\$47-20-429 Bas

## OPERATIONS RECORD BOOK

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n K.R. and A.C.I., chapter XX., an	OPERATIONS RECORD BOOK  of (Unit or Formation)  No. 423 Squadron, R.G.A.P.  Compiled by F/L C.R. Higgsins (C.3)  No. of pages used formanth
Date T	me Summar V Events 5368 SECRET. References to Appendices
1-1-45	The New Year started out with fair to aloudy weather with a shout period of continuous dringle. The wind was light and variable becoming westerly at 10 to 15 mph. The Squadron was cordered for operations and fifteen crows were detailed. However the detail was cancelled shortly after its publication and the Squadron was stood-down from all flying and other training for the day.  The afficers were antertained by the Satgeants during the afternoon. Denoise was arkin the
	feature entertainment for the evening and the New Year was enthusiastically welcomed.
-1-45	Today was mainly aloudy with moderate visibility. The wind was mainly West-north-westerly
	from 20 to 35 m.p.h. and gusty at times.  The Squadron was required for operations today and sixteen aircraft were ordered. The orews See App. C.1  decaded wase briefed at 1200 hours for an attack on LUBWINGHARDN. All tock off. RITtaknoraft  attacked the primary, and all returned to became. There was cloud might up to the barget but sy
	tome. Ever it. Visibility was clear except for a small amount of hage. The markers, which were well placed, were readily seen through the hage. Green "I.I."s were seen but were not boushed as they were off slightly to the North, East and South of the target. So far as visual and other identification could establish sewardl good sized explosions were seen, some were
	obviously of an oil category. The target is believed to have been well bombed. All bombs were dropped on it with the exception of 3 x 500 lb. bombs which dropped down before take
/	off and were left at the dispersal.  Due to the operation very little flying training was completed. One crew carried out simulation bombing, practice bombing and air to sea firing exercises. Moutine ground training was undertaken in all sections.
3-1-45	The weather today was cloudy with periods of rain and slight snow. Visibility was good. The wind was from the West-north-west at 30 to 35 m.p.h. at first falling to 5 to 10 m.p.h. at midday. The Squadron was required for operations today and fifteen aircraft were ordered. Brisfing was held at 1230 hours but the operation was cancelled halfway through brisfing.  A flying training programms which had been arranged was unuselled due to the call for operations
	ap no flying was completed today.  During the afternoon all aircrew were lectured by the Squadron Commander \( \times C.L. \) Bolduc  [Con.G.1057] and the Station Commander, G.C. J.S. Millward D.C. and Bar, each of whome lectured
	on operational topics. After the lectures an Air Sea Reacue Movin was shown. The air gunners were shelt to completed two details of turbet manipulation and one class in siroraft recognition. 3/L A.F. Childh IEC (Can.J.9375) former "8" Flight Commander who was screened last month has been appointed Officer i/o Training and is now supervising all training carried out by the Squatron.
-1-45	Today was fair to cloudy with wintry showers duting the evening. Visibility was good but poor in the showers. Wind was mainly north-westerly from 10 to 20 sepuls
	The Squakron was not required for operations today so a flying training programs was drawn up. Training completed committed of eleven details of simulation booking, two practices bunking and two air to see and S.S.A. training flightes. There was no night flyinguine to
	semmang and two air to see and 3-3-3-4 training fights. There was no high flyingmone to bade weathers #11 navigators completed speed-up exercises while four others carried out dingly drills. The Group WT exercise was esseeled the to a shortage of operators in the section today. The air gunners completed a class in signoraft recognition.
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				Page No 2
Place	Date	Time	Summary of Erents SECRET.	References to Appendices
LESM DE	5-1-45		The weather today was cloudy becoming fine. The visibility was good. The wind was from North-west of west from 5 to 20 m.p.h.	
			The Squahron was required for operations today and fifteen aircraft were ordered. The cree	-
			were briefed at 1300 hours for an attack on Halfwer. All took off. Fourteen of these	s See App. O.
4			were successful in bombing the primary while the remaining aircraft, "T" - 1964 piloted by	
			P/O G. Hay (Gan. J. 88980) failed to return. Weather over the target was 8-10/10ths cloud.	
			tops at 4/10,000 ft. All crews saw the skymarkess and many of them also were able to see t	
		- International Control	T.I. s. The Master Bomber was heard by the majority of orews. He gave instructions at fir	he
	1 1		to bomb the T.I.'s changing later to the skymarkers. Assessment of bombing results was not	
			possible due to the cloud but fire glows were seen on the cloud and several large explosion	1
			occurred. H2S indicated that the markers were accurately placed. Several sircraft saw	
	***************************************		fighters and fighter flares. One aircraft, "V" LW830 piloted by E/O M.M. Ages (Can.J.27054	
			was followed by a twin angine enemy siroraft while over the target area. The rear gunner	1
		-	fired two bursts at it at about 100 yards and strikes were seen to extinguish the mose ligh	
			and the fighter is claimed as damaged. Fourteen of our aircraft returned safely to base.	See App. G.
			A training programme which had been arranged was cancelled because of the operation so no	
			Thying training mas completed today.	
	1		22 navigators carried out speed-up exercises today while two others trained on H2S and two	
			were on orew drill. As soon as the aircraft had taken off on the operation today, P/O	
			G.D. Perry (Can. J. 90447), the Squadron Fishpond Officer, took four new operators over to the	
			synthetic trainer and showed them the aircraft in the circuit, on the acreen. The air gunn	1
			completed 7 details of turret manipulation and a class in sircraft recognition.	ers
			, and the second	
	6-1-45		Cloudy with fair periods. Visibility was good. The wind was light and variable.	
			The Squadron was required for operations again today and fourteen aircraft were ordered.	
			The orem were briefed at 1245 hours for an attack on HANAII, and all took off. All aircraft	See App. C.4
			attacked the primary. The weather over the target was 10/10ths cloud with tops from 7/13.00	<u> </u>
	-		fts and olear visibility above the cloud. Most crews bombed the sky markers while others	ΨU
			bombed the glow of red T.I.'s., The skymarkers were well concentrated and their was a good	
			concentration of aircraft over the target. However, it is impossible to assess the results	
	1		of the bombing due to the cloud. A very large white glow developed on the cloud which was	
			visible may miles from the target. Bombing is considered to have been fairly scattered.	
			All aircraft returned safely to base.	
			A training programme which had been scheduled for today was cancelled because of the operation	ion
			and the only flying carried out today was a new crew on an H2S cross country flight.	
			Ten navigators worked on speed-up exercises today while two ZEM others trained on HZS.	
			Three wireless operators watched the aircraft on operations in the circuit, on the screen of	
			the Fishpond trainer. The air gunners completed siz details of turret manipulation in the	
		,	merning and three more in the afternoon.	(1 (c)   W1 13 1 (c)
	7-1-45		Today was fair to fine with occasional alight rain early in the day. Visib lity was good	
			and the wind was mainly from west north-west at 10 to 30 mepeha.	
			The Squadron was not required for operations today so a flying training programs was	
			drawn up and completed. This included 3 simulation bombing flights, 2 practice bombing	
***************************************			and S.B.A. exercises and one air to sea firing during the day. Night flying commisted of	
			five simulation bombing and S.B.A. exercises and one check flight for a new crew. Fifty	
			practice bombs were dropped in all.	
			Navigators not flying trained on H2S while the air gunners carried out 6 details of turret	
			manipulation. Other sections carried out routine ground training.	

