

OPERATIONS RECORD BOOK

547-20-429  
JAS

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

Compiled by SGT G.L. Higgins (O.3571)  
No. of pages used for month 16

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LONDON	1-12-44		<p>Today was cloudy with continuous rain. Visibility was moderate with a south-westerly wind. No operations were ordered today and because of the unfavourable weather conditions prevailing it was impossible to carry out any flying training. All officers attended a mess meeting during the afternoon as a result of which no ground training was completed today.</p>		
	2-12-44		<p>The weather today was fair to cloudy with frequent showers after noon. Visibility was good. The wind was westerly from 10 to 30 M.P.H. and gusty at times. The Squadron was required for operations today and ten aircraft were ordered. The crews were briefed at 1730 hours for an attack on Hildesheim, and all took off. All ten aircraft bombed the primary. 10/10ths cumulus cloud prevailed over the target area with tops ranging from 14,000 ft to 16,000 ft. All crews bombed by navigational aids. Any assessment of bombing results was impossible due to cloud but some crews consider that the attack was fairly successful in view of the heavy concentration of bombing and the numerous flashes seen reflected on the clouds. One aircraft was hit by flak but was not seriously damaged. Several aircraft encountered icing conditions during the trip. A 2,100 lb. bomb was jettisoned safe because of a hang up over the target. One aircraft landed at Skipton because of weather conditions at base while another landed at Woodbridge because of trouble with the bomb doors. The remainder returned safely to base. Flying training completed during the day prior to operations included four simulation bombing exercises, four fighter affiliation details, four air to air firing details and three practice bombing exercises. Due to the amount of flying training and operational flying only a small amount of routine training was carried out. Air gunners were flying trained on turret manipulation and aircraft recognition, the navigators worked on speed-up exercises and the air bombers trained on Gee. The Signals Section have been confronted by an increase in the number of faults occurring in W/T equipment lately. This is believed due to the decrease in losses which results in aircraft lasting longer and thus producing more faults in equipment through extensive usage.</p>	2604	See App. B.7
	3-12-44		<p>Today was fair to cloudy with showers early and late; continuous rain during the morning. The wind was mainly westerly from 5 to 15 M.P.H., good visibility. The Squadron was not required for operations today but very little flying training could be done because of poor weather conditions, during the day. One new crew was checked out. Some night training was completed. This included four cross-country exercises, two bombing details and one simulation mining exercise. All pilots and engineers were given a lecture today on engine handling, by Mr. S. Acott, the Bristol representative. Only a limited amount of ground training was done today owing to the fact that the crews on operations the previous night were resting during the forenoon today. Some navigators were on speed training. The air bombers held a discussion on bomb heights, winds, fuses and other items pertaining to their branch. A "fun" discussion was also held in the Signals Section for the benefit of the newer operators.</p>		

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LAMM DE	4-12-44		<p>The weather today was fair to cloudy with frequent showers. Visibility was good with a northerly wind from 10 to 20 m.p.h.</p> <p>The Squadron was required for operations today and twelve of our aircraft were ordered. The crews were briefed at 1400 hours for an attack on KAMISUKU. All took off. One aircraft, "W" ME265 was forced to return early due to fire starting in the starboard inner engine. It was landed safely. The remaining eleven aircraft all attacked the primary. Cloud over the target varied from nil to 2/10ths with tops from 6/10,000 ft. Visibility was good. Several crews could identify the target visually by the river Khine and the docks. Markers were apparently well placed but rather scattered. Missions bombing well from the river to the aiming point. Incendiaries were scattered throughout the city and fires were visible from as far away as 150 miles. Most crews considered the attack successful. The aircraft returning early jettisoned 1 x 2,000 lb. bomb and 7 clusters of I.B.'s. Another aircraft jettisoned 4 clusters and another three clusters both due to hang-ups. The early return brought back 4 clusters of I.B.'s, another brought back 2 clusters and one brought back 4 clusters of I.B.'s because of hang-ups. All aircraft returned safely to base.</p> <p>A small amount of flying training was completed today. One crew carried out air to air firing and bombing exercises while two others completed two night H28 cross-country flights. Thirteen navigators worked on speed-up exercises while the bombardiers trained on H28 and Gee. The Flight Engineer Lecter S/L K.E. Johnson RNF (Can.G.10044) gave a lecture on engine handling to the members of his section. The air gunners practiced turret manipulation and studied aircraft recognition.</p>		See App. B.38
	5-12-44		<p>Today was fair to cloudy with wintery showers during the morning. Visibility was good. The wind was westerly from 8 to 15 m.p.h.</p> <p>The Squadron was required for operations again today and thirteen aircraft were ordered. The crews were briefed at 1400 hours to carry out a bombing attack on SONG. All took off and all attacked the primary. Cloud over the target varied from 4/10 to 10/10 thin cloud with tops from 7,000 to 15,000 ft., good visibility. FFW was punctual and a good concentration of green F.L.'s was achieved on top of a few red F.L.'s which were burning when the attack opened. A good concentration of bombing was achieved and several explosions were seen in the target area. Most crews considered that if the markers were accurately placed this should be a successful attack. One of our aircraft sustained minor damage when it was hit by flak. Due to shortage of petrol this aircraft landed at Hanoi. 1 x 2,000 lb. bomb was hung up over the target and was jettisoned safe. All of our aircraft returned safely.</p> <p>Flying training today consisted of three cross-country flights, two fighter affiliation, two air to air firing, and two practice bombing details.</p> <p>Ten navigators worked on speed-up exercises and five others trained on Gee. The air gunners trained on aircraft recognition and turret manipulation.</p>		See App. B.39
	6-12-44		<p>Today was fair to cloudy with occasional showers. There was a period of continuous rain at mid-day. Visibility was good except in the rain. Wind was south-westerly from 5 to 15 m.p.h.</p> <p>The Squadron was again required for operations and twelve aircraft were ordered. The crews were briefed at 1400 hours for an attack on CHAMBUK. All took off but two returned early. Aircraft "T" ME264 was forced to abandon the mission due to the port inner engine becoming unserviceable while aircraft "U" ME267 took off too late to catch up with the bomber stream and abandoned the operations and returned to base. Nine aircraft reached the target but only eight bombed the primary. Aircraft "W" ME282 arrived at the target but the pilot was unable to see any type of marker to bomb so abandoned the mission over the target area.</p>		See App. B.60

