

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 429 Squadron R.C.A.F. 89325

Page No. 1
Compiled by P/L C.J. Higgins
No. of pages used for month 84

Place	Date	Time	Summary of Events	SECRET.	References to Appendix
LESMING	1-10-44		<p>Weather: Fine. Excellent visibility, brisk north-west wind.</p> <p>No operations were ordered for today as an extensive flying training programme was scheduled. This training programme included six aircraft on fighter affiliation and six on air to air firing exercises in the forenoon. During the afternoon eighteen aircraft were detailed for practice formation flying which was completed with good results.</p> <p>Some ground training was also carried out during the day by those not detailed for flying. Ten navigators worked on speed-up exercises while the air gunners completed 6 details of turret manipulation and held one class in aircraft recognition. One class was also held in sheet shooting.</p> <p>A new 1196 wireless set was brought into the Signals Section today to be set up for instructional purposes.</p>		
	2-10-44		<p>Weather: Fine to fair, excellent visibility. Brisk south-west wind.</p> <p>The Squadron was not required for operations today and another flying training programme was arranged. Six details each of fighter affiliation and air to air firing were carried out. Three aircraft were detailed for formation flying and one simulation bombing exercise was carried out. Six aircraft were detailed for night cross-country flights but these were cancelled owing to weather conditions.</p> <p>Two crews did dry dinghy drills and one crew completed wet drill. Eight navigators practiced speed-up exercises and four others were detailed for Loren training. The air gunners did four details of turret manipulation while another fourteen of them went to Sutton Bank Range for gunnery practice. A class in aircraft recognition was held in the morning and another in the afternoon.</p> <p>Teams were made up from the different sections and softball games were played during the afternoon.</p>		
	3-10-44		<p>Weather: Occasional showers. Excellent visibility, moderate north-west wind.</p> <p>No operations were ordered today and more flying training was completed. No day flying was carried out as aircraft were not sheddable but a good amount of night flying was done. Eleven night cross-country exercises and four night bombing exercises were successfully carried out.</p> <p>Seven crews completed dry dinghy drills today. Four navigators and their air bombers worked on dry swims while another six navigators practiced speed-up exercises. The flight engineers were given a lecture on engine handling by the Flight Engineer Leader, P/L K.M. Johnston (Can.C.18844). Both turrets were unserviceable during the forenoon, one was repaired later in the day and the air gunners completed 9 details of turret manipulation. They also had one class in aircraft recognition. P/L W. Dobson (RAF) (127876) the Signals Leader called his Section together and gave them a lecture on discipline and ways and means of making the Squadron a more efficient operational unit. The 7th Canadian Victory Loan was also discussed. Another subject under discussion was the idea of each aircrew member donating one shilling each to a fund to be given to people in Europe who aided airmen to evade capture.</p>		
	4-10-44		<p>Weather: Occasional showers, becoming fair. Good visibility, fresh northerly wind.</p> <p>The Squadron was ordered for operations today and six aircraft were ordered. The crews were briefed at 1300 hours for a gardening operation on OS10. All took off. Weather over the target was excellent with very good visibility and no cloud. Winds were light and variable.</p>		See Appendix A.1 to A.6.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	4-10-44	(Cont'd)	<p>Visual identification of the mining area was made in all cases. Light to intense heavy flak both predicted and in barrage form was encountered over the target area bursting from 11,000 to 12,500 feet. Some light flak was also experienced. No enemy fighters were seen and all of our aircraft returned safely. A large unidentified aircraft was seen falling into the water in flames but no parachutes were noticed.</p> <p>Two details of air to air firing were carried out during the day and six H2S cross-country exercises were flown during the night. Other flying consisted of two conversion check flights and air tests.</p> <p>Eight navigators worked on astro speed-up exercises while the air gunners completed six details of turret manipulation and aim class in aircraft recognition.</p> <p>Flight Lieutenant R. Westman, Station Electrical Officer, gave aircrew personnel a lecture on new aircraft equipment which would be shortly coming into use on the Squadron.</p>		
	5-10-44		<p>Weather: Fine during day, foggy at night. Visibility good becoming poor.</p> <p>The Squadron was not required for operations but a Sea Search was ordered and six of our crews were detailed. All took off, carried out the Search but no sightings were made.</p> <p>Three aircraft carried out formation flying practice during the day. One night cross-country exercise was also completed. Several air tests were also flown.</p> <p>Two crews completed dry dinghy drills today. Six navigators were detailed for Loran training while the air gunners completed six details of turret manipulation in the forenoon and ten more in the afternoon. One detail of sheet shooting was also completed. Six wireless operators successfully carried out the Group W/T exercise while the air bombers did routine training on Gee, H2S and Link.</p> <p>The Bombing Section has been undergoing a thorough cleaning and has been freshly painted by the members of the Section under the careful supervision of the Master Painter, P/L I.P. MacIntosh MC [Can.J.11962] the Bombing Leader. Some very good work in decorating the walls has been done by P/O B.K. Lynch [Can.J.36837].</p>		
	6-10-44		<p>Weather: Buggy becoming fair. Visibility becoming good. Wind light and variable.</p> <p>The Squadron was required for operations today and a maximum effort of 28 aircraft was ordered. See Appendix B.38 reference B.1 to B.22</p> <p>The crews were briefed at 1345 hours for an attack on DORTMUND. All took off. Weather over the target was clear with unlimited visibility and no clouds. Some early crews reported a slight ground haze which partially obscured the markers. The marking appeared to be accurate. Many small fires were seen at the commencement of the attack and these appeared to be building up well as the attack progressed. Some fair sized explosions were observed with grayish-black smoke commencing to rise. Several large explosions were also observed. Moderate heavy flak in barrage form was encountered over the target area as well as some light flak. Searchlights were also in evidence but did not appear to be operating with the flak. Fighters were numerous in the target area but none of our aircraft had encounters with them. The action appeared effective but most crews found that the briefed speeds were excessive. All but one of our aircraft landed away at diversion bases owing to shortage of fuel, the remaining aircraft was able to make its way back to base. All of our aircraft returned safely.</p> <p>Owing to the preparation of the maximum effort for operations no flying training was carried out. A small amount of routine ground training was completed. Seven navigators practiced speed-up exercises, one class in aircraft recognition was held for the gunners who also completed ten details of turret manipulation while the air bombers trained on H2S, Gee and Link.</p>		