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I.
name 2349 and W. Manual Pt. II., chapter XX., and

# OPERATIONS RECORD BOOK

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Hormstion No. 429 Squadron, R.C.A.F.

No. of pages used for day

Page No. 3

Fair to overcast today, with frequent snow showers. Visibility was good, became and poor during the showers. Wind was northwesterly from 15 to 40 m.p.h. and there was no flying today, sithest training or operations, due to the snow as weather. However, many disply drills, appearined by \$7L M.K. Mitchell (Car., Squadron Air Sas Resous Officer, were carried out during the sorting. In the the "B" Flight Commander, \$7L H.J. Hogarth (Can.G.2507) lectured his pilote flying. The Officer i/c Training, \$7L A.F. hidd BMC (Can.J.9795) also gave training, but all aircrews. Mr. B. Escott, the Bristol representative gave a. handling and \$7L N. Brockes from Maintenance wing gave a lecture on the same Stage, Station Intelligence Officer also lectured the sircrew on Intelligence out routine ground training.  The navigators worked on speed-up exercises during the forence while other out routine ground training.  The Signals Section is still being decorated and is fast becoming the enwy of the same section of the same anotherwaterly wind from 10-20 m.p.h.  Bad weather cancelled all flying programmes. All aircrew were employed during the rummy of snow so so training of any kind was completed.  A syllabus of ground training which was prepared by \$7L Childs was read out operators and was found to cover most of the aspects of wireless work.  10-1-45  The weather today was fair to cloudy with wintry showers during the ovening. poor to moderate. Wind was northwesterly from 10 to 20 m.p.h. The weather today would not allow my flying at all and all silores were one into search to a sound of the same state. However coffee was served after and odepansated them in some small measure for their tired backs.  11-1-45  Today was cloudy with wintry showers and moderate visibility. The wind was from 10 to 25 m.p.h. There was stall no flying possible due to unfavourable weather conditions. Poperators supersesses all youngleted the Group WY exercise while the other sort routing fround training. Burring the afternoon all aircrew standed a lecture	in general bad J.23102) the eaftermoon on beds weather ea lecture on lecture on engine subject. S/L we and Security sub sections carried of other sections.	ojects.
weather. However, many dingly drills, were carried out during the morning. In the Squadron Ar Sam Assous Officer, were carried out during the morning. In the "3" Flight Commander, F/L HJ. Hogarth (Gan.G.25079) lectured his pilots flying. The Officer // of Training, S/L A.F. Galla ENG (Can.J.67975) also gave translangs to all aircrew. Mr. B. Escott, the Bristol representative gave a. handling and F/L N. Frockes from Maintenance Wing gave a lecture on the same Stagg, Station Intelligence Officer also lectured the aircrew on Intelligence The navigators worked on speed-up exercises during the forenoon while other out routine ground training.  The Signals Section is still being decorated and is fast becoming the envy of the signals section is still being decorated and is fast becoming the envy of anorthwesterly mind from 10-20 mapsh.  Bad weather cancelled all Siying programms. All aircrew were employed during clearing the running of snow so no training of any kind was completed. A syllabus of ground training which was prepared by S/L Childs was read out operators and was found to cover most of the sepects of wireless work.  10-1-45  The weather today was fair to cloudy with wintry showers during the evening, poor to moderate. Wind was northwesterly from 10 to 20 mapsh. The weather today would not allow any flying at all and all ailores were and otherwise as more shovellers. The novelty of snow shovelling has begun to the boys have developed a few sore muscless. However-coffee was served after and othermaced them in some small measure for their tired backs.  11-1-45  Today was cloudy with wintry showers and moderate visibility. The wind was from 10-10-10-10-10-10-10-10-10-10-10-10-10-1	s afternoon om badg weather e a lecture on engine subject. Stime and security subsections carried of other sections.	ojects.
Squadron Air Sea Resons Officer, were carried out sing the string the single Commander No. 18. Hogarh (Canad.28079) lectured his pilots flying. The Officer 1/c Training, S/L A.F. Childs MMC (Can.J.6975) also gave training, to all sirrors. Mr. B. Resout, the Bristol representative gave a handling and N/L N. Brookes from Maintenance Wing gave a lecture on the same Stegs, Station Intelligence Officer also lecture the sirrors on intelligence The navigators worked on speed-up exercises during the foremon while other out routine ground training.  The Signals Section is still being descrated and is fast becoming the envy of Today was mainly cloudy with fracquent snow showers. Visibility was moderate a northwarterly wind from 10-20 mapsh.  Bad weather cancelled all Siying programmes. All aircrew were employed duricelering the rummys of snow so no treating of any kind was completed.  A syllabus of ground training which was prograd by S/L Childs was read out operators and was found to cover most of the aspects of wireless work.  The weather today was fair to cloudy with wintry showers during the evening, poor to moderate. Wind was northwarterly from 10 to 20 mapsh.  The weather today would not allow any flying at all and all sintness were one into service as anow showllers. The novelty of snow showelling has begun to the boys have developed a few sore muscless. However confere was served after and odepensated where in some small measure for their tired backs.  Today was cloudy with wintry showers and moderate visibility. The wind was from 10 to 29 mapsh.  There was still no flying possible due to unfavourable weather conditions.  22 nerigitors completed speed-up comprises and two others trained on R28. To operaters muscassfully completed the Group WT exercises while the other section of the afternoon all airorsw attended a lecture given by G/C Hemish Mahs on pathfinding and how it case into being. The lecture was very imperating and was greatly anjoyed by all those present.	om bads weather a lecture on leature on engine subject. S/L se and Security subsections carried of other sections.	ojects.
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	THE THE PARTY AND ADDRESS OF THE PARTY AND ADD	
12-1-45 The weather today was cloudy with rain and drizale. Visibility was moderate	e and the wind	
12-1-45 The weather today was alougy with rain and distance of 12 departs were ordered.		
	. Briefing Was	
The Squadron was at last called for operations am 12 and all white was the squadron was the squadron was temperarily cancelled halfway through the operations was finally the contestions was finally	ugn orising .	
Brising was again called at 214) notices all crows had their aircraft started up but had not yet begun to taxi.	1	
	A STATE OF THE PARTY OF THE PAR	

