

OPERATIONS RECORD BOOK

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

Compiled by P/L G.R. Higgins (G.3371)
No. of pages used for month

5368

SECRET.

Place	Date	Time	Summary of Events	References to Appendices
LONDON	1-1-45		The New Year started out with fair to cloudy weather with a short period of continuous drizzle. The wind was light and variable becoming westerly at 10 to 15 mph. The Squadron was ordered for operations and fifteen crews 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 officers were entertained by the Sergeants during the afternoon. Dancing was again the feature entertainment for the evening and the New Year was enthusiastically welcomed.	
	2-1-45		Today was mainly cloudy 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 crews were briefed at 1230 hours for an attack on LUNenburg. All aircraft were briefed and all returned to base. There was cloud height up to the target but visibility was clear except for a small amount of haze. The markers, which were well placed, were readily seen through the haze. Green T.I.'s were seen but were not bombed as they were off slightly to the North, East and South of the target. So far as visual and other identification could establish several 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. Routine ground training was undertaken in all sections.	See App. C.1
	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. Briefing was held at 1230 hours but the operation was cancelled halfway through briefing. A flying training programme which had been arranged was cancelled due to the call for operations so no flying was completed today. During the afternoon all aircrew were lectured by the Squadron Commander, C R. L. Bolduc (Can. J. 1037) and the Station Commander, R/C J. D. Millard R3C and each of whom lectured on operational topics. After the lectures an Air Sea Rescue Movie was shown. The air gunners were able to complete two details of turret manipulation and one class in aircraft recognition. S/L A. F. Childs R3C (Can. J. 9376) former "B" Flight Commander who was screened last month has been appointed Officer in Charge training and is now supervising all training carried out by the Squadron.	
	4-1-45		Today was fair to cloudy with wintry showers during the evening. Visibility was good but poor in the showers. Wind was mainly north-westerly from 10 to 20 m.p.h. The Squadron was not required for operations today as a flying training programme was drawn up. Training completed consisted of eleven details of simulation bombing, two practice bombing and two air to sea and S.B.A. training flights. There was no night flying due to bad weather. All navigators completed speed-up exercises while four others carried out dingy drills. The Group W/T exercise was cancelled due to a shortage of operators in the section today. The air gunners completed a class in aircraft recognition.	

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LESMDB	5-1-45		<p>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.</p> <p>The Squadron was required for operations today and fifteen aircraft were ordered. The crews were briefed at 1300 hours for an attack on HANNUSEI. All took off. Fourteen of these were successful in bombing the primary while the remaining aircraft, "T" - DW964 piloted by E/O G. Ray (Gen. J. 89990) failed to return. Weather over the target was 8-10/10ths cloud, tops at 4/10,000 ft. All crews saw the sky-markers and many of them also were able to see the T.I.'s. The Master-Bomber was heard by the majority of crews. He gave instructions at first to bomb the T.I.'s changing later to the sky-markers. Assessment of bombing results was not possible due to the cloud but fire glows were seen on the cloud and several large explosions occurred. H2S indicated that the markers were accurately placed. Several aircraft saw fighters and fighter flares. One aircraft, "W" DW830 piloted by E/O W.M. Agas (Gen. J. 87074) was followed by a twin engine enemy aircraft while over the target area. The rear gunner fired two bursts at it at about 100 yards and strikes were seen to extinguish the nose light and the fighter is claimed as damaged. Fourteen of our aircraft returned safely to base. A training programme which had been arranged was cancelled because of the operation so no flying training was completed today.</p> <p>22 navigators carried out speed-up exercises today while two others trained on H2S and two were on crew drill. As soon as the aircraft had taken off on the operation today, E/O G.D. Perry (Gen. J. 90447), the Squadron Bombardier Officer, took four new operators over to the synthetic trainer and showed them the aircraft in the circuit, on the screen. The air gunners completed 7 details of turret manipulation and a class in aircraft recognition.</p>		See App. G.2 See App. C.3
	6-1-45		<p>Cloudy with fair periods. Visibility was good. The wind was light and variable.</p> <p>The Squadron was required for operations again today and fourteen aircraft were ordered. The crews were briefed at 1245 hours for an attack on HANNU, and all took off. All aircraft attacked the primary. The weather over the target was 10/10ths cloud with tops from 7/13,000 ft. and clear visibility above the cloud. Most crews bombed the sky-markers while others bombed the glow of red T.I.'s. The sky-markers were well concentrated and there was a good concentration of aircraft over the target. However, it is impossible to assess the results of the bombing due to the cloud. A very large white glow developed on the cloud which was visible many miles from the target. Bombing is considered to have been fairly scattered. All aircraft returned safely to base.</p> <p>A training programme which had been scheduled for today was cancelled because of the operation 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 others trained on H2S. Three wireless operators watched the aircraft on operations in the circuit, on the screen of the Fishpond trainer. The air gunners completed six details of turret manipulation in the morning and three more in the afternoon.</p>		See App. C.4.
	7-1-45		<p>Today was fair to fine with occasional slight rain early in the day. Visibility was good and the wind was mainly from west north-west at 10 to 30 m.p.h.</p> <p>The Squadron was not required for operations today so a flying training programme 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 consisted 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.</p>		