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 499 Squadron, R.C.A.F.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LOCKING	7-30-44		<p>Weather: Cloudy with drizzle mid-day and at night. Visibility moderate to poor. Wind moderate north-easterly.</p> <p>The Squadron was not required for operations today. No training was carried out owing to the fact that the aircraft had not yet returned from their diversion bases after the previous operation.</p> <p>Some ground training was completed by the aircrew personnel remaining on the Station. The pilots were lectured by the Flight Engineer Leader, P/L K.S. Johnston (Can.C.16344) on engine handling. The air gunners completed ten details of turret manipulation and held one class on aircraft recognition. Some of them were also practicing sheet shooting. The air bombers carried out routine training on Gee and H2S.</p>		
	8-10-44		<p>Weather: Cloudy with drizzle becoming fair in the evening. Visibility poor in drizzle, becoming good.</p> <p>The Squadron was not required for operations again today. Due to the inclement weather prevailing throughout the day no flying training was carried out. The aircraft returned from their diversion bases and the crews were given some ground training during the day.</p> <p>All aircrew personnel were given a lecture on "Security and Escape" by P/L Waller, Station Intelligence Officer. The air gunners completed ten details of turret manipulation, two classes in aircraft recognition and also practiced sheet shooting. The navigators spent considerable time marking up logs while the air bombers trained on H2S, Link and Gee.</p> <p>All aircrew personnel were assembled in the Crew Centre and given a lecture on the 7th Canadian Victory Loan Campaign which opened on the Station today. The Squadron objective was set at \$33,630,000.</p>		
	9-10-44		<p>Weather: Cloudy. Visibility moderate to good.</p> <p>The Squadron was required for operations today and fifteen aircraft were ordered. The crews were briefed at 1300 hours for a bombing attack on BUCHUM. All took off. Cloud over the target varied from nil to 10/10th. Visibility was fair to good. Some aircraft identified the target by sky-markers but the majority were able to bomb on the red T.I.'s. These were fairly well concentrated but their accuracy could not be determined because of the cloud. Many small fires were seen to be starting during the attack. Enemy decoys were seen to be in operation in the target vicinity. Moderate heavy flak was seen over the target as well as numerous fighter flares. One of our aircraft, 2J^W LW965 was hit by flak and owing to shortage of petrol was forced to divert and land at Old Buckenham. On making the approach to land it was found that a throttle control was unserviceable making it impossible to close the throttle on one engine. This caused a violent swing on landing, resulting in the aircraft ground looping and the undercarriage collapsing. One engine caught fire but was extinguished by the ground crew. The aircraft was rendered Category "B" but the crew members escaped uninjured. All the remainder of our aircraft returned safely to base.</p> <p>A small amount of flying training was completed during the day. This included 2 H2S cross-country and some air tests.</p> <p>Four navigators completed dry swims while the air bombers trained on Gee and H2S. The air gunners completed sixteen details of turret manipulation and two classes of aircraft recognition. The wireless operators studied the list of W/T faults occurring within the Group during September.</p>		See Appendix B.37 references C.1 to C.15.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LEMERG	10-10-44		Weather: Cloudy with drizzle. Visibility moderate but fog late in the day. The Squadron was not required for operations today and owing to unfavourable weather it was impossible to undertake any flying training. Ground training was carried out during the day. The air gunners completed eight details of turret manipulation and a class in aircraft recognition. The Gunnery Section also today received 33 new model aircraft for training in aircraft recognition. 12 navigators were marking logs while others trained on Gee and plotting. The Flight Engineer Leader, P/L K.S. Johnston lectured the engineers on engine smags and engine handling. The 7th Canadian Victory Loan Drive got well under way and many bond sales were registered today.		
	11-10-44		Weather: Cloudy with fog, followed by rain and drizzle. Visibility poor becoming moderate. The Squadron was not required for operations today and because of poor flying weather no training flights were completed. One crew completed dry dinghy drill. The air gunners completed one class in aircraft recognition and eight details of turret manipulation in the forenoon and six details of turret training in the afternoon. 21 navigators worked on speed up exercises while another six along with their air bombers completed dry swins. The air bombers trained on H2S and Gee. P/L Johnston, the P/S leader, lectured the new pilots on engine handling. The Bombing Leader, P/L I.P. MacIntosh (Gen.J.11962), wishing to promote a few extra sales of Victory Bonds in his section, started challenging members of his section to billiards, the loser to buy an extra bond. Unfortunately he was forced to abandon this plan owing to the fact that he had apparently under-estimated the billiard playing abilities of his air bombers, and was himself compelled to purchase the extra bond.		
	12-10-44		Weather: Cloudy with general rain and showers. Visibility good. The Squadron was required for operations today and fourteen aircraft were ordered. The crews were briefed at 0330 hours for a bombing attack on WAINES-BECKON. All took off. All reached the target but one which was forced to return early due to engine trouble. There was light scattered cloud over the target with fair to good visibility. The target became obscured by smoke early in the attack. Crews bombed on the instructions of the Master Bomber, some of them using T.L.'s. The bombing was fairly well concentrated, although actual bombing results could not be assessed due to the smoke over the target. Heavy flak over the target was moderate to intense in barrage form. All of our aircraft returned safely to base. No flying training was carried out today because of the operation. Three crews completed dry dinghy drills. Both training turrets were unserviceable today but the air gunners completed a class in aircraft recognition. Nine navigators worked on speed-up exercises while the air bombers held a discussion on photography and gardening. The Squadron was again required for operations today and seven crews were detailed for night bombing. However, this operation was cancelled before take-off time.		See Appendix B.38 references D.1 to D.14.
	13-10-44		Weather: Fair to cloudy at first, continuous rain later. Visibility moderate. The Squadron was not required for operations today. A flying training programme was arranged and completed. This included two practice bombing flights, three air to air firing details and two fighter affiliation exercises. The air gunners completed a class of aircraft recognition and also thirteen of them proceeded to Sutton Bank for gunnery practice on the range there.		

OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendixes
LEHMUND	13-10-44	(Cont'd)	Six navigators trained on speed-up exercises during the forenoon and sixteen of them made a review of the timing on the previous operation during the afternoon. A conference of the Flight and Section Commanders was held and sixteen crews were detailed to stand by for early morning operations.		
	14-10-44		Weather: Cloudy with rain, becoming fair to cloudy with showers. Visibility good. The Squadron was required for operations and sixteen aircraft were ordered. The crews who had been detailed to stand by the previous afternoon were briefed at 0330 hours for an attack on DUISBURG. All took off. On arrival at the target the crews found it covered by 10/10ths cloud to about 10,000 feet. The Master Bomber gave instructions to bomb markers and shortly after issued orders to bomb any built-up area. Earlier aircraft dispersed and bombed various built-up areas in the vicinity. Others managed to bomb the primary as the cloud was blowing away. The Rhine river and bridges were identified by many crews and used as an aiming point. Heavy flak was reported over the target and at other points bombed. There was no enemy fighter activity. A few crews saw aircraft going down and parachutes were seen to open in some cases. One aircraft, NZ455, piloted by P/O P.K. Augusta (Can.J.87762) was hit by flak. The crew was forced to abandon the aircraft and baled out near Brussels, Belgium. All of them landed safely. The navigator, P/O W.H. Fotts (Can.J.28871) was admitted to hospital there owing to wounds he received when the aircraft was hit. The remainder of the crew were able to return to base in a few days. All the rest of our aircraft returned safely. The Squadron was again required for operations today and seventeen aircraft were ordered. The crew were briefed at 1800 hours for an attack again on DUISBURG. All took off. Weather over the target was good with thin patchy cloud or haze. Visibility was good. Crews reported the northern aiming point burning brightly with fires spreading. Our aiming point was attacked with good success and large fires were developing as the aircraft departed. These fires could be seen over 100 miles away on the homeward route. Flak defences were slight to moderate. All of our aircraft returned safely to base with the exception of one which was forced to divert and land at Woodbridge for petrol. Due to the heavy scale of operations it was impossible to complete either flying or ground training today.		See Appendix B.38 references G.1 to G.16.
	15-10-44		Weather: Cloudy at first becoming fine late in the day. Some slight rain at first. Visibility moderate, becoming poor later. The Squadron was required for operations today and sixteen aircraft were ordered. The crews were briefed at 1430 hours for an attack against WILHELMSHAVEN. There was 10/10ths cloud over the target although some crews were able to identify the markers through thin places. The markers were rather scattered over the town which caused the bombing to be somewhat scattered also. However, later in the attack the concentration of bombing became much improved. Cloud conditions brought most of the crews down from their briefed heights but at such speed as to preclude accuracy in bombing. Defences were slight to moderate inaccurate heavy flak. Bombs were seen in action but did not appear to be drawing any bombs. Results generally were not clearly observed due to cloud conditions. Due to unfavourable weather at base only two aircraft landed at base the remainder diverted and landed at Bournemouth. Due to the preparation for the operation no flying training was carried out today and only routine ground training was completed. The navigators worked on speed-up exercises while the air mechanics trained on G.I. and G.2. The gunners practiced aircraft recognition and turret manipulation.		See Appendix B.38 references G.1 to G.16.