Place	Date	Time	Summary of Brents SECRET.	References to Appendices
DE MESS	12-1-45		A mining operation was ardered as well today and three aircrews were detailed. These crews	See App. C.
		10	were briefed at 1345 hours for a mining operation on FENSBURG. All took off but only one	
			siroraft is known to have well reached the garden area. The H2S unit on aircraft "B" became	
	-		unserviceable and the aircraft was forced to turn back before reaching enemy territory. It	
			returned to base with the full mine load. Aircraft "D", piloted by F/L A.R. Milner (Gan. J. L.	2764)
			failed to return but from radio messages received the ores, is believed to have abandoned the	-,,
			aircraft ever Dermark. The remaining aircraft "", piloted by B/L R.K. Mitchell (Can.J2310)	>)
			successfully completed the mining operation but was attacked by an enumy Jude on the homewar	See App. C
			journey. After evasive action the enemy aircraft was lost only to return to the attack a	
			second time. This time the rear gunner opened fire followed by the mid-upper gunner. The	
			Juss was hit and burst into flames falling to the ground where it emloded. It is claimed	
			as destroyed. Both aircraft, "E" and "W", returned safely to base.	
			The only flying training completed today was a cross country emircise, as the aircraft were	
			being prepared for the two operations ordered.	
			22 navigators worked on speed-up exercises during the merning while the air bembers trained	
			on H2S. Gee and Link. Other sections also carried out routine training. The Signals and	
			on HZS, see and Ling. Other sections also carried out routine training. The eighals and Guinnery Leaders conferred today with the Base Signals and Radar Officers at S.H.C. on Fishpor	
			in an attempt to establish closer limison between the Signals and Gunnery Sections in the	10
			compilation of reports.	
	13-1-45		Today was cloudy with rain and drizzle during the morning. Visibility was moderate and the	
			wind was nostheasterly at less than 10 mepehe	
			The Squedron was again called for operations and fourteen giroraft were ordered. The orews	See App. C.
			were briefed at 1345 hours for a bombing attack on SAARHRUCKEN. All took off and all attack	od.
			the primary. These was nil to 2/10ths about over the target with tops about 3/4,000 ft. and	
			a slight ground hage. The target was marked punctually and plentifully. Their position	
			could be visually checked as accurately dropped on the marshalling yards. All crews bombed	
			on the concentration of red T.L's and the bombing was very well concentrated in the target	
			area. Large orange explosions were seen and the attack is considered to have been very	
			successful, All of our aircraft returned safely to base.	
			Three crews were also detailed today for a mining operation but this was cancelled before	
			briefing tookenplace.	
			One day crees country was completed today which was all the flying training carried out.	
			15 navigators worked on speed-up exercises during the morning while the air bombers complete	1
			dry swims and dingly drill. Other sections carried out ordinary ground training.	
	14-1-45	1	The weather today was cloudy with moderate visibility. The wind was light and variable.	
			The Squadron was once again required for operations. This time fourteen aircraft were	
			ordered for bombing and three others for a mining operation. The bombing craws were briefed	See App. C.
			at 1300 hours for an attack on marshalling yards at GREVENDOEN. All took off and all attack	rod
			the primary. There was no cloud over the target and visibility was generally good with some	
			ground haze. Red T.I.'s were plantiful and seemed to fall in a line along the railroad trade	•
		er everage even	Some crews were able to identify the target visually on the run up. Crews bombed the rad	CONTRACTOR CONTRACTOR CONTRACTOR
			Tala's. The concentration of aircraft over the target was good and bombing appeared to be	
			accurate and well concentrated on the markers. A twin engined enemy aircraft was sighted	See App. C.
			on starboard warter by the rear gunner of aircraft "X" MR194 which was piloted by F/O	(2.5)
			M. Aves (Car. 1.2704). Both sunners opened fire at 500 yards and ordered evasive action.	
			M.M. Ages (Can.J.27074). Both gumers opened fire at 700 yards and ordered evasive action. The enemy sircraft broke away to post level and was not seen again. No claim is made.	

WL 82045/OSSN 80894 12/45 C. & L. St-778

F. Form 540 natractions for use of the 2349 and War Manus in R.A.F. Pocket Book	i Pt. II., chapter X.	f.C.I., ( , and	of (Unit or Formation) No. 429 Squadown, R.C.A.P. No. of pages used for	day
Place	Date	Time	Summary of Events SECRET.	References to Appendices
	14-1-45	(Cont'd)	The three crews detailed for gardening were briefed at 1630 hours for mining on OSIO. All took off and all mined their alletted areas. */9-10ths cloud with tops from */5,000 ft. was reported over the target area. Vinibility above the cloud was generally good. Grows mined on E2S and it is believed that the operation was successful. One aircraft jettiseedd one nine which was hung up over the target. There was no evidence of Tighter activity and all three aircraft returned safely to base.  The only flying training completed today was one crew on night creas-country exercise.  Only - small securit of ground training was carried out bythe various sections owing to the need for rest after the steady must of perstone lately.	See App. 0
	151-45		Today was fair to aloudy with a slight rain and driamle during the evening. Visibility was mederateend the wind northwesterly from 5 to 10 m-p-h. becoming light and variable. The Equations was not requiredfee operations today so a fairly extensive rating programs was arranged. Hime crews completed similarian bombing, air to sea firing, S.S.A., and one insert the same creates as a straing associates. Seven crews contrad out air to sea firing, flighter affiliation and ordinary bombing emerciaes. A night flying schedule was cancelled because of unfavourable weather in the evening.  Owing to the large assumt of flying training carried out today only a small amount of ground training was done, the anjority of this being dimphy drill.	
	16-1-45		The Squature was required for operations today and once again a double feature was ordered. Fifteen aircraft were ordered for bombing and three for mining. The weather was fair to cloudy with elight rain early and moderate visibility. The crews detailed for bombing were briafted at 1545 hours for an attack on Manhassims. Fourteen of these tock off, one becoming begged down in the mid just before it resolved take off point. Three others were forcied to return early flows the operation. Aircraft % Becomes of an unserviseable railo, "Q" becomes of inshiftly to attach height and also unserviceable hydraulion and "B" becomes of the provided by the pro	See App. 0.
			of an unsaviousble part inner sigins. Sircheft ** 18427 piletes by NO Fal. Midball (Scil.) Scilds) falled to return from the operation. The remaining ten sircreft attached the primary Sauther over the target was clear and wishbitty was generally good. Target markin was repaired as very good with the markers clear, plantful, and wall concentrated. The bendings appeared to be wall placed and concentrated great the sauthers was triven were burning brightly in the city area. Several large explications were seen said he cross were confident that the first part they wireless operator of "X" MILDs.	ng . See App. 0
			which was pileted by N/L H.W. MacDonald (Gan.J.14099), reported an aircraft on port beam aligned. The rear gummer them have it and at 600 yards spends fire. The single oughns enemy aircraft broke way and twe mild emphasize were seen. The samey aircraft them dived down and was seen to explode on hitting the ground. This is claimed as destroyed. All aircraft except "B" returned safely to bests. It claimed of incomfairing were brought back to base. The crews devalled for mining ware brighted int 1400 hours for a gardening operation on OMIO.	htly
	1		All took off and all mindeschill laid their nime by means of RES. Very lively aloud was experienced over the garden eres and visibility was emailient. The winds emountered were much higher than these briefed. All aircraft returned safely to base.  A flying training programs which hat been drain up for today was esselled in favour of the operation and no training flights were carried out.	
			17 navigators completed speed-up emercises in the ferencon and the other sections also carried out routine ground training in the merning.	

