

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 429 Squadron, R.C.A.F. 449

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Compiled by W/L C.R. Higgins (0-3371)
No. of pages used for 333 month 40

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LEWISBURG	1-11-44		<p>Today was cloudy with a northerly wind of 10-15 mph velocity. Visibility was good.</p> <p>The Squadron was required for operations today and fifteen of our aircraft were ordered. The crews were briefed at 1500 hours for an attack on OBERHAUSEN and all took off. All aircraft attacked the primary. This cloud covered the target area but visibility was reported good to excellent. Bombing was done by use of sky markers which were estimated to be accurately placed. A fair concentration of incendiaries was achieved and many fires were starting. Some flak was observed in the target area and fighters were also seen during the trip. Aircraft "B" ME244 flown by P/O G.B. Gray was attacked by a FW190 on the homeward journey. The aircraft bomber, P/O R.S. Herbert, opened fire with the front gun and the FW190 was seen to catch fire and go down, crashing on the deck. The aircraft is claimed as destroyed. Aircraft "H" ME280 piloted by P/O D.J. Magee, was hit by flak just after bombing and the flight engineer, Sgt. Barham, R.A.V. (RAF) was fatally wounded and died during the return flight despite the assistance given him by the other crew members. The aircraft sustained widespread flak damage and was landed at Woodbridge where it was classified category "B". One aircraft jettisoned 1 x 1,000 lb. safe because of a hang-up over the target while two others each brought 1 x 1,000 lb. bomb back to base, also due to hang-ups. All aircraft except "H" returned safely to base, after a successful operation.</p> <p>The Squadron suffered a heavy loss of aircraft today at Spilsby when a Spilsby Lancaster swung and crashed into one of our aircraft which was standing on a dispersal track. Several of our aircraft had landed at Spilsby on October 30th as the result of diversion orders following an operation. The Lancaster was loaded with bombs which exploded and wrecked both aircraft completely. The blast and burning debris also caused a second Squadron Halifax to catch fire and it, too, was completely destroyed. A third Halifax was also severely damaged by blast and has subsequently been written off. When the crash occurred, P/O P.P. Platt (RAF) (28771) a Squadron flight engineer, immediately ran to the third Halifax and made an attempt to start the engine in order to move the aircraft away from the other burning aircraft. The C.P.O. at Spilsby also ordered the Halifax to assist him. They succeeded in starting one engine which resulted in the aircraft swinging around facing toward the burning aircraft. When the explosion occurred the nose of the Halifax was blown in and P/O Platt was severely injured. He was then removed from the Halifax, placed in an ambulance and rushed to Ramsey Hospital. However, he died before the ambulance arrived at Ramsey. His brave attempt to remove the aircraft from danger has been highly commended by the Station Commander at Spilsby. The three Squadron aircraft lost at Spilsby were "P" - ME976, "R" - ME424 and "U" - ME224 which was the aircraft in which P/O Platt was fatally injured.</p> <p>Gen. 21961 Sgt. Lowe, H. (W/O/S) who was fatally wounded by flak over Cologne on 29-10-44 was buried today at R.A.F. Regional Cemetery, Brookwood, at 1500 hours.</p> <p>No flying training and only a limited amount of ground training was carried out today.</p>	See Appendix B-41 references A.1. to A.15. See App. B-42	
	2-11-44		<p>The weather today was fair to cloudy with a light northerly wind. Visibility was moderate. The Squadron was again required for operations and thirteen aircraft were ordered. The crews were briefed at 1400 hours for an attack on RUSSELKOPF and all took off. There was some cloud over the target but visibility was generally good. All aircraft attacked the primary, some being able to identify the target by the river and marshalling yards seen visually. Bombing was done on the markers which were well concentrated. The bombing was well concentrated on the points marked and fires were building up very well as the attack progressed. Large explosions were noticed and fires were seen in the dock area. Some flak was in evidence over the target</p>	See Appendix B-41 references B.1. to B.15.	

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EGGON	2-11-44	(Cont'd)	and enemy fighters were moderately active from the target area outward on the return route. Aircraft "A" - #2943 was holed by flak over the target area sustaining damage to the bomb bay door opening and port flap but this did not affect the performance of the aircraft. However, this same aircraft which was flown by W/O W.A. Thomas, was attacked by an enemy Ju88 shortly after being hit by flak. Evasive action was taken and fire was exchanged but without damage to either aircraft. However, as the Halifax circled to avoid this fighter it turned into the line of fire of a second unseen fighter which opened fire damaging the Halifax and wounding two of the crew. The rear turret was rendered unserviceable and the fuselage was holed. The rear gunner, Sgt. Sprout, L.A., was wounded in the right ankle and the wireless operator, W/S Jackson, W.O. received wounds in his left hip. The port inner engine became unserviceable also as a result of damage by cannon fire from the fighter and had to be feathered. The aircraft was landed at Halton and classified Category II and the two injured crew members were detained here for medical attention. One aircraft jettisoned 1 x 1,000 lb. bomb safe owing to a hang up over the target. The remainder of our aircraft returned safely to base after successfully completing the operation.		See App. B-43 See App. B-44
	3-11-44		Flying training was rather limited due to the operation ordered and only one cross-country flight was completed. Three navigators practiced dry swim while others trained on Gee. Six wireless operators carried out the Group W/T exercises experiencing exceptionally heavy R/T and W/T interference. The six gunners attended a class in aircraft recognition.		
			The weather today was rainy at first becoming cloudy later in the day. There was a light south-easterly wind which became northwesterly later. Visibility was good most of the day. The Squadron was not required for operations today so a flying training programme was arranged. Four aircraft completed simulation bombing details while others flew on Gee cross-country. Fighter affiliation and air to air firing exercises were also carried out. One new pilot was converted to Halifax III's and also completed a "Phallop" exercise at night, along with three others. Two crews did wet drilly drill today and others practiced dry drilly drill and parachute drill. The navigators worked on dry swim and Gee training while the air bombers practiced on Gee and H2S. The air gunners completed eight details of turret manipulation and also attended two classes in aircraft recognition during the day.		
	4-11-44		Today commenced with fine weather but became cloudy with rain during the early afternoon. A south-westerly wind blew at 10-15 mph most of the day. Visibility was good. The Squadron was required for operations today and fourteen of our aircraft were ordered. The crews were briefed at 1330 hours for operations against EGGON. All aircraft took off. There was nil to 4/10th cloud over the target with tops about 3,000 feet. Visibility was heavy to good. Little ground detail was visible but the S.I.'s were clearly visible and appeared very well placed. Most crews reported seeing some sky markers. Bombing generally was very good and was well concentrated in the marked areas. Large explosions were observed. Some flak was seen in barrage form over the target and fighter flares were also seen. Aircraft "B" - #2318 flown by W/O G.S. Pope, had an encounter with a single engine enemy fighter but no claim is made. The rear gunner, Sgt. Brown, R.R. saw this fighter attack another aircraft and opened fire but no strikes were seen. Aircraft "C" - #2357 flown by W/O M. Levin was hit by flak over the target and sustained damage to the tail plane. The aircraft was landed at Woodbridge and categorized AG. All aircraft attacked the primary on this operation. One aircraft brought back 1 x 1,000 lb. bomb because of a hang-up over the target and one aircraft jettisoned 1 x 1,000 lb. bomb for the same reason. It was jettisoned safe. Two of our aircraft landed at Halton owing to engine trouble at base while the remainder managed to land safely at base.		See Appendix B-41 references G-1 to G-14 and App. B-45. See App. B-46