OPERATIONS RECORD BOOK

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

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
ISSMINE	8-1-45		Fair to overcast today, with frequent snow showers. Visibility was good, becoming moderate and poor during the showers. Wind was northwesterly from 15 to 40 m.p.h. and gusty at times. There was no flying today, either training or operational, due to the snow and general bad weather. However, many dinghy drills, supervised by F/L R.K. Mitchell (Can.J.23102) the Squadron Air Sea Rescue Officer, were carried out during the morning. In the afternoon the "B" Flight Commander, F/L H.J. Hogarth (Can.C.26077) lectured his pilots on bad weather flying. The Officer i/c training, S/L A.F. Childs RAF (Can.J.9376) also gave a lecture on training to all aircrew. Mr. B. Escott, the Bristol representative gave a lecture on engine handling and F/L N. Brookes from Maintenance Wing gave a lecture on the same subject. S/L Stagg, Station Intelligence Officer also lectured the aircrew on Intelligence and Security subjects. The navigators worked on speed-up exercises during the forenoon while other sections carried out routine ground training. The Signals Section is still being decorated and is fast becoming the envy of other sections.		
	9-1-45		Today was mainly cloudy with frequent snow showers. Visibility was moderate to poor with a northwesterly wind from 10-20 m.p.h. Bad weather cancelled all flying programmes. All aircrew were employed during the day on clearing the runways 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 to the wireless 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 evening. Visibility was poor to moderate. Wind was northwesterly from 10 to 20 m.p.h. The weather today would not allow any flying at all and all aircrew were once again pressed into service as snow shovellers. The novelty of snow shovelling has begun to wear off and the boys have developed a few sore muscles. However coffee was served after their efforts and compensated them in some small measure for their tired backs.		
	11-1-45		Today was cloudy with wintry showers and moderate visibility. The wind was mainly northwesterly from 10 to 25 m.p.h. There was still no flying possible due to unfavourable weather conditions. During the forenoon 22 navigators completed speed-up exercises and two others trained on HES. The wireless operators successfully completed the Group W/T exercise while the other sections carried out routine ground training. During the afternoon all aircrew attended a lecture given by G/C Hamish Mahadi from F.F.W. on pathfinding and how it came into being. The lecture was very interesting and well given and was greatly enjoyed by all those present.		
	12-1-45		The weather today was cloudy with rain and drizzle. Visibility was moderate and the wind northeasterly from 10 to 20 m.p.h. The Squadron was at last called for operations and 12 aircraft were ordered. Briefing was held at 1945 hours but the operation was temporarily cancelled halfway through briefing. Briefing was again called at 2145 hours. However the operations was finally cancelled after all crews had their aircraft started up but had not yet begun to taxi.		

www.bombercommand.com

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
ESMEE	12-1-45		<p>A mining operation was ordered as well today and three aircrews were detailed. These crews were briefed at 1345 hours for a mining operation on FIEBERBERG. All took off but only one aircraft is known to have 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 P/L A.E. Milner (Gen.J.12764) failed to return but from radio messages received the crew is believed to have abandoned the aircraft over Denmark. The remaining aircraft "W", piloted by P/L E.K. Mitchell (Gen.J.23102) successfully completed the mining operation but was attacked by an enemy Ju88 on the homeward 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 Ju88 was hit and burst into flames falling to the ground where it exploded. It is claimed as destroyed. Both aircraft, "B" and "W", returned safely to base.</p> <p>The only flying training completed today was a cross country exercise, as the aircraft were being prepared for the two operations ordered.</p> <p>22 navigators worked on speed-up exercises during the morning while the air bombers trained on H2S, Gee and Link. Other sections also carried out routine training. The Signals and Gunnery Leaders conferred today with the Base Signals and Radar Officers at S.H.Q. on Fishpond in an attempt to establish closer liaison between the Signals and Gunnery Sections in the compilation of reports.</p>		See App. C.5 See App. C.6
	13-1-45		<p>Today was cloudy with rain and drizzle during the morning. Visibility was moderate and the wind was northeasterly at less than 10 m.p.h.</p> <p>The Squadron was again called for operations and fourteen aircraft were ordered. The crews were briefed at 1345 hours for a bombing attack on SAARBROCKEN. All took off and all attacked the primary. There was nil to 2/10ths cloud over the target with tops about 3/4,000 ft and a slight ground haze. 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.I.'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.</p> <p>Three crews were also detailed today for a mining operation but this was cancelled before briefing took place.</p> <p>One day cross country was completed today which was all the flying training carried out.</p> <p>15 navigators worked on speed-up exercises during the morning while the air bombers completed dry swims and dinghy drill. Other sections carried out ordinary ground training.</p>		See App. C.7
	14-1-45		<p>The weather today was cloudy with moderate visibility. The wind was light and variable.</p> <p>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 crews were briefed at 1300 hours for an attack on marshalling yards at GROVENBERG. All took off and all attacked the primary. There was no cloud over the target and visibility was generally good with some ground haze. Red T.I.'s were plentiful and seemed to fall in a line along the railroad track. Some crews were able to identify the target visually on the run up. Crews bombed the red T.I.'s. The concentration of aircraft over the target was good and bombing appeared to be accurate and well concentrated on the markers. A twin-engine enemy aircraft was sighted on starboard quarter by the rear gunner of aircraft "X" BRL94 which was piloted by P/O M.M. Ages (Gen.J.2704). Both gunners opened fire at 300 yards and ordered evasive action. The enemy aircraft broke away to port level and was not seen again. No claim is made.</p> <p>All of our aircraft returned safely to base.</p>		See App. C.8 See App. C.9

OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendixes
LENNING	14-1-45	(Cont'd)	The three crews detailed for gardening were briefed at 1630 hours for mining on OSLO. All took off and all aimed their allotted areas. 7/9-10 hrs cloud with tops from 3/6,000 ft. was reported over the target area. Visibility above the cloud was generally good. Crews aimed on H2S and it is believed that the operation was successful. One aircraft jettisoned one mine which was hung up over the target. There was no evidence of fighter activity and all three aircraft returned safely to base. The only flying training completed today was one crew on night cross-country exercises. Only a small amount of ground training was carried out by the various sections owing to the need for rest after the steady run of operations lately.	See App. G.10
	15-1-45		Today was fair to cloudy with a slight rain and drizzle during the evening. Visibility was moderate and the wind northwesterly from 5 to 10 m.p.h. becoming light and variable. The Squadron was not required for operations today as a fairly extensive training programme was arranged. Nine crews completed simulation bombing, air to sea firing, S.B.A., and engine feathering exercises. Seven crews carried out air to sea firing, fighter affiliation and ordinary bombing exercises. A night flying schedule was cancelled because of unfavourable weather in the evening. Owing to the large amount of flying training carried out today only a small amount of ground training was done, the majority of this being dingy drill.	
	16-1-45		The Squadron 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 slight rain early and moderate visibility. The crews detailed for bombing were briefed at 1945 hours for an attack on MAGERBURG. Fourteen of these took off, one becoming bogged down in the mud just before it reached take-off point. Three others were forced to return early from the operation. Aircraft "A" because of an unserviceable radio, "Q" because of inability to attain height and also unserviceable hydraulics and "R" because of an unserviceable port inner engine. Aircraft "R" piloted by W/O P.H. Stidall (Gen. J. 28345) failed to return from the operation. The remaining ten aircraft attacked the primary. Weather over the target was clear and visibility was generally good. Target marking was reported as very good with the markers clear, plentiful and well concentrated. The bombing also appeared to be well placed and concentrated around the markers and fires were burning brightly in the city area. Several large explosions were seen and the crews were confident that this attack was successful. After leaving the target the wireless operator of "I" HR194 which was piloted by S/L H.W. Macdonald (Gen. J. 14099), reported an aircraft on port beam slightly below. The rear gunner then saw it and at 600 yards opened fire. The single engine enemy aircraft broke away and two wild explosions were seen. The enemy aircraft then dived down and was seen to explode on hitting the ground. It is claimed as destroyed. All aircraft except "R" returned safely to base. 12 clusters of incendiaries were brought back to base. The crews detailed for mining were briefed at 1600 hours for a gardening operation on OSLO. All took off and all successfully laid their mines by means of H2S. Very little cloud was experienced over the garden area and visibility was excellent. The winds encountered were much higher than those briefed. All aircraft returned safely to base. A flying training programme which had been drawn up for today was cancelled in favour of the operation and no training flights were carried out. 17 navigators completed speed-up exercises in the forenoon and the other sections also carried out routine ground training in the morning.	See App. G.11 See App. G.12 See App. G.13

SECRET

www.bomber.com

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LONDON	17-1-45		<p>Today the weather was fair to cloudy with slight rain early. Visibility was mainly moderate and the wind was light and variable becoming westerly from 10 to 27 m.p.h.</p> <p>The Squadron was not required for operations today. Most of the aircraft were undergoing minor servicing during the day and only two cross-country training flights were completed. No ground training was completed in the morning as most of the aircraft were resting up from the last operation. The air bomber paid a visit in the afternoon to the radar navigation section and intelligence section for instructions.</p> <p>P/O G. Parry (Gen.J.90467) the Assistant Deputy Signals Leader left today to begin the Signals Leaders' Course at St. Athens.</p>		
	18-1-45		<p>The weather today was mainly cloudy with wintry showers and continuous rain during the morning. Visibility was moderate and the wind mainly westerly from 20 to 30 m.p.h.</p> <p>The Squadron was not required for operations again today. Owing to unfavourable weather it was impossible to complete any flying training today.</p> <p>All crews assembled in the briefing room in the afternoon to hear a lecture on tactics which was ably given by S/L Stephens RMC from H.Q., No. 6 Group. The Squadron Commander, W/O R.L. (Gen.G.1057) also gave a lecture to the aircraft, the subject being "Operational Turn-Tables". 21 navigators worked on speed-up exercises during the forenoon while the wireless operators successfully completed the weekly Group W/T exercise. They reported good reception and exchange of messages.</p>		Boldno
	19-1-45		<p>Today the weather was comprised of wintry showers. Visibility was good with a northerly wind from 30 to 40 m.p.h.</p> <p>The Squadron was required for operations today and 17 aircraft were ordered. Briefing was held at 1445 hours but the operation was cancelled during briefing due to bad weather. A flying training programme which had been arranged for the morning was cancelled when operations were ordered. The only flying during the day was two night bombing exercises.</p> <p>The navigators and air bombers were given a lecture in the navigation section by the Navigation Leader, P/L D.W. Harrison RMC (Gen.J.20709) on the astro compass. After the operation was cancelled S/L H.W. Peterson RMC and Reg. (Gen.J.17600) the "A" Flight Commander, held a Group briefing for the education of the newer aircraft personnel.</p>		
	20-1-45		<p>The weather today was fair to cloudy with wintry showers. Visibility was moderate. The wind was calm at first becoming northwesterly from 15 to 20 m.p.h.</p> <p>The Squadron was not required for operations today. Only three aircraft were able to complete training flights due to bad weather. One of these was forced to divert to Linton because of a snow storm which came up.</p> <p>The air bombers were given a lecture first thing in the morning by P/O W. Slots from Radar Maintenance Section on radar subjects. All aircraft were assembled in the Station Cinema to hear a lecture on tactics, flak and fighter defence which was given by Major Nicholson, the Group Flak Officer. The air gunners completed 4 details of turret manipulation and also attended a class in aircraft recognition.</p>		
	21-1-45		<p>Today was fine to fair with good visibility. The wind was northerly from 10 to 20 m.p.h.</p> <p>The Squadron was required for operations today and 18 aircraft were ordered. Briefing was set for 1700 hours, put back to 1730 hours when the operation was finally cancelled.</p>		