Place	Date	Time	Summary of Brents SECRET.	Reference to Appendic
LESSET THE	17-1-45		Today the weather was fair to cloudy with alight rain early. Visibility was mainly moderate and the wind was light and variable becoming westerly from 10 to 25 mab.h.	Appendic
		(10.10) 60 - 11 - 11 - 11	The Squatron was not required for prarations tester. Most of the stranger	
			minor servicing during the day and only two cross-country training Plistes warm assoluted	
			No ground training was completed in the morning as most of the strongeners resting up from	
			the last operation. The sir bosbers paid a visit in the afternoon to the radar navigation	
		000000000000000000000000000000000000000	section and intelligence section for instruction.	
			P/O C. Parry (Onn.J. 90447) the Assistant Doputy Signal's Leader left today to begin the Signal	
			Leaders' Gourse at St. Athens.	
	111001111111111111111111111111111111111		A CA S	
	18-1-45		The weather today was mainly cloudy with wintry showers and continuous rain during the morni	
			Visibility was addense and the wind mainly westerly from 20 to 30 m-pah.	Æ.
			The Squadren was not required for operations sguih today. Owing to unfavourable weather it	
			was impossible to complete any flying training today. Owing to managements weather it	
			All crews exembled in the briefing room in the afternoon to hear a lecture on tactics which	
			was shly given by 3/L Stephens 200 from H.Q., No. 6 Grapp. The Sunadron Commander, W/C H.L.	
			(Gan.G.1057) also gave a lecture to the airgrey, the subject being "Operational Turn-babba".	Bolduc
			21 navigators worked on speed-up emroises during the foremoon while the wireless operators	
			successfully completed the weekly Group W/T emroise. They reported good recortion and	
			exphange of mossages.	(800)
	19-1-17		Today the weather was comprised of wintry showers. Visibility was good with a mertherly	
			wind from 30 to 40 m-p-h-	
			The Squaires was required for operations today and 17 siroraft were ordered. Brisfing was	
	and the same of th		hald at 1445 hours but the operation was cancelled during briefing due to bed weather.	
			A flying training programme which had been arranged for the morning was cancelled when opera	tions
			were ordered. The only Slying during the day was two night bombing emercises.	
			The matigators and air bembers were given electure in the navigation section by the Navigation	on
			Leader, M/L D.W. Marison DEC (Can.J.20709) on the astro compass. After the operation was	
			semcelled S/L H.W. Peterson DHC and Ber (Can.J.17600) the "A" Flaght Commander, held a	
			decay brinking for the education of the mean sirgrey personnel.	
	20-1-45		The weather today was fair to aloudy with wintry showers. Visibility was moderate. The	
			wind was calm at first becoming northwesterly from 13 to 20 mapshs	
			The Squadron was not required for operations today. Only three sironaft were able to complete	
			training flights due to bad weather. One of these was forced to divert to Linton because of	
			a snow atoms which came upo	
			The air bombers were given a lecture first thing in the morning by E/O W. Slots from Redar Maintenance Section on redar subjects. All aircrew were assembled in the Station Cinema	- Service and the service and
			maintenance section on remar subjects. All alrorew were assembled in the Station Ginema	
			to hear a lecture on tection, flet and fighter defence which was given by Major Nicholson, to Group Flak Officer. The sir gummers completed 4 details of jurret manipulation and also	70
			eremp size urrioss, "he air gumers completed 4 details of purret manipulation and also estended a class in eigerselt recognition.	
	-	, [		
	21-1-45		Today was fine to fair with good visibility. The wind was northerly from 10 to 20 mepsh.	
			The Squadran was required for sparations today and 18 siroraft were ordered. Briefing was	
			set for 1700 hours, not back to 1730 hours when the energtion was finally cancelled.	
			The state of the s	
			100 C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	

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R.A.F. Form \$40

See instructions for use of this form in K.R. and A.C.L., para 2349 and Win Manual Ps. II., chapter XX, and notes in R.A.F. Pocket Back.

### OPERATIONS RECORD BOOK

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of (Unit or Formation) No. 429 Squadron, R.C.A.F. No. of pages used for day

Page No....7 ......