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RESUME	16-10-44		<p>Weather: Fine at first becoming fair. Rain during morning and afternoon. Visibility poor. The Squadron was not required for operations today. Because of unfavourable weather conditions the aircraft were unable to return from their diversion base, consequently no flying training was carried out. Very little ground training could be undertaken either as most of the crews were still away at diversion base. Two crews completed dinghy drills. The air bombers and navigators trained on H2S and Gee, the air gunners practiced aircraft recognition and turret manipulation. During the afternoon the aircrew personnel remaining on the Squadron were stood down.</p> <p>The 7th Canadian Victory Loan campaign has been in progress for a week and the Squadron has now reached its objective but with many sales yet to be made it is anticipated that total sales will exceed the quota by a wide margin.</p>		
	17-10-44		<p>Weather: Cloudy with slight rain at noon, fair to fine later. Visibility good becoming moderate. The Squadron was not required for operations today. During the forenoon all the aircraft returned from Hornum-St. Faith where they had been diverted following an operation. No flying training was carried out, the only flying done being in the nature of air tests. Two crews completed dry dinghy drills and all available aircrew personnel were shown a film on Air Sea Rescue.</p> <p>No ground training was carried out as the day was largely spent in interrogating the crews as they returned from diversion base.</p>		
	18-10-44		<p>Weather: Showery with fair to fine periods. Visibility good at first becoming moderate. The Squadron was required for operations today and sixteen aircraft were ordered. However, this operation was cancelled at 1400 hours. A flying training programme was arranged and partially completed as it became necessary to cancel some of the details because of weather conditions. Two blind bombing details were carried out and one new crew was converted to Halifax III aircraft.</p> <p>All aircrew personnel were shown two films on Air Sea Rescue. These were entitled "Ditching without Hedging" and "The Lindholme Dinghy". One crew did dry dinghy drill today. The wireless operators were given talks on the care of equipment, diversions and the use of Fishpond, by the Signals Leader, E/L W. Dobson <u>W/O (RAF) (127898)</u>.</p> <p>Another list of crews detailed for early morning operations was published.</p>		
	19-10-44		<p>Weather: Mainly cloudy, visibility good. Wind northwesterly, 15-20 mph at first becoming light. The Squadron was required for operations and nineteen aircraft were ordered. The crews detailed the previous night were briefed at 0345 hours this morning but the operation was cancelled shortly after briefing at 0430 hours. Weather was unfavourable during the day and no flying training could be undertaken.</p> <p>All pilots were given a lecture on Flying Control by E/L Boyd, the Station Flying Control Officer. The air gunners completed seven details of turret manipulation and six gunners practiced skeet shooting. Six wireless operators successfully carried out the weekly Group W/T exercise. The navigators worked on speed-up exercises and Gee while the air bombers trained on H2S and Gee. Ten navigators also assisted their pilots in a navigation test.</p> <p>S/L R. Bolduc (Can-G-1057) assumed command of the Squadron today vice W/O A.P. Avant <u>W/O (Can-G-10705)</u> who was promoted to the rank of Group Captain and posted to command R.C.A.F. Station, Topolizza.</p>		

OPERATIONS RECORD BOOK

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No. of pages used for day

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LSEMDR	20-10-44		<p>Weather: Cloudy with continuous rain during morning. Visibility good at first becoming moderate. The Squadron was not required for operations today and as the weather was very poor for flying it was impossible to complete any flying training. The air gunners completed 12 details of firing practice at Sutton Bank Gunnery Range and also six details of turret manipulation. The navigators and pilots were given a quiz test on navigational subjects. The air bombers carried out routine training on H2S and Gee. P/O A.S. MacKenzie (Can.J.39479) proceeded today to Dalton to attend an Instructor's Course for air gunners. The Squadron quota for the 7th Canadian Victory Loan Campaign was increased today by the Station Commander. All aircrew personnel attended a lecture on "Post-War Rehabilitation" given by P/L Pearce. Keen interest was shown by all who attended.</p>	SECRET.	
	21-10-44		<p>Weather: Cloudy with fog at first becoming cloudy with occasional drizzle. Visibility poor at first becoming moderate. The Squadron was required for operations today and 20 aircraft were ordered. All took off. However, all aircraft were recalled by Group and returned to base as ordered. Sufficient bombs were jettisoned by all aircraft to reduce their weight for landing. Two of our aircraft landed at Skipton due to fog at base. One aircraft, NP92, bounced on touching down and ground looped, collapsing the undercarriage and causing damage to the tail plane, fin and rudder and fuselage. None of the crew were injured. The crews were briefed for this operation at 1530 hours and were to have attacked Hanover. No flying training was carried out today. Three crews completed dry dinghy drills. 18 navigators practiced speed-up exercises during the forenoon. Twelve details of turret manipulation were completed by the air gunners as well as a class in aircraft recognition. 21 crews were detailed to standby for early morning operations tomorrow.</p>	SECRET.	See Appendix B.38 references H.1 to H.20.
	22-10-44		<p>Weather: Cloudy. Visibility moderate to poor. Wind light northwesterly backing to light southeasterly. The Squadron was required for operations and the 21 crews detailed the previous night were briefed in the early morning. However, the operation was cancelled after briefing at 0930 hours. No flying training was carried out during the day as all aircraft were loaded for operations. One crew completed a dry dinghy drill. Six details of turret manipulation and one class in aircraft recognition were completed by the gunners while the air bombers and navigators carried out routine ground training during the forenoon. All aircrew were stood down for the afternoon until 0930 hours tomorrow.</p>	SECRET.	
	23-10-44		<p>Weather: Rain at first becoming fine. Visibility poor at first becoming excellent. Wind moderate. The Squadron was required for operations today and 21 aircraft were ordered. The crews were briefed at 1530 hours for an attack on BIESEN. All took off. The target was covered by 10/10ths layered cloud with tops of lower layer at about 6-10,000 ft. Most crews bombed green sky markers but only a few were seen. Those who bombed the red sky markers found only one or two at any time. The general opinion was that marking continuity was not maintained on adequate sufficiency to effectively establish any concentration of bombing. Added to this the upper cloud layer in which some crews found themselves prevented them seeing sky markers which</p>	SECRET.	See Appendix B.38 references J.1 to J.21.

