

OPERATIONS RECORD BOOK

547-20-429
Dad

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

Compiled by P/L W.A.F. Toohan (G.13653)
No. of pages used for month 15

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LEGNIE	1-3-45		<p>Today was rainy becoming cloudy later on. Visibility was excellent throughout the day. The Squadron was required for operations today and thirteen aircraft were ordered. The crew were briefed at 0630 hours for a daylight attack on MANNHEIM. All took off and all attacked the primary. The weather over the target was 10/10th cloud so sky marking was used. All aircraft bombed on the smoke puffs as directed by the Master Bomber who was clearly heard by most crews. The blue smoke puffs were readily identified but more of them could have been used. Cloud completely covered the target so that nothing could be seen below. Crews feel that if the smoke puffs were accurately placed the raid should be successful and effective. All of our aircraft returned safely to base.</p> <p>Due to the call for operations only two training flights were completed, both of these being H2S cross-countries.</p> <p>Only a very small amount of ground training was done today as everyone was busy preparing for operations. Navigators and airbombers trained on radar while some other air bombers trained on WT and visited the intelligence section for information.</p>		See App. C42
	2-3-45		<p>The weather today was fine becoming cloudy then fine again. Visibility was excellent. The Squadron was again required for operations and fourteen aircraft were ordered. The crew were briefed at 0330 hours for an attack on COLOGNE. All took off and all attacked the primary. The weather over the target area ranged from clear to 5/10th patchy cloud with visibility generally very good. The target was identified visually by the river and the built-up area and also checked by Gec. No T.I.'s were seen as the crews bombed 'Pickwick' on instructions from the Master Bomber who was heard clearly. Several small scattered fires were seen in the city area. There was a good concentration of aircraft and all accounts indicate that the attack should have been very successful. All of our aircraft returned safely.</p> <p>One crew was detailed for a mining operation for very early morning.</p> <p>Due to the pressure of operations it was possible to complete only one training flight and this was a night cross-country and bombing flight.</p> <p>A small amount of routine ground training was completed in the various aircrew sections.</p> <p>All available aircrew went to Harrogate this morning to attend the funeral of Flying Officer R.M. Scott (Can.J.41118) and the other five members of his crew who were killed in an aircraft crash on 27th February, 1945. They were buried at 10.30 a.m. in the R.A.F. Regional Cemetery there with Squadron Leader M.W. Williams, Station Chaplain, conducting the service.</p>		See App. C43
	3-3-45		<p>Today was fine becoming cloudy. Visibility was excellent all day.</p> <p>The crew detailed for operations last night were also briefed last night at 2030 hours. They took off shortly after mid-night and successfully dropped their mines in the garden at OBERKIRCHEN. Visibility was clear and they were able to lay the mines visually. The aircraft returned to base without difficulty.</p> <p>No further operations were ordered as a full training programme was organized. Twelve aircraft were used and the training consisted of practice bombing, fighter affiliation, air to sea firing exercises and cross-country flights.</p> <p>Routine ground instruction was given the aircrew not engaged in flying during the day.</p> <p>A stand-by 'Battle Order' was published at 1930 hours this evening for a possible operation. However this was finally cancelled at 2215 hours.</p>		See App. C44

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MISSIVE.	4-3-45		<p>The weather today was cloudy with slight rain about noon. Visibility remained good all day. The Squadron was ordered for operations and was required to provide 14 aircraft. Briefing was held at 1430 hours but the operation was cancelled shortly after briefing. Due to the necessity of preparing the aircraft for operations it was impossible to complete any flying training.</p> <p>The navigators were given a lecture on navigation today by P/O J.A. Schollar (J.40478) the new Squadron Navigation Leader. Navigators and air bombers also trained on radar navigation while the air bombers also trained on W/T and visited the Intelligence library. The wireless operators were given Flashpond training and also checked over the equipment in their aircraft. The air gunners trained on turret manipulation and completed one class in aircraft recognition.</p>		