Place	Date	Time	Summary of Events SECRET.	Referente to Append
LESM ING	21-1-45	(Cont'd)	Only a small smount of flying fraining was completed today due to the call for operations.  This included 1 fighter affiliation and bombing detail, one full load test flight, one check flight for a new erew and a simulation bombing and SaBakar operation. The air gunners completed two classes in aircraft recognition and ten details of turnet manifulation during the day.	
			The latest edition of Bomber Command's Signals News was read to the Wireless operators	
			and discussed. The air bombers trained on rader navigation and link while the navigators	
			worked on speed-up emroises and trained on H2S.	
	22-1-45		The weather today was fine. Visibility was good deteriorating during the evening. The wind	
			was northwesterly from 10 to 20 m.p.h. at first becoming light and variable.	
			The Squadron was required for operations today and 19 aircraft were ordered. However, this	
	4		operation was cancelled before briefing time due to bad weather.  A fairly large training programs was drawn up and completed. This consisted of thirteen	
			aircraft on H2S cross-country flights, practice bombing and S.B.A. exercises.	
			The air bombers trained on radar navigation, dry swims and dry dinghy drills as part of	
			the ground training schedule for the day. The navigators worked on speed-up exercises and	
			completed the dry swims along with their air bombers. The Signals leader, F/L W. Dobson	
			DPC and Bar (RAF)(127898) - locaured his section on Signals Security. He real experts from	
	1 2 1		a captured German intelligence document giving the findings of their "I" service during a	
			given period last year. The complete nature of the report came as a surprise to all and it	
			was obvious that all rules regarding W/T silence and the ground 'spoofing' programme must be adhered to. The air gunners completed 2 classes of aircraft recognition.	
			be somered to. The sir guinners completed a diases of aircraft reorgintion.	
	23-1-45		Today was mainly overcast with fog. Visibility was poor and the wind calm.	
			The Squadron was not required for operations today and because of the weather no flying of	
			any kind was done during the day.	
			all aircrew were given a very interesting lecture on mining by the base mining leader,	
			3/1 Clarks who was assisted by 3/1 Fogg. The pilote visited various sections today to garner a little information of bombing, navigation, flying control and gunnery subjects. The air	
			gunners attended two classes of aircraft recognition and completed six details of turret	
	1 1		maniful ations	
			F/O J.W. Carr INC (RAF) (179988) proceeded to Wombledon today to pay a liaison visit to that	
			Stationa	
	24-1-45		Today was fine with fog and mist. Visibility was poor and the wind calm.	
			Fire orews were detailed for a gardening operation today but the operation was cancelled	
			before briefing.	
			A flying training schedule had been arranged for today but was cancelled because of the	
			weather and no flying of any kind was carried out.	
			A lacture on safety equipment was given to all the aircrew during the afternoon by F/L Couoill	
			the Station Air Sea Rescue Officer. The navigators worked on speed up exercises during the forenoon while the air bombers visited the wireless and intelligence sections for "gen".	
			The B/E leader, J/O J.W. Carr BC gave a talk on non-starting and early returns to his engineer	-
			The wireless operators were subjected to a quiz by F/O J.S. Munnoch (Can.J.38444) the Deputy	
			Signals Leader. The air gunners completed 8 details of turret manipulation and attended two	
			olasses of aircraft reognition.	
				her each 1 and 2 and 10 and

Place	Date	Time	Summary of Brents SECRET.	Reference to Appendic
Losm ING	25-1-45		Today was mainly alchedy with fog. Visibility was poor and the wind calm. No flying was completed today because of the weather.	1
			The pilots visited the various sections again today for information while the navigators	
			and air bombers trained on radar nevisiation. The wireless operators successfully carried out	
			the Group WT exercise while the gunners strended two classes of turnet meniculation. The	
			new Rolls Royce engine has arrived for the benefit of the flight engineers and training will	
			be commenced on it shortly.	
	26-1-45		Today was cloudy with anow shower's during the morning, becoming fine later. Visibility was	
			poor early and late, moderate in the late morning and early afternoon. The wind was north-	
	1		The Squatron was not required for operations today so a small training amount of	18
			This consisted of six simulation being details, three air to sea firing and four fighter affiliation exercises. No flying was done at night because of met conditions.	
			Ground training was carried out as usual. The plicts were given a quis on navigation. The	
			navigators worked on speed-ups and trained on H2S. Three of them visited the radar navigation	
			section along with their air bombers for training there. The remainder of the bombers went	
			to the WT, Herightian, Intelligence and Link sections for training. The Clickt angineers	
			commenced work on their new Rolls engine. The air gunners attended two classes in aircraft	
			recognition. Their practice turrets have been unservicable so no turret manipulation training	
			has been done.	
			Many of the aircrew have been filling in their spere time in gathering and chopping wood in order to help alleviate the present shorters of fuel.	
				(0.0401000000000000000000000000000000000
	27-1-45		Today was fair to cloudy with snow showers. Visibility was poor to moderate. Wind was	
			portherly from 10 to 20 m.p.h.	
			The Squadron was required for operations today and 15 sircraft were ordered. Bristing was	
			held at 1400 hours but the operation was cancelled as the siverast were being taxied out to	
			the runway.	
			In view of the operation only a small smount of flying training was completed. Two aircraft	
			carried out a simulation mining and S.B.A. emrcise and another one completed an H23 cross	
			country flight. Nevigators and air bombers not detailed for the operation trained on HES	
			while the air gumers attended one class of aircraft recognition. Other sections on sied	
			out routine ground thaining	
	28-1-45		Today was mainly cloudy withfrequent snow showers. Visibility was moderate becoming poor	
			late in the evening. Wind was north@esterly from 20 to 25 mph falling calm late in the evening	
			The Squater was required for operations today and fifteen aircraft were ordered. The oress	See App.
			were briefed at 1700 hours for an attack on STUTMART (ZUFFERMANNER). All took off. Fourteen	
			aircraft successfully bombed the primary the remaining aircraft was late over the target and	
			did not bomb due to the absence of merture. This siroreft jettisoned the 2,000 lb. bomb and	
			returned to a diversion base at Beenthorpe with the remainder of the bomb load. There was	
			10/10th thin to medium aloud ever the target with tops ranging from 6,000 ft. to 12,000 ft.	
			Visibility above the cloud was fair to good. The target marking appeared to be somewhat late.	
			The red/yellow Wangami markers were fairly wall concentrated but the green/red were quite	
			scattered. At times a gap would ensue when no markers were burning indicating that perhaps	
			the backers up were also tardy. In spite of the report on Wangamui, orews reported a concentry	ted
			glow of fires was reflected on the cloud as well as the glow of T.L's. A good stress of	

We manifeste many tries C & L st. 700

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I.,
para 2340 and Was Manual Pt. II., chapter XX., and
notes in R.A.F. Cocket Bull.