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LEMMING	23-10-44	(Cont'd)	<p>had already gone down. No assessment of bombing results is possible. A good concentration of aircraft at bombing times was reported. Several of our aircraft were forced to land at diversion bases for refueling. One of our aircraft, "H" - MZ906, piloted by P/O H.G. Muir (Can.J.87026) failed to return from this operation.</p> <p>One new crew was detailed for training cross-country exercises but this was cancelled and no other flying training was completed today, as the aircraft were all bombed up for the operation. Two crews, P/L A.E. Patterson (Can.J.18630) and P/O J.T. Barlow (Can.J.83385) were screened, today's operation being the last one required to complete their first tours.</p> <p>No ground training was completed.</p>		
	24-10-44		<p>Weather: Intermittent rain, cloudy. Visibility moderate. Moderate northerly wind.</p> <p>The Squadron was required for operations again today. Some aircraft were ordered for a mining operation and seven others for bombing. The seven crews detailed for bombing were briefed at 1330 hours but this operation was cancelled at about 1300 hours due to unfavourable weather conditions. The seven crews detailed for mining were briefed to carry out gardening operations on US10. All took off at 10/10ths heavy cloud with tops ranging from 5-10,000 ft. No enemy fighters were seen or encountered and all of our aircraft were diverted on their return trip due to unfavourable weather at base. All landed at Kinloss, Scotland.</p> <p>No flying training was completed today. The aircraft which had landed at diversion bases from the previous raid returned to base today.</p> <p>On a small amount of ground training was completed today and it was of a routine nature. The air gunners completed a class in aircraft recognition and four details of turret manipulation. The navigators practiced speed-up exercises and trained on H2S while the air bombers trained on H2S and Gee.</p>		See Appendix B.38 ref. K.1 to K.9.
	25-10-44		<p>Weather: Fair with fog at dawn and dusk. Visibility moderate during day. Wind, light, variable.</p> <p>The Squadron was required for operations today and through aircraft were ordered. The crews were briefed at 0830 hours for an attack on HOMBEG. All took off. One aircraft was forced to abandon the mission and return to base due to an unserviceable port-inner engine. The remainder proceeded to the target. 10/10ths cloud was reported by all crews and ranged from 4 to 14,000 ft. Horizontal visibility was good. A few crews were able to bomb green sky markers while others were forced to bomb on IR run or A.P.L. as no markers were visible because of the cloud. Crews were of the opinion that sky markers were not satisfactory for daylight use as they were very difficult to see. Bombing was done on the instructions of the Master Bomber in most cases. No assessment of bombing results was possible owing to the dense cloud which obscured all ground detail although several crews reported a good concentration of aircraft over the target area. All of our aircraft returned safely.</p> <p>No flying training was done today, the only flying undertaken being air tests. The crews which had landed at Kinloss after the previous operation returned to base today.</p> <p>A small amount of ground training was undertaken today. The navigators worked on speed-up exercises while the air bombers trained on Gee and H2S. No gunners were available for training today. A few spare flight engineers practiced skeet shooting.</p>		B.38 reference L.1 to L.13.

OPERATIONS RECORD BOOK

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

No. of pages used for day

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LEZARD	26-10-44		<p>Weather: Fair with rain after dusk. Visibility moderate during the day. Wind light, variable. The Squadron was required for operations today and fifteen aircraft were ordered. However the operation was cancelled before briefing at 1030 hours.</p> <p>No flying training was carried out today as the aircraft were bombed up and weather was not favourable for training.</p> <p>Some ground training was completed during the day. The wireless operators successfully carried out the Group W/T exercises but a great deal of interference was heard on the frequency. 12 air gunners proceeded to Sutton Bank for gunnery practice, while eight others practiced turret manipulation. The flight engineers trained on aircraft recognition and visited the Intelligence Library.</p> <p>All Squadron personnel were given a talk by the Squadron Commander, S/L R.L. Bolduc (Can.C.1057) on the Victory Loan campaign in a final effort to increase bond sales before the end of the drive.</p>		
	27-10-44		<p>Weather: Fine. Visibility excellent. Wind moderate south-westerly.</p> <p>The Squadron was required for operations today and nineteen aircraft were ordered but the operation was cancelled at 1700 hours, just after briefing.</p> <p>No flying training was completed as the aircraft were all bombed ready for the operation. A small amount of ground training was carried out by those not detailed for operations.</p> <p>Seven navigators trained on speed-up exercises while the air gunners held a class in aircraft recognition, 4 details of turret manipulation and several details of afloat shooting. A quiz was held in the flight engineer section on engine snags. They were also given a lecture by the P/O leader, P/L K.S. Johnston (Can.C.15944) on engine handling.</p> <p>The Air Bombers were required to report to the Station Hospital today for a colour vision test and no failures were reported.</p> <p>The final results of the Victory Loan Drive were compiled today, the campaign having closed last night. The Squadron bought a total of \$49,500.00 which was well over the increased quota.</p>		
	28-10-44		<p>Weather: Showery. Visibility poor at dawn improving to good.</p> <p>The Squadron was required for operations today and sixteen aircraft were ordered. The crews were briefed at 1130 hours for an attack on OLOOME. All took off. Weather over the target was thin cloud to about 6-12,000 ft. with excellent visibility. Moderate to intense heavy flak was encountered over and around the target area and some of our aircraft were hit. The target area was visually identified and some crews bombed on the smoke and bomb bursts as directed by the Master Bomber. Others bombed with the aid of red navigators. The bombing was generally well concentrated and fires were seen under way with a great deal of smoke rising. Several explosions were observed. No enemy fighters were observed. Several aircraft landed at diversion bases for refueling. One aircraft, "Q" ML17, flown by P/O W. Fikis (Can.J.8842) was hit by flak over the target and the wireless operator, Can.C.219061 Sgt. Laws, N., was fatally wounded. He died about an hour after being hit. This aircraft was landed at Woodbridge as the rudder controls were damaged and one tire was punctured. None of the remainder of the crew were injured. Aircraft "X" ML139, flown by P/O B. Bell (Can.J.35529) was also hit by flak and the flight engineer, 3000723 Sgt. Boldarstone, P.F. (RAF), received slight scalp wounds. The port side of the fuselage and the port aileron were damaged on the aircraft and it was landed at Manston. None of the remainder of the crew were injured. The remainder of our aircraft returned safely from the operation.</p>		See Appendix B.38 references H.I to H.18.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
ESSENB	28-10-44	(Cont'd)	The daily flying training carried out today was a night cross country flight. One other training flight had been ordered but was cancelled. Very little ground training was completed as the crews were engaged in preparing for the operation. The aircrew personnel not detailed for the operation carried out routine ground training in their respective sections.		
	29-10-44		Weather: Visibility good. Wind northerly, light. Fair to cloudy. The Squadron was not required for operations today. A flying training programme was arranged and carried out. This included two H2S cross-country flights, three fighter affiliation details, one ordinary cross-country, three air to air firing and a conversion flight. Several air tests were also flown. Aircraft which had diverted the previous day returned to base during the day. Several crews completed dinghy and parachute drill during the day thereby bringing their schedule for the week up to date. The flight engineer leader, P/L K.S. Johnston, gave lectures to the pilots, air bombers and engineers on engine handling, smags etc. The navigators trained on H2S and Gee and also practiced speed-up exercises while the air bombers trained on H2S and Gee. The air gunners practiced turret manipulation and aircraft recognition. A detail of crews was published in the afternoon for operations early tomorrow morning.		
	30-10-44		Weather: Mainly fair with fog at dawn. Visibility mainly moderate. Wind light to moderate. The Squadron was required for operations today but the early morning operation was cancelled after briefing. Eighteen aircraft were ordered for operations later in the day. The crews were briefed at 1900 hours for another attack on OOILOHE. All aircraft took off. The target was obscured by 10/10ths cloud with tops at about 12,000 ft. Visibility above the cloud was good. Most crews checked their position by Gee on the run-up and estimated that the Wangazi flares were well placed. A good concentration of red, green and white sky markers were in position, with a predominance of reds. No assessment of bombing results is possible due to the heavy cloud over the target. One of our aircraft, 218 MP45, flown by W/O W.A. Thomas (Can.J.87998) was forced to land at an airfield at Jurincourt, France, because of engine trouble and shortage of petrol. He was able to return to base with this aircraft on 2nd November, 1944. All the remainder of our aircraft returned safely. All were ordered by Group to land at diversion bases and most of them landed at Spilsby. One landed at Woodbridge and one at Foulsham. No flying training was carried out today as the aircraft and crews were kept ready for operations throughout the day. A certain amount of routine ground training was completed in the different sections during the day.		northerly. See Appendix B.38 references N.1 to N.18
	31-10-44		Weather: Fair to cloudy with occasional showers. Visibility was moderate to good. Wind light, northerly. The Squadron was not required for operations today. Most of the aircraft returned from their diversion bases during the day and a small flying training programme was arranged. This included two H2S cross-country exercises and conversion flights for new crews. Air tests were also flown. The air gunners practiced on turret manipulation while the navigators and air bombers trained on H2S and Gee. The new wireless operators were instructed on operational W/T operating.		