	5-3-45		<p>Today was partly cloudy with slight rain about noon. Visibility was good throughout the day. The Squadron was required for operations today and fourteen aircraft were ordered. The crews were briefed at 1345 hours for an attack on GHEMINTZ. All aircraft took off. Thirteen aircraft attacked the primary while the remaining Halifax failed to return. It was Serial No. "K" - LV996 and was flown by P/L W.W. Sanderson (Cdn.J.14905). Met over the target was 10/10th cloud varying up to 14,300 feet. Most crews bombed on the Master Bomber's instructions which were to overshoot the sky-marking by 12 seconds. He was heard to call in P.F.P. to drop more flares. Marking was good at the beginning of the attack but later on it became vague. Bombing was reported as fairly concentrated although some bombs were scattered over a fairly wide area. The glow from the flares became quite dense and could be seen for at least 30 miles after leaving the target. Accurate assessment of the raid is impossible due to the cloud cover but if the markers were well placed the raid should be fairly successful. Several aircraft were seen to go down around the target area. All of the thirteen aircraft were forced to divert and land away because of shortage of petrol. Two of them landed at Juvincourt, France, one at Ford, two at Targers and eight at Tarrant Rushton. Two 300 lb. bombs were brought back. Due to operations no flying training was carried out.</p> <p>13 navigators worked on speed-up exercises while, the air bombers trained on A.M.S.T., W/T and navigation. The wireless operators successfully completed the Group W/T exercise.</p>		See App. C.45
	6-3-45		<p>Today was cloudy with good visibility most of the day.</p> <p>The Squadron was not required for operations but due to the fact that the aircraft had diverted last night it was impossible to complete any degree of flying training. One crew carried out a cross-country flight and two aircraft were ferried down to Marston Moore.</p> <p>Two Navigators completed dry swims, one trained on H2S while the air bombers divided their time between the W/T Section, Link trainer and Intelligence library. The wireless operators were given some practice while on yesterday's operation in sending back sixteen winds between them to our H/2 H/2 station at Base.</p>		
	7-3-45		<p>The weather today was cloudy with excellent visibility, above the cloud.</p> <p>Word was received today from the R.A.F. Station, West Malling, that aircraft "K" LV996, which had been reported missing after the operation 7th/6th March had been found at Upper Malling, Kent. It had crashed there while returning from the operation and all seven members of the crew were killed and the aircraft totally wrecked. The Squadron was required for operations today and fifteen aircraft were ordered. The crews were briefed at 1430 hours for an attack on GHEMINTZ. All took off and all attacked the primary. There was no cloud over the target but a slight haze which did not interfere with visibility. Some P.F.P. were on time dropping a very large number of illuminating flares which made it difficult to identify yellow and green T.I. The red T.I. seemed to be late but the yellow and green markers were seen by all crews. The markers were somewhat scattered and Master Bomber instructed the crews to bomb the centre of green T.I. to port of the yellow.</p>		See App. C.46

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HAMBURG	7-3-45	(Cont'd)	and Master Bomber instructed the crews to bomb the centre of green T.I. to port of the yellow. Not many bomb bursts were seen in the target area although large explosions were seen. On the outward journey the rear gunner of Halifax "W" W941 saw a single engine aircraft on port quarter, up. At 600 yards he opened fire and fighter broke off. No combat manoeuvre was taken and no claim is made. In the target area at 2202 hours, Halifax "Q" W942 piloted by R/O M.M. Acres (J.27054) was attacked by a Me-410 from astern below. The rear gunner opened fire and all four guns jammed after 200 rounds were fired. The mid-upper opened fire with 800 rounds and many hits were scored although no claim is made. Aircraft "W" W941 was forced to land at Carnaby due to brake pressure failure while the remainder returned safely to base. Due to the pressure of operations no flying training was carried out today. Ten navigators practiced speed-up exercises while the air bombers went to the radar, navigation and intelligence sections for training. The flight engineers were given a lecture on the Lancaster Hydraulic System by the R/O leader, R/O J.W. Carr (RAF) (179983). Three wireless operators completed a Group exercise today.		See App. G.47. See App. G.48.