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LSEMDU	6-12-44	(Cont'd)	He jettisoned the 1,000 lb. bombs and brought the remainder back to base. Eight aircraft bombed the primary. The weather over the target was 7/10th to 10/10th layered cloud from 5,000 to 15,000 feet with haze at bombing levels. Most aircraft bombed on the glow of T.V.I.'s on the clouds. It was difficult to assess the bombing results in view of the cloud conditions prevailing at the time. There was not a good concentration of aircraft over the target. Several aircraft were seen shot down by the crew. The causes are unknown but fighters are indicated. A fair amount of fighter activity was in evidence on the homeward journey. Aircraft No. 22474 flown by W/L Robb, P.F. (Can. J. 3118) was attacked by an enemy ME109 at 1937 hours, 12,000 ft., at 225W 0810N from dead astern. The aircraft was outskewed in evasive action and the fighter was lost. It then reappeared from port on the edge of a cloud bank. Both gunners fired short bursts at it but no strikes were seen. The Halifax was outskewed to starboard down to 4,000 feet and resumed course. No signals are made. One aircraft, "J" 22463, piloted by W/O J.M. Prentice (Can. J. 1767) failed to return from this attack. Both aircraft returning early jettisoned their bomb loads, one aircraft jettisoned 1 x 1,000 lb. bomb which was hung up and another jettisoned 2 x 1,000 lb. bombs which were also hung up. A total of 2475 x 4 lb. incendiary bombs was brought back to base. All off our aircraft except "J" returned safely to base. The only flying training completed was one night H2S cross-country. Six navigators practiced speed-up exercises while the air bombers trained on H2S and Gee. The air gunners practiced turret manipulation and aircraft recognition during the day.		See App. B.61
	7-12-44		Today was fair to cloudy with wintry showers. Visibility was good at first, deteriorating towards mid-day and becoming poor. Wind was mainly southerly from 5 to 10 m.p.h. The Squadron was not required for operations and due to the unfavourable weather existing no flying training could be completed. 12 navigators worked on speed-up exercises during the forenoon and 15 continued speed-ups in the afternoon. The flight engineers were given a lecture on engine handling by the Section Leader, W/L K.M. Johnston RMC. Six wireless operators trained on W/T besides inspecting their aircraft, while the air gunners trained on turret manipulation and aircraft recognition. The air bombers trained on H2S and Gee and also spent considerable time cleaning and painting their section rooms.		
	8-12-44		The weather today was cloudy with wintry showers during the morning, becoming fair. The wind was N.W. from 5 to 10 m.p.h. backing during the evening to N.E. from 12 to 18 m.p.h. The Squadron was required for operations today and fourteen aircraft were ordered. However, the operation was cancelled before briefing, early in the morning. Six crews completed cross-country exercises and one crew carried out a simulated mining exercise. S/L H.V. Peterson RMC and W/O (Can. J. 15600) gave a lecture to all aircrew personnel on general tactics. S/L Peterson is Squadron "A" Flight Commander and is presently on his second tour. S/L Stagg, Senior Intelligence Officer, also gave a lecture to all crews on the work of Bomber Command. Sixteen navigators worked on speed-up exercises during the forenoon while the air bombers trained on Gee and H2S. Air gunners practiced on turret manipulation and aircraft recognition. All "A" Flight aircrew personnel were given single drill today. All Squadron personnel attended a parade in No. 2 Hangar today for some drill practice in anticipation of the forthcoming visit of the A.C.G. for the purpose of presenting the Squadron with the new official "Bison Badge" which has been approved by His Majesty.		



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Lt Col DIB	9-22-44		The weather today was fair to fine with good visibility. The wind was W.N.W., 10-20 M.p.h. The Squadron was not required for operations today so a flying training programme was put into effect. Most of the training was in the nature of a 'gaggle' exercise. Ten aircraft were ordered to take part in a Group exercise, which was successfully completed. Other training included one night cross-country exercise, four air to sea firing details, and three each of fighter affiliation, air to air firing and practice bombing. One crew also completed an H2S cross-country flight. Thirteen navigators practiced speed-up exercises while the wireless operators trained on Fishpond. Nine air bombers visited the radar navigation section for training while others were given dingy drill. Ten air gunners practiced turret manipulation and the remainder attended a class in aircraft recognition. A "Battle Order" detailing fourteen crews for early morning operations was published in the evening.		
	10-12-44		Today was fair to cloudy with continuous snow during the afternoon and early evening. Visibility was good becoming poor during the late morning and for the rest of the day. Briefing for the operations later on last night was to have taken place at 0700 hours this morning but the operation was cancelled at 0730 hours. The weather was unfit for flying all day so no training flights were completed. The crews concentrated on dingy and crew drills today. The navigators also undertook some H2S training while the air bombers trained on radar navigation. The air gunners attended two classes in aircraft recognition but were unable to work on turret manipulation because of the unserviceability of the training turrets. The air gunners also gave instruction to thirty A.F.O. boys who were visiting the station. The wireless operators were informed of a new Group order on emergency and distress procedure. The Group Bombing Leader, S/L Sweeney, visited the Bombing section and gave a talk on practice bombing. S/L Bran, Navigation Officer, lectured all pilots and engineers on navigation.		
	11-12-44		The weather today was mainly cloudy with slight rain late in the evening. Visibility was poor and the wind was light and variable. The Squadron was ordered for operations today and thirteen aircraft were ordered. However, the operation was cancelled before briefing. The weather today was unfit for flying training so none was done. The pilots were given an engine handling and hydraulics lecture by the Messier representative. Sixteen navigators worked on speed-up exercises while the engineers were given a lecture on engine handling by the Bristol representative. Several wireless operators were kept busy during the day in making the necessary amendments to the new Bomber Command Diversion Schedule which is expected to come into use early in the New Year. The air gunners attended a class in aircraft recognition.		
	12-12-44		Today was cloudy with light rain in the early morning. Visibility was poor becoming moderate. The wind was light and variable throughout the day. No operations were ordered for today so a rather extensive flying training programme was arranged and completed. Eight crews took part in another Group 'gaggle' exercise. This turned out to be a decided improvement over the first exercise owing to the more favourable condition of the weather this time. Seven crews also completed practice bombing details and three others carried out simulation mining, fighter affiliation and air firing exercises. A night flying schedule was cancelled because of an early morning call for operations tomorrow.		