### OPERATIONS RECORD BOOK

Page No. 9

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

No. of pages used for day

Place	Date	Time				Summary of Eve	ents .	SECRET.	Reference to Appendic
CON DE	28-1-45	(Cont'd)	aircraft was	maintained bo	th into a	ad out of the to	erget area. An a	seesment of the success	appendic
			of this raid	cannot be give	an in wies	r of the alone a	mare mean the t-	mand   Edman At State semana	
			pileted byP/0	W. Fikis (Ost	88425 June	Was stracked-b	W- anamany Malific	-4-4003W 0711R -4 0010 has	See to
			TO FOOD I.E' MD	lie on the nor	MONTHERS, 10H	ITMOV. The Hali	Fax on Programs	enum dhad has breadrade (at	
	1		opuned fire a	st 270 yeards fo	iring-200	rounds each . 1	na about aireral	through any to move an enter	
			peron, and ass	lost. No ole	aim in mad	a. Airoreft W	P INGOS diseasted	the Commons while the	
			remainder all	landed at liber	ntherpe. s	horters of netr	al hadre the res	son for the disconden	
			while menu	ng for teday (	betwingod	of two simulati	on mining emefoi	ses and two H2S cross	
				dame					
			Windsam not a	ngaged in fly:	ing ourrie	d out routine g	round training i	n their respective sections	•
	29-1-45		Today was alo	udy with snow	and fog i	n the evening.	A light wind pr	evailed throughout the day.	
			The Squadren.	was remired i	for a-mini	per operation fo	r tonight and th	res stronger warm ordered	
		1	The oreus wer	e briefed at 1	1400 hours	but the operat	ion was cancelle	d dust before take off time	
		*************	No flying the	ining-onuld-be	belrysos-e	out today owing	to the fast the	d the atmomath had all	•,
			landed at div	eraton bases d	from the o	peration vester	day and were ret	urning today. The sig	
			FUNDERS WEST	alread Januaria	reduction t	ha aftamanas um	d the streemen ve	marked may be an other metals and	
			GOLLTON ORF M	ontine ground	spent tre	daing.		London today to complete	
			MAN AP. DODGOOD	THE REAL PROPERTY.	spe Squad	the ReCaker	ser proceeded to	London today to complete	
			wite present de 1	TOO RABAIL	TABLE SO			<u> </u>	
				1.172 (300)	•1.		ALC: UNDER STREET		
	30-1-45		The weather to	oday was, cloud	y with en	ow, rain and dr	isale becoming f	air later. Visibility	
		************	was poor been	sing moderate.					
			The Squadron 1	me not requir	od for op	erations today	and owing to the	unfavourable weather no	
			training flig	the man mings					
			The pilots and	i flight engin	boks seco	given a lectur	o today on Merli	n engines by the Reals	
			golos rebrakes	stative. Most	of the o	ther sections a	pent the day in	cleaning up their offices.	
			tre art bomber	CE MOLO ETAON	a Teamin	on pompe and p	hising theory by	P/L W.T. 61ass (Can.J.2848)	5)
		- 1	the nomping be	tidiness etc	Tr' noTamo	, the Squadron	commender gave a	ll aircrew a lecture today	
			Liv Marshall	tanamone etc	211.			w. He was accompanied	
			he A.V.W. Malle	man a O O W	the All	ALEKI, VISITED	the Station today	We no was accompanied	
			AS was three strongs	mit whereb is	D. O (MAO)	ereat a south see	T WAS DESTITED.		
	31-1-45		Today was Fair	at first have	omine of or	dy with a great	deal of rain as	of the	
			The Smedron v	ree not remin	ed for on	retions toler	md because of u	st rog.	
			flying training	or negotiane	hich had	oon arranged,	ne concelled of	wanneanta shippes w	
			Several erous	completed dis	why drill;	today. The at	r hombarn and w	wigstors trained on rader	
		100	navigation tod	my while the	flight em	beirrae essenin	out several data	ile of turest manipulation.	
			Other sections	carried out.	their row	ine ground trad	mine.	A CONTRACTOR OF THE PARTY OF TH	
			A large divers	don of Americ	an Liberat	or aircraft too	k place today or	maing the circuit and	
		1	field to be fi	lled to the o	verflow po	int.	Country of the Countr		
							12.12		
						777.53		reconstruction of the second	
			***************************************						

Place	Date	Time	Summary of Reents SECRET.	References to Appendices
LESSON THIS	1		GASINAT THE	
	1	200-0-000-000-000-000-000-000-000-000-0	The following personnel are missing as the result of air operations during the mouth of	
			Jamary, 1945.	
			PAO S. Her (General 20000) Pilot 31 previous executional trains 175 20 has	
			2/0 Rela Serard (Canala 35005) Nerve, 28 " 161.45 "	
				1
			2/0 R.J. Hicholson [249 - 185768] 2/K 26	
			P/O F-R. Gorsson [RAF - 184760] W/Air 28	
			E/S Sential, T. [Gan.R.254528] E/s/E 27 * * 161.15 *	
	1 1		F/S Brown, F.H. (Can.R.215731 MI/MS 26 " " 161.45 "	
			The shove drow are the result of operations evident Henneyer, Commany on the	
			night of 3th Jameary, 1945.	
			N/L &.E. Milner (Can.J.12764) Pilot 22 previous operational trips, 122.35 hrs.	
	-		The state of the s	
			THE THE PARTY OF T	
			2/0 K.H. Betrace (Gen.J.39285) A/B 20 115.05 Sgt Turner, K. (RAF 3040021) B/E 20 115.05	
	-		WOL Johnston, H.L. (Can. 8,118092) W/M 20	
			E/S. Salek, 0-H. [Om. E-265007] MI/MS 20 115-05 .	
			W/S Small, J.d. (Gas.R.276799) N/A/6 20 115.05	
			The shove erew are missing as the result of operations evaluat Wanshows Bernard on the	
			night of 12th Jamery, 1945.	J
			The state of the s	I have a second
			B/O P.H. Biddell (Gen.J.28345) Filet 31 previous operational trips, 184.25 hrs.	
			7/0 C.B. Chapman (Oun.J.37770) Nov. 29. 4 174.90 "	
			B/S B-A- Book 174.30 * 174.30 *	
			Agt StreetCiols, N.H.V. (Nath 1802170) N/E 29	
	-		P/O R.H.S. Bourne (Gan. J. 88378) 10/46 29	
			2/S Peters, 3-6 . (Gen, 3-203965) MI/46 29	
			1/8 Phillips, J.R. (Con.R.231657) A/6 29 " 174.30 "	
			the shows ever are missing as the result of operations against Magdeburg, Germany, on the might of 16/17th January, 1945.	
			ment or hy lyn sensor, 1905	•
			175060 (RAW) B/O J.W. Garr DEC PAR meeted from 1667 Calls was 2, lelest	
	-		Omi.2:211402 2/5 House, H.L. A/B posted from 76 Base w.e.f. 4-1-45.  Omi.2:171072 WG2 Symmetr, 2:7: A/B posted from 407 Squabon w.e.f. 7-1-45.	
			Gamelia 7676 B/O Pinne Refer Pilot, Coned 27510 B/O Web. Turkey, Nor.,	
			Om.J.39924 3/0 R.J. Suret . A/S, Gen.R.19973 Set R.E. Lee 3/S.	
			Gan.R.200126 E/S Harrison, R.W. WD/M. Gen.R.220042 E/S Leprich, J. WI/M.	
			Cat.R.264722 F/S Richardson, H.C. A/C all posted from 76 Base, w.e.f. 19-1-45.	
	-		Constitution D/L Hall. Borg. Pilot, Con.R.196462 Sgt Magner, H. Nervy	
			Can.J.43071 B/O Mediulian, R.G. A/B, 1896318 (RAF) Set Taylor, G.W. P/E.	
			Gen. 197017 B/S Spitler, D.A. WW/MS, Can.J.42280 B/O Molline, G.W. MU/MS.	
			Can.R.282262 Sgt Deford, C.R. A/G all posted from 76 Base w.e.f. 19-1-45.	
			3005832 (RAF) Sgt Forter, J. F/E posted from No. 420 Squadron w.e.f. 20-1-45.	