	9-3-45		Today there was intermittent slight rain at first becoming cloudy. Visibility was good. The Squadron was required for operations today and thirteen aircraft were ordered. Eight crews were briefed for an attack on HAMBURG at 1530 hours while the other five crews were briefed at the same time to carry out a mining operation against ELBE. The aircraft detailed for Hamburg were carrying mines but were going in with the bomber stream and dropping their mines using bombing methods. Gurs were the only aircraft on this operation carrying mines. All took off and all attacked the primary, which was the dock area of Hamburg. Cloud in the target area ranged from 500/1000ft with tops from 4-10,000 feet. Visibility was from fair to good above the cloud. Crews identified the special aiming point in various ways, visually by stretches of water, by the docks, by illuminating flares, T.F.s and Wagnami. Some crews bombed on visual identification of ground detail while others bombed in relation to the T.F.s on the main force target. It is considered that the attack was fairly successful. One mine was hung up and brought back to base. All eight aircraft returned safely to base. The five crews briefed for mining all took off and successfully laid their mines in the allotted areas. Weather in the mining area was generally reported as clear at aircraft height with some haze below. Visibility was fair to good above the haze. All crews mined on H2S and consider the operation a success. All returned safely to base. No flying training was carried out today owing to operations. Routine ground training was completed in the sections. The wireless operators trained on Fishpond while the navigators and air bombers trained on radar.		See App. G.49. See App. G.50.
	9-3-45		Today was fine becoming cloudy. Visibility was moderate to good. The Squadron was ordered for an operation today and ten aircraft were detailed. The crews were briefed at 1600 hours for a mining operation on OSLO. All ten aircraft took off. Nine of these successfully laid their mines in their allotted area but the remaining aircraft was forced to turn back over enemy territory owing to an unserviceable H2S unit. It returned to base with the full mine load. Weather over the target area was cloud free with excellent visibility. All crews mined on H2S and were well satisfied with the new tactics. These were to approach the area from the north. Gee coverage on this approach was splendid. It is believed this operation was quite successful. All aircraft returned to base without loss. A small amount of training was done today. Three new crews carried out cross country exercises while two other crews were checked out in Lancaster aircraft with which the Squadron is		See App. G.50.

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LESSMERE	9-3-45	(Cont'd)	being re-equipped. Routine ground training was carried out in the sections. A lecture was given on electrical generators and fault finding by LAC Williamson of the W/T section. After the lecture an open forum was held and the lecturer was kept busy answering questions.		
	10-3-45		Today was cloudy with moderate to excellent visibility. The Squadron was not required for operations today so a training programme was carried out. Training has commenced on the new Lancaster aircraft. One new crew was checked out, one carried out air to sea firing, bombing and S.B.A. details while four others completed H2S cross-country, and fighter affiliation exercises. The navigators were engaged in cleaning up their section during the forenoon while the air bombers trained on radar and W/T and visited the Intelligence section. The other sections carried out routine ground training.		
