400 hours for an attack on WILHELMSHAVEN. All aircraft took off. However, all aircraft were recalled by a group broadcast due to the fact that their fighter escort was fog-bound. All but one jettisoned their 2,000 lb. bombs as ordered. The remaining aircraft brought back its full bomb load to base. All returned safely. Aircraft 'Q' claims to have seen an empty dinghy with mast raised, at 1702N 0118E at 1718 hours. Two crews completed a dry dinghy drill. The air gunners trained on turret manipulation and aircraft recognition. A group W/T exercise was carried out by the wireless operators.		See Appendix B.37 references G.1 to G.14.
	15-9-44		Weather: Cloudy with rain and fog. Fair in the evening. The Squadron was required for operations against two targets today. Five crews were briefed at 1600 hours for gardening operations on OSLO. All took off. There was 9/10th cloud with tops between 275,000 feet over the target area. Visual identification was impossible and all crews laid their mines by means of H2S. Rain was encountered most of the return journey. No fighters were seen and all of our aircraft returned safely. A further eleven crews were briefed at 1900 hours for a night bombing attack on KIEL. All took off. There was nil to slight thin transparent low cloud over the target, with good visibility. The markers appeared to be well placed and the bombers-up T.I. were very accurate. A good concentration of red markers was achieved. Bombing at the start of the attack appeared to be accurate with a slight tendency to undershoot. As the attack progressed a good many fires were starting in a well defined area surrounded by F.I.'s. Fighter activity in the target area was slight and all of our aircraft returned safely. One of them dived and landed at Middleton St. George for refuelling enroute to base. Due to the pressure of operations no flying training was carried out today. One wet dinghy drill was completed. The air gunners completed seventeen details of aircraft recognition and seventeen of them practiced turret manipulation. Several gunners also proceeded to Sutton Bank range for gunnery practice. Flight engineers worked on their instructional Hercules engine cleaning kit-up. Navigators trained on Loran and Gee while the air bombers trained on H2S, Gee and Link and vegetable plotting.		See Appendix B.37 references H.1 to H.3. See Appendix B.37 references J.1 to J.11.
	16-9-44		Weather: Cloudy generally, fair to fine at times. Good visibility. The Squadron was required for operations and fifteen aircraft were ordered. However this operation was postponed and the crews detailed were ordered to standby for operations early next morning. No flying training was carried out owing to the preparation for early morning operations. One crew completed a dry dinghy drill. Ten air gunners studied aircraft recognition while the navigators and air bombers carried out routine training on Gee, Loran, H2S and Link.		ada

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LORAN	17-7-44		<p>Weather: Fair to fine. Visibility good.</p> <p>The Squadron was required for operations today and fifteen aircraft were ordered. The crews were briefed at 0930 hours for a daylight attack on HILBERT. All took off. Weather over the target was clear with good visibility. The early P.I.'s were evidently short as the Master Bomber was heard cancelling them as our aircraft made landfall. Most crews heard the Master Bomber clearly. There was a red marker on the aiming point but there was a tendency to bomb slightly short and to starboard of this. However, no serious over or under shooting occurred. As the attack developed accuracy of the marking was obscured by dust and smoke but a good bombing concentration was maintained. Some Heavy flak was observed off Cap Gris Nez. Two aircraft returned without attacking and brought their bombs back. Aircraft 'K' piloted by P/O J.M. Prentice (Can.J.17637) was hit by flak shortly after leaving the target and both starboard engines were damaged and unserviceable. Fire broke out and the crew was forced to abandon the aircraft at 3038 0123. Aircraft 'L' was returning at the time and 'K' was seen on fire. P/O M. Lamin (Can.J.35825) the pilot of 'L' was able to obtain a fix which was transmitted at 0550 hours. He remained on the scene until two Spitfires and a Walrus aircraft arrived. The crew was taken aboard the Walrus and then transferred to a high speed launch which arrived soon after. The crew was then taken to New Haven. All were uninjured except the rear gunner whose legs were wrenched when leaving his aircraft. P/O Lamin deserves great praise for his part in effecting the rescue of this crew. The remainder of our aircraft returned safely to base.