www.bombercommand.com

OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LECM DE	21-1-45	(Cont'd)	<p>Only a small amount of flying training 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 crew and a simulation-bombing and S.B.A. exercises. The air gunners completed two classes in aircraft recognition and ten details of turret manipulation during the day. The latest edition of Bomber Command's Signals News was read to the wireless operators and dismissed. The air bombers trained on radar navigation and link while the navigators worked on speed-up exercises and trained on H2S.</p>		
	22-1-45		<p>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 operation was cancelled before briefing time due to bad weather. A fairly large training programme 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 swim along with their air bombers. The Signals leader, F/L W. Dobson RE (RAF) (127998) lectured his section on Signals Security. He read excerpts from a captured German intelligence document giving the findings of their "Y" 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.</p>		
	23-1-45		<p>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, F/L Glicko who was assisted by F/L Fogg. The pilots visited various sections today to garner a little information on bombing, navigation, flying control and gunnery subjects. The air gunners attended two classes of aircraft recognition and completed six details of turret manipulation. F/O J.W. Carr RE (RAF) (17998) proceeded to Wombledon today to pay a liaison visit to that Station.</p>		
	24-1-45		<p>Today was fine with fog and mist. Visibility was poor and the wind calm. Some crews 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 lecture on safety equipment was given to all the aircrew during the afternoon by F/L Council 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 P/E leader, F/O J.W. Carr RE gave a talk on non-starting and early returns to his engineers. 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 classes of aircraft recognition.</p>		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LOSMEDE	25-1-45		<p>Today was mainly cloudy with fog. Visibility was poor and the wind calm. No flying was completed today because of the weather.</p> <p>The pilots visited the various sections again today for information while the navigators and air bombers trained on radar navigation. The wireless operators successfully carried out the Group W/T exercises while the gunners attended two classes of turret manipulation. The new Rolls Royce engine has arrived for the benefit of the flight engineers and training will be commenced on it shortly.</p>		
	26-1-45		<p>Today was cloudy with snow showers during the morning, becoming fine later. Visibility was poor early and late, moderate in the late morning and early afternoon. The wind was north-westerly from 5 to 10 m.p.h. falling calm in the evening.</p> <p>The Squadron was not required for operations today so a small training programme was completed. This consisted of six simulation bombing details, three air to sea firing and four fighter affiliation exercises. No flying was done at night because of met conditions.</p> <p>Ground training was carried out as usual. The pilots were given a quiz 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 W/T, Navigation, Intelligence and I.M. sections for training. The flight engineers commenced work on their new Rolls engine. The air gunners attended two classes in aircraft recognition. Their practice turrets have been unserviceable so no turret manipulation training has been done.</p> <p>Many of the aircrew have been filling in their spare time in gathering and chopping wood in order to help alleviate the present shortage of fuel.</p>		
	27-1-45		<p>Today was fair to cloudy with snow showers. Visibility was poor to moderate. Wind was northerly from 10 to 20 m.p.h.</p> <p>The Squadron was required for operations today and 15 aircraft were ordered. Briefing was held at 1400 hours but the operation was cancelled as the aircraft were being taxied out to the runway.</p> <p>In view of the operation only a small amount of flying training was completed. Two aircraft carried out a simulation mining and S.B.A. exercise and another one completed an H2S cross country flight. Navigators and air bombers not detailed for the operation trained on H2S while the air gunners attended one class of aircraft recognition. Other sections carried out routine ground training.</p>		
	28-1-45		<p>Today was mainly cloudy with frequent snow showers. Visibility was moderate becoming poor late in the evening. Wind was northwesterly from 20 to 25 mph falling calm late in the evening.</p> <p>The Squadron was required for operations today and fifteen aircraft were ordered. The crews were briefed at 1700 hours for an attack on BRUTBART (ZIMMERHANS). All took off. Fourteen aircraft successfully bombed the primary the remaining aircraft was 1 mile over the target and did not bomb due to the absence of markers. This aircraft jettisoned the 2,000 lb. bomb and returned to a diversion base at Deenthorpe with the remainder of the bomb load. There was 10/10th thin to medium cloud over 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 Wagonni markers were fairly well concentrated but the green/red were quite scattered. At times a gap would ensue when no markers were burning indicating that perhaps the back-ups were also tardy. In spite of the report on Wagonni, crews reported a concentrated glow of fires was reflected on the cloud as well as the glow of T.L.'s. A good stream of</p>		See App. G:14

