

8252

OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 1249 and War Manual Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

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

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Compiled by P/O A. T. Teshan (G.19673)
No. 14 used for length

Place	Date	Time	Summary of Events	References to Appendices
LONDON	1-2-45		<p>Today was fair to cloudy with some rain and fog. The Squadron was required for operations today and fourteen aircraft were ordered. The crews were briefed at 1330 hours for an attack on WILMEX. All took off and all attacked the primary. 6-10/10th medium cloud prevailed over the target with tops generally from 4,5,000 ft. Red T.L.'s were seen going down and judging from their reflection on the cloud they were well concentrated. These were backed up by green T.L.'s. Wagonai markers appeared late in relation to the ground marking. However, several crews bombed on the sky markers. The others bombed on the glow of ground markers seen through the cloud. Since no ground detail was visible it is very difficult to assess the success of the raid but it would appear that the attack was rather scattered with fires burning well over a wide area. One aircraft landed at Levenham for petrol while the remainder returned safely to base.</p> <p>Due to the preparation for the operation no flying training was carried out today. Routine ground training was undertaken in the various sections by those not detailed to fly. A lecture was given to the P/E section by the Squadron Adjutant, P/L G.R. Higgins (Gen.G.3371) on "Arrest and Custody".</p>	See App. G.17
	2-2-45		<p>The weather today was cloudy with rain and fog. Visibility became good during the day. The Squadron was again required for operations and fifteen aircraft were ordered. The crews were briefed at 1600 hours for an attack against WANN-SIKEL. Only nine of these aircraft became airborne due to the runway becoming blocked by a 427 Squadron aircraft which swung on take-off. All nine aircraft attacked the primary. 10/10th medium cloud prevailed over the target with tops from 4,000 to 10,000 feet. Visibility was only fair because of haze. Most crews bombed on the reflected glow of red T.L.'s, checking their position with Gee. Although results of the raid are difficult to assess because of the cloud conditions it is considered that a fair concentration of bombing was achieved. Several large explosions were noted in the target area. All nine aircraft returned safely to base.</p> <p>A small amount of flying training was carried out today consisting of 2 aircraft on H2S cross-country flights and S.B.A. exercises and one aircraft on local circuits and flying. A small amount of ground training was completed in the different sections. The air gunners completed one detail of aircraft recognition.</p>	See App. G.18
	3-2-45		<p>Today was fine becoming fair, then cloudy with rain at night. Visibility was good becoming moderate. The Squadron was not required for operations today as a flying training programme was drawn up and carried out. Eleven aircraft completed admission mixing exercises, air to sea flying and air to air flying. Three aircraft carried out H2S cross-country flights and fighter affiliation details. One new crew was checked out on Halifax aircraft. Considerable ground training was done today as well. Two navigators with their air bombers took radar training. Fourteen wireless operators were able to get some much needed flying practice in today.</p>	
	4-2-45		<p>Today was cloudy with rain at first becoming fair later. Visibility was poor at first becoming good.</p> <p>The Squadron was required for operations today and a total of 18 aircraft were ordered. 12 of these were ordered for bombing and six for mixing operations. The crews detailed for bombing were briefed at 1300 hours and all took off. One of these crews, P/O A.G.S. Walker (Gen.G.37284), although on the strength of 424 Squadron, was flying with this Unit in order to complete his tour on Halifax aircraft, his own Unit having converted to Lancasters.</p>	See App. G.19

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LEONING	4-2-45	(Cont'd)	<p>All aircraft attacked the primary, which was the town of GYSEHREID near Obichhausen. The target area was obscured by 10/10ths cloud with tops from 1/15,000 ft. Visibility above the cloud was generally good. The crews bombed on either See or the glow of T.I.'s reflected on the cloud. The fire reflected on the cloud covered a large area and was visible some distance from the target. Several large explosions were noted in the target area. Owing to the cloud cover it was difficult to assess the success of this raid. All of our aircraft landed safely at base.</p> <p>The crews detailed for gardening were briefed at 1445 hrs. for operations against WILHELMSTADT. See App. C-20. All took off, laid their mines as ordered by means of H2S and returned safely to base. There was 10/10th cloud with tops at 3/6,000 ft. in the gardening area. Visibility above the cloud was fair to good. No difficulties were experienced by the crews.</p> <p>Due to the large scale operations today only a small amount of training was done. Two aircraft carried out H2S cross-country exercises.</p> <p>Fifteen navigators worked on speed-up exercises in the forenoon. W/O J.A. Munnoch (Can. J. 38444) Deputy Signals Leader conducted a quiz today for all the "A" Flight pilots.</p>		
	5-2-45		<p>Today was cloudy with rain during the early morning, becoming fair. Visibility moderate at first becoming good. Wind was southeasterly 5 to 10 mph, veering westerly.</p> <p>The Squadron was required for operations today and fifteen aircraft were ordered but the operation was cancelled immediately following briefing.</p> <p>Two aircraft completed H2S cross-country, air to sea firing details and S.B.A. exercises. No further training was carried out due to the fact that the aircraft were being made ready for operations.</p> <p>One crew carried out wet dinghy drill today. Navigators and their air bombers trained on radar and See. The flight engineers were given a lecture on the Halifax fuel system by the W/E leader, W/O J.W. Carr DFM (RAF) (173968).</p> <p>W/O Barrie, an instructor from 1064 G.O., paid a visit to the Signals section today.</p>		