</p> <p>Two of our aircraft were also ordered today to take part in a SEA SEARCH over the North Sea. Both took off, carried out the search and returned safely to base. Neither aircraft were successful in sighting any missing aircraft or dinghies during their patrol.</p> <p>Five of our aircraft took part in a command Bullseye exercise which they completed successfully. One conversion flight was carried out during the day and two night bombing exercises were completed.</p> <p>Due to the large amount of flying today very little ground training was completed. Four details of turret manipulation were completed by the air gunners.</p> <p>P/O W.F. Glass (Can.J.23485) (A/S) proceeded to Munby to attend a Bombing Leaders Course there.</p>		<p>See Appendix B-37 references K.1 to K.13.</p> <p>See reference K.5.</p> <p>See reference K.12.</p> <p>See Appendix B-37 references L.1 and L.2.</p>
	18-7-44		<p>Weather: Fine but foggy at dawn. Visibility becoming good.</p> <p>No operations were ordered today. A flying training programme was arranged for today and successfully carried out. Two day cross-country flights, one conversion flight, three bombing exercises, two fighter affiliation details and one air to air firing exercise were included in the training schedule. Two night cross-countries were also completed.</p> <p>Three crews completed dry dinghy drills during the day. Eighteen air gunners practiced aircraft recognition, 3 practiced turret manipulation while the air bombers trained on H21, Gee and Link. The navigators trained on Loran and Gee.</p>		
	19-7-44		<p>Weather: Fog early, becoming cloudy with moderate visibility.</p> <p>No operations were ordered so further flying training details were arranged. Four aircraft carried out cross-country exercises but one of these returned early due to 'Gee' trouble. Due to unfavourable weather conditions no further flying was completed.</p> <p>Three more crews carried out dry dinghy drills today. The air gunners were unable to train on turret manipulation as both practice turrets were unserviceable and undergoing repair. A very good Radar lecture was given by P/O Schlotte in the Signals Section. A number of difficulties in I.F.F., Gee and H2S were cleared up.</p>		<p>all</p>

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ESMIR	20-9-44		<p>Weather: Fog, becoming cloudy with rain, then fog again at evening. The Squadron was required for operations today and thirteen aircraft were ordered. The crew was briefed at 1400 hours for a daylight attack on GAAIS in support of our troops. All took off. All of our aircraft reached the target. One was forced to return with its full bomb load due to failure of the bomb release over the target. Two others were only able to drop part of their bomb loads due to hangups over the target and were forced to jettison the remainder of their loads. Due to unfavourable weather conditions all base aircraft landed at R.A.F. Station, Wing, on the return journey. All returned safely.</p> <p>Owing to poor flying weather no flying training was carried out. One of the practice turrets was made serviceable during the afternoon and the air gunners were able to complete four details of turret manipulation training. Twelve others practised aircraft recognition and a further seven were detailed to repair the sheet maps. The next pilots were given a lecture on engine handling by the Flight Engineer Leader, W/L E.E. Johnston (Cm. 6.18944). Several flight engineers visited the Intelligence Library today for study time. Sixteen navigators practised speed-up exercises and four were detailed for Loran training during the forenoon. A lecture on fault finding was given to the wireless operators today by Opt. S.L. Brodovitch of No. 6 Radio School, Milton.</p>		See Appendix S.37 references N.1 to N.13.