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	4-11-44	(Cont'd)	<p>No flying training was completed today because of operations. One aircraft was flown on an air test.</p> <p>A small amount of routine ground training was carried out by the aircrew personnel not detailed for operations. The navigators worked on dry swims while the air bombers trained on H2S and Gee. The newer wireless operators were given some additional "gun" on operations by some of the experienced operators. A class in aircraft recognition was held for the air gunners.</p> <p>W/L J. MacKay (RAF) (169170), the Squadron Gunnery Leader went to Topoliffe today to attend a conference of Gunnery Leaders held there.</p>		
	5-11-44		<p>Today started out fair becoming fine with good visibility and a 20 mph south-westerly wind. No operations were ordered today so a flying training programme was scheduled. However, only one H2S cross-country flight was completed during the day, because the aircraft had to be bombed up and prepared for early operations tomorrow morning. Sixteen crews were ordered to standby for early call tomorrow.</p> <p>Three navigators worked on dry swims during the forenoon while the air bombers trained on H2S and Gee. The air gunners completed six details of turret manipulation and one class in aircraft recognition.</p> <p>W/L W. Banks (RAF) (126012) of the Air Staff Examining Flight, Air Ministry, visited the Squadron today for a conference with the Adjutant, W/L G.R. Higgins (CanG, 3371), with a view to increasing the time spent by pilots on link training.</p> <p>W/O C.E.H. Mouty (A/C) also paid a visit to the Squadron today. W/O Mouty who completed his second tour with 427 Squadron has the distinction of being the first air gunner screened from operations on 429 Squadron, having completed his first tour with this Squadron.</p>		
	6-11-44		<p>The weather today was fair to cloudy with rain during the evening. Visibility was good. The Squadron was operational again today. The operation ordered for early morning was set back until late in the forenoon when the crews were briefed at 0930 hours for an attack on GILDEME BOMBS. Sixteen aircraft were ordered but one of these became unserviceable prior to take-off and was replaced by 427 Squadron "O". All took off. The target was obscured by dense cloud up to about 10,000 feet. Three of our aircraft attacked the primary but the remainder of them bombed alternative targets when the Master Bomber gave the code word to bomb my built-up area. All areas bombed were in the vicinity of HNS Galeakirchen but were naturally quite scattered. The aircraft concentration into the target was very good but was of course, spoiled when the bombing became scattered. Fighter opposition was nil and flak generally was slight, inaccurate and scattered. Owing to the cloud my accurate assessment of bombing results was impossible. One aircraft jettisoned 90 x 4 lb. I.B.'s which were hung up over the target while six others brought back small numbers of 4 lb. I.B.'s which had been hung up. All of our aircraft returned safely to base.</p> <p>One crew pilot completed an H2S cross-country flight today which was the full extent of flying training.</p> <p>Routine ground training was completed during the day by those not detailed for flying. The navigators trained on dry swims while the air bombers trained on Gee and H2S. The air gunners held one class of aircraft recognition and completed ten details of turret manipulation.</p>		See Appendix B-41 references D-1 to D-16 and App. B-47.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LEGNDB	7-11-44		<p>Today was fair with occasional showers. Visibility was good. Westerly wind at 20-30 mph. Operations had been ordered for early morning today with sixteen aircraft on but were cancelled before briefing time.</p> <p>No flying training programme could be arranged for the day as the aircraft were bombed-up for operations. One crew completed a cross-country exercise and that was all the flying training carried out. The weather was not very good in any case for training.</p> <p>Some ground training was completed during the day. The navigators worked on dry swims and also on speed-up exercises while the air bombers carried out routine training on Gee and Link. The air gunners attended a class in aircraft recognition and also completed ten details of turret manipulation.</p> <p>270 P.F. Flight, the flight engineer who died as the result of injuries received in an aircraft accident at Spilsby on 1st Nov., was buried today in the Regional Cemetery at Cambridge.</p> <p>Sgt. Braham, M.A.V., who suffered fatal wounds when hit by flak over Oberhausen on Nov. 1st, was buried today at Glare, Suffolk.</p>		
	8-11-44		<p>Today was cloudy with a 5-10 mph. westerly wind. Visibility was good.</p> <p>The Squadron was not required for operations today so a training programme was arranged. Four practice bombing flights were carried out successfully. Just before the remainder of the aircraft detailed for various practice flights were about to take off, operations were ordered so the training programme was cancelled. The operations were for very early tomorrow morning.</p> <p>21 wireless operators were given a lecture on W/T fault finding by Commr. 209966 Lt Col Williams, M.A. from RAF Station. The air bombers trained on H2S and Gee while the navigators worked on speed-up exercises and Gee. During the afternoon four navigators worked on dry swims. The air gunners completed 11 details of turret manipulation.</p>		
	9-11-44		<p>The weather today was fine with good visibility and a north-westerly wind at 15-25 mph. Seventeen aircraft had been ordered for early operations this morning but the operation was cancelled before briefing.</p> <p>A full flying training programme was arranged for the day and most of the aircraft were de-bombed. The programme was totally in the nature of practice bombing of various types and nine crews took part in the exercises. Two others completed night practice bombing details. The usual Group W/T exercise was cancelled today in favour of the flying training. Routine ground training was undertaken by the sections. Ten navigators worked on speed-up exercises while four others were on dry swims. Twelve air gunners practiced turret manipulation and others attended a class in aircraft recognition.</p>		
	10-11-44		<p>Today was mainly cloudy but visibility was good with a 10-15 mph. north-westerly wind. The Squadron was not required for operations today so a flying training schedule was drawn up. This was also in the way of bombing practice. Six aircraft completed various types of practice bombing during the day.</p> <p>All aircrew attended a lecture in the Station Cinema which was given by E/L Cox, an Interrogating Officer. The Station Commander warned all aircrew that they may be searched prior to an operational take-off as a test of "Security-Mindedness".</p> <p>Routine ground training was completed in all sections by aircrew personnel who were not engaged in flying. Ten air gunners went to Sutton Bank today for gunnery practice. A Battle Order was published in the late afternoon for early operations tomorrow morning.</p>		