	11-3-45		The weather today was cloudy becoming fine during the evening. The wind was calm and the visibility good becoming moderate. The Squadron was required for operations and ten aircraft were ordered. The crews were briefed at 0815 hours for a daylight attack on ESSBY. All took off and all attacked the primary. Weather over the cloud was 10/10th cloud with tops from 4-8,000 feet completely obscuring the target area. Visibility above the cloud was reported from good to excellent. All crews identified the target area by skymarking, smoke puffs red and blue. These were checked by Gee in some cases. The raid appears to have been well directed by the Master Bomber who was clearly heard throughout the attack. The skymarking was generally sufficient and easily identified. The concentration of aircraft over the target was good. No fires or explosions could be seen but considerable turbulence existed in the cloud immediately over the area and two columns of smoke were reported rising to 8,000 feet. This raid would appear to have been very successful. All of our aircraft returned safely to base. Some training was undertaken today and four crews were checked out in Lancaster aircraft. One crew completed practice bombing and S.B.A. details while another carried out a cross-country flight. One crew also completed air to sea, range bombing and S.B.A. exercises. The air bombers were given check-outs today on the Lancaster front target as well as training on A.M.B.T., radar and W/T. The Group W/T exercise was cancelled today owing to operations.		See App. C.11
	12-3-45		Today was fine at first with fog developing after 0400 hours becoming cloudy. Visibility was poor in the fog, otherwise was moderate. The wind was light, south-westerly. The Squadron was required for the operations today. Nine aircraft were ordered for bombing and three for training. The crews detailed for bombing were briefed at 1000 hours for an attack on DORTMUND. All took off and all successfully bombed the primary. Weather over the target was 10/10th cloud with tops from 3-10,000 feet. All crews were satisfied with the tactics and found wet conditions as briefed. F.P.F. marking was considered by most crews to have been plentiful well concentrated and regularly placed. All bombing was directed by the Master Bomber and crews bombed either blue or green smoke puffs in accordance with his instructions. No ground detail was visible. The clouds were discoloured by brownish-black smoke which covered a large area and caused them to appear as if they were boiling. Observations would indicate that in spite of the 10/10th cloud there was a very definite and concentrated eruption in the target area which suggested that the attack could have been quite successful. All returned safely to base. The three crews detailed for gardening were briefed at 1700 hours for training on HESSLO. All took off. Two aircraft successfully laid their mines as ordered but the remaining crew was forced to abandon the mission over the garden area because of an unserviceable H2S unit and return to base with the full mine load. Weather in the target area was nil to		See App. C.12 See App. C.13

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LONDON	12-3-45	(Cont'd)	4/10ths cloud up to 8-10,000 feet. Horizontal visibility was quite hazy with vertical visibility reported as very poor. Both crews mined on H2S. All returned safely to base. During the day four more crews checked out on Lancaster aircraft and one crew completed an H2S cross-country flight. Two navigators trained on H2S today while the air bombers not flying trained on radar navigation. Routine ground training was completed by the other aircrew sections. P/O J.L. Nelson (J-3795) and crew proceeded to Brookwood, Surrey, today to attend the funerals of P/L H.W. Sanderson and crew who were killed in an aircraft crash near West Malling on March 6th. The funeral was held today in the R.A.F. Regional Cemetery at Brookwood.		
	13-3-45		Today was fair to cloudy with moderate visibility. The wind was light, southeasterly veering to light southwesterly. Operations were ordered again today and the Squadron was required to supply 13 aircraft. The crews were briefed at 0900 hours for a daylight attack on WIMBORNE. All took off and all attacked the primary. There was 8-10/10th cloud over the target but visibility above the cloud was very good. Some crews were able to see the target through breaks in the cloud but most of them saw nothing of the target. The target was mostly reported as inadequately marked and no ground markers were seen. One crew bombed on Gee but most of them bombed on smoke puffs as ordered by the Master Bomber. One crew saw bombs exploding in the centre of the city and reported incendiaries scattered throughout. One very large fire was seen. Although most crews saw no actual bombing results the consensus of opinion was that the raid was successful. All aircraft returned safely to base. Not much flying training was completed today due to the operation but three more crews were checked out on Lancasters and one crew completed a local flying and familiarisation detail. Navigators and air bombers trained on H2S today while members of the other sections carried out routine ground training.		See App. C-54