WL Estational state this C. & L. 41-7704

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.L.
para 3349 and Win Moreal Pt. II., chapter XX., and
notes in R.A.F. Foches Bayes.

### OPERATIONS RECORD BOOK

of (Unit or Formation) No. 429 Squadron, R.G.A.F. No. of pages used for day

Place	Date	Time	Summary of Events SECRET.	ences o nd:-es
LISIM DG			POSTIES - IN (Cont'd)	
			Gan.J.37947 F/O L.H. Morrison Pilot, Gan.J.40901 F/O R.H. Blundell New.,	
			Canel 40 09 F/O Date Mudda A/B., Canel 198480 Sgt Craig, Rel. F/E,	
			Can-J.44126 F/O R.A. Robillard WO/MG. Can.R.271083 Set McArthur, J.G. MI/AG.	
			Gan.R.281118 Sgt Armbrust, J.T. A/G all posted from 76 Base w.e.f. 31-1-45.	
			Gen.R. 129904 P/S Wald, K.i. Pilot, Gen.R. 164757 Sgt Pappas, G. Ner.,	
			Can.E.294735 Set Hodder, H.J. A/B, Can.J.90908 P/O E.W. Gervan D/E,	
			1992263 (REF) Sgt Earnshaw, G.S. WD/Air, Can.R.213006 Sgt Gallups, R.F. A/G	
			were all nosted from 76 Base w.e.f. 31-1-45.	
			and any boston rate to after state to a 3/2	
			POST DES - OUR	
			The following aircrew personnel were posted from the Squadron to the Unita shown on the	
			dates shated:	
	and the second second		Gen.R.107570 WG2 Gilkinson, K.R. WD/MB, Gen.J.92451 P/O W.B. DeGourcy A/S,	
			Can. J. 27 779 2/0 E.L. Duret Her., Can. J. 29872 2/0 W.S. Gillelan Nav.,	
			Onn-J-92260 P/O B. Hill A/G, GanJ-57827 E/O M. Lanin Pilot,	
			Can-G-91149 P/O A. McManian B/E, Can-J-95799 P/O J.W. 01dham WD/A <sup>0</sup> ,	
			Om. J. 2027 9/0 J.W. Migray A/B, Om. J. 29727 9/0 S.R. Prine Nav.,	
			Gan.J. 39479 B/O A.S. Madiennie A/S posted to 408 Squairon w.w.f. 3-1-45.	
			109486 (EEF) 2/S Fisher, S. 2/E, 1329947 (REF) 2/S Revill, S. 2/E,	
			1896032 (REMER) Set Eppe, J.H. N/E, 167825 (RAM) P/O R.F. Forbes R/E,	
			179615 (RAP) P/O 6. Reck B/E, 5625 (RAP) P/O 6.R.H. Thomas B/E	
			were all posted to A.G.&.G., R.A.F. Station, Brankle, W.m.f. 3-1-45.	
			Om. J. 19760 B/6 C.B. Ullett Mer. posted to No. 1664 C.H. w.e.f. 6-1-45.	
			Can. J. 18068 2/0 Fills Sworty 10/10 youted to No. 62 Base vo. 6. 19-2-49.	
	1		167624 (RAF) P/O A.M. Greben N/E, 167685 (RAF) P/O E. Boody F/E,	
			\$066 (REF) E/O B. Hertley E/E all posted to A.G.A.G., w.e.f. 12-1-45.	
	1 1		Con D 101100 W00 Deals 7. W0/10 Con P 50449 P/S Mellingh 7.7. A/R	
			Con.J. 552.00 F/O E.W. Semestrong &/S, Gaid.J.57159 B/O G.H. Brownillet Nov., Gon.J. 55649 B/O E.M. Ochumbus WD/MS, Gust.J.575322 B/O M.E.J. 8611cm Nov., Gon.J. 55900 B/O J.M. Nayhoe WD/MS, Gust.J.5736 B/L B.H. Hemrishnan Pilot, Gon.J. 55000 B/O M.S. McGaram A/S Gast.J.50736 B/L B.H. Hemrishnan Pilot, G. Gast.J.50700 B/O M.S. McGaram A/S	
			Omnof,92100 P/O E.W. Armstrong A/S, Gmid.J.97109 B/O G.G. Brownillet Nov., Gmnof.26649 B/O E.W. GClumbus MD/AS, Gmid.J.95182 B/O NoE.J.9612m Nov.,	
			Con. J. 88908 F/O J.M. Heynes WD/MS. Cast. J.10716 F/L B.C. Heurickson Pilot,	
			Gai. J. 60908 P/O J.M. Heyene WD/Ms. Gat. J. 100 B.G. Hearinkenn Pilot.	
	1		Omi-J.9565 2/0 &.L. Omitlette A/0, Omi-J.891A5 2/0 J.F. Constant A/0, Omi-J.88807 2/0 A.L. Sallungth Here, Omis-J.29375 2/0 L.E. Wateon A/B,	
			Can.J.88007 P/O A.A. Sallampah Here, Caned 29975 B/O L.E. Wahaon A/B,	
			Can.J. 39094 E/O H.R. Williard Conner A/G all pested to EGMF To Report w.o.f. 16-1-45. Can.J. 29965 B/O S.W.M. Zerobesky Mer. B. posted to No. 63 Rese w.o.f. 20-1-45.	
			Gan.J.29953 - 2/0 5.W.M. Zerobesky Nar. B. posted to No. 63 Base v.o.f. 20-1-45.	
			Gen. J. 196649 R/O July Bryon Ners, posted to ROLF W" Bepet weef. 29-1-45.	
			Gen-J-9569 R/O J-May Bryon Maris posted to ROLE "E" Begat west. 29-1-45.  Gen-J-95013 R/O J. Houssen A/B posted to ROLE "E" Begat west. 29-1-45.	
			Gen. J. 1870 Luliuf. Remay Here, posted to Hes. 1664 Gall. w.e.f. 27-1-47.	
			A STATE OF THE STA	
		1	Ligertement w.e.f. 29-11-44.	
	-		Cam. 5.67449 B/O B.S. Brewery Pilot was presented to the rank of Acting Flight	
			Lieutenent w.c.f. 1-12-44.	
	1		The state of the s	