	6-2-45		<p>The weather today was fair at first with some rain during the afternoon. Visibility was good at first becoming poor. The wind was southeasterly from 5 to 10 mph.</p> <p>The Squadron was not required for operations today and owing to the unfavourable weather no flying training was carried out.</p> <p>All aircrew were given a lecture by Major Falbot, of the Canadian Army. He gave them a very interesting talk on "B" Bay and the "Battle of Normandy". He also spoke on the assistance given the army by the R.C.A.F.</p> <p>22 navigators worked on speed-up exercises today while the air bombers trained on radar, line dinghy drill and dry swim.</p> <p>The pilots were given a lecture on the use of the overload fuel system by the W/E leader, W/O J.W. Carr DFM (RAF) (173968). The wireless operators reviewed the Base Weekly Training Summary.</p>		
	7-2-45		<p>Today was cloudy at first becoming fair to fine. Visibility was moderate becoming good. Westerly wind from 15 to 30 mph.</p> <p>The Squadron was required for operations today and seventeen aircraft were ordered. The crews - See App. C-21 were briefed at 1730 hrs. for an attack on GORH in support of troops. All took off.</p> <p>10/10th cloud was experienced with tops at 10,000 ft. in a large patch around the target area. Markers could not be seen by most crews. The Master Bomber ordered the crews to cease bombing so all of our aircraft turned back from over the target area and returned to base without bombing. The Master Bomber was not generally heard until the crews were right on the target.</p>		

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of (Unit or Formation) No. 427 Squadron, R.O.A.F.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LEAMING	7-2-45	(Cont'd)	<p>It is thought that some jamming of this frequency occurred. All aircraft returned safely to base with all bombs.</p> <p>Very little training was completed today. One aircraft flew on an H2S cross-country and practice bombing flight.</p> <p>24 navigators practiced speed-up exercises today while two others trained on H2S along with their air bombers. The flight engineers were given a lecture on "Escape and Evasion" by P/O Reynolds, Station Intelligence Officer.</p>		
	8-2-45		<p>Today was cloudy at first with rain and drizzle during the afternoon. Visibility was good at first becoming poor. Wind westerly from 5 to 10 mph backing easterly.</p> <p>The Squadron was required for operations today and ten aircraft were ordered for mining. However this operation was cancelled at 1415 hrs. The operation was again called only to be again cancelled at 1545 hours.</p> <p>A flying training programme which had been prepared for today was cancelled owing to the unfavourable weather conditions.</p> <p>8 navigators worked on speed-up exercises today while the air bombers trained on H2S and See. The wireless operators successfully completed the weekly Group W/T exercise. The flight engineers took training on aircraft recognition as did the air gunners also.</p> <p>S/Lt Brown, Group Signals Leader, paid his first visit to the Signals section today. He was accompanied by P/O Winch the Group Fishpond Officer. P/O West also paid a liaison visit from Dalton.</p>		
	9-2-45		<p>Occasional showers at first today becoming fair to cloudy with rain during the late evening. Visibility good at first becoming moderate during the evening. Westerly wind 10 to 15 mph backing during the afternoon to southerly 15 to 25 mph.</p> <p>The Squadron was required for operations today and sixteen aircraft were ordered. Ten for mining and six others for bombing. However both of these operations were finally cancelled. Two H2S cross-country exercises and one fighter affiliation exercise were completed today. Ten navigators worked on speed-up exercises while two others along with their air bombers trained on radar. Five wireless operators were on Fishpond training and eight others carried out fault finding checks on the Harconi installation.</p> <p>The air gunners spent the day in moving their section across the hangar to its new location. The Squadron Commander, W/O R.L. Baldoe (G.1077) gave a general lecture to all aircrew this evening. Topics covered were 'Length of Operational Square', 'Intruder Warnings', 'Mining' and 'Communication'.</p>		
	10-2-45		<p>Today was rainy at first becoming fair to cloudy. There were occasional showers during the early evening becoming fair to fine. Visibility was moderate at first becoming good.</p> <p>The Squadron was called for operations again today and six crews were ordered for bombing. The same six crews detailed yesterday for bombing were again used. However this operation was also cancelled.</p> <p>Eight crews flew on training flights today and carried out cross-country, air to sea details, fighter affiliation and S.H.A. exercises.</p> <p>Navigators and air bombers trained today on H2S and See while the air gunners completed a class in aircraft recognition.</p> <p>All aircrew attended a lecture in the Station Cinema in the afternoon which was given by S/Lt Brandon, a night intruder navigator, who spoke on the activities of 100 Group.</p> <p>The R/E section order team were beaten 6 - 2 by the 427 engineers today.</p>		