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LEAMING	12-12-44		Ten navigators completed speed-up exercises and two trained on Gee. The air gunners completed six details of turret manipulation and a class in aircraft recognition. No gunners were available for training at the range at Sutton Bank today due to the large flying programme. A "Battle Order" detailing 20 aircraft for early morning operations tomorrow, was published this evening.		
	13-12-44		The weather today was fine becoming overcast with fog after dusk. Visibility was poor. The wind was light and variable. The Squadron was required for operations today and the twenty crews detailed last night were briefed at 0700 hours this morning. However the operation was cancelled shortly after the crews were taken out to their aircraft. A flying training programme was drawn up for today but only part of it was completed owing to adverse weather conditions. One simulation bombing exercise was completed and three other crews completed part of their details before abandoning the exercises because of the weather. Due to the early morning call for operations most of the aircraft were stood-down early in the afternoon. The air gunners completed 2 classes in aircraft recognition and one in sheet shooting. The Squadron aircrew met to discuss and arrange a party for the groundcrew personnel who have been servicing Squadron aircraft etc. It was decided to hold the first party for all but the flight personnel on December 20th. Another party for the flight groundcrew to be held later.		
	14-12-44		Today was overcast with fog to midday. There was continuous rain from 2000 hours with poor visibility. The wind was mainly south-westerly from 7 to 13 m.p.h. The Squadron was required for operations today and sixteen aircraft were ordered. The crews were to be briefed at 1400 hours but the operation was cancelled just before briefing. The weather was unsuitable for flying training today. Sixteen navigators completed speed-up exercises and two trained on H2X. The wireless operators carried out the regular weekly Group W/Y exercises and the air gunners completed six details of turret manipulation and two classes of aircraft recognition. All aircrew attended a film in the Station cinema on V.D. The M.O., N/O Gordon, was in attendance and gave a lecture on the same subject. N/O Waller, Station Intelligence Officer, lectured all aircrew today on Security and other matters of Intelligence. The Squadron Commanding Officer, N/O W. H. Hinde, also gave instructions to the aircrew in regard to carrying articles of identification with them on operations.		
	15-12-44		The weather today was overcast with rain early. Foggy during the morning and the visibility was poor. The wind was south-westerly from 7 to 20 m.p.h. The Squadron was again required for operations and sixteen aircraft were ordered. Briefing was held at 1300 hours but the operation was cancelled in the middle of briefing. The weather was unfit for training again today. All navigators attended an H2X lecture in the briefing room which was given by N/O D. E. Neale, (Comd-1356). Three of them also were given dingy drill and four others trained on Gee. Several air gunners trained on radar navigation while the air gunners attended a class in aircraft recognition. All aircrew attended a lecture at the cinema at 1000 hours today. The lecturer was Flight Sergeant Shuster, an R.A.F. flight engineer who related his experiences after he was forced to abandon his aircraft over Berlin and managed to make his way back to this country. It was very interesting and greatly enjoyed by all those in attendance.		

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LASHBURN	16-12-44		<p>Today was cloudy to overcast with rain and fog. The visibility was poor throughout. The wind was mainly south-easterly from 5 to 20 M.p.h.</p> <p>No operations were ordered today so a flying training programme was drawn up. This was not carried out however, because of unfavourable weather conditions.</p> <p>The crews chosen for training on mining techniques were given a lecture at Base Operations by the Base Commander, A/O J.S. Bryson, S/L Moore the Base Intelligence Officer and Lieut. Commander Gosnell, Group General Liaison Officer.</p> <p>Nineteen navigators worked on speed-up exercises during the day while three trained on radar and four others worked on dry swim. The remainder attended an H2S lecture given by W/L D.M. Macleod. The air gunners trained on H2S, Base and Link and the air gunners completed six details of turret manipulation and attended two classes of aircraft recognition.</p>		
	17-12-44		<p>Today was overcast with moderate rain at first becoming fair with slight showers. Visibility was poor. The wind was from the south-west at 5 to 30 M.p.h.</p> <p>The Squadron was required for operations for late tonight and sixteen aircraft were ordered. The crews were briefed at 2359 hours for an attack on NUBSHER but did not take off until early the following morning.</p> <p>The weather during the day was unfit for training. Some ground training was carried out during the day. The navigators practiced speed-up exercises while the air bombers trained on H2S and Base. The flight engineers and new pilots were given a lecture on engine handling by the B/E leader, W/L K.E. Johnston RMC. The bombing leader, W/L W.F. Glass (Can.J.26435) also lectured the flight engineers on 'Bomb jettisoning'. The air gunners completed six details of turret manipulation and attended a class in aircraft recognition.</p>		See App. B.62
	18-12-44		<p>The weather today was fine and hazy during the dark hours and cloudy with rain during daylight. The crews briefed for the operation on NUBSHER all took off. All but one bombed the primary. Aircraft 'W' 2957 was forced to return early due to oxygen failure, and landed at Eastmoor because of weather at base. The weather over the target was 10/30th cloud, tops at 6/20,000 feet with some haze at bombing levels. Visibility through the cloud was nil. A few crews reported seeing the glow from red and green F.L.'s falling through the cloud. However, most crews bombed on sea and checked their positions with the glow on the cloud. Many bomb explosion flashes were reflected on the cloud but no accurate assessment of the results of bombing was possible due to the dense cloud which obscured all ground detail. It would appear that the attack was scattered but a considerable reddish glow developed. Aircraft 'F' ME318 was engaged in combat with an enemy fighter. Both exchanged fire and although trace was seen to go through the nose of the fighter no claim is made. The Halifax was not damaged. Aircraft 'W' ME197 was also attacked while over the target area. Two attacks were made by an enemy Me10. It was fired upon by our rear gunner during evasive action. No claim is made but it is believed that hits were scored. Aircraft 'W' ME265 diverted and landed at Burn while the remainder with the exception of the early return, all landed at Strubby because of unfavourable weather conditions at base. All aircraft landed safely.</p> <p>Three aircraft were also ordered today for a mining operation but this was cancelled just after briefing at 1700 hours.</p> <p>Due to unfavourable weather today only a small amount of training was carried out, this being in the nature of H2S cross-country exercises of which four were successfully completed. Not much ground training was done today as many of the aircrew were at diversion bases. Three navigators worked on dry swim, while the air gunners trained on aircraft recognition. W/L W. Robson RMC (RAP) (127695) the Signals leader went to Group today where he attended a Signals Leaders Conference.</p>		See App. B.64 and B.65