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<u>LEIGH MUSE</u>	11-11-44		The weather today was cloudy with slight rain early in the day. Visibility was moderate to good throughout the day with a light variable wind. The operation for which the Battle Order had been prepared the previous night failed to materialise today. Most of the aircraft were bombed up for operations so that very little flying training could be completed. One crew completed air to air firing and practice bombing exercises while two others carried out night cross-country exercises. Considerable ground training was undertaken today because of the small amount of flying. 14 navigators worked on speed-up exercises while seven others completed dry swims. The air bombers trained on H2S, Gee and Link. The air gunners completed 11 details of turret manipulation and attended two classes in aircraft recognition and one class in sheet shooting. A lecture was given by W/O R.L. Holden (Gen.C.1057) the Squadron Commander, today 11 to all aircrew personnel on general topics concerning operations.		
	12-11-44		Today was cloudy with rain during the afternoon and evening. Visibility was moderate and the wind was light and variable. The Squadron was not required for operations today as a flying training programme was arranged. Two crews carried out practice bombing exercises while others completed fighter affiliation, air to air firing details and practiced formation flying. Eight navigators completed dry swims during the day, while the air bombers trained on H2S and Gee. The air gunners attended two classes in aircraft recognition and nine details of turret manipulation. The Group Signals Leader, S/L Inyard, accompanied by S/L Keane of 91 Group visited the Signals Section today and discussed points of operational procedure with the Squadron Signals Leader, S/L W. Dobson (RAF) (127898) and 17 operators. S/S Finlay, D.S. (RAF) (1390619) gave a talk on his experience in Luxembourg where he spent six months as an evader after bailing out on 30th March from a Squadron aircraft. P/O J.H.R. Courtois (RAF) (7,83449) also spoke on his recent ditching experience in the North Sea.		
	13-11-44		Today was mainly cloudy with moderate rain during the evening. Visibility was moderate with light wind. The Squadron was required for operations and fourteen aircraft were ordered but the operation was cancelled shortly after the publication of the Battle Order. The aircraft not bombed up were used for flying training and two crews completed H2S cross-country flights. One other crew carried practice bombing flights but while a new crew was converted to the Halifax Mk. III aircraft. A night flying programme which had been arranged was cancelled because of unfavourable weather conditions. Some ground training was completed during the day. The navigators worked on dry swims while the air bombers trained on Gee and H2S. Two crews completed net drenching drill. The air gunners completed two classes of aircraft recognition, 9 details of turret manipulation and ten details of sheet shooting.		
	14-11-44		Mainly cloudy today with intermittent rain and showers. Moderate visibility, light wind. The Squadron was not required for operations today and owing to the unfavourable weather only one flying training detail was completed, this being a practice bombing exercise. A fairly extensive ground training programme was undertaken today. 14 navigators practiced speed up exercises while five others worked on dry swims. The air bombers trained on H2S, Gee and Link. The air gunners completed 8 details of turret manipulation and attended a class in aircraft recognition. All crews attended a series of lectures during the afternoon. The Flight		

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RAF BURNHAM	14-11-44	(Cont'd)	Engineer leader, P/L K.E. Johnston RAF , lectured on engine handling while S/L Estoliffe, Base Navigation Officer, gave lectures on various points concerning operational navigation. P/L Cox, Intelligence Officer from M.L.9 also lectured all aircrew on intelligence matters. S/L H.V. Peterson RAF and Rex (Gen.J.14099) arrived today from 1664 G.U. to take command of "A" Flight.		
	15-11-44		Mainly cloudy with showers of sleet and snow. Visibility moderate with SW wind 7 to 10 mph. The Squadron was not required for operations today as a flying training programme was organized. Seven aircraft took off to practice formation flying, two completed fighter affiliation details while two others operated out air to sea firing exercises. Two crews carried out practice bombing exercises and five others completed beam approach details. Six aircraft were detailed for night flying but these flights were cancelled due to weather conditions. Most of the aircrew were detailed for flying during the day so that they were only able to complete routine ground training. The navigators worked worked on speed-up exercises and dry swms while the air bombers trained on H2S, Gee and Link. 11 flight engineers practiced aircraft recognition during the forenoon and the air gunners completed 8 details of turret manipulation and a class in aircraft recognition. P/O K. Wright, Group Flightpost Trainer from Topcliffe, arrived to spend a week with the Squadron and gave a lecture on the equipment. P/O J.S. Wheeler (Gen.G.5835) proceeded to Dalton today to attend a Gunnery course.		
	16-11-44		The weather today was mainly cloudy with local showers to 1800 hours, then fine to fair. The visibility was moderate. The wind was mainly from the north at 7 to 10 mph becoming light. The Squadron was required for operations today and 14 aircraft were ordered. The crews were briefed at 0930 hours for an attack on JULMH. All took off and all attacked the primary aiming point was clear. Visibility was reported from poor to good with some haze. Crews bombed either on visual identification assisted by T.I.'s or on "Fiducial" on instructions from the Master Bomber. There was much smoke over the aiming point. The markers appeared to be accurately placed but were quickly obscured by smoke. Many crews reported the Master Bomber was not heard clearly and it would appear that the enemy was attempting to jam our transmissions. No enemy fighters were seen but some slight to moderate heavy flak was encountered over the target in barrage form. Several of our bombs were detonated in the target area . When one of the hazards being due to the framing of the beam release mechanism . 1 x 1,000 lb. and 3 x 500 lb. bombs were also hung up but were brought back to base. All of our aircraft returned safely to base. Due to the operation only one training flight was carried out. This was a simulation bombing exercise. Six navigators not flying worked on speed-up exercises while others cleaned up the briefing room. The Group W/T exercise was cancelled due to the shortage of operators at both Squadron and Group. The air gunners completed 6 details of turret manipulation and attended 2 classes in aircraft recognition. The usual weekly trip to Sutton Bank Gunnery Range for the air gunners was cancelled because of operations.		See App. B-43 ref. E.1 to E.14