www.bombercommand.com

OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
LECOMBE	28-1-45	(Cont'd)	<p>aircraft was maintained both into and out of the target area. An assessment of the success of this raid cannot be given in view of the cloud cover over the target. Aircraft Z* M2872 piloted by P/O W. Ellis (Cann. 29425) was attacked by enemy Me109 at 4903N 0711E at 0418 hrs. See App. C.1) 18,000 ft. while on the homeward journey. The Halifax continued to starboard and both gunners opened fire at 270 yards firing 200 rounds each. The enemy aircraft broke off to port quarter before and was lost. No claim is made. Aircraft Z* M222 diverted to Tangmere while the remainder all landed at Beomburpe, shortage of petrol being the reason for the diversion. Flying training for today consisted of two simulation mining exercises and two ECM cross country exercises.</p> <p>Aircraft not engaged in flying carried out routine ground training in their respective sections.</p>	SECRET.
	29-1-45		<p>Today was cloudy with snow and fog in the evening. A light wind prevailed throughout the day. The Squadron was required for a mining operation for tonight and three aircraft were ordered. The crews were briefed at 1400 hours but the operation was cancelled just before take off time. No flying training could be carried out today owing to the fact that the aircraft had all landed at diversion bases from the operation yesterday and were returning today. The air gunners went about shooting during the afternoon and the aircrew remaining on the station carried out routine ground training.</p> <p>P/O W. Hobson and Sgt. the Squadron Signals Ledger proceeded to London today to complete his transfer from the R.A.F. V.I. to the R.C.A.F.</p>	
	30-1-45		<p>The weather today was cloudy with snow, rain and drizzle becoming fair later. Visibility was poor becoming adequate.</p> <p>The Squadron was not required for operations today and owing to the unfavourable weather no training flights were made.</p> <p>The pilots and flight engineers were given a lecture today on Merlin engines by the Rolls Royce representative. Most of the other sections spent the day in cleaning up their offices. The air bombers were given a lecture on bombs and bombing theory by P/L W.F. Glass (Cann. 29485) the Bombing Leader. W/O R.L. Bullock, the Squadron Commander gave all aircrew a lecture today on depression, sickness etc.</p> <p>Air Marshal Lockie, Chief of the Air Staff, visited the Station today. He was accompanied by A.F.M. Holmes, A.P.O., No. 6 (R.C.A.F.) Group and A.F.M. Scullard.</p>	
	31-1-45		<p>Today was fair at first becoming cloudy with a great deal of rain and fog.</p> <p>The Squadron was not required for operations today and because of unfavourable weather a flying training programme which had been arranged, was cancelled.</p> <p>Several crews completed single drills today. The air bombers and navigators trained on radar navigation today while the flight engineers carried out several details of turret manipulation. Other sections carried out their routine ground training.</p> <p>A large diversion of American Liberator aircraft took place today causing the airport and field to be filled to the overflow point.</p>	

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			GASIMBERS		
			The following personnel are missing as the result of air operations during the month of January, 1945.		
			P/O S. Ray (Gen.J.28980) Pilot 31 previous operational trips, 175.30 hrs. P/O E.L. Seward (Gen.J.35007) Nav., 28 " " " " 161.45 " WO2 Trumbly, J.F.M. (Gen.J.17444) A/B 27 " " " " 175.45 " P/O E.J. Nicholson (RAF - 185760) E/E 25 " " " " 161.45 " P/O H.M. Gossens (RAF - 184760) W/Air 28 " " " " 161.45 " P/S Bahrial, F. (Gen.E.25628) E/A/E 27 " " " " 161.45 " P/S Brown, P.H. (Gen.E.215731) W/MS 28 " " " " 161.45 " The above crew are missing as the result of operations against Hannover, Germany on the night of 7th January, 1945.		
			P/L A.V. Milner (Gen.J.12764) Pilot 22 previous operational trips, 122.55 hrs. P/O H.K. Frair (Gen.J.38313) Nav. 20 " " " " 115.05 " P/O E.M. Betson (Gen.E.26823) A/B 20 " " " " 115.05 " Sgt Furness, K. (RAF 9040021) E/E 20 " " " " 115.05 " WO1 Johnson, R.H. (Gen.E.118092) W/MS 20 " " " " 115.05 " P/S Saker, O.H. (Gen.E.263007) W/MS 20 " " " " 115.05 " P/S Small, J.M. (Gen.E.256799) E/A/E 20 " " " " 115.05 " The above crew are missing as the result of operations against Elmsburg, Denmark, on the night of 12th January, 1945.		
			P/O P.H. Maddell (Gen.J.28945) Pilot 31 previous operational trips, 184.25 hrs. P/O G.W. Chapman (Gen.J.37724) Nav. 29 " " " " 174.30 " P/S R.S. Bost (Gen.E.170394) A/B 29 " " " " 174.30 " Sgt Stronfield, R.H.V. (RAF 1862176) E/E 29 " " " " 174.30 " P/O R.H.S. Burman (Gen.J.28378) W/MS 29 " " " " 174.30 " P/S Peters, P.S. (Gen.E.203965) W/MS 29 " " " " 174.30 " P/S Phillips, J.R. (Gen.E.214657) A/E 29 " " " " 174.30 " The above crew are missing as the result of operations against Magdeburg, Germany, on the night of 16/17th January, 1945.		
			POSTURES - IN		
			173988 (RAF) P/O J.M. Carr MBE E/S posted from 1667 O.U. w.o.f. 1-1-45. Gen.E.211482 P/S House, H.L. A/B posted from 76 Base w.o.f. 4-1-45. Gen.E.210728 WO2 Ingham, F.F. E/S posted from 407 Squadron w.o.f. 5-1-45. Gen.E.27478 P/O Pines, R.P. Pilot, Gen.E.27350 P/O W.A. Paskey, Nav., Gen.J.39924 P/O H.F. Hurst A/B, Gen.E.179220 Sgt H.M. Lee E/E, Gen.E.200126 P/S Harrison, R.W. W/MS, Gen.E.220942 P/S Laprich, J. W/MS, Gen.E.264722 P/S Richardson, H.C. A/C all posted from 76 Base, w.o.f. 19-1-45. Gen.J.26119 P/L H.M. Sorensen Pilot, Gen.E.196442 Sgt Mansur, H. Nav., Gen.J.43071 P/O McMillin, R.G. A/B, 1896318 (RAF) Sgt Taylor, G.W. E/E, Gen.E.197017 P/S Spittler, D.A. W/MS, Gen.J.42280 P/O Mallins, G.W. W/MS, Gen.E.282262 Sgt DeFord, O.R. A/C all posted from 76 Base w.o.f. 19-1-45. 3009532 (RAF) Sgt Porter, J. E/S posted from No. 420 Squadron w.o.f. 20-1-45.		