Place	Date	Time	Summary of Reents	SECRET. Reference to Appendix
LICENTING			PRODUCTION (Sout'd)	
	4		Can.J. 36974 F/O A.M. MacDonald, (Pilet), Com.J. 16309 F/O P	ope, C.S., (Pilot) and Cam.J. 36200
			P/O E.O. Powell (Pilot) were all promoted to the rank of Act	In El feht Limitment was f. 1-12-44.
	1 1		B/O I.B. Benson (Can.J.27009) (Bilot) and B/O (A/B/L) C.S. Po	pe (Gan.J.16309) (Pilet) were both
			promoted to Temperary Flight Identement w.o.f. 7-12-44.	
			B/O - L.G. McCratt (Com.J. 21848) (Pilet) was promoted to the	rank of Temporary Flight Lieutenant
			Woods 18-12-44.	to constant u.s.
			Gen.R.212714 B/S Devis, G.R. A/S . V.eif: 26-10-44	
			Cam.R. 221118 P/S Pathin, H.L. A/S West: 26-10-14	Officer Members Con I. 92834.
			Gen. 1.209262 B/S Wintoh, H. A/S V.c.f. 26-10-44	. Officer Humber Con J. 92784.
			19902 (RMF) Set Petty, B. 7/8 v.dif. 24-10-44 Can.F.111796 Wil Williams, D.R. Pilot v.e.f. 17-11-44	Officer Rubber 189476.
			Con. R. 111796 WOI Williams, D.R. Pilot v.o.f. 17-11-44	· Officer Husber Con.J.93134.
			•	
			HOROURS AND AMARIS	
			The following personnel hore amedded R. C.A.F. Operational Wi	nes device the next had a
			completed their first boir of apprehings.	ga during the south, having
			ompleted their first tour of operations.  P/O July, Bryon (Gazzf.89049)(Nav.), B/O. H.B.J. 61	
			P/O J.M. Heynes (Gen.J.88908)(WO/AG), F/L D.C. Henr	ickson (Car.J.10516) (Pilot).
	-		E/O J.M. Hayres (Gen.J.88908) (WM/AG), E/L D.C. Henr E/O J. Monamen (Gen.J.93013) (A/B), F/O W.R. Ogil	
			P/O F.J. Giroux (Can. J. 88821) (WO/sc)', P/O Def. Hodg	
			P/O H.T. Maloney (Can.J. 37908) (A/G) . F/O L.R. Wats	on (Can.J.29375)(A/B).
			P/O Hall Willia C' Comor (Canal 39034) (4/8), P/O J.J. Qual	1 (Oan J -89909) (Nav -)
			F/S Quellette, A.L. (Canal 221140)(A/G), F/S McHugh, J	J. (CanaR.69448)(A/G),
			F/S Roy, S. (Gen.H.200075) (A/G):	
			NIL NIL	
			CHANGES IN AIM IN STRATION	
			NÍL 💙	
			A RICHAPT ON SCHARGON STREETS AS	
			ADRIGRAPT ON SQUADRON STRINGTH AS A	W
			Halifay III 22	
			ORSEATIONAL, TRAINING AND OTHER MY DE HOU	S FOR JANIARY
			(a) Operational, Flying Hours Day	81
			N/R	17 734-35 180-45
			(b) Flying Training Hours DAY	
			(a) Other Flying Soura Day	12,30
		-	NET VENEZ PLYLIS HOME	

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.L.

pare, 2440 and War Marusi Pt. II., chapter XX., and

motes in R.A.F. Packet Both.

#### OPERATIONS RECORD BOOK

Page No. 13

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

No. of pages used for day

Place	Date	Time	Summary of Events SECRET.	Reference to Appendice
LEGAL IND			GHERASTONAL SORT DES. MICHON DER DE JAMEARY	
	_		A total of 111 sortice were flown during the month of Jenuary in the 10 operations carried out by the Squadron.	
			MONTHLY AND CHMILATRYS TOTALS OF BOMES DROPPED	
			H.E. DUSDIARY MDES	
			Rombe dropped during January, 1945. 209 tone 840 lbs. 98 tone 1755 lbs. 23 tone 80 lbs.	
		toriostantino	COMPARS WITH ISSUE A BECKERY	
			The Squadron was engaged in four combate and encounters with enemy siroraft during the month. One enemy siroraft is claimed as desaged and one enemy Ju88 is claimed destroyed.	
			NUMBER HAL STEENGTH OF THE SCHADRON AS AT 31st JANUARY, 1945.	
			R.G.A.F. (USA) 126 1 R.G.A.F. (USA) 104	
			R-A-F- 8 - R-A-F- 27 - R-A-F- (GAN)	
			TOTAL STREETH 135 134 1 132 132 132	
			GREAT.	
			Ten operations were successfully completed during the mosth of January by the Squairon making a total of 111 sorties flows. The Squadron was ordered for operations 19 times but nine of these were cancelled. The "quadron dropped a total of 931 tons of explosives during the slowth. Fighter activity was noticeable on several of the bossing attacks and the Squadron was engaged in four encounters with enemy direct and was successful in damaging one enemy fighter and destroying an enemy juste.	
	-		Three of our crews were reported missing as the result of air operations this month. Two of these are missing from bombing operations and the thirdd from a mining trip. The crew	
			on the mining operation are believed to have baled out over Demark, as they were able to give their position by radio prior to absaudoning the aircraft.	

Place	Date	Time	Summary of Brents SECRET.	Reference to Appendice
LEIGH ING			GENERAL (Cont' 4)	
			Flying training during the month was considerably less than last month, this being due mainly to the unfavourable weather which prevailed throughout the month. Full use was nade of the few fine days when operations were not ordered to completel the smount of training this was carried out; when the strongth wave grounded the aircrew were kept busy on ground training in their respective sections.	
			The number of screened personnel on strength has been greatly reduced this month as the major of them here been posted to Marriagton for repairiation. Only one orang, R/L C.B. Gray (Can.F.)5591) was screened from operations this month.	ity
			The general health of the Squatron continued to be very good throughout the month.	
			80	***************************************
			Hir Felenon Jr. Cox	
			(R.L. Boldno) Wing Commender,	
			Compating	
		· · · · · · · · · · · · · · · · · · ·	No. 429 Squadron, R.C.A.F.,	
			18303	
	-			
			12 336.7	
	1			