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LESSM EG	17-11-44		<p>Today was cloudy with rain and drizzle during the morning and fog during the evening. The wind was mainly north-westerly and visibility was moderate to poor.</p> <p>The Squadron was required for operations today and 14 aircraft were ordered. The crews were briefed at 0730 hours but the operation was cancelled during briefing.</p> <p>A small flying training programme was arranged for the day but could not be completed because of weather conditions.</p> <p>Some ground training was completed during the day. The bomb aimers were given instruction on the new Mk. 27 bomb pistol while the air-gunners completed 6 details of turret manipulation and attended a class in aircraft recognition. They were also given a lecture by the Gunnery Leader, W/L J. Mackay <u>RAF(169170)</u> on the Firing Circuit.</p>		
	18-11-44		<p>Today was mainly cloudy with rain and drizzle from 1800 hours and fog forming at 2130 hours. Visibility was moderate to good during the day becoming poor at dusk. The wind was mainly south-westerly 10 to 18 mph, becoming south-easterly, 5 to 10 mph.</p> <p>The Squadron was required for operations today and fourteen aircraft were ordered. The crews were briefed at 0930 hours for an attack on <u>MINSTER</u>. All took off and all attacked the primary. Weather over the target was 10/10ths with tops around 10,000ft although it was clear to within about ten miles of the target. Visibility above the cloud was very good. Most crews heard the Master Bomber and bombed the sky markers. The marking was generally reported to be split, with green sky markers to starboard and red to port, and some distance apart. Bombing followed the marking and two concentrations of aircraft ensued. The green markers are reported to have dropped before the reds. It was impossible to assess bombing results but it is considered that they would not have been better than moderate. Flak over the target was negligible and no enemy aircraft were seen. One aircraft jettisoned safe, 1 x 500 lb. bomb which was hung up and another brought one 700 lb. bomb back which had also been hung up. All of our aircraft returned safely to base.</p> <p>The Squadron was also required to provide three aircraft for mining operations. The crews were briefed at 1415 hours but the operation was cancelled at 1615 hours.</p> <p>Only a small amount of routine ground training was carried out during the day owing to the operations.</p>		See App. B.49
	19-11-44		<p>Today was cloudy with rain and drizzle during the morning and late evening. The visibility was poor in the early morning becoming moderate. Wind was mainly SSE'ly at 5 to 10 mph.</p> <p>The Squadron was required for operations today and a maximum effort of 19 aircraft was ordered. Briefing was set for 1400 hours and the operation was cancelled in the middle of briefing. Due to unfavourable weather conditions it was impossible to complete any flying training today.</p> <p>Some ground training was completed during the day. Wriggitors trained on Gee while the air-gunners completed a class in aircraft recognition and 6 details of turret manipulation. After the operation was cancelled the Squadron Commander gave a lecture to all aircrew personnel on "Engine Handling" and "Ejection".</p>		

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ESSEN	20-11-44		<p>Today was overcast with continuous rain until early afternoon, becoming cloudy. Visibility was moderate. The wind was mainly from the north at about 10-25 mph.</p> <p>The Squadron was required for operations again today and this time 20 aircraft were ordered. The crews were briefed for a night operation but this was cancelled while the crews were busy marshalling the aircraft.</p> <p>As the operation was not ordered until later in the day, an extensive training programme had been arranged for today. However, this was cancelled in favour of the operation. As a result of this neither flying training nor operations were carried out.</p> <p>S/L Pickie, Station G.I.O., gave a lecture to the pilots on engine handling and overload, long-range patrol tasks. The Squadron Commander and a Station Armament Officer, P/L S.N. Paulson gave all crews lectures on the proper procedure for the disposal of bombs which were hung-up over the target. Fourteen navigators practiced speed-up exercises during the forenoon.</p>		
	21-11-44		<p>The weather today was fine becoming cloudy later in the day. The visibility was good at first becoming moderate. Wind was variable at from 5 to 15 m.p.h. velocity.</p> <p>Once again the Squadron was required for operations and twelve aircraft were ordered for bombing and six for mining. All crews were briefed at 1400 hours and all took off.</p> <p>The crews detailed for bombing were briefed to carry out an attack on GASTRO-BAUREL, and all but one are known to have attacked the primary. This remaining aircraft, "D" - ME377, piloted by P/L S.S. Mitchell (Gen.J.8928), failed to return. Cloud over the target ranged from nil to 3-4/10ths, tops from 2-7,500 ft. Visibility was good. Most of the crews reported the P.F.F. marking as well concentrated and plentiful and the concentration of bombing appeared to be centred on the red F.I.'s. Numerous large explosions were seen as well as fires which were seen developing as the attack progressed. Two aircraft jettisoned safely, 1 x 500 lb. bomb which were hung up over the target. All of our aircraft returned from this bombing mission and landed safely at base, with the exception of "D" - ME377, which is missing.</p> <p>The six crews detailed for mining were briefed to lay mines in OSLO harbour. All of these mined in their allotted areas visually and by H2S equipment. Mist over the target was slight to moderate, predicted heavy mist from the west, south and east parts of the city with slight inaccurate light mist from the north shore. No fighters were sighted. Three of our aircraft sustained minor fire damage over the target, aircraft "H", "W" and "P". Four of our aircraft returned to base without loss, from the mining operation. Two diverted to Middleton St. George.</p> <p>P/O W.A. Thomas (Gen.J.87398) and his crew took off on a training flight during the afternoon. His aircraft "P" - ME203, developed engine trouble and became uncontrollable. After several vain attempts to gain control of the aircraft he was compelled to order the crew to abandon it. All the crew bailed out and landed safely, the only casualty being the rear gunner, P/O J.V. Sheardown (Gen.J.89145) who suffered a broken bone in his right ankle. The aircraft crashed at Tholthorpe. Owing to the operation no flying training was completed today, except for the cross-country on which P/O Thomas was engaged.</p> <p>The main item of ground training today was dingy drills. The air gunners attended a class in aircraft recognition and completed three details of turret manipulation.</p>		See App. B.30. See App. B.31
	22-11-44		<p>The early morning today was cloudy with continuous rain or sleet. The balance of the day was mainly cloudy with poor to moderate visibility. The wind was variable from 10-20 mph.</p> <p>The Squadron was required for operations again today and 14 aircraft were ordered. Briefing was set for 1900 hours but was suspended early in the afternoon.</p> <p>The weather was not very good for training today and the only flying carried out was two cross-country exercises and a conversion flight for a new pilot.</p>		

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LEAM ING	22-11-44	(Cont'd)	Due to preparations for the operation only a small amount of routine ground training was completed today. Also most of the aircrew were resting after the previous operations. Some navigators worked on dry swim while two flight engineers trained on Idak. The air gunners completed 6 details of turret manipulation and a class in aircraft recognition. Some of them also went ahead shooting. No gunners were available today to go to Sutton Bank for gunnery practice on the range there.		
	23-11-44		Today was mainly cloudy with slight intermittent rain and drizzle. Visibility was moderate to good. The wind was variable with a speed of 5 to 15 mph. The Squadron was again required for operations. Fourteen aircraft were ordered for bombing and three others for mining. However, both of these operations were cancelled before a detail of crews was published. Arrangements for flying training were cancelled today when operations were ordered. A few details were completed after the operations were cancelled. Two simulation bombing details, and two cross-country exercises were carried out. Eighteen navigators worked on speed-up exercises today while one of them worked on a dry swim. The air bombers trained on sea, dingy drills, and radar navigation. Some of them also visited the Intelligence Library. The wireless operators successfully carried out the weekly Group W/T exercise. The air gunners completed 6 details of turret manipulation, attended two classes in aircraft recognition and one class in ahead shooting. W/L Moleman, The Station Signals Officer, visited the Signals Section today to read a letter on operational procedure to the operators.		
	24-11-44		Today was cloudy with continuous rain and drizzle. Visibility was moderate to poor. The wind was mainly from the north at about 5 to 15 mph falling to light in the evening. Operations were ordered again today and fourteen crews were detailed for bombing and another three for mining. Briefing for the bombing operation was set for 1900 hours but was cancelled because of weather conditions at 1700 hours. The three crews detailed for mining were to be briefed at 2000 hours but this time was set back until 2300 hours and the aircraft took off early the following morning. Owing to the preparations for operations only a small amount of flying training could be carried out today. One simulation bombing exercise was completed and one new pilot was converted to Mk. III aircraft. Nineteen navigators worked on speed-up exercises in the morning and ten worked on dry swim during the afternoon. Eight others trained on Astro along with their air bombers and flight engineers. The air gunners attended a class in aircraft recognition both morning and afternoon. They also practised ahead shooting and completed six details of turret manipulation.		
	25-11-44		This morning the weather was cloudy with periods of rain and sleet but became fine later in the day. Visibility was moderate and the wind was mainly from the north, 5 to 10 mph. The three crews detailed for mining the previous night were briefed at 2300 hours last night for gardening operations on BRIDGE BRIDGE BRIDGE . All took off and all planted their mines as ordered. The weather was 10/10th cloud with bases from 800 to 1,000 ft. with good visibility below the clouds. All aircraft were able to garden visually. Crews report that their approach was evidently undetected as the town and harbour lights were lit up on arrival. Considerable shipping could be seen in the harbour and vicinity. One aircraft was damaged by night flak while over the target but no fighters were seen. Two of our aircraft were diverted to Kinloss and the other one to Sanff because of weather conditions at base.		See App. B.52