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LORNING	11-2-45		<p>Today was fine at first with snow and fog during the afternoon and evening. Visibility was good at first becoming poor. Wind was southwesterly, 5 to 10 m.p.h. falling to light. The Squadron was required for operations today and six aircraft were ordered. However the operation was cancelled because of inclement weather, before briefing time.</p> <p>A training programme which had been drawn up was also cancelled because of the weather. Several crews carried out ditcher drill today. Several pilots along with their air bombers were given a F.I. demonstration on the bombing teacher. Navigators and air bombers trained on H2S while other air bombers were detailed for night vision training. The wireless operators attended a lecture on the electrical system of the Lancaster aircraft which was given in 427 Squadron W/T room. The air gunners completed 4 details of turret manipulation and 2 classes in aircraft recognition.</p>		
	12-2-45		<p>Cloudy today with fog early and rain during the afternoon and evening. Visibility poor at first becoming moderate. Wind light southeasterly becoming westerly 20 to 30 m.p.h. No operations were ordered today and due to the unfavourable weather no flying training was carried out.</p> <p>All personnel were shown a film in the forenoon on the interrogation of prisoners of war. Ground training was carried out. The navigators and air bombers trained on radar while other air bombers were on A.M.S.F. training, W/T and Intelligence. The air gunners completed six details of turret manipulation and one class of aircraft recognition. The wireless operators were kept busy in sending Robert Bennett's Christmas schedule.</p> <p>F/O J.H.R. Courtois (J.82449)(W/M) and F/O J.S. Munroch (J.28444)(W/M) visited the W/T Station at Hull on liaison duties today.</p>		
	13-2-45		<p>Rain at first becoming fair to fine. Visibility moderate at first becoming good during the afternoon. Wind was westerly from 20 to 30 m.p.h.</p> <p>The Squadron was required for operations today and 14 aircraft were ordered. The crews were briefed at 1400 hours for an attack on SOHEW. All took off. 13 of these aircraft attacked the primary while the remaining aircraft "X" NR194 attacked an alternative target. 9/10th cloud with tops from 5/10,000 ft. was experienced at the target. The F.I.'s appeared to have been dropped punctually but all crews report that they were spread over a wide area causing many green glows to reflect on the cloud. No sky marking was seen as laid down. Most crews bombed on the ground glow as instructed by the Master Bomber. In view of the number of glows spread out over the target it is assumed that bombing was quite scattered. Several explosions were seen and a few fires reported. Aircraft "X" - NR194 flown by Sgt J.14099 S/L H.W. Macdonald was engaged in combat with an enemy aircraft. Both gunners fired on it but no claim is made. One aircraft diverted to Manston while the remainder diverted to Great Ashfield for patrol. All aircraft returned safely from the operation.</p> <p>A small amount of flying training was completed today including 5 aircraft on cross-country, fighter affiliation and air to sea firing. One aircraft also flew on simulation bombing, air to sea firing and fighter affiliation exercises.</p> <p>The flight engineers were given a lecture by P/O G.H. Higgins, the Squadron Adjutant, on Air Force law during the afternoon. The air gunners attended a class in aircraft recognition but were unable to carry out any turret manipulation owing to the unavailability of the turrets.</p>		<p>See App. No. C22</p> <p>See App. No. C23.</p>

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LONDON	14-2-45		<p>To-day was fine at first, becoming fair to cloudy. Visibility was good. Wind was westerly 15 to 25 m.p.h.</p> <p>The Squadron was required for operations to-day and seven aircraft were ordered. Three of these for bombing and four for mining. The three crews detailed for bombing were briefed at 1315 hours for an attack on GERMINE. All took off and all bombed the primary. 7-10/10ths thin layered cloud with tops to 12,000 ft. and thin patches to 20,000 ft. was experienced at the target. The marking was pinpoint but the ground marking appeared scattered. One crew bombed on the signposting, the other two on the centre of the T.F.s which were visible through the thin cloud. Bomb bursts were well concentrated and many fires had started to take hold. All three aircraft returned safely to base.</p> <p>The four crews for gardening were briefed at 1315 hours for mining on WILLOW I. All took off. Three aircraft attacked the primary and successfully laid their mines. The remaining aircraft "V" ME266, flown by P/L R.G. Charlton (J.14067) failed to return. There was 9-10/10ths cloud with tops 7-8,000 feet and slight haze up to 15,000 feet over the target area. All crews aimed on HSE and experienced no difficulties. The three aircraft returned safely to base. Three aircraft carried out HSE cross-country flights, night bombing and S.S.I. exercises. Air bombers and navigators not flying trained on radar. One air bomber and his pilot trained on the A.M.S.T. Ten flight engineers trained on aircraft recognition.</p>		See App. G.24.
	15-2-45		<p>To-day was fine to fair. Visibility was good at first, becoming poor during the afternoon and evening. Wind was light and westerly, becoming light and south-easterly.</p> <p>The Squadron was ordered to provide three aircraft for operations to-day. The three crews were briefed at 1345 hours for mining on GEMO. All took off and laid their mines successfully. There was 10/10ths stratus cloud with tops about 5,000 feet in the gardening area. All crews aimed on HSE and no difficulties were experienced. There was no fighter activity. All crews landed at Charter Hall due to unfavourable weather conditions over the base. Twelve aircraft completed flying training to-day, consisting of simulation bombing, air to sea firing, fighter affiliation and range bombing exercises. Search navigators and air bombers were detailed to train on HSE while the pilots trained on A.M.S.T. The Group W/T exercise was cancelled due to a shortage of personnel to take part in it. The air gunners completed six details of target manipulation and one class of aircraft recognition.</p>		See App. G.26.