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																																										
CASUALTIES																																															
The following personnel are missing as the result of air operations during the month of October, 1944:																																															
			<table border="0"> <tr> <td>R/O N.G. Muir</td> <td>(Can.J.87026)</td> <td>Pilot</td> <td>6</td> <td>previous operational trips</td> <td>36.07 hrs.</td> </tr> <tr> <td>R/O D.G. Pole</td> <td>(Can.J.35541)</td> <td>Nav.</td> <td>16</td> <td>"</td> <td>85.90 "</td> </tr> <tr> <td>R/S Innes, L.J.</td> <td>(Can.R.180909)</td> <td>A/B</td> <td>6</td> <td>"</td> <td>34.33 "</td> </tr> <tr> <td>Sgt. Weynes, J.M.</td> <td>(1820990) (RAF)</td> <td>F/S</td> <td>4</td> <td>"</td> <td>22.20 "</td> </tr> <tr> <td>R/S Mitchell, F.J.F.</td> <td>(Can.R.203963)</td> <td>WO/AG</td> <td>4</td> <td>"</td> <td>22.20 "</td> </tr> <tr> <td>R/S Hallam, G.T.</td> <td>(Can.R.298208)</td> <td>MI/AG</td> <td>4</td> <td>"</td> <td>22.20 "</td> </tr> <tr> <td>R/S Moore, L.J.</td> <td>(Can.R.294210)</td> <td>R/A/G</td> <td>4</td> <td>"</td> <td>22.20 "</td> </tr> </table>	R/O N.G. Muir	(Can.J.87026)	Pilot	6	previous operational trips	36.07 hrs.	R/O D.G. Pole	(Can.J.35541)	Nav.	16	"	85.90 "	R/S Innes, L.J.	(Can.R.180909)	A/B	6	"	34.33 "	Sgt. Weynes, J.M.	(1820990) (RAF)	F/S	4	"	22.20 "	R/S Mitchell, F.J.F.	(Can.R.203963)	WO/AG	4	"	22.20 "	R/S Hallam, G.T.	(Can.R.298208)	MI/AG	4	"	22.20 "	R/S Moore, L.J.	(Can.R.294210)	R/A/G	4	"	22.20 "		
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The above mentioned aircrew are missing as the result of air operations against Bases on 23rd October, 1944.																																															
The following airman died as the result of wounds received when his aircraft was hit by flak over Cologne on 29th October, 1944. He was buried at R.A.F. Regional Cemetery, Brookwood, on Wednesday, November 1st at 1900 hours.																																															
			Sgt. Love, H.	(Can.R.219061)	WO/AG 10 total operational trips 78.55 hours.																																										
POSTURES - III																																															
The following aircrew personnel were posted to the Squadron during the month of October, 1944, from the Units shown on the dates stated:																																															
Can.J.3329	R/O D. Hill	Pilot	Can.J.38782	R/O L.S. Watson	Nav.,																																										
Can.R.169227	Sgt. Strickland, W.A.	A/B	3000723 (RAF)	Sgt. Redburn, P.F.	F/S,																																										
Can.R.19090	Sgt. Thomas, A.S.	WO/AG	Can.R.298901	Sgt. McFragar, G.	MI/AG																																										
Can.R.222476	Sgt. Kitchin, J.H.	A/G	all posted from 61 Base w.e.f. 14-10-44.																																												
Can.J.14047	R/L R.G. Charlton	Pilot	Can.J.39970	R/O G.M. Campbell	Nav.,																																										
Can.J.38799	R/O J. Colquhoun	A/B	Can.R.203631	Sgt. Fedorczuk, W.	F/S,																																										
Can.J.24609	R/O K.W. Rainford	WO/AG	Can.R.267995	Sgt. Barnes, G.S.	MI/AG																																										
Can.R.257779	Sgt. Bestwick, S.E.	A/G	all posted from 61 Base w.e.f. 25-10-44.																																												
Can.J.36200	R/O K.O. Powell	Pilot	Can.J.29879	R/O Buckingham, D.R.	Nav.,																																										
Can.J.38822	R/O E. Schreiber	A/B	222154 (RAF)	Sgt. Pickering, W.	F/S,																																										
Can.R.143222	WO1 Garlo, T.	WO/AG	Can.R.266678	Sgt. Craig, A.J.	MI/AG																																										
Can.R.272098	Sgt. Brock, G.F.	A/G	all posted from 61 Base w.e.f. 25-10-44.																																												
Can.J.14417	R/O F.T. Magee	Pilot	Can.R.178198	Sgt. Kastrick, J.	Nav.,																																										
Can.J.27287	R/O R. Johnson	A/B	3000688 (RAF)	Sgt. Barham, M.A.	F/S,																																										
Can.R.228577	Sgt. McLaren, A.J.	WO/AG	Can.R.261894	Sgt. Smallwood, J.L.	MI/AG																																										
Can.R.28498	Sgt. Burns, G.J.	A/G	all posted from 61 Base w.e.f. 25-10-44.																																												
Can.J.16983	R/O G.S. Fyfe	Pilot	Can.J.35923	R/O J.A. Box	Nav.,																																										
Can.J.36892	R/O G.A. Graham	A/B	614224 (RAF)	Sgt. Miller, J.	F/S,																																										
Can.R.172975	R/S Reed, W.H.	WO/AG	Can.R.279999	Sgt. Langlois, JOHN	MI/AG																																										
Can.R.268790	Sgt. Brown, R.H.	A/G	all posted from 61 Base w.e.f. 29-10-44.																																												
Can.J.12499	R/L D.W. Walkley	Pilot	Can.J.40433	R/O H. Ferguson	Nav.,																																										
Can.J.38419	R/O W.S. Farmer	A/B	Can.R.198383	Sgt. Durkin, D.S.	F/S,																																										
Can.R.121251	R/S Redinger, J.A.	WO/AG	Can.R.279831	Sgt. Kuhl, A.G.	MI/AG																																										
Can.R.279911	MSG. Moyes, R.T.	A/G	all posted from 61 Base w.e.f. 29-10-44.																																												