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LEAMING	19-12-44		<p>Today was very foggy all day. The Squadron was required for operations today and fifteen aircraft were ordered. However, this operation was cancelled at 1900 hours at briefing. Due to the extremely foggy weather it was impossible to complete any flying training today. During the forenoon the navigators were engaged mainly in making logs while others worked on speed-up exercises during the afternoon. The air bombers were given several lectures during the day. P/O Slotha, Radar Maintenance officer, gave a lecture on the manipulation of H2S sets and how to report smags after operations. P/L Sadeby of Radar Navigation Section also gave a short helpful talk on the operation of H2S. P/L Dames from P.F.F. also gave an interesting talk on pathfinders. The flight engineers were given a lecture by P/L H. Johnston the Section leader. The senior wireless operators were given a lecture on Fishpond theory and technique by the Section leader, P/L W. Dimeson (RAF). The air gunners attended two classes in aircraft recognition and also completed eight details of turret manipulation. Many of the aircrew personnel spent part of the day in the Sports Hanger playing volleyball and other games.</p>		
	20-12-44		<p>Today also was foggy with slight rain during the early evening. The Squadron was not required for operations today and owing to the unfavourable weather conditions no flying training was carried out. S/L Boyd, Flying Control officer, gave a lecture to all the pilots today on P.L.D.O. and emergency aerodromes. 19 navigators worked on speed-up exercises while three others trained on H2S. The flight engineers trained on aircraft recognition during the day. A resume of the Signals Leaders Conference at Group was given by the Signals Leader, P/L W. Dimeson (RAF). The major items touched on were Fishpond training and instructional duties after screening. The air gunners completed 6 details of turret manipulation and also attended a one hour class on gunnery. All sections broke off early in the afternoon to allow representatives from each section to go to the party which the aircrew had organised for the groundcrew personnel. P/L W.F. Glass (Comd 22949) the Bombing Leader, was organiser of the party and also acted as Master of Ceremonies. There was a good turn out of groundcrew and ample supplies of 'liquid refreshments' with the result that a very successful party was enjoyed by all who attended.</p>		
	21-12-44		<p>Today was cloudy with some rain. Visibility was poor at first improving to moderate to good later. The Squadron was required for operations today and three aircraft were ordered. The crews were briefed at 2100 hours for mining operations against G310. All took off and all laid their mines on the primary. 10/10ths strata cumulus cloud prevailed over the mining area with tops ranging from 7,000 to 7,500 feet. Visibility was good above the cloud. All crews aimed to have laid their mines successfully in their allotted areas by means of H2S. No visual assessment of results was possible due to cloud conditions. All aircraft diverted and landed at Charter Hall due to weather conditions at base. Flying training during the day included one fighter affiliation detail, one air to sea firing detail, two cross-country flights and two H2S cross-country exercises. Fourteen navigators worked on speed-up exercises while six wireless operators carried out the Group W/T exercises experimenting R/T and W/T interference. The air gunners completed eight details of turret manipulation and attended one class in aircraft recognition.</p>		See App. B.66

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ENGLAND	22-12-44		The weather today was cloudy with slight rain at first. Visibility was moderate becoming poor late in the day. The Squadron was not required for operations today. An extensive flying training programme was arranged. Details carried out during the day included five cross-country exercises, three Fighter affiliation and S.B.L. details, six fighter affiliation and air to sea firing details, two practice bombing exercises and two H2S check-out flights. Thirteen navigators worked on speed-up exercises and two H2S check-out flights while another six along with their air bombers worked on dry runs. Six air gunners completed turret manipulation practice. The Signals section is undergoing a thorough cleaning and renovating. It is being painted and cleaned by the operators themselves.		
	23-12-44		Today was cloudy with some drizzle. Visibility was moderate to poor. The Squadron was required for operations today and fifteen crews were detailed. However the operation was cancelled because of unfavourable weather, shortly after the crews were detailed. No flying training was carried out today although a training programme had been arranged. Thirteen navigators worked on speed-up exercises while another supervised the completion of a dry run which was being carried out by seven air bombers. The air bombers trained on H2S, the wireless operators on W/T and the air gunners studied aircraft recognition. The W/S leader P/L K.S. Johnston, lectured five new pilots on engine handling and the engineers spent time in the intelligence library.		
	24-12-44		The weather today was cloudy with fog toward the end of the day. Visibility was moderate to poor becoming poor to bad. A training programme which had been drawn up for today was cancelled owing to the poor flying weather. Three crews were ordered for operations today and they were briefed at 1400 hours for a mining operation on OSLO. All took off and successfully completed their mission. Visibility was good and all crews enjoyed a good trip. All aircraft diverted because of poor weather at base and landed at Fatesham. All aircrew personnel were given a lecture in the crew centre by W/C H.L. Boldo, the Squadron Commander, on operations. Otherwise no ground training was carried out during the day. S/L J. Fuller, the M.O. gave a lecture to aircrew personnel and S/L Boyd, Flying Control Officer, gave an address on Flying Control. Many of the aircrew were busy during the day decorating their various messes etc. in anticipation of a big celebration tonight, Christmas Eve.		See App. B-67
	25-12-44		Today was overcast with thick fog. The visibility was poor throughout the day. There was a calm wind. The Squadron was not required for operations today and no flying training was carried out. This relaxation from duty was greatly appreciated and enjoyed by all personnel and enabled them to spend the Christmas Holiday as they wished. The messes were all reasonably decorated and all personnel enjoyed the special Christmas dinner which had been prepared by the hard-working staffs of the messes. The officers of the Squadron very efficiently carried out their self-imposed duties as waiters in the Airman's Mess, which democratic act was immensely appreciated by the "backs" as a change from that eternal queue. During the evening a Station dance, open to all ranks, was held in the Airman's Mess and N.A.A.F.I. building and all those who attended spent an enjoyable evening dancing to music supplied by the station "Northseires" Dance Band.		