	16-2-45		<p>To-day was cloudy with fog and poor visibility. Wind was south-westerly from 5 to 10 m.p.h. No operations were ordered to-day, and no flying training was carried out due to inclement weather. Navigators and air bombers trained on radar while routine ground training was completed in all of the other sections.</p> <p>A "Battle Order" was published late this evening for operations to-morrow morning.</p>		
	17-2-45		<p>To-day was cloudy with fog at first and poor visibility throughout the remainder of the day. The wind was southeasterly from 5 to 10 m.p.h.</p> <p>The Squadron was required for operations and the crews detailed last night were briefed at 0845 hours for an attack on WESSE. All thirteen of the aircraft ordered took off in very poor visibility. All aircraft reached the target area, but due to the dense cloud over Wess; the Master Bomber cancelled the attack and the aircraft turned back, without bombing. A total of 12 x 100 lb. bombs and 8 x 250 lb. bombs were dropped. The remainder being 3000 ft. The aircraft landed at base, while the remainder diverted to Middleton St. George because of the poor visibility at base.</p> <p>No flying training was carried out to-day because of the weather.</p>		See App. G.27.

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LAMMIE	17-2-45	(Cont'd)	Two air bombers and their navigators were detailed for radar training. The remainder of the air bombers trained on dry ardes and dry dingy drill. They also visited the Intelligence Library for information. The navigators worked on speed-up exercises. The air gunners completed six details of turret manipulations. Considerable work has been done in the Summary Section in cleaning up the new premises and redecorating them.		
	18-2-45		To-day was cloudy becoming fair during the evening. Visibility was moderate becoming good during the evening. The Squadron was required to provide two aircraft for operations to-day. The crew were briefed in 427 Squadron crew centre at 1530 hours to carry out a mining operation on HANSTON. Both crews took off and laid their mines as briefed. There was 10/10th cloud with nil visibility in the mining area. The base of cloud over Dunst was 4,000 feet. Both crews worked on H2S and experienced no difficulties and returned safely to base. Considerable flying training was carried out during the day and night. Two crews were detailed for day training and carried out H2S cross-country flights, air to sea, fighter affiliation and practice bombing exercises. Night crews were detailed for night H2S cross-country, bombing and S.B.A. training. Three others carried out night fighter affiliation exercises. Two navigators and their air bombers trained on radar skills, two pilots and their air bombers were on H2S.B.F. The air gunners trained on aircraft recognition and turret manipulation.		See App. G.26.
	19-2-45		Cloudy today with moderate to poor visibility. Wind was southerly from 5 to 10 mph. No operations were ordered today and no flying training was carried out because of the inclement weather prevailing throughout the day. Thirteen navigators worked on speed-up exercises while two others along with their air bombers trained on H2S. Two other air bombers trained on A.R.B.F. while the remainder visited the Intelligence Library. The air gunners trained on turret manipulation and aircraft recognition.		
	20-2-45		The weather today was cloudy with slight rain before dawn, becoming fair. Visibility was moderate becoming good. The wind was westerly from 10-20 mph. The Squadron was required for operations and 14 aircraft were ordered. The crews were briefed at 1830 hours for an attack on MURMEL. All took off. Thirteen aircraft attacked the primary while the remaining aircraft was forced to turn back because of engine trouble. It was landed at Hanston after jettisoning its bomb load. There was a 10/10th layer of medium to thin stratus cloud with tops 3/4,000 ft at the target. Visibility above was excellent. A few crews found a slight break in the cloud and bombed on the T.L.'s. These markers appeared to be about two minutes late but were well concentrated and sufficient. Most aircraft bombed on the glow of the markers on the cloud and the bombing appeared to be well concentrated. Several explosions were seen but due to the cloud no actual bombing results could be seen. However it is considered that the attack mission was fairly successful. Several aircraft were seen shot down and three enemy fighters were encountered by Squadron aircraft. The mid-upper gunner of aircraft F* 1818 fired about 30 rounds at an unidentified single engine aircraft from 250 yards. The enemy broke off the engagement and no claim was made. This same aircraft was also attacked by an enemy ME.109. Both gunners fired on it before it was finally lost. No claim is made in either case. Aircraft J* 1867 was also attacked on the outward journey by a single engine enemy aircraft. Brave action was taken and both gunners opened fire. The enemy broke off and was lost to view. No claim is made. All of our aircraft except the early return landed safely at base. Nine aircraft carried out training flights in the early part of the day. This training programme		See App. G.29. See App. G.30 See App. G.31 See App. G.32

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LEMMING	20-2-45	(Cont'd)	consisted of range bombing, fighter affiliation, air to sea firing and S.B.A. exercises. 21 navigators also worked on speed-up exercises today during the morning while the air bombers trained on H2S, Gee and Link. The air gunners trained on turret manipulation and aircraft recognition.		