	21-9-44		<p>Weather: Fog at first, becoming fine with moderate visibility, then cloudy in the evening. The Squadron was not required for operations today. Due to the fact that the aircraft were away at diversion base no flying training was carried out today. The only flying done was in the nature of air tests.</p> <p>Ten air gunners trained on aircraft recognition while three others practised turret manipulation. Ten navigators practised speed-up exercises and three were detailed for Loran training. Six wireless operators took part in the weekly Group W/T exercises which was completed successfully. During the afternoon the Squadron was stood-down.</p>		
	22-9-44		<p>Weather: Fog and drizzle, becoming cloudy with rain.</p> <p>The Squadron was not required for operations and owing to the unfavourable weather conditions it was impossible to carry out any flying training.</p> <p>During the afternoon the Flight Engineer Leader lectured the personnel of his section on engine handling. The air gunners completed six details of sheet shooting, six of aircraft recognition and six of turret manipulation. His a further thirteen of them proceeded to Station Bank Range for gunnery practice. The navigators trained on Gee and some of them also assisted in checking the compasses of their aircraft.</p> <p>S/L Izard, Group Signals Leader, visited the Squadron Signals Section today and conferred with the Squadron Signals Leader, W/L W. Dobson (RAF) (127878) on subjects pertaining to that Section.</p> <p>During the afternoon the Squadron was stood-down. The navigators organized teams and played softball.</p>		

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LEZARD	23-9-44		<p>Weather: Fine with good visibility, becoming rainy in the evening.</p> <p>No operations were ordered for today and a flying training programme was arranged and completed.</p> <p>High bombing details were carried out as well as two air to air firing and one fighter affiliation exercise. Six other aircraft also completed practice in formation flying.</p> <p>Seventeen navigators practiced speed-up exercises during the forenoon and seven others were detailed for the same exercises during the afternoon. Two were given Loren training.</p> <p>The air gunners carried out turret manipulation training and aircraft recognition.</p>		
	24-9-44		<p>Weather: Rain with moderate visibility becoming showery in the evening.</p> <p>The Squadron was required for operations and fifteen aircraft were ordered. The crews were briefed at 1400 hours for a daylight attack on enemy troop concentrations at GILLES. All took off. Weather over the target was fairly clear below 2,000 feet. Visibility was good below the cloud with 8/10 to 10/10 cloud above 2,000 feet. Most crews reported hearing the Master Bomber. Most crews bombed visually being aided by the Master Bomber who was heard correcting misplaced markers. Red T.I.'s were mainly to port of the aiming point and the Master Bomber instructed the crews to bomb to starboard of them. A fair sized explosion was seen in the target area. Slight to moderate light flak was scattered over the target area. One of our aircraft, "Z" - 48136, piloted by P/O G.W. Glasha (Gen J. 5690) was hit by flak over the target and rendered unserviceable. The navigator and air bomber baled out over allied territory and the remainder of the crew successfully crash landed the aircraft on allied ground. The pilot, navigator and crew gunner have returned to this country, the location of the air bomber is still unknown and the remainder of the crew are safe in France. All the rest of our aircraft returned safely to base.</p> <p>Due to preparations for the operation in the afternoon no flying training was completed in the forenoon. One navigator worked on a speed-up exercise. The air gunners completed eight details of aircraft recognition and ten of turret manipulation.</p>		See Appendix B.37 references N.1 to N.16.
	25-9-44		<p>Weather: Fair, excellent visibility. Moderate south-westerly wind.</p> <p>The Squadron was again required for operations and fifteen aircraft were ordered. The crews were briefed at 0630 hours for an early morning attack on GILLES. All took off. Weather over the target was strata cumulus cloud up to 9,000 feet with bases at 3/4,000 feet. Below this was 4-5/10ths cloud, broken. Visibility was good through gaps in the cloud. The early markers appeared to have fallen on the beach but later markers were more accurately placed. The Master Bomber directed the bombing accordingly but a considerable weight of bombs is believed to have fallen on the beach and short of the aiming point. No overshooting was seen. Aircraft "Y" sighted a slighty which was being circled by other Halifax aircraft and "Y" was seen heading in that direction. The port outer engine on aircraft "W" cut out on take off and the operation was completed on three engines. All of our aircraft returned safely.</p> <p>No flying training was carried out during the day and very little ground training. This was due to the operation taking place in the early morning. One air bomber and navigator completed a dry swim. Other air bombers not flying spent the morning in cleaning up the Section. The air gunners completed ten details of turret manipulation, and a class in aircraft recognition was held both morning and afternoon.</p> <p>Gen. J. 57099 Sgt. Horton, W.S. (1928) who went missing on a Stuttgart raid on 17/16-9-44 has arrived back in England and today paid a visit to the Squadron and his Section.</p>		See Appendix B.37 references O.1 to O.15.