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
WESS DE	27-11-44	(Cont'd)	A flying training programme was arranged for today and successfully completed. Six details of simulation bombing and S.B.A. training and six details of simulation mining and S.B.A. training were carried out. Also two HSS cross-country flights and one conversion flight were completed. 19 Navigators worked on speed-up exercises and 4 others trained on Gee during the forenoon. The air bombers were given further instruction on the new No. 30 ball pistol by W/O N.B. Kikin, (Can.J.28233). 20 wireless operators undertook a review of operational procedure. Also the proposed Bomber Command diversion schedule was explained to them. Sgt. Laidlaw, W/T maintenance also lectured the operators on Marconi fault finding. The air gunners completed 8 details of turret manipulation and a class in aircraft recognition and another in sheet shooting.		
	26-11-44		The weather today was fine becoming cloudy with continuous rain and sleet after midday. Visibility was good at first deteriorating after midday and becoming poor. Wind was light, variable. The Squadron was not required for operations today as a flying training programme was arranged. However only one S.B.A. exercise was completed as the weather became unfavourable and forced the cancellation of all training schedules. No ground training was completed during the morning as the crews were busy preparing for flying. After the training programme was cancelled some ground training was carried out. The air gunners completed three details of turret manipulation. During the afternoon the crews were given a lecture on gardening by W/L Clarke, the acting Base Bombing Leader.		
	27-11-44		The weather today was fair all day becoming cloudy after dusk. Visibility was poor at first and remained poor all day. The wind was light and variable. The Squadron was required for operations today and seventeen aircraft were ordered. The crews were briefed at 1330 hours for an attack on HESS and all took off. 15 crews claim to have bombed the primary while two were forced to abandon the mission and return to base after jettisoning their bomb loads. 8-10/10th cloud with tops from 3,000 to 8,000 ft. was encountered over the target. Visibility generally was good. Most of the crews bombed late because of adverse wind condition enroute to the target and most crews bombed ground markers seen through breaks in the cloud. Others bombed either sky markers or the glow of fires. Marking appeared quite accurate and well concentrated and fires were seen by some crews. Large explosions were reported. One aircraft jettisoned 1 x 1,000 lb. bomb which was hung up while the two aircraft returning early jettisoned their entire bomb loads. All aircraft landed away from base. During the morning a training programme was laid on and partially completed. The exercises carried out included two details of fighter affiliation, two of air to air firing and two S.B.A. exercises. Also one ordinary cross-country exercise. Three navigators studied T* equipment, five trained on Gee and one completed a dry swim in the forenoon. The air gunners completed seven details of turret manipulation and one class of aircraft recognition.		See App. No.-B-33
	28-11-44		Today was rainy at first, becoming fair to fine during the morning. Visibility was poor at first becoming good. The wind was southerly, 10 to 15 mph varying south-westerly. No training programme could be arranged this morning due to the fact that the aircraft were away at diversion bases. However, these commenced to return during the day and utilized the return flights as training in cross-country flying. Two navigators worked on dry swims and two on speed-up exercises while the air gunners held a class of aircraft recognition. Very little other ground training could be completed owing to the fact that the majority of crews were returning from diversion throughout the day.		