	21-2-45		<p>Today was fair to cloud with moderate visibility. Wind was southerly from 5 to 15 m.p.h. The Squadron was required for operations again today and fifteen aircraft were ordered. The crews were briefed at 1400 hours for an attack on HAMBURG and all took off. All aircraft attacked the primary. The target area was clear of cloud with some crews reporting slight ground haze. Visibility was very good. The bombing was approximately two minutes late but was well concentrated and sufficient. Crews who were over the town towards the end of the attack report the bombing was well concentrated although some incendiaries were falling short. The town was burning brightly and fires were visible for as much as 80 miles on the homeward journey. Several large explosions were seen. This is considered to have been a very successful attack. Fighters appeared to be very active in the target area and three encounters were reported. Aircraft "P" ME318 was encountered by an unidentified enemy aircraft. Corscrew action was taken and both gunners fired 150 rounds each. The enemy aircraft flew along parallel for a few minutes before breaking away. No claim is made. Aircraft "H" ME290 flown by W/L G.S. Pope (J.16505) was attacked by an enemy ME190 when it opened fire at 600 yds. The rear gunner immediately opened fire and corscrew action was taken. Strikes were seen on the ME190, also a burst of flame. The ME190 closed to 150 yards during the corscrew then pulled off. As it did so the mid-upper gunner joined in with the rear gunner firing 100 rounds. Strikes were seen on the fuselage of the enemy aircraft. The enemy pilot baled out and his aircraft was seen to explode in the air. The ME190 is almost destroyed. Aircraft "P" ME135 was also attacked by an unidentified twin engine aircraft which opened fire at 650 yards. The Halifax corscrewed and the mid-upper gunner fired a burst. The enemy aircraft broke off and no claim is made. All of our aircraft returned safely to base. Because today's operation followed so closely after that of yesterday it was impossible to use the aircraft for flying training.</p> <p>A small amount of ground training was carried out today. Navigators and their air bombers trained on H2S, dry swim and visited the Intelligence Library. The Group W/T exercise was cancelled because of the operation. Spare air gunners were kept busy cleaning up their section.</p>		See App. G.33 See App. G.34 See App. G.35 See App. G.36
	22-2-45		<p>Today was cloudy with a period of slight drizzle during the morning. There was also slight rain from 2045 hrs. Visibility was moderate to good and the wind northwesterly from 5 to 12 mph. No operations were ordered today as a flying training programme was drawn up. Due to the weather conditions it was only possible to carry out local flights. These consisted of fighter affiliation, simulation and range bombing, and air to sea firing. Eight aircraft were engaged in the completion of these exercises.</p> <p>Most of the aircrew were resting up from the previous operations so only routine ground training was carried out in the sections. Several navigators and air bombers trained on H2S while other air bombers trained on W/T and visited the Intelligence section. The air gunners completed a class in aircraft recognition and 4 details of turret manipulation.</p>		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LEWIS	23-2-45		<p>Today was cloudy to overcast becoming fine in the evening. Visibility moderate becoming good. Wind was northwesterly from 5 to 10 m.p.h.</p> <p>The Squadron was required for operations today and sixteen aircraft were ordered. The crews were briefed at 0830 hours for an attack on XXXXX. One failed to take off for technical reasons while the remaining fifteen became airborne and attacked the primary. There was 10/10th the cloud at the target with tops from 6-8,000 feet and a 10/10th layer of cloud above with base approximately 16,000 feet. Visibility was poor at times. Some crews report seeing one green smoke puff marker but the remainder saw no markers. All crews bombed on See. There was a good concentration of aircraft at the target but bombing results could not be assessed because of the dense clouds. All of our aircraft returned safely to base.</p> <p>Some flying training was carried out during the day. One aircraft was detailed for mining and range bombing and another for mining only. Still another was detailed for night fighter affiliation, and bombing. One aircraft, sp - 12139, which was being flown on a training flight crashed while approaching the runway to land. It took off at 1739 hours and at 1755 hours called Flying Control on R/T for permission to land. The aircraft was being flown on three engines. When on the final approach directly off of runway the aircraft called up again and said "on two now" indicating that another engine had cut out. The aircraft then banked to port in a climbing turn, the bank reaching approximately 70° to 75° then went straight down and burst into flames on impact. The aircraft was totally wrecked. The pilot, P/L P.F. Robb (J.5113) was instantly killed. The navigator, P/L D.S. Macfabe, (34347) and the air bomber P/O P.M. Dasher (J-37905) both died early next morning in the R.A.F. Hospital, Northallerton and the mid-upper gunner, P/O G.S. P/S Hookley, R.N. died in the Station Hospital, Easing at 2300 hours the same night. The remaining three crew members, P/O D.M. McInerney (4.4308) (W/AF), Sgt. Lewchwaik, A.E. (1880668) (RAF) (W/AF) and P/S Hopf, G.S. (1229776) (RAF) were admitted to the R.A.F. Hospital at Northallerton for treatment of injuries they received in the crash. A moderate amount of routine ground training was carried out in the various sections today.</p>		See App. No. G.37
	24-2-45		<p>The weather today was fine becoming cloudy. Visibility was good with a wind from the south-west from 10 to 30 m.p.h. and gusty at times.</p> <p>The Squadron was again required for early operations today and fourteen aircraft were ordered. The crews were briefed at 0845 hours for an attack on XXXXX. All took off and all bombed the primary. There was 10/10th cloud with tops from 6-9,000 feet at the target area. Visibility above the cloud was excellent. Due to the cloud no markers were seen. All crews bombed on See as instructed by the Master Bomber. The gaggle approached the release point to starboard of the track and in the last two minutes made a sharp turn to correct the position and many aircraft were seen bombing while turning. Several aircraft went a considerable distance to port of the gaggle to get to the briefed release point. This is believed to have been a very scattered attack. All of our aircraft returned safely to base.</p> <p>Due to a shortage of serviceable aircraft only one training flight was completed, this being an H2S cross-country exercise.</p> <p>Pilots not flying were given training on link. Navigators and air bombers trained on H2S while some air bombers were detailed for the bombing teacher. The air gunners completed six details of turret manipulation and one class in aircraft recognition.</p>		See App. XXXXX G.38
	25-2-45		<p>Today was cloudy with a slight rain to 0700 hours, and a slight drizzle from 1630 hours to 2230 hours. Visibility was good. Wind was southwesterly to westerly from 5 to 30 m.p.h. gusting at times to 40 m.p.h.</p> <p>The Squadron was required for operations today and five aircraft were ordered. The crews were briefed at 1430 hours for a mining operation on XXXXX. All aircraft took off.</p>		See App. G.39

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LESLIE	25-2-45	(Cont'd)	Four aircraft carried out the mission and successfully land their mines by visual means. All crews report nil cloud and excellent visibility over the garden area. The remaining aircraft, the mine which was in base from 427 Squadron and flown by W/L E.S. Benson (J27009), failed to return from this operation. The four aircraft returned safely to base. The weather today was not favourable for training as none was carried out. Many of the airores were away to Church this forenoon while the remainder undertook various forms of ground training in their sections. The air bombers trained on radar, W/T and also visited the Intelligence Library. The air gunners completed a class in aircraft recognition.		