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
PROMOTIONS - OUT					
The following aircrew personnel were posted from the Squadron to the Units shown on the dates stated:					
Can.J.87984	E/O	R.J. Vann	A/G posted to Aircrew School, Dalton, w.e.f. 2-10-44.		
Can.J.88076	E/O	R.V. Harrod	Nav., posted to R.C.A.F. "R" Depot w.e.f. 3-10-44.		
Can.J.28066	E/O	A.B. Brown	A/S, posted to R.C.A.F. "R" Depot w.e.f. 4-10-44.		
Can.J.87798	E/O	J. Margison	A/S posted to R.C.A.F. "R" Depot w.e.f. 4-10-44.		
Can.J.27766	E/O	G.J. Ritchie	A/S posted to R.C.A.F. "R" Depot w.e.f. 4-10-44.		
Can.J.87454	E/O	A.J. Sobotin	Nav., posted to R.C.A.F. "R" Depot w.e.f. 4-10-44.		
Can.S.181816	E/S	R.L. Gallagher	A/G, posted to No. 61 (RCAP) Base w.e.f. 7-10-44.		
Can.J.88083	E/O	B. Woyak	A/B, 182416 (RAF) S/L R.J. Lushier Pilot, E/O C.E. Rowley E/S.		
182268 (RAF)	E/O	A.S. Manning	WO/Air, 182849 (RAF) E/O J.L. Bradshaw A/G.		
179237 (RAF)	E/O	J.P. Wjone	Nav., all posted to 427 Squadron w.e.f. 10-10-44.		
Can.J.10709	E/O	A.F. Arant	A/S, posted to command R.C.A.F. Fopallife w.e.f. 11-10-44.		
Can.S.208709	E/S	Lingman, A.	A/S, posted to 63 Base (N/E sick) w.e.f. 15-10-44.		
Can.S.176037	WO1	Bookerly, C.	Nav., posted to R.C.A.F. "R" Depot w.e.f. 23-10-44.		
183068 (RAF)	E/O	A.J. Prosser	E/S, posted to No. 1666 C.U. w.e.f. 29-10-44.		
Can.J.13367	E/L	D.R. MacLeod	Nav., posted to No. 63 (RCAP) Base w.e.f. 29-10-44.		
Can.J.27793	E/O	J.K.C. Wade	Pilot, posted to No. 1664 C.U. w.e.f. 29-10-44.		
PROMOTIONS					
Can.J.10909	S/L	A.F. Arant	WO1 was promoted to the rank of Acting Group Pilot.		
Can.S.181816	E/S	Lingman, A.	Pilot was promoted to the rank of Acting Wing Pilot.		
Can.S.176037	WO1	Bookerly, C.	Pilot was promoted to the rank of Acting Squadron leader w.e.f. 10-10-44.		
COMMISSIONS					
The following airmen were commissioned during the month w.e.f. dates stated:					
1291212 (RAF)	Sgt.	Warne, A.	E/S w.e.f. 25-8-44. Officer Number 184401.		
Can.R.163143	MSG	Partridge, G.R.S.	WO/AG w.e.f. 15-8-44. Officer Number Can.J.89091.		
Can.R.188993	E/S	Brown, G.L.	A/G w.e.f. 1-9-44. Officer Number Can.J.89318.		
Can.R.201278	E/S	Sheardown, J.V.	A/G w.e.f. 8-8-44. Officer Number Can.J.89145.		
2293237 (RAF)	Sgt	Habington, W.A.	E/S w.e.f. 4-9-44. Officer Number 184463.		
611744 (RAF)	Sgt	Hartley, D.	E/S w.e.f. 22-8-44. Officer Number 56066.		
Can.R.114320	E/S	Manohip, P.W.	A/B w.e.f. 4-9-44. Officer Number Can.J.89367.		
Can.R.188770	E/S	McCallum, R.J.	A/G w.e.f. 1-9-44. Officer Number Can.J.89343.		
Can.R.120192	E/S	McFally, P.S.	A/G w.e.f. 1-9-44. Officer Number Can.J.89345.		
Can.R.17077	Sgt.	Jones, H.H.	E/S w.e.f. 1-9-44. Officer Number Can.O.89344.		
Can.R.168417	E/S	Dryce, G.H.	Nav., w.e.f. 18-8-44. Officer Number Can.J.89349.		
1798431 (RAF)	Sgt	Cousens, R.H.	WO/Air w.e.f. 8-9-44. Officer Number 184760.		
1792113 (RAF)	Sgt	Wall, R.S.	WO/Air w.e.f. 19-8-44. Officer Number 184764.		
Can.R.174167	Sgt	Clark, E.S.C.	E/S w.e.f. 4-9-44. Officer Number Can.O.89632.		
Can.R.159962	WO2	Moreau, S.L.	A/B w.e.f. 22-8-44. Officer Number Can.J.89292.		
Can.R.78941	E/S	Hodgson, D.J.	A/B w.e.f. 4-9-44. Officer Number Can.J.89633.		
Can.R.219045	E/S	Duckingham, B.G.	A/W w.e.f. 4-9-44. Officer Number Can.J.89631.		
Can.R.222224	E/S	MacHair, E.A.G.	A/G w.e.f. 4-9-44. Officer Number Can.J.89657.		
Can.R.187923	E/S	Avian, A.	WO/AG w.e.f. 9-9-44. Officer Number Can.J.89676.		
Can.R.108690	E/S	Quill, J.J.	Nav., w.e.f. 8-9-44. Officer Number Can.J.89909.		