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IKSM DE	26-9-44		<p>Weather: Fair with excellent visibility. Moderate, westerly wind. The Squadron was not required for operations today and a flying training schedule was undertaken. This consisted mainly of formation flying in view of the increase in daylight operations. There was also two practice bombing exercises, three air to air firing and two fighter affiliation flights. Five night training details were arranged but were cancelled due to weather conditions for operations tomorrow morning.</p> <p>Three crews completed dry dinghy drills today. Six air bombers and navigators completed dry runs while other air bombers trained on H2S. Six other navigators worked on speed-up exercises. The air gunners had a class in aircraft recognition morning and afternoon. They were also detailed for sheet shooting in the forenoon and for turret manipulation in the afternoon. The Gunnery Leader, W/L J. Mackay IKM (RAF) (164170) went on a liaison visit to C.A.S. today.</p>		
	27-9-44		<p>Weather: Slight occasional showers. Visibility excellent. Moderate, westerly wind. The Squadron was required for early morning operations today and 20 aircraft were ordered. The crews were briefed at 0430 hours for an attack on SHREKLE and were also given a secondary target, Duisberg. All took off. There was 9-10/10th cloud over the target area with tops at 6,000 feet. There were odd small breaks through the cloud. Visibility above the cloud level was unlimited. Just before 11 hour the Master Bomber directed the attack on the alternative target, Duisberg, as the red T.L.'s could not be seen at the primary because of the cloud. Most crews altered their course for Duisberg but ten minutes later the Master Bomber recalled them to bomb any visible markers on Stoekrade. On returning to the primary several crews dropped their bombs while the remainder could see no markers and returned again to Duisberg some of them dropping their bombs on a large industrial plant which was seen through a gap in the cloud and which is believed to be in the Stoekrade area. The bombing was very scattered and the results could not be seen but some smoke was indicated by a large explosion in the area. Heavy flak was moderate in the vicinity of the targets. All of our aircraft returned safely.</p> <p>No flying training was completed today and only a limited amount of ground training. The navigators trained on Loren and speed-up exercises. The air bombers trained on Gee and H2S while the air gunners practiced turret manipulation and aircraft recognition.</p>		See Appendix B-37 references P-1 to P-20.
	28-9-44		<p>Weather: Fine. Visibility excellent. Wind light to moderate, westerly. The Squadron was again required for operations and seventeen aircraft were ordered. The crews were briefed at 1400 hours for a daylight attack on GH-528-124. All took off. Weather over the target was 9/10th cloud with bases from 2,500 feet to 3,000 feet. Considerable haze and poor visibility over the target area. The Master Bomber gave orders for the aircraft to attack the target which they did until he finally abandoned the mission and ordered the aircraft back to base. All returned without attacking except aircraft "B" which bombed some green markers about 200 yards north-west of the main point. Several aircraft returned with the full bomb load while the remainder jettisoned part of the load safe in the sea and returned to base. No ground defences or enemy fighters were in evidence and all of our aircraft returned safely to base.</p> <p>No flying training was carried out and only a small amount of ground training. One crew completed a dry dinghy drill. The air bombers trained on radar navigation while ten navigators practiced speed-up exercises. Four others of them trained on Loren. One class in aircraft recognition was held for the air gunners.</p>		See Appendix B-37 references Q-1 to Q-17.