	26-2-45		Today was cloudy with slight rain but good visibility. The Squadron was not required for operations today so a flying training programme was drawn up and carried out. Two aircraft carried out H2S cross-country exercises, four completed range bombing, air to sea firing and S.A.A. details while three others carried out practice and simulation bombing, fighter affiliation and air to sea firing exercises. 17 navigators worked on speed-up exercises while others along with their air bombers trained on Gee and H2S. The air gunners attended two classes in aircraft recognition.		
	27-2-45		The weather today was cloudy with scattered showers. Visibility was good. The Squadron was required for operations today and thirteen aircraft were ordered. The crews were briefed at 0815 hours for an attack on MARE. Only one of these became airborne due to an accident during take-off which rendered the runway unserviceable. The other runways could not be used because of a heavy cross-wind. The aircraft which took off attacked the primary, 10/10ths cloud was encountered over the target with tops at 8-9,000 feet. Visibility was good above the cloud. 3 or 4 green smoke puffs were seen and could be easily identified against the white cloud. The target was completely obscured so no assessment of attack is possible. Tactics were satisfactory but the first wave of the gaggle seemed to arrive too early to enable them to bomb accurately on the gunnery. It is considered that only a fair concentration of bombing was achieved. Our aircraft returned safely to base. The aircraft which suffered the accident and prevented further aircraft from taking off was W/L W.477 , a 427 Squadron aircraft. It was being flown by one of our crews, W/O R.M. Scott (J41118). This aircraft started the run to take off and was seen to blow a starboard tyre. It started to swerve to starboard, was airborne a few seconds and crashed in on one wing, catching fire and blowing up immediately upon contact. It was completely demolished and totally burnt when the H.S. bomb and the incendiaries exploded. All of the crew with the exception of the rear gunner, W/S J.H. MacSathern (K264941) were instantly killed. W/S MacSathern was found near the wreckage after the burning of the incendiaries had died down and was immediately rushed to Hospital at Northoltton and was found to be suffering from burns to his face and hands and lacerations and abrasions to his body. As a result of this accident no further flying was carried out today. A small amount of routine ground training was completed in the various sections.		See App. C40
	28-2-45		Today was fair to cloudy with good visibility. No operations were ordered today. Four training flights were completed and one new crew was checked out on Halifax aircraft. Ten navigators worked on speed-up exercises today while five others completed dry swim. Twelve flight engineers trained on aircraft recognition and the air gunners completed six details of turret manipulation. The wireless operators were given a lecture on Fishpond by W/O Wright the Base Fishpond officer. The air bombers also attended this lecture. He pointed the tactical use of Fishpond and also spoke on the maintenance of the equipment.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LISBON	28-2-45		Four bearer parties and the Squadron Adjutant, W/L W.A.F. Toohan (G.13673) proceeded to Harrogate this morning to attend the funeral of W/L P.F. Robb, W/O F.E. Casber, W/L D.S. MacLabb and W/S H.H. Hockley which took place in the R.A.F. Regional Cemetery, Harrogate, at 1030 hours.		
			<u>CASUALTIES</u>		
			The following personnel are missing as the result of air operations during the month of February, 1945.		
			W/L R.G. Garsden (Can.J.4047) Pilot 17 previous operational trips, 112.55 hours.		
			W/O R.A. Thorne (Can.J.2139) Nav. 25 " " " 133.25 "		
			W/O R.J. McCullins (Can.J.27951) A/S 30 " " " 168.45 "		
			Sgt. Redmond, W. (Can.H.209631) W/E 15 " " " 101.05 "		
			W/O K.W. Rainford (Can.J.24809) WO/MS 15 " " " 101.05 "		
			W/S Hanson, G.J. (Can.E.267995) MI/MS 15 " " " 101.05 "		
			W/S Bostwick, S.E. (Can.E.257779) R/A/G 15 " " " 101.05 "		
			The above crew is missing as the result of mining operations on 'WHLOW I' on the night of 14/15th. February, 1945.		
			W/L I.B. Benson (Can.J.27009) Pilot 16 previous operational trips, 109.03 hours.		
			W/O V.B. Fleming (Can.J.40057) Nav. 15 " " " 102.10 "		
			W/S Buchanan, J.G.R. (Can.E.278556) A/S 14 " " " 94.45 "		
			Sgt Baker, J.S. (1962003 RAF) W/E 15 " " " 102.10 "		
			W/O Finkes, W.A. (Can.E.28799) WO/MS 15 " " " 102.10 "		
			W/S Fiercy, R.P. (Can.E.27010) MI/MS 15 " " " 102.10 "		
			W/S Alm, R.H. (Can.E.22836) R/A/G 14 " " " 95.30 "		
			This crew is missing as the result of mining operations on ARSUAL on 27th. February, 1945.		