www.bombercommand.com

OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendix
RMSIDE			<p style="text-align: center;">POSTERS - DI (Cont'd)</p> <p>Can.J.37947 P/O L.H. Morrison Pilot, Can.J.40901 P/O R.H. Blundell Nav., Can.J.40909 P/O D.A. Hudda A/S, Can.J.198480 Sgt Craig, R.L. P/S, Can.J.44125 P/O R.A. Robillard WO/SG, Can.J.271083 Sgt McArthur, J.J. WO/SG, Can.H.281118 Sgt Armstrong, J.J. A/S all posted from 76 Base w.o.f. 31-1-45. Can.H.129904 P/S Wld, K.L. Pilot, Can.H.164757 Sgt Pappas, G. Nav., Can.H.294735 Sgt Hodder, H.J. A/S, Can.J.90908 P/O R.W. Garvan P/S, 1992283 (RAF) Sgt Karnshaw, G.S. WO/Air, Can.H.213806 Sgt Gallups, R.F. A/S were all posted from 76 Base w.o.f. 31-1-45.</p>		
			<p style="text-align: center;">POSTERS - OUT</p> <p>The following aircrew personnel were posted from the Squadron to the Units shown on the dates stated:</p> <p>Can.H.107978 W/O Wilkinson, K.H. WO/SG, Can.J.92451 P/O W.S. McDourey A/S, Can.J.27179 P/O E.L. Duret Nav., Can.J.29828 P/O W.S. Gillilan Nav., Can.J.92260 P/O B. Hill A/S, Can.J.87825 P/O M. Lenin Pilot, Can.G.91149 P/O A. McFadden P/S, Can.J.88779 P/O J.W. Oldham WO/SG, Can.J.28255 P/O J.W. Murray A/S, Can.J.29527 P/O S.R. Price Nav., Can.J.92370 P/O J.A. Robertson A/S, all posted to RCAF 2nd Depot w.o.f. 2-1-45. Can.J.39479 P/O A.S. MacKenzie A/S, posted to 408 Squadron w.o.f. 3-1-45. 109488 (RAF) P/S Fisher, S. P/S, 129947 (RAF) P/S Kerrill, S. P/S, 189492 (RAF) Sgt Eppe, J.H. P/S, 187825 (RAF) P/O E.J. Forbes P/S, 179615 (RAF) P/O G. Ross P/S, 56255 (RAF) P/O G.H.H. Thomas P/S were all posted to A.C.A.C., R.A.F. Station, Brackley, w.o.f. 3-1-45.</p> <p>Can.J.37740 P/O G.B. Ullott Nav., posted to No. 1664 C.U. w.o.f. 6-3-45. Can.H.84068 P/O P.M. Dewar WO/SG, posted to No. 67 Base w.o.f. 13-2-45. 187824 (RAF) P/O A.M. Graham P/S, 187825 (RAF) P/O E. Beady P/S, 35066 (RAF) P/O D. Hartley P/S all posted to A.C.A.C., w.o.f. 12-1-45.</p> <p>Can.H.141183 W/O Drake, J. WO/SG, Can.H.69448 P/S Malpas, J.J. A/S, Can.J.92100 P/O R.V. Armstrong A/S, Can.J.37169 P/O G.L. Brucillet Nav., Can.J.26649 P/O A.M. Columbus WO/SG, Can.J.36182 P/O H.L.F. Gillies Nav., Can.J.88908 P/O J.M. Haynes WO/SG, Can.J.10726 P/L D.G. Bessickman Pilot, Can.J.87908 P/O H.W. Malcolm A/S, Can.H.99055 P/O W.R. Gilvin A/S, Can.J.92587 P/O L.L. Gaskette A/S, Can.J.89145 P/O J.W. Sheardown A/S, Can.J.88807 P/O A.K. Sallaway Nav., Can.H.37375 P/O L.H. Wilson A/S, Can.J.37994 P/O H.R. Willis-O'Connor A/S all posted to RCAF 2nd Depot w.o.f. 16-1-45. Can.J.29795 P/O I.M. Zembosky Nav., B. posted to No. 67 Base w.o.f. 20-1-45. Can.J.88908 P/O J.M. Haynes WO/SG, posted to RCAF 2nd Depot w.o.f. 23-1-45. Can.J.37883 P/O J. Shannon A/S, posted to RCAF 2nd Depot w.o.f. 23-1-45. Can.J.34782 P/O L.H.F. Ross Nav., posted to No. 1664 C.U. w.o.f. 23-1-45.</p>		
			<p style="text-align: center;">PROMOTIONS</p> <p>Can.J.32291 P/O G.B. Gray Pilot was promoted to the rank of Acting Flight Lieutenant w.o.f. 23-11-44. Can.H.87449 P/O B.M. Brewster Pilot was promoted to the rank of Acting Flight Lieutenant w.o.f. 1-12-44.</p>		