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Place	Date	Time	Summary of Events	References to Appendices
	29-9-44		<p>Weather: Fine to fair. Visibility excellent. Wind moderate and westerly. The Squadron was not required for operations today. A small flying training schedule was arranged and successfully carried out. This programme consisted mainly of cross-country exercises.</p> <p>One crew completed a wet dinghy drill today. Five navigators and their air bombers completed dry runs during the forenoon. Ten navigators worked on speed-up exercises. The rear turbines in the aircraft are to be notified to take next type parachutes and the air gunners are to be issued with those as the aircraft are modified.</p> <p>Members of the Squadron Signals Section were out in strength at a social dance which was held in the new High School at Northallerton.</p> <p>R/O S.M. Lealie (Can.J.26786) (Pilot) who was reported missing from operations on St. Abbs Head on May 2nd, 1944, has arrived back in this country and today paid a visit to the Squadron. The Navigators were successful in defeating the Air Bombers in Softball this afternoon.</p>	
	30-9-44		<p>Weather: Fine. Visibility excellent. Wind, light to moderate, westerly.</p> <p>No operations were ordered today and a flying training programme was arranged. Two blind bombing exercises, and two cross-country exercises were completed. Ten crews were briefed for night cross-country exercises but these were cancelled owing to unfavourable weather developing. Fighter affiliation details had to be cancelled as no fighter aircraft was available.</p> <p>The air gunners completed a class in aircraft recognition and ten details in street shooting. The wireless operators held a discussion in their Section on procedure, counter-measures and on winter flying conditions.</p> <p>The Flight Engineers challenged 427 Squadron engineers to a ball game, the 427 team coming out on top. The navigators also made up teams from their section and played softball.</p> <p>R/L J. Mackay (RAF) the Gunnery Leader returned today from C.S.S. and reported his visit to the Group Gunnery Leader.</p>	
			NIL	
			<p style="text-align: center;">POSTINGS - IN</p> <p>The following aircrew personnel were posted to the Squadron during the month of September, 1944, from the units shown on the dates stated:</p> <p>Can.J.19770 R/O Wilkinson, K.E. WO/AB, posted from 426 Squadron v.o.f. 6-9-44.</p> <p>Can.J.3082 R/O R.J. Inglis Pilot, Can.J.8803 R/O R. Weyrick A/B.</p> <p>17255 (RAF) R/O J.F. Whinn Nav., 182949 (RAF) R/O G.M. Rowley S/B.</p> <p>18226 (RAF) R/O A.J. Manning WO/A, Can.J.18135 R/O Larkin, S.O. WO/AB</p> <p>182416 (RAF) R/O J.L. Bouchard A/S all posted from 424 Sqdn. v.o.f. 25-9-44</p> <p>reported at this Unit on 6-9-44.</p> <p>Can.J.197 R/O R. Selous Pilot posted from 61 Base v.o.f. 9-9-44 on cessation of detachment to this Unit.</p> <p>Can.J.8842 R/O W. Fakis Pilot, Can.J.40023 R/O H.K. Chandler Nav.,</p> <p>Can.J.19370 Sgt Cohen, S. A/B, 182599 (RAF) Sgt Campbell, J. S/B.</p> <p>Can.J.21961 Sgt Love, H. WO/AB, Can.J.270441 Sgt Kemp, R.W. WO/AB</p> <p>Can.J.206483 Sgt Williams, P.S. A/S all posted from 61 Base v.o.f. 11-9-44.</p>	