	14-3-45		The weather today was fine at first with fog between 0900hrs. and 1100 hours. Visibility was poor in the fog, otherwise moderate. The wind was westerly from 5 to 10 m.p.h. The Squadron was again required for operations and fourteen aircraft were ordered. The crews were briefed at 1430 hours for an attack on road and rail communications at ZWEIBRÜCKEN. All took off and all attacked the primary. Weather over the target was clear, no cloud. Visibility was generally good with some slight ground haze. Some crews reported seeing built-up areas, the rail line and river by the aid of the illuminating flares. Early crews reported P.F.F. marking as accurate, plentiful and well concentrated. As the attack progressed the flares were obscured by smoke and some later crews bombed on the concentration of smoke and fires in the built-up area. The Master Bomber was heard clearly on the Harcon. Bombing appeared well centred and concentrated on the markers. Several fires and large explosions were seen. This raid would appear to have been very successful. An unidentified fighter was sighted by aircraft "H" - NR230 at 4913N 0617E at 2005-5 hrs. 12,000 feet. It made an attack and when it got within 250 yards it broke away to starboard, up. At this time it was identified as an enemy ME109. Neither aircraft opened fire. All of our aircraft returned to base without loss. Only a small amount of flying training was completed today and this consisted of three crews flying Lancasters on cross-countries and practice bombing details. Routine ground instruction was given the aircrew personnel not flying on operations or training today.		See App. C-55 See App. C-56

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LEAMING	15-3-45		<p>The weather today was fine becoming fair to cloudy. The wind was westerly during the afternoon. Visibility was moderate.</p> <p>The Squadron was once more ordered for operations and ten aircraft were supplied. The crews were briefed at 0945 hours for an attack on the synthetic oil plant at GASTROP-RAUXEL. All took off and all attacked the primary. The weather over the target was clear with some slight haze. All crews were able to identify the target visually. Ground markers were generally obscured by the smoke from the bombing. The Master Bomber was clearly heard directing the bombing on 'Pickwick'. Several large fires were seen with columns of black smoke rising to 12-15,000 feet, this being visible over 70 miles from the target. All reports indicate a very good attack with bombing well concentrated. Three aircraft sustained minor damage from flak in the target area. One aircraft landed at Crofton Underwood due to receiving a diversion signal while all the remainder returned safely to base.</p> <p>Two crews did local circuits in Lancaster today while two others completed short cross-country exercises. One more crew was checked out on Lancos and one crew did an acceptance check flight in a new aircraft.</p> <p>Routine ground training was carried out in all the sections mostly dealing with instruction on Lancaster aircraft.</p>		See App. G.57
	16-3-45		<p>Today was cloudy with moderate to good visibility. Wind was westerly from 10 to 15 m.p.h. The Squadron was stood down from operations today until after completion of its conversion to Lancaster aircraft. The first of a series of flying training schedules was carried out today in Lancasters. Two crews were checked out on Lancos, four carried out local simulation bombing details, fighter affiliation and air to sea firing exercises while six other crews completed night cross country.</p> <p>The aircraft not flying were busy in their sections 'gaming up' on the new type aircraft. The air bombers studied the bomb carriers and positions of switches etc. while the flight engineers were given a lecture by Sgt. Wilcock on the fuel system. The air gunners were given instruction on the Mk. II Gyro Gun Sight.</p>		
	17-3-45		<p>The weather today was mainly fair to fine. Visibility was good and the wind was westerly from 10 to 15 m.p.h.</p> <p>Another Lancaster training programme was arranged and completed today. Four more crews were checked out, one crew completed local flying and practice bombing while four others did daylight cross-country flights. Nine more crews were detailed for cross-country using route No. 25 doing practice bombing on the return trip.</p> <p>Some ground training was completed but most of the aircrew were kept busy flying. Nine air gunners took training on the Mk. II Gyro gun sight.</p>		