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OPERATIONS RECORD BOOK

Page No. 13

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.
para 2126 and War Manual Pt. II, chapter XX, and
notes in R.A.F. Focke's 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				
			HONOURS AND AWARDS						
			<p>The following personnel received the award shown during the month of October, 1944:</p> <p>P/L R.R. Kingland (Can.J.2399) (Pilot) was awarded the Distinguished Flying Cross (Immediate) on 11-10-44. His aircraft was severely damaged by flak while on a mining operation over OSLO rendering two of his engines unserviceable. The aircraft also caught fire but this was extinguished. The aircraft could not maintain height and ditching became necessary. Through his cool handling of his aircraft the ditching was successfully carried out and all the crew were saved.</p> <p>P/O J.H.R. Courtois (Can.J.88449) (WO/AG) was awarded the Distinguished Flying Cross (Immediate) on 11-10-44. He was wireless operator in P/L Kingland's crew. When his aircraft was hit by flak over OSLO the Gee was rendered unserviceable but this officer was able to repair it. He remained at his post throughout the ditching procedure and was able to contact an M/F section and so assisted to a great extent in the re-bombing of the crew.</p> <p>P/O J.C. Lakeman (Can.J.27994) (Pilot) was awarded the Distinguished Flying Cross (Immediate) on 6-10-44. On an operation to Baden, while still 150 miles away from the target, his aircraft developed engine trouble. This distance was flown on three engines and the bombing successfully carried out at a very low altitude. Then the aircraft was flown back to base and successfully landed on three engines.</p> <p>P/L B.W. Morrison (Can.J.20709) (W/O) was awarded the Distinguished Flying Cross (Non-Immediate) on 21-10-44. This officer has taken part in 34 attacks on enemy territory against many heavily defended targets. He has also carried out the duties of Squadron Navigation officer with great success.</p> <p>P/L K.E. Johnston (Can.J.18844) (P/S) was awarded the Distinguished Flying Cross (Non-Immediate) on 21-10-44. This engineer has completed one tour of operations and returned to a second tour. His devotion to duty has been outstanding and as Squadron Engineer Leader he has proven his ability in organizing and maintaining a very efficient section.</p> <p>P/L A.L. Childs (Can.J.9276) (Pilot) was awarded the Distinguished Flying Cross (Immediate) on 29-10-44. On one occasion on an operation to Duisberg his port inner engine failed but this officer carried on and bombed the target on three engines after which he brought his aircraft safely back to base.</p>						
			CHANGES IN COMMAND						
			<p>S/L R.B. Boldue (Can.J.1057) (Pilot) former "B" Flight Commander was promoted to the rank of Acting Wing Commander and reported to command the Squadron v.s.f. 11-10-44 vice G/C A.F. Avant DFC (Can.J.10903) who was posted to Topoliffe to command that Station.</p>						
			CHANGES IN ADMINISTRATION						
			NIL						
			AIRCRAFT ON SQUADRON STRENGTH AS AT 31-10-44						
			<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">TYPE</td> <td style="text-align: center;">NUMBER</td> </tr> <tr> <td style="text-align: center;">Halifax III</td> <td style="text-align: center;">23</td> </tr> </table>	TYPE	NUMBER	Halifax III	23		
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Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																	
LEWIS			<p><u>OPERATIONAL TRAINING AND OTHER FLIGHT TIMES FOR OCTOBER</u></p> <p>(a) Operational Flying Hours DAY 231.10 NIGHT 823.05</p> <p>(b) Flying Training Hours DAY 87.40 NIGHT 70.30</p> <p>(c) Other Flying Hours DAY 73.47 NIGHT 8.15</p>																																																			
			<p><u>OPERATIONAL SORTIES FLOWN DURING OCTOBER</u></p> <p>A total of 260 sorties were flown during the month of October in the thirteen operations carried out by the Squadron.</p>																																																			
			<p><u>MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED</u></p> <table border="1"> <thead> <tr> <th></th> <th>HEA</th> <th>NECESSARY</th> <th>MINES</th> </tr> </thead> <tbody> <tr> <td>Bombs dropped from 1-1-44 to 30-9-44</td> <td>4162 tons 1960 lbs.</td> <td>394 tons 775 lbs.</td> <td>87 tons 480 lbs.</td> </tr> <tr> <td>Bombs dropped during October, 1944.</td> <td>619 "</td> <td>440 "</td> <td>18 " 610 " 25 " 1040 "</td> </tr> <tr> <td>Cumulative Total to Date</td> <td>4781 tons 160 lbs.</td> <td>412 tons 1665 lbs.</td> <td>112 tons 1580 lbs.</td> </tr> </tbody> </table>		HEA	NECESSARY	MINES	Bombs dropped from 1-1-44 to 30-9-44	4162 tons 1960 lbs.	394 tons 775 lbs.	87 tons 480 lbs.	Bombs dropped during October, 1944.	619 "	440 "	18 " 610 " 25 " 1040 "	Cumulative Total to Date	4781 tons 160 lbs.	412 tons 1665 lbs.	112 tons 1580 lbs.																																			
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			<p><u>COMBAT WITH ENEMY AIRCRAFT</u></p> <p>One enemy aircraft was encountered during the month of October. The mid-upper gunner fired a short burst at it but no claim is made.</p>		See Appendix B.39.																																																	
			<p><u>PERSONNEL STRENGTH OF THE SQUADRON AS AT 31st OCTOBER, 1944.</u></p> <table border="1"> <thead> <tr> <th></th> <th>OFFICERS</th> <th>AIRCRAFT</th> <th>GROUND CREW</th> <th>R.C.A.F.</th> <th>AIRCRAFT</th> <th>GROUND CREW</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F.</td> <td>146</td> <td>146</td> <td>1</td> <td>R.C.A.F.</td> <td>99</td> <td>-</td> </tr> <tr> <td>R.C.A.F. (USA)</td> <td>-</td> <td>-</td> <td>-</td> <td>R.C.A.F. (USA)</td> <td>1</td> <td>-</td> </tr> <tr> <td>R.A.F.</td> <td>12</td> <td>-</td> <td>-</td> <td>R.A.F.</td> <td>31</td> <td>-</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>TOTAL STRENGTH</td> <td>160</td> <td>159</td> <td>1</td> <td></td> <td>131</td> <td>131</td> </tr> </tbody> </table>		OFFICERS	AIRCRAFT	GROUND CREW	R.C.A.F.	AIRCRAFT	GROUND CREW	R.C.A.F.	146	146	1	R.C.A.F.	99	-	R.C.A.F. (USA)	-	-	-	R.C.A.F. (USA)	1	-	R.A.F.	12	-	-	R.A.F.	31	-	R.A.F. (CAN)	1	-	-	R.A.F. (CAN)	-	-	U.S.A.A.F.	1	-	-	U.S.A.A.F.	-	-	TOTAL STRENGTH	160	159	1		131	131		
	OFFICERS	AIRCRAFT	GROUND CREW	R.C.A.F.	AIRCRAFT	GROUND CREW																																																
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OPERATIONS RECORD BOOK