			W/L P.F. Robb (Can.J.5118) Pilot 17 previous operational trips, 115.25 hours was killed in an aircraft crash on 23rd. February, 1945 at 1739 hours.		
			W/L D.S. MacLabb (Can.J.13275) Nav. 15 previous operational trips, 187.25 hours.		
			W/O F.E. Casber (Can.J.37867) A/S 15 " " " 103.25 "		
			W/S Hockley, H. (Can.H.104253) MI/MS 15 " " " 103.25 "		
			died of injuries sustained in an aircraft crash on 23rd February, 1945. W/L MacLabb died at 0028 hours 24th Feb., 1945, in the R.A.F. Hospital, Northolt. W/S Hockley died at 2300 hours in Station Hospital, Leeming. W/O Casber died at 0225 hours 24th Feb., 1945, in the R.A.F. Hospital, Northolt.		
			The following aircrew were killed in an aircraft crash at 1240 hours, 27th February, 1945 while taking off on operations:		
			W/O R.M. Scott (Can.J.41118) Pilot 5 operational trips, 32.30 hours.		
			W/O S.S. Green (Can.J.40856) Nav. 3 " " " 20.05 "		
			W/O K.F. Whitehouse (Can.J.40342) A/S 3 " " " 20.05 "		
			Sgt HEMER, P.D. (Can.E.27222) W/E 3 " " " 20.05 "		
			W/O Mackie, R. (Can.E.19098) WO/MS 3 " " " 20.05 "		
			W/S Brewer, H.J. (Can.E.21235) MI/MS 3 " " " 20.05 "		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LEAMING.					
			POSTURES - IN		
			Gen. J. 4118 F/O R.M. Scott Pilot, Gen. J. 40896 F/O S.T. Carson Nav.		
			Gen. J. 40742 F/O Whitehouse, K.F. A/B Gen. J. 27323 Sgt Fisher, F.S. F/E		
			Gen. J. 19088 WO2 Mackie, A. WO/MS Gen. J. 212339 F/S Brewer, M.J. MU/MS		
			Gen. J. 25494 F/S MacEachern, J.H. A/G posted from 76 Base w.e.f. 7-2-45.		
			Gen. J. 14905 F/L M.W. Sanderson Pilot Gen. E. 180757 WO2 Nault, J.P. Nav.		
			Gen. J. 18699 F/S Prince, H.N. A/B Gen. J. 91014 F/O Strand, W.S. F/E		
			Gen. J. 27021 Sgt Leroux, A.S. WO/MS Gen. J. 281969 Sgt Goussier, F.P. MU/MS		
			Gen. J. 26167 Sgt Caldwell, A.G. A/G posted from 76 Base w.e.f. 7-2-45.		
			Gen. J. 41765 F/L W.A.T. Toohan (Adj. Admin. posted from 429 Squadron w.e.f. 25-2-45 H.Q. No. 6 Group		
			Gen. J. 85111 F/O A.H. Baird Pilot posted from 419 Squadron w.e.f. 25-2-45		
			Gen. J. 89715 F/O G.J. Kelly A/B posted from 431 Squadron w.e.f. 24-2-45		
			Gen. J. 37995 F/O J.L. Nelson Pilot Gen. J. 361096 F/S Gilham, G.H. Nav.		
			Gen. J. 41329 F/O W.J. Leslie A/B Gen. J. 209108 Sgt Sutton, D.M. F/E		
			Gen. J. 28333 F/O L.F.V. Straker WO/MS Gen. J. 276098 F/S Mountford, E.S. MU/MS		
			Gen. J. 27321 Sgt. James, R.A. A/G posted from 76 Base w.e.f. 25-2-45.		
			POSTURES - OFF		
			Gen. J. 39090 F/O Miller, J.E. WO/MS, posted to R.O.A.F. "R" Depot w.e.f. 1-2-45.		
			Gen. J. 96865 F/O H.W. Herbert A/B posted to No. 69 Base w.e.f. 1-2-45.		
			Gen. J. 26707 F/O L.S. Arbuckle A/B posted to R.O.A.F. "R" Depot w.e.f. 1-2-45.		
			Gen. J. 3796 A/S/L A.P. Childs MCO Pilot posted to R.O.A.F. O/S H.Q. w.e.f. 4-1-45.		
			Gen. J. 5450 F/O J.G. Wheeler A/G posted to H.Q. No. 6 Group w.e.f. 5-2-45.		
			Gen. J. 104448 WO1 Britten, D.J. WO/MS Gen. J. 209075 F/S Roy, S. A/G		
			Gen. J. 99548 F/O F.S. Conway A/G Gen. J. 92681 F/O Hopkins, B.W. A/G		
			Gen. J. 89909 F/O J.J. Whall Nav., Gen. J. 29965 F/O S.W.M. Zorobosky Nav.		
			were all posted to R.O.A.F. "R" Depot, Warrington, for repatriation w.e.f. 5-2-45		
			Gen. J. 35291 F/O G.B. Gray Pilot posted to 1699 C.I. w.e.f. 12-2-45.		
			Gen. J. 36898 F/O R.T. Bourgas Nav., posted to 22 O.A.U. w.e.f. 15-2-45.		