	18-3-45		<p>Today was fair at first becoming cloudy. The wind was southwesterly from 10 to 15 m.p.h. Visibility was moderate to good.</p> <p>Conversion training continued today. One more crew was checked out on Lancos and seven crews did local flying, aim bombing, practice bombing and S.B.A. details. Nine other crews were detailed for a long cross-country flight. They were briefed and the aircraft took off and completed the flight as though it was an operation.</p> <p>Eight air gunners studied the Mk. II Gyro gun sight while others completed 18 details of target manipulation. Other sections carried out ground training for their members.</p>		

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LORNING	19-3-45		<p>The weather today was cloudy at first becoming rainy. Visibility was moderate and the wind was light and southeasterly becoming moderate and southwesterly. In view of the fact that the Squadron was well up on conversion training and the poor flying conditions prevailing the Unit was given a stand-down from 1200 to 0830 hours tomorrow. The only flying carried out in the forenoon was an acceptance check on a new aircraft.</p> <p>The crews which had not taken part in the long cross country flight of the night before were detailed for ground training this morning. The navigators worked on speed-up exercises while the air bombers trained on W/T and radar. The air gunners completed 12 details of turret manipulation and three others trained on the Mk. II gun sight.</p>		
	20-3-45		<p>The weather today was fair to cloudy. Visibility was excellent throughout the day. There was a moderate westerly wind.</p> <p>A full flying training programme was commenced first thing this morning. Thirteen crews were detailed for range bombing, fighter affiliation and air to sea firing exercises which were all completed. Five crews carried out cross-countries and four completed simulation mining details. Eight other crews were detailed for a long cross-country flight which took them right to France. Four of these were detailed for practice bombing on return. The wireless operators were able to take advantage of these long cross-countries to practice taking films and bearings from the ground stations. They were also able to get in plenty of fishpond training.</p> <p>Six air gunners trained on the Mk. II Gyro gun sight and six others trained on turret manipulation. The pilots and engineers received instruction in the bombing section on Lancaster bomb carriers.</p>		
	21-3-45		<p>Today was fair to cloudy with excellent visibility and a light to moderate westerly wind.</p> <p>The crews on the long cross-country last night were resting until late this morning. However others continued with the conversion process. Two crews flew long cross-countries to France today while ten others carried out H2S cross-countries, fighter affiliation and air to sea firing details. One aircraft was used to ferry three crews to Croft. These three crews brought back three more new Lancaster aircraft.</p> <p>12 navigators worked on speed-up exercises today while others along with their air bombers trained on H2S and @ee. The flight engineers were given a lecture by P/O S. Fenster (RAF) (18576) on the various systems of the Lancaster aircraft. During the afternoon the wireless operators successfully completed the regular Group W/T exercises. Ten air gunners proceeded to Sutton Bank for gunnery practice but were forced to return without completing their details owing to the practice turret being unserviceable. However, four gunners trained on the Mk. II Gyro gun sight and ten others completed turret manipulation details.</p>		
	22-3-45		<p>The weather today was fair to cloudy. Visibility was poor at first becoming moderate later. The wind was light and southerly.</p> <p>Conversion training is still under way. In all, twenty five crews successfully completed training details. These consisted of H2S cross-countries, fighter affiliation, air to sea firing, practice bombing, simulation bombing, simulation mining, check-out flights, fishpond training and S.B.A. details. All this flying was done during the afternoon with the exception</p>		

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LEWIS.	22-3-45	(Cont'd)	<p>of two cross-country flights which were completed at night. During the forenoon all sections received ground training. The air bombers were given instruction on Lancaster aircraft by P/O H.C. Fagg (J-25713), a seasoned air bomber who finished his tour on this Squadron. The navigators worked on speed-up exercises while the wireless operators were given a lecture on Fishpond, by P/O J. Scrafton who dealt mainly with fault-finding and set manipulation. After this Sgt. Martin of the R.A.F. Air Ministry Conversion Party took over. He took all the wireless operators through the lanes and discussed the electrical system with them, pointing out the main features and answering questions. Six wireless operators also took training on the Fishpond Ground Trainer. The pilots were given a lecture on Merlin engine handling by P/O S. Fenster (RAF) who is attached to the Squadron to assist in the training programme. The air gunners completed six details of turret manipulation and four others trained on the Mk. II Gyro gun sight.</p>		