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LEIRING	26-12-44		<p>Today was overcast to cloudy with fog. Visibility was poor throughout the day. The wind was calm to light south-westerly.</p> <p>The Squadron was very suddenly called for operations today and sixteen aircraft were ordered. These were briefed at 1030 hours for an attack on ST. VITH and all took off. The operation was in support of U.S. Army troops in that area. All arrived at the primary and all bombed except "J" whose bombs became hung up over the target. This aircraft was only able to release the four clusters from the wing bays. The remaining 7 clusters and 1 x 2,000 lb. bomb were jettisoned. Most crews bombed on the marks over the target as instructed by the Master Bomber although a few were able to bomb on T.L.'s. The markers were mostly obscured by the smoke. Several explosions were seen in the target area. The weather was clear and the visibility good. Most crews reported well concentrated bombing. Most crews were compelled to deviate from the course in order to make up time lost as a result of a late take-off. All aircraft returned safely but were forced to divert because of unfavourable weather at base. They all landed in Scotland at Kinloss.</p> <p>The Squadron was again called for operations today when these aircraft were ordered for a mining operation. However this was cancelled before briefing time.</p> <p>No flying training was completed today due to the preparation of the above operation and also to unsuitable weather. Very little ground training was undertaken either.</p>		See App. B.66.
	27-12-44		<p>The weather today was overcast to cloudy with fog early. Visibility was poor becoming moderate. Wind was south-westerly 5 to 10 mph veering westerly 5 to 15 mph.</p> <p>No operations were ordered today and due to the fact that the aircraft had landed at a diversion base yesterday it was impossible to carry out any flying training. The diverted aircraft returned during the afternoon.</p> <p>Only a small amount of routine ground training was completed by the aircrew personnel who were left on the Station. A "Battle Order" was published this evening for operations early tomorrow.</p>		
	28-12-44		<p>The weather today was fair to fine and the visibility was good. The wind was north-westerly 5 to 15 mph falling to calm.</p> <p>The Squadron was required for operations early this morning and the crews detailed last night were briefed this morning at 0901 hours for an attack on QUILLEN. All of the thirteen aircraft ordered took off. All aircraft attacked the primary. Weather over the target was 10/10ths low cloud with tops averaging 7,000 feet. Visibility was clear above the cloud. Marking is reported as very plentiful and continuous throughout the attack. It was concentrated and well timed. Crews bombed on the T.L.'s or on their glow seen reflected on the low cloud or ground haze. Bombing appeared to be very concentrated and accurate on the markers. Visibility made accurate assessment of the raid impossible but it is believed to have been successful.</p> <p>Aircraft "E" ME318 piloted by S/O K.O. Powell (Can. J. 36200) had an encounter with a single engine enemy aircraft which was fired upon by the rear gunner during successful evasive action, but no claim is made. Aircraft "B" ME396, piloted by S/O D.W. Walker (Can. J. 12699) was also attacked by a twin engine enemy aircraft while returning from the operation. Although it fired on the Halifax no damage was done and it was successfully evaded after the second attack.</p> <p>Shortly after this another enemy fighter, single engine, was sighted astern. Both gunners fired on it until it broke away and was not seen again. No claim was made by our gunners.</p> <p>Aircraft "G" ME197 was forced to jettison 2 x 1,000 lb. bombs safe, because of hang-ups over the target. All of our aircraft returned safely to base except "O" ME377 which landed at Munster due to shortage of petrol.</p>		See App. B.70. See App. B.71. See App. B.72.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
ISOM EB	28-12-44	(Cont'd)	The Squadron was also required to supply four aircraft for mining operations tonight. The four crews detailed were briefed at 1400 hours for mining operations on SAMBAPUR. All took off. Three crews planted their mines successfully in their allotted areas but the remaining aircraft, "R" 18197, piloted by P/O B.S. Brewery (Can-J-37449) failed to return. The weather was perfectly clear and visibility was unlimited. Crews reported no difficulty whatever in identifying the gardening areas. All crews reported seeing an aircraft go down and explode on impact with the ground. No parachutes were seen. The three aircraft returned safely to base. The only training flight carried out today was one crew which completed a practice bombing flight and air to air firing detail. Only a small amount of routine ground training was completed owing to the two operations carried out.		See App. B.73
	29-12-44		Today was fine becoming cloudy. Visibility was good becoming moderate. The wind was light and variable becoming south-westerly 5 to 20 mph. The Squadron was again required for operations and fourteen aircraft were ordered. Eleven of these were required for bombing while the other three were ordered for mining. The eleven crews detailed for bombing were briefed at 1900 hours for an attack on <del>ISOM EB</del> . All took off. Ten of these aircraft bombed the primary while the other aircraft, "H" 18230, bombed an alternate target, no markers being visible at the primary target at the time. The weather was 10/10ths stratus cloud with tops ranging from 3,000 to 12,000 feet. The target area was completely obscured. Visibility was clear above the cloud. P.F.J. marking seemed well concentrated and plentiful and most crews bombed on the reflected glow of P.F.J.s. A few crews bombed by the aid of Wagonni flares. Results were impossible to assess but most crews felt that the bombing appeared accurate and fairly well concentrated judging by the reflected glow on the cloud. Several unidentified fighters were seen by one of our aircraft. Aircraft "R" 18964 was forced to land at Gernaby for technical reasons while the remainder returned safely to base. One aircraft jettisoned 1 x 500 lb. bomb which had been hung up over the target. The three crews detailed for mining were briefed at the same time as the others, 1900 hours, for operations on ISOM. All took off and planted their mines successfully in their allotted areas and returned safely to base. A flying training programme which had been drawn up for today was cancelled in favour of the two operations.		See App. B.74
	30-12-44		Today was cloudy becoming fair with a slight drizzle early. Visibility was good. The wind was mainly north-westerly from 5 to 20 mph. The Squadron was once again required for operations and thirteen aircraft were ordered. The crews detailed were briefed at 1900 hours for a bombing attack on COLOGNE/KALK MERE. All took off and all bombed the primary. There was 10/10ths cloud with tops from 5,000 ft. to 10,000 ft. at the target area. The Wagonni marking was reported as plentiful and clearly visible but somewhat scattered. When checked by Gee the marking appeared to be somewhat south of the briefed aiming point. The majority of crews bombed on the sky markers. Assessment of the raid was impossible due to cloud conditions but bombing appeared to be well concentrated on the sky markers. A bright glow which developed on the cloud would indicate that fires were well started in the target area. Aircraft "R" 18303 was forced to land at Gernaby because of brake trouble while all of the remainder returned safely to base. Considering the extent of recent operations the Squadron was today able to complete a good amount of flying training. This consisted of fire simulation mining exercises, four fighter		See App. B.76

Not Legible

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LEHM	30-12-44	(Cont'd)	affiliation details, five air to sea firing details, two practice bombing exercises and one cross-country flight. In view of the operation and the flying training programme only routine ground training was completed in the various sections.		
	31-12-44		The weather today was fine <del>clear</del> to cloudy with excellent visibility. The wind was mainly from the north-west at 5 to 10 m.p.h. The Squadron was required for operations today and four crews were detailed for mining. They were briefed at 1400 hours for operations on SANDSVEKED. All took off. There was good visibility with no cloud but a slight sea haze over the garden area. There was bright moonlight. All crews aimed visually and since the mines were placed in the allotted positions. All crews returned safely to base. An extensive flying training programme was arranged for today and duly completed. The flying completed during the day included one E2S air check for a new crew, one cross-country exercise, one blind bombing exercise and three simulation mining flights. Eight aircraft also completed practice bombing flights dropping a total of seventy practice bombs. The evening was spent by all Station personnel in the usual "New Year's Eve" style. There were three big dances on the camp, one in each of the messes, Officers', Sergeants' and Airmen's, and so all personnel were able to happily spend the last few hours of the Old Year and to joyously welcome the New.	See App. B.77	
<b>CASUALTIES</b>					
The following personnel are missing as the result of air operations during the month of December, 1944.					
R/O	J.M. Frantice	(Gen.J.17637)	Pilot	22	previous operational trips, 119.15 hours.
R/O	T.A. Wilson	(Gen.S.27083)	Nav.	27	" " " 144.20 "
R/O	S.L. Hore, Jco	(Gen.J.39232)	A/B	27	" " " 143.05 "
R/O	E.W.C. Clark	(Gen.Q.89632)	E/X	24	" " " 135.45 "
Lt.	E.M. McRoberts (MIA)	(O-886295)	WO/SG	26	" " " 132.12 "
R/O	W.S.H. "arty	(187752-RAF)	MI/SG	26	" " " 132.15 "
WO2	Copeland, J.G.	(Gen.R.199371)	A/S	25	" " " 129.00 "
R/L	H.D. O'Neill	(Gen.L.22026)	2nd Pt. Nil		" " " Nil "
The above crew are missing as the result of operations against Osnabruck, Germany on 6-12-44.					
R/O	B.S. Mowery	(Cap.W.87449)	Pilot	22	previous operational trips, 124.25 hours.
R/O	L.H.A. Gathcalle	(Gen.J.37334)	Nav.	20	" " " 116.00 "
R/O	H.F.J. Cullen	(Gen.J.36888)	A/B	19	" " " 110.50 "
Sgt.	Richmond, J.D.	(129219-RAF)	R/S	17	" " " 109.50 "
R/O	A.H. Macdonald	(Gen.J.92473)	WO/SG	20	" " " 116.00 "
R/S	Kelly, K.S.	(Gen.K.200836)	MI/SG	21	" " " 120.55 "
R/S	Siblin, J.E.	(Gen.K.13094)	A/S	20	" " " 115.33 "
The above crew are missing as the result of operations against Sandefjord, Norway, (mining) on 28th December, 1944.					