			Gen. J. 270026 F/S Fleming, G.D. A/G posted to R.O.A.F. "R" Depot w.e.f. 12-2-45.		
			Gen. J. 19825 F/O Lee, G.B. Pilot posted to R.O.A.F. "R" Depot w.e.f. 12-2-45.		
			Gen. J. 48942 F/O H.H. Hammit Nav., Gen. J. 48454 F/O A.G. Bruce A/B		
			Gen. J. 184791 Sgt Smith, W.R. F/S Gen. J. 207355 F/S Poulton, J.T.H. WO/MS		
			Gen. J. 39865 F/O L.B. Leman MU/MS Gen. J. 202404 F/S Taylor, H.D.S. A/G		
			were all posted to 76 Base w.e.f. 11-2-45.		
			Gen. J. 12499 F/L D.W. Walkley Pilot, Gen. J. 40433 F/O H. Ferguson Nav.		
			Gen. J. 38419 F/O W.S. Palmer A/B Gen. J. 121291 WO1 Redinger, J.A. WO/MS		
			Gen. J. 279631 F/S Ehl, A.G. WO/MS Gen. J. 279911 F/S Moyes, R.T. A/G		
			were all posted to No. 409 Squadron w.e.f. 15-2-45.		
			Gen. J. 28968 F/O T.J. Goodson A/B posted to 1666 C.I. w.e.f. 16-2-45.		
			Gen. J. 29719 F/O M.M. Wainwright A/B posted to 1699 C.I. w.e.f. 16-2-45.		
			Gen. J. 90437 F/O J.H. McLaughlin A/G posted to R.O.A.F. "R" Depot w.e.f. 16-2-45.		
			Gen. J. 23139 F/L R.R. Kingland MCO Pilot, posted to R.O.A.F. O/S H.Q. w.e.f. 19-2-45.		
			Gen. J. 3371 F/L G.E. Higgins Admin. posted to R.O.A.F. "R" Depot w.e.f. 19-2-45.		
			Gen. J. 76451 F/S Higgins, J.B. A/B posted to R.O.A.F. "R" Depot w.e.f. 23-2-45.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LOGGING			<u>OPERATIONAL SORTIES FLOWN DURING PERIOD</u>		
			A total of 162 sorties were flown during the month of February in the seventeen operations carried out by the Squadron.		
			<u>MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED</u>		
			HAS	RESEMBLY	MINES
			Bombs dropped during January, 1945. 209 tons 840 lbs. 98 tons 1753 lbs. 23 tons 80 lbs.		
			Bombs dropped during February, 1945. 208 " 580 " 108 " 1825 " 57 " 1920 "		
			Bombs dropped to date. 417 tons 1420 lbs. 207 tons 1340 lbs. 80 tons 2000 lbs.		
			<u>COMBATS WITH ENEMY AIRCRAFT</u>		
			The Squadron was engaged in seven combats and encounters with enemy aircraft during the month. One enemy F.W.190 aircraft is claimed destroyed as a result.		
			<u>NUMERICAL STRENGTH OF THE SQUADRON AS AT 28th FEBRUARY, 1945.</u>		
			<u>OFFICERS</u>	<u>ARMY</u>	<u>GROUND CREW</u>
			R.C.A.F. 104	1	R.C.A.F. 95
			R.C.A.F. (USA) 1	-	R.C.A.F. (USA) -
			R.A.F. 7	-	R.A.F. 29
			R.A.F. (CAN) -	-	R.A.F. (CAN) -
			<u>TOTAL STRENGTH</u> 113	1	118
			<u>GENERAL</u>		
			The Squadron was engaged in seventeen operations during the month of February flying a total of 162 sorties, a substantial increase over the number flown last month. A total of 375 tons of explosives was dropped on these operations. This total would have been 445 tons but for the fact that 70 tons of H.B. bombs were brought back from two operations which were cancelled by the Master Bomber in the target areas. Fighters were in evidence on several raids, Squadron aircraft becoming engaged in combat with enemy aircraft on seven occasions. One enemy F.W.190 is claimed destroyed as the result of one of these encounters.		
			Two of our crews, W/L E.J. Charlton and W/L I.B. Benson, were reported missing as a result of air operations this month. The Squadron lost two very valuable members as W/L Charlton was Deputy "B" Flight Commander and W/L Benson was Assistant Deputy "B" Flight Commander. Two of our airmen lost their lives as the result of two different aircraft crashes on this Station this month. The pilots of these two aircraft were W/L P.F. Robb and W/O E.M. Scott both of whom were killed.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>GENERAL - (Cont'd)</u>		
			<p>The Squadron was able to show a good increase in the number of hours flying training over last month. This was done in spite of the fact that the Squadron was required for operations on 21 days out of the 28 days in the month. On several days when no operations were ordered the weather was unfavourable for training so that full use had to be made of all good flying weather. A good amount of ground training was completed in each of the aircrew sections.</p> <p>One crew, W/L A.M. Macdonald, was screened from operations during the month. They had completed their first operational tour. One pilot, W/L G.S. Pope, was also screened, having completed his second tour of operations.</p> <p>The general health of the Squadron continued to be excellent throughout the month.</p> <p><i>There were 22 Halifex III aircraft in Squadron strength as at 31st December 1941.</i></p>		
			<p><i>[Signature]</i> (R.A. Boland) Wing Commander, Officer Commanding, No. 429 Squadron, R.C.A.F., MESSING, YORKS.</p>		

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