	23-3-45		<p>Today was foggy at first becoming fine with moderate visibility. There was a light southerly wind throughout most of the day. Still more flying training was carried out today. Five crews were detailed for practice bombing one of which also completed fighter affiliation, air to sea firing and local flying details. Six aircraft were also ferried from Croft. Two aircraft were also on long night cross country exercise over France. A stand-down was put into effect at 1400 hours until tomorrow so only a small amount of ground training was carried out. The air bombers trained on radar along with their navigators while the air gunners completed 12 details of turret manipulation and four details of training on the Mk. II Gyro Gun sight.</p>		
	24-3-45		<p>Today was slightly cloudy at first with poor visibility becoming moderate later. The wind was calm becoming light and southeasterly. The crews returned from yesterday's stand-down at 1200 hours and a full flying training programme was arranged and completed. Eight aircraft were detailed for simulation mining, air to sea firing, fighter affiliation, S.B.A. and practice bombing exercises. Two others completed H2S cross-country flights and one carried out simulation bombing, fighter affiliation and air to sea exercises. Eight more aircraft completed night flying which consisted of fighter affiliation, range and simulation bombing exercises. The air bombers not flying trained on radar and studied the Lancaster bomb carriers and the method of jettisoning. Navigators trained on speed-up exercises and also visited the Intelligence library. Eight air gunners completed Gyro training while 12 others trained on turret manipulation.</p>		
	25-3-45		<p>Today was fair to cloudy with poor visibility at first becoming moderate. The wind was calm becoming light and southerly. The Squadron was considered today to have completed the conversion period and are now ready for operations. No operations were ordered and no training was scheduled. The crews carried out supervised dinghy drills and parachute drills as well as other training. The air bombers went to the radar section for further study of the Lancaster H2S unit while the navigators worked on speed-up exercises. Eleven wireless operators visited the Air Sea Rescue Section where they received information on ditching and the location of dinghy equipment. 12 air gunners trained on turret manipulation while ten others studied aircraft recognition.</p>		

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LEAMINGTON	26-3-45		<p>The weather today was fine with excellent visibility. The wind was light and variable. The Squadron was not required for operations today so another full flying training programme was arranged and completed. Seven aircraft completed aim mining, practice bombing, fighter affiliation, air to sea and S.B.A. exercises. One aircraft completed an H2S cross-country while three others were detailed for practice bombing and fighter affiliation. Six aircraft also carried out night flying details consisting of fighter affiliation, aim mining and practice bombing exercises.</p> <p>Navigators and air bombers not detailed for flying trained on radar while the wireless operators trained on the Fishpond ground trainer. They also completed the usual Group W/T exercise with good success. 12 air gunners completed turret manipulation details.</p>		
	27-3-45		<p>The weather today was fine at first becoming rainy in the evening. Visibility was excellent becoming moderate and the wind was light to moderate and southeasterly.</p> <p>No operations were ordered today. A small training programme was laid on but only partly completed. One new crew was checked out, one air test was flown and some local flying.</p> <p>Navigators and air bombers trained on radar navigation today. Six details of turret manipulation were completed by the air gunners. The wireless operators were given a lecture on V.H.F. equipment as installed in Lancs. by Cpl. Moss of the W/T Maintenance section. W/L Love of 65 Base paid a visit to the W/T Section today in connection with the training of wireless operators.</p> <p>At 1130 hours all available members of the Squadron changed into best blues and a Squadron photograph was taken using one of the new Lancasters as a back-ground.</p>		