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			<p>HONOURS AND AWARDS</p> <p>The following personnel received the award shown during the month of October, 1944:</p> <p>F/L R.L. Kingland (Can.J.2199) (Pilot) was awarded the Distinguished Flying Cross (Immediate) on 11-10-44. His aircraft was severely damaged by flak while on a mining operation over OSLO rendering two of his engines unserviceable. The aircraft also caught fire but this was eventually extinguished. The aircraft could not maintain height and ditching became necessary. Through his cool handling of his aircraft the ditching was successfully carried out and all the crew were saved.</p> <p>F/O J.H.R. Courtois (Can.J.28449) (WO/AG) was awarded the Distinguished Flying Cross (Immediate) on 11-10-44. He was wireless operator in F/L Kingland's crew. When his aircraft was hit by flak over OSLO the Gee was rendered unserviceable but this officer was able to repair it. He remained at his post throughout the ditching procedure and was able to contact an M/F section and so assisted to a great extent in the rebuffing of the crew.</p> <p>F/O J.C. Lakeman (Can.J.27984) (Pilot) was awarded the Distinguished Flying Cross (Immediate) on 6-10-44. On an operation to Baden, while still 150 miles away from the target, his aircraft developed engine trouble. This distance was flown on three engines and the bombing successfully carried out at a very low altitude. Then the aircraft was flown back to base and successfully landed on three engines.</p> <p>F/L R.N. Morrison (Can.J.20709) (W/O) was awarded the Distinguished Flying Cross (Non-Immediate) on 21-10-44. This officer has taken part in 34 attacks on enemy territory against many heavily defended targets. He has also carried out the duties of Squadron Navigation officer with great success.</p> <p>F/L K.E. Johnston (Can.G.18044) (W/E) was awarded the Distinguished Flying Cross (Non-Immediate) on 21-10-44. This engineer has completed one tour of operations and returned to a second tour. His devotion to duty has been outstanding and as Squadron Engineer Leader he has proven his ability in organizing and maintaining a very efficient section.</p> <p>F/L A.F. Shields (Can.J.2776) (Pilot) was awarded the Distinguished Flying Cross (Immediate) on 27-10-44. On one occasion on an operation to Duisberg his port inner engine failed but this officer carried on and bombed the target on three engines after which he brought his aircraft safely back to base.</p> <p>CHANGES IN COMMAND</p> <p>S/L R.B. Bolduc (Can.C.1057) (Pilot) former "B" Flight Commander was promoted to the rank of Acting Wing Commander and reported to command the Squadron v.c.f. 11-10-44 vice G/C I.F. Avant W/O (Can.J.10703) who was posted to Topcliffe to command that Station.</p> <p>CHANGES IN ADMINISTRATION</p> <p>Nil</p> <p>AIRCRAFT ON STATION STRENGTH AS AT 31-10-44</p> <table border="1"> <thead> <tr> <th>TYPE</th> <th>NUMBER</th> </tr> </thead> <tbody> <tr> <td>Halifax III</td> <td>23</td> </tr> </tbody> </table>	TYPE	NUMBER	Halifax III	23		
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LEWIS			<p><u>OPERATIONAL, TRAINING AND OTHER FLYING TIMES FOR OCTOBER</u></p> <p>(a) Operational Flying Hours DAY 231.10 NIGHT 62.45</p> <p>(b) Flying Training Hours DAY 87.40 NIGHT 70.30</p> <p>(c) Other Flying Hours DAY 73.45 NIGHT 2.15</p>																																																								
			<p><u>OPERATIONAL SORTIES FLOWN DURING OCTOBER</u></p> <p>A total of 200 sorties were flown during the month of October in the thirteen operations carried out by the Squadron.</p>																																																								
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			<p><u>COMBATS WITH ENEMY AIRCRAFT</u></p> <p>One enemy aircraft was encountered during the month of October. The mid-upper gunner fired a short burst at it but no claim is made.</p>		See Appendix B.39.																																																						
			<p><u>PERSONNEL STRENGTH OF THE SQUADRON AS AT 31st OCTOBER, 1944.</u></p> <table border="1"> <thead> <tr> <th colspan="3">OFFICERS</th> <th colspan="3">SERVICEMEN</th> </tr> <tr> <th></th> <th>AMOUNT</th> <th>REMARKS</th> <th></th> <th>AMOUNT</th> <th>REMARKS</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F.</td> <td>146</td> <td></td> <td>1</td> <td></td> <td></td> </tr> <tr> <td>R.C.A.F. (USA)</td> <td></td> <td></td> <td></td> <td>99</td> <td></td> </tr> <tr> <td>R.A.F.</td> <td>12</td> <td></td> <td></td> <td>1</td> <td></td> </tr> <tr> <td>R.A.F. (CAN)</td> <td>1</td> <td></td> <td></td> <td>31</td> <td></td> </tr> <tr> <td>U.S.A.A.F.</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>U.S.A.A.F.</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>TOTAL STRENGTH</td> <td>160</td> <td></td> <td>1</td> <td>131</td> <td>131</td> </tr> </tbody> </table>	OFFICERS			SERVICEMEN				AMOUNT	REMARKS		AMOUNT	REMARKS	R.C.A.F.	146		1			R.C.A.F. (USA)				99		R.A.F.	12			1		R.A.F. (CAN)	1			31		U.S.A.A.F.	1					U.S.A.A.F.						TOTAL STRENGTH	160		1	131	131		
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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
			SUMMARY		
			<p>This month the Squadron carried out 13 operations totalling 201 sorties which was somewhat more than the number flown last month. Just under 667 tons of explosives were dropped during the month. The Squadron was recalled from one operation by Group. Two of the operations completed were gas-bombing missions while the remaining ten were all against German targets, most of them in the Rhur valley. On seven occasions the Squadron was required for operations and the necessary preparations were made only to have the operation cancelled for various reasons.</p> <p>One crew was reported missing as the result of air operations during the month and one wireless operator died as the result of injuries received when his aircraft was hit by flak over Cologne.</p> <p>The amount of flying training carried out during the month was somewhat less than usual. This is accounted for by the fact that on the days the Squadron was not required for operations the weather was generally unfavourable for flying. However, considerable ground training was completed while the aircraft were grounded.</p> <p>During the month a record number of crews were screened from operations having successfully completed their first operational tour. The captains of the crews screened this month were P/L H. Brum (Can-J-2236), P/L A.E. Patterson (Can-J-18690), P/O J.T. Barlow (Can-J-27387), P/O J.M.G. Wade (Can-J-27333) and P/O F. Hawk (Can-J-26133).</p> <p>The Squadron made a very good showing in the 7th Canadian Victory Loan campaign conducted this month. Nearly \$30,000.00 worth of bonds were purchased, the Squadron taking second place in the Group.</p> <p>The general health of Squadron personnel has continued to be good throughout the month.</p>		
			<p><i>P. Smith</i> Wing Commander, Commanding, No. 429 Squadron, R.C.A.F., Leeming, Yorks.</p>		

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