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

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
14554100	29-11-44		<p>Today was fine at first becoming cloudy with occasional showers. Visibility was good with a south-westerly wind from 10 to 15 m.p.h.</p> <p>No operations were ordered this morning so a flying training programme was drawn up. Five simulation mining exercises were completed during daylight and one at night. Six cross-country exercises, 1 fighter articulation and six air firing detail and one practice bombing detail were also completed. Special interest in Fishpond air training is being shown by the W/O's.</p> <p>Ten flight engineers studied aircraft recognition while 14 navigators worked on speed-up exercises. Four navigators also trained on H23 and two completed dry swims. The air gunners completed four details of turret manipulation and one class in aircraft recognition. Twelve gunners proceeded to Sutton Bank today for practice on the gunnery range there.</p> <p>A Battle Order was published in the late afternoon for early morning operations tomorrow.</p>		
	30-11-44		<p>The weather today was fair at first becoming cloudy. Visibility was good. Wind from the south-west at 5 to 10 m.p.h.</p> <p>Fourteen crews were called at 0600 hours this morning for operations. They were briefed at 0745 hours but the operation was cancelled at 0830 hours.</p> <p>However, this same detail of crews were again called in the afternoon and this time were briefed at 1400 hours for an attack on DIESSUM. All took off. Twelve aircraft are known to have attacked the primary while the other two failed to return. These were "C" - ME288, piloted by W/O B. Hall (Can.J.37329) and "W" - ME314 piloted by W/O G.W. Clarke (Can.J.86980). All crews reported 10/10ths cloud with tops from 6,000 to 8,000 feet over the target. Visibility above the cloud was very good. Bombing was done by the use of Wargami sky markers, red with yellow stars. Bombs could not be seen for the cloud although bombing is considered to have been reasonably well concentrated. Flak was slight to moderate and did not affect the stream.</p> <p>The remaining twelve aircraft all returned safely to base.</p> <p>A training programme which had been arranged was cancelled due to the operation.</p> <p>Only a small amount of routine ground training was carried out today owing to the preparation of the early operations which was cancelled and then re-announced. Two navigators worked on dry swims and one trained on H23. Owing to operations the Group, W/T exercise was cancelled. The air gunners completed six details of turret manipulation while ten gunners proceeded to Sutton Bank again today for gunnery practice.</p>		See App. B. 54
			<p>CASUALTIES</p> <p>W/O F.P. Platt (RAF) (185771) died as the result of injuries received in an aircraft accident at Spilsby on 1st November, 1944. He was buried at the R.A.F. Regional Cemetery at Cambridge on 7th November, 1944 at 1430 hours. He had previously flown 19 operational sorties totalling 38 hours, 25 minutes with 62 points credited to him.</p> <p>Sgt. Barham, M.A.W. (RAF) (3000688) was killed on 1st November, 1944, when his aircraft was hit by flak during an attack on ORSHAMSTEAD. He was buried in the same Cemetery, Suffolk on 7th November, 1944. He had completed no previous operational trips.</p>		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LONDON			<p style="text-align: center;"><u>CASUALTIES (Cont'd)</u></p> <p>The following personnel are missing as the result of air operations during the month of November, 1944:</p> <p>R/L S.W. Mitchell (Can.J.8938) Pilot 15 previous operational trips, 81.40 hours. P/O J.H. Johnston (Can.J.28364) Nav. 13 " " " " 74.33 " WO2 Macdonald, R.M. (Can.J.171940) A/S 15 " " " " 84.03 " P/S Herring, G.W. (RAF) (871733) P/S 16 " " " " 90.05 " WO2 Almas, R.H. (Can.J.161274) WO/AG 16 " " " " 83.05 " P/S West, G.M. (Can.J.196866) MI/AG 16 " " " " 89.03 " P/S Nelson, H.S. (Can.J.212423) A/G 15 " " " " 84.03 "</p> <p>The above crew are missing as the result of operations against Gasterop, Hummel, Germany, on 21st November, 1944.</p> <p>P/O B. Bell (Can.J.33229) Pilot 6 previous operational trips, 38.00 hours. P/O L.S. Watson (Can.J.28782) Nav. 4 " " " " 22.30 " P/S Strach, W.A. (Can.J.169223) A/B 4 " " " " 22.30 " Sgt Bolderson, P.W. (900073 - RAF) P/S 4 " " " " 22.30 " P/S Thomson, A.S. (Can.J.190903) WO/AG 4 " " " " 22.30 " P/S Macgregor, G. (Can.J.239301) MI/AG 4 " " " " 25.05 " P/S Kitchin, J.H. (Can.J.222476) A/G 4 " " " " 25.05 " P/O G.W. Clarke (Can.J.36960) Pilot 18 " " " " 91.35 " P/O G.W. Short (Can.J.91067) Nav. 16 " " " " 82.80 " P/O F.W. Hamship (Can.J.29957) A/B 24 " " " " 126.35 " Sgt Fry, I.S. (189799 - RAF) P/S 16 " " " " 82.30 " WO2 Fero, G.L. (Can.J.164443) WO/AG 15 " " " " 76.40 " P/S Ogilvie, S.M. (Can.J.221322) MI/AG 16 " " " " 82.30 " P/S Himm, R.P. (Can.J.222102) A/G 16 " " " " 82.30 "</p> <p>The two above crews are missing as the result of operations against MURSRO, Germany, on 30th November, 1944.</p> <p style="text-align: center;"><u>POSTINGS - IN</u></p> <p>The following aircrew personnel were posted to the Squadron during the month of November, 1944, from the units shown on the dates stated:</p> <p>1990619 (RAF) P/S Finlay, D.D. WO/AG posted from 1 P.N.U. w.s.f. 6-11-44. Can.J.14099 P/L R.W. Macdonald Pilot, Can.J.40676 P/O Schellier, F.A. Nav., Can.J.33270 P/O E.J.S. Chapman A/S, 1474041 (RAF) Sgt. Perkins, H. P/S, Can.J.210813 Sgt. Grant, J.A.T. WO/AG, Can.J.82369 Sgt. Orr, H. MI/AG Can.J.27768 Sgt. McGill, W.L. A/S all posted from 76 Base w.s.f. 11-11-44. Can.J.13600 S/L H.V. Peterson Pilot, posted from 420 Squadron w.d.f. 12-11-44. Can.J.1775 P/O H.H. James WO/AG posted from 76 Base w.s.f. 19-11-44. Can.J.37078 P/O J.S. Rowe Pilot, Can.J.40075 P/O L.S. Roberts Nav., Can.J.38671 P/O W.C. Evans A/S, 382103 (RAF) Sgt. Fling, D.N. P/S, Can.J.186137 P/S Weichelt, D.J. WO/AG, Can.J.201313 P/S Rennie, K.S. MI/AG Can.J.263934 Sgt. Koeler, L.H. A/S all posted from 76 Base w.s.f. 19-11-44. Can.J.3016 P/L F.S. Cobb Pilot, Can.J.13273 P/L D.S. McLebb Nav., Can.J.37805 P/O F.S. Gasher A/S, 188068 (RAF) Sgt. Lowman, A.S. P/S, Can.J.43085 P/O D.M. McArthur WO/AG, Can.J.104233 P/S Boothby, H.H. MI/AG Can.J.25976 P/S Hope, G.S. A/G all posted from 76 Base w.s.f. 21-11-44.</p>		