Place	Date	Time	Summary of Events	SECRET.	References to Appendices
IRBNDG			<p><b>POSTINGS - E4</b></p> <p>The following aircrew personnel were posted to the Squadron during the month of December, 1944, from the Units shown on the dates stated:</p>		
			<p>Can.J.5932 P/O Grepper, E. Pilot, Can.J.40748 P/O J.B. Lortus Nav.,</p> <p>Can.J.40649 P/O A.S. Davis A/B, 179276 (RAF) Sgt Arton, A.D. P/S,</p> <p>Can.R.191478 Sgt Martinovitch, M. WO/AG, Can.R.280471 Sgt Spenser, A.D. MI/AG</p> <p>Can.R.288179 Sgt Merritt, J.L. A/S all posted from 76 Base w.o.f. 2-12-44.</p> <p>Can.R.111770 WO1 Williams, D.S. Pilot, Can.J.40780 P/O W.A. Milne Nav.,</p> <p>Can.R.12611 Sgt Corner, J.A. A/S, 303008 (RAF) Sgt Garsim, V.A. P/S,</p> <p>Can.R.189478 P/S Semurman, D.M. WO/AG, Can.R.287911 Sgt Hovey, G.W. MI/AG</p> <p>Can.R.234871 Sgt McLaughlin, M.J. A/S all posted from 76 Base w.o.f. 2-12-44.</p> <p>Can.J.22026 P/L H.D. O'Neill Pilot, Can.J.39851 P/O B.M. Dunlop Nav.,</p> <p>Can.J.38795 P/O W.A. Steele A/B., 1880057 (RAF) Sgt Wagstaff, J. P/S,</p> <p>Can.J.18094 P/O W.H. Mackay, W.B. WO/AG, Can.R.136234 Sgt Miller, J.M. MI/AG</p> <p>Can.R.212111 Sgt Gurion, M. A/U all posted from 76 Base w.o.f. 2-12-44.</p> <p>Can.J.22570 P/O E.P. Wheeler, W.G. Nav., posted from 76 Base w.o.f. 3-12-44.</p> <p>Can.J.40208 P/O J.L. Brown Pilot, Can.J.40927 P/O D.D. Fallon Nav.,</p> <p>Can.J.37878 P/O J.G. Roadway A/B, 1897891 (RAF) Sgt Brewington, H.A.B. P/S,</p> <p>Can.R.165225 WO2 Reynolds, H.O. WO/AG, Can.R.187576 Sgt Stoddart, G.K. MI/AG</p> <p>Can.R.142749 Sgt Graham, R. A/G all posted from 76 Base w.o.f. 7-12-44.</p> <p>Can.R.178198 P/S Ketrichak, J. Nav. posted from N/S sick, 63 Base w.o.f. 4-12-44.</p> <p>Can.R.209887 P/S Jackson, W.G. WO/AG posted from N/S sick, 63 Base w.o.f. 4-12-44.</p> <p>Can.J.21848 P/O L.G. Moffatt Pilot, Can.J.38755 P/O T.J. Grandy Nav.,</p> <p>Can.J.38433 P/O R.S. Fisher A/B, Can.R.259028 P/S Morgan, R.D. MI/AG</p> <p>Can.R.219110 P/S Logan, G.S. WO/AG all posted from 76 Base w.o.f. 12-12-44.</p> <p>Can.R.271808 Sgt Conrad, D.A. A/G</p> <p>Can.J.27054 P/O M.M. Agos Pilot, Can.J.27560 P/O W.G. Seale Nav.,</p> <p>Can.J.27117 P/O D.M. MacNeill A/B, 3032096 (RAF) Sgt Bremier, F. P/S,</p> <p>Can.R.179856 P/S Moody, B.S. WO/AG, Can.R.97043 WO1 Mark, H.S. MI/AG</p> <p>Can.R.210838 Sgt Wilson, H.G. A/S all posted from 76 Base w.o.f. 12-12-44.</p> <p>Can.R.169857 Sgt Hewitt, D.W. P/S posted from 408 Squadron, w.o.f. 14-12-44.</p> <p>Can.J.36947 P/O H.A.M. Humphries Pilot, Can.J.40694 P/O E.S. Thornton Nav.,</p> <p>Can.J.40311 P/O J.A. Spowlee A/B, Can.R.211208 Sgt Aitken, J. P/S,</p> <p>Can.R.209876 Sgt Purdy, K.G. WO/AG, Can.R.27882 Sgt James, R. MI/AG</p> <p>Can.R.26952 Sgt Lockhart, D.H. A/G all posted from 76 Base, w.o.f. 15-12-44.</p> <p>Can.J.19153 P/O J.B. Mannix A/U posted from 1664 C.U. w.o.f. 15-12-44.</p> <p>Can.J.37404 P/O E.V. James Pilot posted from N/S sick, 63 Base w.o.f. 18-12-44.</p> <p>Can.R.181183 WO2 Dyck, J. WO/AG posted from N/S sick, 63 Base w.o.f. 21-12-44.</p> <p>Can.J.26131 P/O E.S. Jones Pilot, Can.J.40786 P/O E.H. Fisher Nav.,</p> <p>Can.R.177151 Sgt Resour, J.C. A/B, 1897210 (RAF) Sgt Bailey, R.L. P/S,</p> <p>Can.R.187913 Sgt Hooker, R.M. WO/AG, Can.R.26113 WO1 Ledoux, J.R. MI/AG</p> <p>Can.R.54631 P/S Ompson, L. A/G all posted from 76 Base w.o.f. 31-12-44.</p> <p>Can.J.35730 P/O W.W. McSween Pilot, Can.R.191374 Sgt Grafton, B.M. Nav.,</p> <p>Can.R.19531 P/O W.G. Saunders A/B, 1823760 (RAF) Sgt Marcor, A.H. P/S,</p> <p>Can.R.137707 WO2 Scott, M.R. WO/AG, Can.R.54619 Sgt Simpson, M. MI/AG</p> <p>Can.R.219730 Sgt Fullerton, E. A/G all posted from 76 Base w.o.f. 31-12-44.</p> <p>2205643 (RAF) Sgt. Kenwright, E.S. P/S posted from 420 Squadron w.o.f. 15-12-44.</p>		