www.bombercommand.com

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																		
LEONIDE			<p>PROMOTIONS (Gen'd) Can.J.56974 P/O A.M. Macdonald, (Pilot), Can.J.16509 P/O Pope, G.S., (Pilot) and Can.J.56290 P/O K.G. Powell (Pilot) were all promoted to the rank of Acting Flight Lieutenant w.e.f. 1-12-44. P/O L.B. Hanson (Can.J.27009) (Pilot) and P/O (A/B/L) G.S. Pope (Can.J.16509) (Pilot) were both promoted to Temporary Flight Lieutenant w.e.f. 7-12-44. P/O L.G. Moffatt (Can.J.21848) (Pilot) was promoted to the rank of Temporary Flight Lieutenant w.e.f. 18-12-44.</p>																				
			<p>COMMISSIONS</p> <p>Can.R.212714 P/S Davis, G.K. A/S w.e.f. 26-10-44. Officer Number Can.J.92783. Can.R.221118 P/S Pathe, H.L. A/S w.e.f. 26-10-44. Officer Number Can.J.92834. Can.R.209262 P/S Wintoh, E. A/S w.e.f. 26-10-44. Officer Number Can.J.92786. 172821 (RAF) Sgt Petty, B. P/S w.e.f. 26-10-44. Officer Number 189476. Can.R.111776 W/L Williams, D.R. Pilot w.e.f. 17-11-44. Officer Number Can.J.93134.</p>																				
			<p>MOVINGS AND ASSIGNMENTS</p> <p>The following personnel were assigned R.C.A.F. Operational Wings during the month, having completed their first tour of operations:</p> <p>P/O J.K. Bryon (Can.J.89649) (Nav.), P/O H.M.F. Gillies (Can.J.56122) (Nav.), P/O J.M. Haynes (Can.J.89908) (W/AG), P/L D.C. Henriksen (Can.J.10516) (Pilot), P/O J. Mossman (Can.J.39013) (A/B), P/O W.K. Ogilvie (Can.J.39033) (A/G), P/O E.L. Giroux (Can.J.88821) (W/AG), P/O D.L. Hodgson (Can.J.89633) (A/G), P/O H.T. Maloney (Can.J.87908) (A/G), P/O L.R. Watson (Can.J.89375) (A/B), P/O H.L. Willis-Gibson (Can.J.99994) (A/B), P/O J.J. Gault (Can.J.89909) (Nav.), P/S Guellette, A.L. (Can.R.221140) (A/B), P/S McHugh, J.J. (Can.R.69448) (A/G), P/S Roy, S. (Can.R.209075) (A/B).</p>																				
			<p>CHANGES IN COMMAND</p> <p>NIL</p>																				
			<p>CHANGES IN ADMINISTRATION</p> <p>NIL</p>																				
			<p>AIRCRAFT ON SQUADRON STRENGTH AS AT 31-1-44</p> <p>Halifax III, 22</p>																				
			<p>OPERATIONAL, TRAINING AND OTHER FLYING HOURS FOR JANUARY</p> <table border="1"> <tr> <td>(a) Operational Flying Hours</td> <td>DAY</td> <td>NIGHT</td> </tr> <tr> <td></td> <td>151</td> <td>734.35</td> </tr> <tr> <td>(b) Flying Training Hours</td> <td>DAY</td> <td>NIGHT</td> </tr> <tr> <td></td> <td>150.45</td> <td>68.35</td> </tr> <tr> <td>(c) Other Flying Hours</td> <td>DAY</td> <td>NIGHT</td> </tr> <tr> <td></td> <td>12.30</td> <td>NIL</td> </tr> </table>	(a) Operational Flying Hours	DAY	NIGHT		151	734.35	(b) Flying Training Hours	DAY	NIGHT		150.45	68.35	(c) Other Flying Hours	DAY	NIGHT		12.30	NIL		
(a) Operational Flying Hours	DAY	NIGHT																					
	151	734.35																					
(b) Flying Training Hours	DAY	NIGHT																					
	150.45	68.35																					
(c) Other Flying Hours	DAY	NIGHT																					
	12.30	NIL																					

OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																								
LEONING			<p align="center">OPERATIONAL SORTIES FLOWN DURING JANUARY</p> <p>A total of 111 sorties were flown during the month of January in the 10 operations carried out by the Squadron.</p> <p align="center">MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED</p> <table border="0"> <tr> <td></td> <td align="center">H.H.</td> <td align="center">INTERDIARY</td> <td align="center">MINES</td> </tr> <tr> <td>Bombs dropped during January, 1945.</td> <td align="right">209 tons 840 lbs.</td> <td align="right">98 tons 1755 lbs.</td> <td align="right">23 tons 80 lbs.</td> </tr> </table> <p align="center">COMBATS WITH ENEMY AIRCRAFT</p> <p>The Squadron was engaged in four combats and encounters with enemy aircraft during the month. One enemy aircraft is claimed as damaged and one enemy Ju88 is claimed destroyed.</p> <p align="center">NUMERICAL STRENGTH OF THE SQUADRON AS AT 31st JANUARY, 1945.</p> <table border="1"> <thead> <tr> <th></th> <th>OFFICERS</th> <th>AIRCREW</th> <th>GROUNDCREW</th> <th></th> <th>AIRMEN</th> <th>AIRCREW</th> <th>GROUNDCREW</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F.</td> <td align="center">126</td> <td align="center">1</td> <td align="center">-</td> <td>R.C.A.F.</td> <td align="center">104</td> <td align="center">-</td> <td align="center">-</td> </tr> <tr> <td>R.C.A.F. (USA)</td> <td align="center">-</td> <td align="center">-</td> <td align="center">-</td> <td>R.C.A.F. (USA)</td> <td align="center">1</td> <td align="center">-</td> <td align="center">-</td> </tr> <tr> <td>R.A.F.</td> <td align="center">8</td> <td align="center">-</td> <td align="center">-</td> <td>R.A.F.</td> <td align="center">27</td> <td align="center">-</td> <td align="center">-</td> </tr> <tr> <td>R.A.F. (CAN)</td> <td align="center">-</td> <td align="center">-</td> <td align="center">-</td> <td>R.A.F. (CAN)</td> <td align="center">-</td> <td align="center">-</td> <td align="center">-</td> </tr> <tr> <td>TOTAL STRENGTH</td> <td align="center">135</td> <td align="center">134</td> <td align="center">1</td> <td></td> <td align="center">132</td> <td align="center">132</td> <td align="center">132</td> </tr> </tbody> </table> <p align="center">GENERAL</p> <p>Ten operations were successfully completed during the month of January by the Squadron making a total of 111 sorties flown. The Squadron was ordered for operations 19 times but nine of these were cancelled. The Squadron dropped a total of 331 tons of explosives during the month. Fighter activity was noticeable on several of the bombing attacks and the Squadron was engaged in four encounters with enemy aircraft and was successful in damaging one enemy fighter and destroying an enemy Ju88.</p> <p>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 third from a mining trip. The crew on the mining operation are believed to have baled out over Denmark, as they were able to give their position by radio prior to abandoning the aircraft.</p>		H.H.	INTERDIARY	MINES	Bombs dropped during January, 1945.	209 tons 840 lbs.	98 tons 1755 lbs.	23 tons 80 lbs.		OFFICERS	AIRCREW	GROUNDCREW		AIRMEN	AIRCREW	GROUNDCREW	R.C.A.F.	126	1	-	R.C.A.F.	104	-	-	R.C.A.F. (USA)	-	-	-	R.C.A.F. (USA)	1	-	-	R.A.F.	8	-	-	R.A.F.	27	-	-	R.A.F. (CAN)	-	-	-	R.A.F. (CAN)	-	-	-	TOTAL STRENGTH	135	134	1		132	132	132		
	H.H.	INTERDIARY	MINES																																																										
Bombs dropped during January, 1945.	209 tons 840 lbs.	98 tons 1755 lbs.	23 tons 80 lbs.																																																										
	OFFICERS	AIRCREW	GROUNDCREW		AIRMEN	AIRCREW	GROUNDCREW																																																						
R.C.A.F.	126	1	-	R.C.A.F.	104	-	-																																																						
R.C.A.F. (USA)	-	-	-	R.C.A.F. (USA)	1	-	-																																																						
R.A.F.	8	-	-	R.A.F.	27	-	-																																																						
R.A.F. (CAN)	-	-	-	R.A.F. (CAN)	-	-	-																																																						
TOTAL STRENGTH	135	134	1		132	132	132																																																						

www.bombercommand.com

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LEAMING			<p align="center"><u>GENERAL (Cont'd)</u></p> <p>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 made of the few fine days when operations were not ordered to complete the amount of training that was carried out. When the aircraft were grounded the aircrew were kept busy on ground training in their respective sections.</p> <p>The number of screened personnel on strength has been greatly reduced this month as the majority of them have been posted to Warrington for repatriation. Only one crew, P/L G.B. Gray (Gen. J. 55821) was screened from operations this month.</p> <p>The general health of the Squadron continued to be very good throughout the month.</p>		
			<p><i>H.R. Bolden</i> (R.L. Bolden) Wing Commander, Commanding, No. 429 Squadron, R.C.A.F., LEAMING YORKS.</p>		

www.bombercommandmuseum.ca