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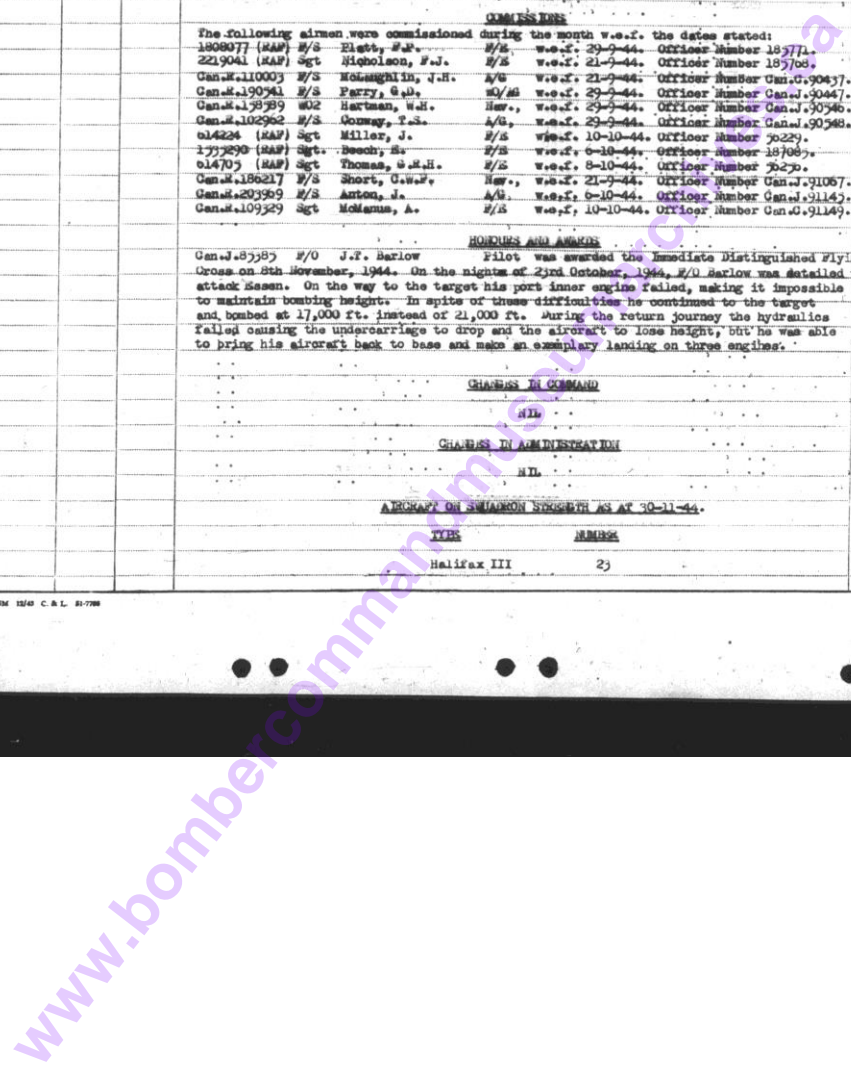
of (Unit or Formation) No. 429 Squadron, R.C.A.F.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			POSTINGS - IN (Cont'd)		
			Gen.J.37009 R/O I.B. Benson Pilot, Gen.J.40057 R/O V.B. Fleming Nav.,		
			Gen.J.178336 R/S R. Spohnman, J.S.M. A/S, Gen.J.98998 R/S H. Hards, W.S. WO/SG,		
			1862003 (RAF) Sgt Baker, J.C. W/S, Gen.J.275010 Sgt Piercy, H.S. MI/SG,		
			Gen.J.221830 Sgt Alm, S.M. A/U all posted from 70 Base w.e.f. 29-11-44.		
			Gen.J.14757 R/O Jarvis, H.S. Pilot, Gen.J.42041 R/O M.H. Kennell Nav.,		
			Gen.J.40454 R/O A.J. Bruce A/S, Gen.J.184791 Sgt Smith, W.S. S/S,		
			Gen.J.297255 Sgt Paulson, J.F. WO/SG, Gen.J.39863 R/O L.B. Lemon MI/SG,		
			Gen.J.230804 Sgt Taylor, M.D.S. A/U all posted from 70 Base w.e.f. 30-11-44.		
			Gen.J.29776 R/O A.S. Cook Pilot, Gen.J.37743 R/O F.B. Miller Nav.,		
			Gen.J.39428 R/O W.S. Boyd A/S, 1880986 (RAF) Sgt Day, H.S. S/S,		
			Gen.J.27784 R/O W.S. Langford WO/SG, Gen.J.188989 Sgt Cunningham, J.S. MI/SG,		
			Gen.J.214423 Sgt Hannan, S.A. A/U all posted from 70 Base w.e.f. 30-11-44.		
			POSTINGS - OUT		
			The following airmen/personnel were posted from the Squadron to the Units shown on the dates stated:		
			679040 (RAF) W/O Smart, W.H. Nav.S. posted to A.O.S.G. w.e.f. 2-11-44.		
			Gen.J.9736 R/L H. Bram Pilot, Gen.J.28070 R/O H. Dick Nav.,		
			Gen.J.28282 R/O H.S. Mackell A/S, Gen.J.35109 R/O W.S. Skerik A/S,		
			Gen.J.27932 R/O S.S. Dolan WO/SG, Gen.J.87799 R/O G.S. Hunter A/S,		
			Gen.J.87765 R/O W.H. Wardall WO/SG all posted to "R" Depot w.e.f. 3-11-44.		
			179249 (RAF) R/O G. Maglan A/U posted to A.O.S.G. w.e.f. 6-11-44.		
			178730 (RAF) R/O G.F. Green A/U posted to A.O.S.G. w.e.f. 6-11-44.		
			Gen.J.37362 R/O F.R. Augusta Pilot posted to 1899 (R) Det. Flight w.e.f. 9-11-44.		
			Gen.J.22867 R/O M.J. Fawcett A/S posted to Instructor School, Dalton w.e.f. 10-11-44.		
			Gen.J.29762 R/O K.A. Hilton A/S posted to 1564 C.U. w.e.f. 9-11-44.		
			Gen.J.196971 R/S Malcolm, H.S. A/S posted to 426 Squadron w.e.f. 10-11-44.		
			Gen.J.222288 R/S Kinstead, J.S. A/U posted to 426 Squadron w.e.f. 10-11-44.		
			182077 (RAF) R/O A.V. Thomas S/S posted to 22 O.S.U. w.e.f. 11-11-44.		
			Gen.J.3202 S/L H.S. Heilly WO Pilot, Gen.J.28917 R/O H.M. Ferguson Nav.,		
			Gen.J.33631 R/O G.B. Lagros W/S, Gen.J.89663 R/O K.A.G. Macfarlane A/S,		
			1390619 (RAF) S/S Finley, D.D. WO/Air, 184401 (RAF) R/O A. Waine S/S,		
			were all posted as a crew to No. 405 Squadron, R.C.A.F. w.e.f. 1-11-44.		
			Gen.J.87244 R/O H.S. Jones S/S, Gen.J.84118 R/O G.S. Brown A/S,		
			Gen.J.89343 R/O F.S. McNally A/U, Gen.J.88793 R/O J.D. Turner A/U,		
			Gen.J.167140 WO2 Wheeler, J.S. A/S all posted to R.C.A.F. "R" Depot w.e.f. 14-11-44.		
			Gen.J.151052 WO2 Iqneft, T.F. A/S posted to 405 Squadron, w.e.f. 22-11-44.		
			Gen.J.28671 R/O W.H. Foote Nav., posted to R.C.A.F. "R" Depot w.e.f. 23-11-44.		
			Gen.J.193018 R/S Dillon, M.J. WO/SG, Gen.J.21210 R/S Moon, S.J. A/S,		
			Gen.J.88731 R/O A.S. Armstrong WO/SG, Gen.J.89676 R/O A. Avian WO/SG,		
			Gen.J.89383 R/O J.F. Barlow WO Pilot, Gen.J.27324 R/O H.S. Bruce A/S,		
			Gen.J.89531 R/O B.O. Buckingham A/S, Gen.J.87904 R/O J.M. Elliott A/S,		
			Gen.J.26133 R/O J. Lasek Pilot, Gen.J.36784 R/O F.H. Lomhan A/S,		
			Gen.J.88941 R/O F.M. McCosmon A/S, Gen.J.36721 R/O F.M. Park WO/SG,		
			Gen.J.19630 R/L K.S. Patterson Pilot, Gen.J.87937 R/O F.K. Fug WO/SG,		
			Gen.J.88943 R/O M.T. Watson A/U all posted to R.C.A.F. "R" Depot w.e.f. 27-11-44.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices		
			<u>PROMOTIONS</u>				
			<p>Can.J.9370 R/L A.E. Childs DFC Pilot was promoted to the rank of Acting Squadron Leader w.e.f. 20-10-44.</p> <p>Can.C.20079 R/O H.M. Hogarth Pilot was promoted to the rank of Acting Flight Lieutenant w.e.f. 20-10-44.</p> <p>Can.J.14417 R/O D.F. Magee Pilot was promoted to the rank of Temporary Flight Lieutenant w.e.f. 25-9-44.</p> <p>Can.C.23405 R/O W.F. Glass A/S was promoted to the rank of Acting Flight Lieutenant w.e.f. 2-11-44.</p>				
			<u>COMMISSIONS</u>				
			<p>The following airman were commissioned during the month w.e.f. the dates stated:</p> <p>1808077 (RAF) R/S Elgert, R.F. R/S w.e.f. 29-9-44. Officer Number 18777.</p> <p>2219041 (RAF) Sgt Nicholson, F.J. R/S w.e.f. 21-9-44. Officer Number 187708.</p> <p>Can.J.110003 R/S McLaughlin, J.H. A/S w.e.f. 21-9-44. Officer Number Can.C.90437.</p> <p>Can.J.190741 R/S Perry, G.D. WO/SG w.e.f. 29-9-44. Officer Number Can.J.90447.</p> <p>Can.J.19789 R/O Hartman, W.H. W/O w.e.f. 29-9-44. Officer Number Can.J.90740.</p> <p>Can.J.102902 R/S Gossage, T.S. A/S w.e.f. 29-9-44. Officer Number Can.J.90748.</p> <p>014224 (RAF) Sgt Miller, J. R/S w.e.f. 10-10-44. Officer Number 30229.</p> <p>177290 (RAF) Sgt Booth, S. R/S w.e.f. 8-10-44. Officer Number 187087.</p> <p>014703 (RAF) Sgt Thomas, S.H.H. R/S w.e.f. 8-10-44. Officer Number 26290.</p> <p>Can.J.186217 R/S Short, G.W.F. W/O w.e.f. 21-9-44. Officer Number Can.J.91057.</p> <p>Can.J.203969 R/S Anton, J. A/S w.e.f. 8-10-44. Officer Number Can.J.91143.</p> <p>Can.J.109329 Sgt Williams, A. R/S w.e.f. 10-10-44. Officer Number Can.C.91149.</p>				
			<u>HOUSING AND AWARDS</u>				
			<p>Can.J.83387 R/O J.F. Barlow Pilot was awarded the Immediate Distinguished Flying Cross on 28th November, 1944. On the night of 23rd October, 1944, R/O Barlow was detailed to attack Essen. On the way to the target his port inner engine failed, making it impossible to maintain bombing height. In spite of these difficulties he continued to the target and bombed at 17,000 ft. instead of 21,000 ft. During the return journey the hydraulics failed causing the undercarriage to drop and the aircraft to lose height, but he was able to bring his aircraft back to base and make an exemplary landing on three engines.</p>				
			<u>CHIEFS OF COMMAND</u>				
			NIL				
			<u>CHIEFS OF ADMINISTRATION</u>				
			NIL				
			<u>ARCHARY ON SQUADRON STRENGTH AS AT 30-11-44.</u>				
			<u>TIPS MEMBERS</u>				
			Halifax III	23			