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OPERATIONS RECORD BOOK

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LEAMING					
			<b>POSTINGS - OUT</b>		
			The following aircrew personnel were posted from the Squadron to the Units shown on the dates stated:		
			Can.J.27907 P/O L.H. Keelan Pilot, posted to No. 22 O.T.U. w.e.f. 2-12-44.		
			Can.R.207434 P/S Andrews, B.P. WO/MS, Can.R.269012 P/S Farnish, J.W. A/B,		
			Can.R.265179 P/S Hall, E. A/B, Can.R.37774 P/O Atkinson, W.A. Nav.,		
			Can.J.9180 P/L G.W. Barnett Pilot, Can.J.95887 P/O D.K. Lynch A/B,		
			161621 (RAF) Sgt. Weatherill, A. P/S all posted to No. 494 Squadron w.e.f. 2-12-44.		
			178238 (RAF) P/O G.E.J. Steere RM P/S posted N/E sick to 63 Base w.e.f. 2-12-44.		
			Can.J.29920 P/O J.A. Shahahan A/B posted to No. 63 Base w.e.f. 6-12-44.		
			Can.R.161183 WO2 Byck, J. WO/MS posted N/E sick to 63 Base w.e.f. 4-12-44.		
			Can.J.11962 P/L I.F. McIntosh RM Nav. B. posted to H.Q. No. 6 Group w.e.f. 4-12-44.		
			Can.J.195149 P/O J.V. Sheardown A/B posted to 63 Base N/E sick w.e.f. 2-12-44.		
			Can.J.24248 P/O W.D. Vickers Nav. posted to H.Q. No. 6 Group w.e.f. 27-11-44.		
			Can.J.157404 P/O T.W. Bunn Pilot posted N/E sick to 63 Base w.e.f. 8-12-44.		
			Can.J.91145 P/O J. Aron A/B, Can.J.28931 P/O J.P. Goffall Nav.,		
			Can.J.29984 P/O J.C. Lakeman Pilot, Can.J.28942 P/O H.K. Lofell A/B,		
			Can.J.28241 P/O L. Senior A/B, Can.J.9282 P/L H. H. Hawn Pilot,		
			were all posted to R.C.A.F. "H" Depot for Repatriation w.e.f. 11-12-44.		
			Can.J.39891 P/O E.M. Dunlop Nav., Can.J.18094 P/O W.H. McKay WO/MS,		
			Can.J.38795 P/O W.A. Steele A/B, Can.R.156234 Sgt. Miller, J.H. A/B,		
			Can.R.212111 Sgt. Curious, M. A/B, 1880057 (RAF) Sgt. Wagstaff, J. P/S,		
			were all posted to No. 76 Base w.e.f. 13-12-44.		
			Can.J.29875 P/O D.J. Willis Pilot posted to No. 22 O.T.U. w.e.f. 15-12-44.		
			184784 (RAF) P/O E.H. Hall WO/Air posted to No. 1 A.G.S. w.e.f. 15-12-44.		
			Can.J.87057 P/O J.L. Kaulick Pilot posted to No. 24 O.T.U. w.e.f. 15-12-44.		
			Can.J.88293 P/O J.K. MacLennan A/G posted to No. 1699 G.I. w.e.f. 13-12-44.		
			Can.R.186774 P/S Gear, P.S. A/B posted to R.C.A.F. "H" Depot w.e.f. 28-12-44.		
			<b>PROMOTIONS</b>		
			Can.J.23102 P/O R.K. Mitchell Pilot was promoted to the rank of Acting Flight Lieutenant w.e.f. 1-12-44.		
			<b>COMMISSIONS</b>		
			The following aircrew were commissioned during the month w.e.f. the dates stated:		
			186977 (RAF) P/S Barty, W.S.H. A/B w.e.f. 26-10-44. Officer Number 187732;		
			182242 (RAF) Sgt. Forbes, R.P. RM w.e.f. 19-7-44. Officer Number 187825.		
			Can.R.12465 P/S Armstrong, E.V. A/B w.e.f. 19-9-44. Officer Number J.92100.		
			1896401 (RAF) Sgt. Graham, A.M. P/S w.e.f. 26-10-44. Officer Number 187824.		
			Can.R.143222 WO1 Carlo, T. WO/MS w.e.f. 8-10-44. Officer Number J.92099.		
			Can.R.178973 WO2 Reed, W.H. WO/MS w.e.f. 8-10-44. Officer Number J.92097.		
			Can.R.210743 P/S Hill, B. A/B w.e.f. 26-10-44. Officer Number J.92260.		
			Can.R.27288 P/S Lassard, L.M. A/B w.e.f. 26-10-44. Officer Number J.92076.		
			Can.R.257287 P/S Hay, W.G. A/B w.e.f. 21-11-44. Officer Number J.92415.		
			Can.R.113664 WO1 Dean, A.D. WO/MS w.e.f. 26-10-44. Officer Number J.92318.		
			Can.R.213366 P/S DeCoursey, W.H. A/B w.e.f. 9-11-44. Officer Number J.92431.		
			Can.R.171328 P/S McDonald, A.R. WO/MS w.e.f. 26-10-44. Officer Number J.92473.		
			Can.R.287764 P/S Robertson, J.A. A/B w.e.f. 19-11-44. Officer Number J.92770.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>COMMISSIONS - Cont'd.</u>		
			Can.R.194491 P/S Urguhart, R.F. WO/SG w.o.f. 26-10-44. Officer Number J.92411.		
			Can.R.208395 P/S Hopkins, B.W. A/S w.o.f. 9-11-44. Officer Number J.92681.		
			Can.R.20577 P/S Jedrell, L.J. A/S w.o.f. 21-11-44. Officer Number J.92646.		
			Can.R.221880 P/S Ouellette, A.L. A/S w.o.f. 9-11-44. Officer Number J.92683.		
			<u>HONOURS AND AWARDS</u>		
			Can.J.33529 P/O D. Ball Pilot (Missing from operations on 30th November, 1944) was awarded the Immediate Distinguished Flying Cross on 30th November, 1944. This officer's aircraft was badly damaged by flak while nearing Cologne on 29th Oct., 1944, and his Flight Engineer was wounded. Although this was his first operational trip he continued with his bombing run and successfully bombed the target after which he brought his aircraft back and safely landed it.		
			300072 (RAF) Sgt Bolderstone, F.W. (missing from operations on 30th November, 1944) was awarded the Immediate Distinguished Flying Medal on 30th November, 1944. This airman was the Flight Engineer in P/O D. Ball's crew on his first operation on Oct. 28th. The aircraft was badly damaged by flak near Cologne and Sgt. Bolderstone was wounded. Although ordered to abandon his post to the air bomber he refused to do this and remained on duty until the aircraft had completed the mission and was safely landed in this country.		
			Can.J.10716 P/S B.O. Henderson was awarded the Immediate Distinguished Flying Cross on 30th November, 1944. While on operations against Cologne on 29th October, 1944, the port outer engine became unserviceable. Undaunted this officer continued on to the target and successfully dropped his bombs. He brought his aircraft back and landed it safely on three engines.		
			12783 (RAF) P/L W. Dobson was awarded the Bar to the Distinguished Flying Cross (Non-Immediate) on 8th December, 1944. This officer has shown great keenness and devotion to duty while on operations and has also shown outstanding abilities as Squadron Signals Leader during the completion of his second tour of operations.		
			The following Squadron personnel were awarded R.O.S.F. Operational Wings during the month having completed their first tour of operations:		
			P/O L.S. Aronson (Can.J.25707) (A/B); P/O S.H. Columbus (Can.J.25645) (W/SG);		
			P/O W.R. Williams (Can.J.25921) (Nav.); P/O R. Matsume (Can.J.25247) (W/SG);		
			P/O J.H. Miller (Can.J.39030) (W/SG); P/O J.H. Shattown (Can.J.25147) (A/B);		
			P/O S.W. Price (Can.J.29327) (Nav.); P/O G.H. Murray (Can.J.28075) (A/B);		
			P/O E.W. Armstrong (Can.J.92100) (A/B and P/O) S.O. Bevillett (Can.J.37165) (Nav.).		
			<u>CHANGES IN COMMAND</u>		
			NIL		
			<u>CHANGES IN ADMINISTRATION</u>		
			NIL		