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OPERATIONS RECORD BOOK

of (Unit or Formation) No. 425 Squadron, R.C.A.F.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
ESSEX			<p>Gen.J.12764 W/L A.H. Milner Pilot, Gen.J.38315 W/O H.K. Frair Nav., Gen.J.36885 W/O R.H. Barnes A/S, 304021 (RAF) Sgt Turner, R. W/S, Gen.R.118092 WO1 Johnson, R.H. WO/SG, Gen.R.267007 Sgt Sulak, G.H. WO/SG, Gen.R.267599 Sgt Small, J.S. A/G all posted from 61 Base w.o.f. 14-9-44. Gen.J.3928 W/L S.S. Mitchell Pilot, Gen.J.28866 W/O J.H. Johnston Nav., Gen.R.171540 W/S McKechnan, R.H. A/S, 571573 (RAF) Sgt Harria, G.W. W/S, Gen.R.161274 W/S Almas, R.M. WO/SG, Gen.R.196866 Sgt Warr, G.H. WO/SG Gen.R.219425 W/S Balson, R.S. A/G all posted from 61 Base w.o.f. 18-9-44. Gen.J.23182 W/O R.K. Mitchell Pilot, Gen.J.27422 W/O F.H. Bullen Nav., Gen.R.226149 W/S Tassie, R. WO/SG, 179221 (RAF) Sgt Potts, R. WO/SG, Gen.R.27287 W/S Hay, W.G. A/G Gen.R.26777 W/S Johnson, G.H. WO/SG, all posted from 61 Base w.o.f. 30-9-44.</p>		
<p>NOTE - CONT</p>					
<p>The following address personnel were posted from the Squadron to the Units shown on the dates</p>					
			<p>Indicoted: Gen.J.23447 W/L G.F. Aruckle WO Pilot, Gen.J.21399 W/O G.R. Frost Nav., Gen.J.13828 W/O J.G. Morgan A/S, Gen.R.28799 W/O J.H. Sillway W/S, 1344212 (RAF) W/S MacMillan, D. WO/SG, Gen.J.5773 W/O M.G. Hamer A/G, 7573 (RAF) W/O G.W. Frazer A/G all posted to 424 Squadron w.o.f. 25-8-44. Gen.R.124970 WO Whitman, G.H. Nav., posted to A.C.A.G. w.o.f. 1-9-44. Gen.R.162841 Sgt Corbett, L.A. A/G posted to 423 Squadron w.o.f. 7-9-44. Gen.R.123944 W/S Bridges, L. A/G posted to A.C.A.G. w.o.f. 8-9-44. Gen.J.24967 W/O H.A. Sleski Pilot posted to No. 22 O.T.U. w.o.f. 13-9-44. Gen.J.749 W/L J.A. Morris WO Pilot, Gen.J.7027 W/L J. Brown Nav., Gen.J.16781 W/O F.S. Kuebler A/S, Gen.O.19699 W/O H.D. Halliday W/S, Gen.J.19839 W/S G.W. Limber WO/SG, Gen.J.17140 W/O G.R. Scott A/G, Gen.R.23128 W/S H.L. Burton A/S all posted to 424 Squadron w.o.f. 16-9-44. Gen.J.26925 W/O G.R. Bell A/G posted to 423 Squadron w.o.f. 19-9-44. Gen.J.28772 W/O A.R. Thomas A/G posted to 423 Squadron w.o.f. 19-9-44. 178775 (RAF) W/O W.F. McDonald W/S posted to 1666 C.U. w.o.f. 11-9-44. 178771 (RAF) W/O W. Lawrence W/S posted to 1639 C.U. w.o.f. 4-9-44. Gen.J.28229 W/O F.D. Muehner A/G posted to No. 401 Squadron, w.o.f. 21-9-44. Gen.R.180286 W/S Williams, A.J. A/G posted to No. 403 Squadron, w.o.f. 21-9-44. Gen.J.23990 W/O J.D. Knox A/S posted to No. 424 Squadron w.o.f. 21-9-44. Gen.J.76493 W/O T.W. McKechnan WO/SG posted to No. 1666 C.U. w.o.f. 23-9-44. Gen.J.29080 W/O F.J. Cormier Pilot, Gen.J.36833 W/O E.H. Steer Nav., Gen.R.138333 W/S Allip, W.S. A/S, 189760 (RAF) Sgt Kanka, S.H. W/S, Gen.J.28788 W/O W.W. Kearney WO/SG, Gen.R.198884 Sgt Gray, J.S. A/G, Gen.R.17873 W/S Nykolaj, R.W. A/S all posted to No. 403 Squadron w.o.f. 25-9-44. Gen.R.113736 Sgt Haas, R.F. W/S posted to No. 22 O.T.U. w.o.f. 29-9-44. Gen.J.19815 W/O J.G. Wood Pilot posted to No. 86 O.T.U. w.o.f. 30-9-44. Gen.R.17607 WO1 Beoherty, G. Nav., posted to A.C.A.G. w.o.f. 28-9-44.</p>		

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