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

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>OPERATIONAL, TRAINING AND OTHER FLYING HOURS FOR NOVEMBER</u>		
			(a) Operational Flying Hours	DAY 228.77	
				HEIGHT 444.25	
			(b) Flying Training Hours	DAY 171.39	
				HEIGHT 42.00	
			(c) Other Flying Hours	DAY 24.77	
				HEIGHT 311	
			<u>OPERATIONAL SORTIES FLOWN DURING NOVEMBER</u>		
			A total of 138 sorties were flown during the month of November in the eleven operations carried out by the Squadron.		
			<u>MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED</u>		
			<u>H.B.</u>	<u>INCENDIARY</u>	<u>MINES</u>
			Bombs dropped from 1-1-44 to 31-10-44. 4781 tons 160 lbs.	412 tons 1967 lbs.	112 tons 120 lbs.
			Bombs dropped during November, 1944. 690 tons 1480 lbs.	28 tons 500 lbs.	24 tons 240 lbs.
			Cumulative Total to Date:	5479 tons 1630 lbs.	440 tons 1967 lbs.
				136 tons 1760 lbs.	
			<u>OPERATIONS WITH ENEMY AIRCRAFT</u>		
			The Squadron engaged in four combats and encounters with enemy aircraft while on operations during the month. One FW190 aircraft is claimed as destroyed.		
			<u>MEMORIAL STRENGTH OF THE SQUADRON AS AT 30th NOVEMBER, 1944</u>		
			<u>OFFICERS</u>	<u>AIRCRAFT GROUND CREW</u>	<u>AIRBOMBS GROUND CREW</u>
			R.C.A.F. 133	1	R.C.A.F. 39
			R.C.A.F. (USA) 1		R.C.A.F. (USA) 1
			R.A.F. 1		R.A.F. 20
			R.A.F. (CAN) 1		R.A.F. (CAN) 1
			U.S.A.A.F. 1		U.S.A.A.F. 1
			TOTAL STRENGTH 149	148	120
					120
					341

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LONDON			<p style="text-align: center;">SIGNAL</p> <p>During the month of November the Squadron was detailed for eleven operations, making a total of 15 sorties. This figure is somewhat lower than that of last month, due mainly to poor weather conditions. Two of the operations were gardening efforts, the other nine consisting of bombing missions all on German targets. Again, the big percentage of the attacks was concentrated on the Ruhr valley.</p> <p>Three of our crews were reported missing as the result of air operations during the month. A flight engineer, Pilot Officer P.F. Platt of this Squadron, was killed on the 1st of the month as a result of bomb bursts at Spilshy, when he attempted to save his aircraft from destruction.</p> <p>Flying training for the month of November was increased due mainly to smaller commitments for operations on some occasions. In addition, considerable ground training was carried out when weather conditions precluded the possibility of any flying.</p> <p>A new all-time high record number of crews were screened from operations after completing their first operational tour. The captains of the crews screened during the month of November are W/L E.J. Ham (Gen.J.5942), W/O J.C. Lehman (Gen.J.2794), W/O L.H. Keelan (Gen.J.2787), W/O H. Lewis (Gen.J.5782), W/O D.J. Gillis (Gen.J.2787), W/O J.I. Keelick (Gen.J.5787) and W/L D.C. Henriksen (Gen.J.16716).</p> <p>The general health of the Squadron continued to be excellent throughout the month.</p>		
			<p><i>H. B. B. B.</i></p> <p>(H.L. Bolder) Wing Commander,</p> <p>Commanding,</p> <p>No. 429 Squadron, R.C.A.F.,</p> <p>LONDON, YORKS.</p>		

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