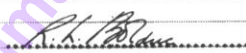
# OPERATIONS RECORD BOOK

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																
LOGS/DDE			<p style="text-align: center;"><u>AIRCRAFT ON STRENGTH AS AT 31-12-44</u></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">TYPE</th> <th style="text-align: right;">NUMBER</th> </tr> </thead> <tbody> <tr> <td>Halifax III</td> <td style="text-align: right;">23</td> </tr> </tbody> </table>	TYPE	NUMBER	Halifax III	23																																														
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			<p style="text-align: center;"><u>OPERATIONAL, TRAINING AND OTHER FLYING HOURS FOR DECEMBER</u></p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>(a) Operational Flying Hours</td> <td style="text-align: right;">DAY 100.40</td> <td style="text-align: right;">NIGHT 737.15</td> </tr> <tr> <td>(b) Flying Training Hours</td> <td style="text-align: right;">DAY 232.00</td> <td style="text-align: right;">NIGHT 105.00</td> </tr> <tr> <td>(c) Other Flying Hours</td> <td style="text-align: right;">DAY 16.15</td> <td style="text-align: right;">NIGHT 1.25</td> </tr> </tbody> </table>	(a) Operational Flying Hours	DAY 100.40	NIGHT 737.15	(b) Flying Training Hours	DAY 232.00	NIGHT 105.00	(c) Other Flying Hours	DAY 16.15	NIGHT 1.25																																									
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			<p style="text-align: center;"><u>OPERATIONAL SORTIES FLOWN DURING DECEMBER</u></p> <p>A total of 133 sorties were flown during the month of December in the fourteen operations carried out by the Squadron.</p>																																																		
			<p style="text-align: center;"><u>MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED</u></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">H.H.</th> <th style="text-align: center;">SECONDARY</th> <th style="text-align: center;">MINES</th> </tr> </thead> <tbody> <tr> <td>Bombs dropped from 1-1-44 to 30-11-44</td> <td style="text-align: right;">5479 tons 1640 lbs.</td> <td style="text-align: right;">440 tons 1965 lbs.</td> <td style="text-align: right;">136 tons 1760 lbs.</td> </tr> <tr> <td>Bombs dropped during December, 1944.</td> <td style="text-align: right;">333 tons 1280 lbs.</td> <td style="text-align: right;">77 tons 1785 lbs.</td> <td style="text-align: right;">46 tons 1360 lbs.</td> </tr> <tr> <td>Total dropped during 1944.</td> <td style="text-align: right;">5812 tons 680 lbs.</td> <td style="text-align: right;">518 tons 1310 lbs.</td> <td style="text-align: right;">183 tons 880 lbs.</td> </tr> </tbody> </table>		H.H.	SECONDARY	MINES	Bombs dropped from 1-1-44 to 30-11-44	5479 tons 1640 lbs.	440 tons 1965 lbs.	136 tons 1760 lbs.	Bombs dropped during December, 1944.	333 tons 1280 lbs.	77 tons 1785 lbs.	46 tons 1360 lbs.	Total dropped during 1944.	5812 tons 680 lbs.	518 tons 1310 lbs.	183 tons 880 lbs.																																		
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Place	Date	Time	Summary of Events	<b>SECRET.</b>	References to Appendices
			<b>GENERAL</b>		
			<p>During the month of December the Squadron was detailed for fourteen operations which made a total of 133 sorties. Although three more operations were carried out than in the previous month, the total number of sorties is somewhat less due to the fact that gardening operations were carried out in spite of almost impossible take-off conditions. During the month a total of 427 tons of explosives were dropped bringing the year's total tonnage for the Squadron to 6334 tons. Operations were ordered and cancelled ten times during the course of the month.</p> <p>Two of our crews were reported missing as the result of air operations during the month. One of these crews, of which the captain was P/O B.H. Drewery, was one of our specially trained gardening crews. This crew was reported missing during a mining sortie in a Norwegian fjord.</p> <p>Flying training for the month of December showed a substantial increase over the previous month and this Squadron flew more training hours than any other Squadron in the Group with the exception of a Squadron which was partially stood down for conversion purposes. In addition, the month of December was accident-free for this Squadron. Considerable ground training was carried out when weather conditions prohibited flying.</p> <p>Two crews were screened from operations after completing their first operational tour. The captains of the crews screened during the month are S/L A.F. Childs and P/O G.B. Lee.</p> <p>During the past year a total of 1908 operational sorties were carried out, making a grand total of 2701 since the formation of the Squadron.</p> <p>In spite of the winter season the general health of the Squadron continued to be quite good for the month of December.</p>		
			 (R.L. Bolduc) Wing Commander, Commanding, No. 429 Squadron, R.C.A.F., LONDON, YORKS.		

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