	28-3-45		<p>Today was fair apart from some rain at mid-day. Visibility was generally good but was poor in the rain. Wind was south to west, light to moderate.</p> <p>The Squadron was called for operations today and fourteen aircraft were ordered. The crews were briefed at 0930 hours but the operation was cancelled shortly after briefing because of poor weather conditions.</p> <p>Owing to the aircraft being bombed up for operations and the inclement weather no flying training was completed today.</p> <p>All members were given a lecture during the afternoon by W/L Council the Station A.S.K. officer, on Safety equipment and ditching procedure. After this lecture W/O E.H. Evans (Gen.Gal.3) who is to take over command of the Squadron, introduced W/L Miller, the station Personnel Councilor.</p> <p>Some ground training was carried out today in the various sections. Crews were given dinghy drills. The wireless operators carried out a Group W/T exercise while the air gunners trained on the gyro gun sight and turret manipulation.</p>		
	29-3-45		<p>Today was fair except for some rain in the evening. Visibility was excellent and the wind was southeasterly, light to moderate.</p> <p>No operations were ordered today so a flying training schedule was successfully carried out. Three crews flew on fighter affiliation and aim mining details while two others completed aim bombing and S.B.A. exercises. One crew carried out an H2S cross-country and one an ordinary cross-country. Two others successfully completed long cross-country flights to France and return.</p> <p>Crews were again given dinghy drills. Navigators and air bombers trained on radar navigation and the navigators also worked on speed-up exercises. The wireless operators took ground Fishpond training while the air gunners trained on Mk.II Gyro and turret manipulation. The flight engineers were given a lecture by W/O J.W. Carr HND (RAF) on the Strong-bag carburetor.</p>		

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LEHMDE	30-3-45		<p>There were occasional showers today but visibility was generally excellent. The wind was westerly, moderate to strong.</p> <p>No operations were ordered today and no flying training was done.</p> <p>All crew members were given ground training and lectures. The pilots were given a lecture during the forenoon by P/O Pender of the W/E section, on hydraulics and pneumatics.</p> <p>In the afternoon all aircraft were given a lecture on "Flak" by Major Nicholson the Group Flak Officer. The air gunners trained on turret manipulation and the Mk. II Gyro gun sight while the air bombers trained on radar. 25 navigators worked on speed-up exercises and four visited the Intelligence Library. The wireless operators paid a visit to the W/T Maintenance section to gather more information on the V.H.F. equipment. Six operators also trained on Pishpos. The flight engineers visited the bombing section for instruction there.</p> <p>All Sections have organized softball teams and have been doing a good bit of practicing in anticipation of the Inter-Section league which is being arranged.</p>		
	31-3-45		<p>Today was fair to cloudy becoming rainy in the evening. The wind was southwesterly, moderate to strong.</p> <p>The Squadron was required for operations early this morning and fifteen aircraft were ordered. Ten of these for bombing and the other five for mining. The mining operation was cancelled prior to briefing but the ten crews detailed for bombing were briefed at 0900 hours for a daylight attack on HAMBURG. All took off and nine successfully attacked the primary which was the submarine pens at Hamburg. The other aircraft, "W" ME345 which was piloted by P/O K.E. Jones (Can.J.26131) failed to return. There was 10/10ths cloud over the target with tops from 8,000 ft. to 10,000 ft. with good visibility above. The target was very poorly marked, only two to four stale red smoke puffs being seen. The Master Bomber had apparently left the target as several crews heard him say "Kid mark be over. Can't see any more aircraft. Let's go home". The Deputy replied, "I agree - Cheerio". Due to the 10/10th cloud no assessment of the raid can be made but the crews generally thought the attack very poor. The people was nine minutes late due to apparently unnecessary delays on the outward journey. Enemy fighters were numerous around the target area and our aircraft were engaged in 9 combats with enemy ME262 jet fighters. Aircraft "B" - BA571, piloted by Can.J.29904 W.D. Wald, K.L. was attacked twice, "K" - PE209 flown by P/O R.P. Pike (Can.J.37478) was attacked once and the ME262 is claimed as probably destroyed. Aircraft "G" - ME207 was attacked once and this aircraft was flown by P/L R.K. Mitchell (Can.J.23102). "Q" - ME376 flown by P/O R.A.M. Humphries (Can.J.36747) was attacked once and another ME262 is claimed as probably destroyed. Aircraft "H" - PE225 was attacked no less than four times by ME262's and sustained severe damage as a result. The starboard aileron was destroyed, the mid-upper turret was damaged and a large hole was made in the starboard mainplane. None of the crew were injured and the aircraft was successfully brought back to base. Outside of the two enemy aircraft claimed as probably destroyed no other claims are made. All of our aircraft except "W" - ME345 were successfully landed at Base. "H" was flown by P/O S.F. Avis (Can.J.41441). Due to the operation no flying training was completed today but routine ground training was carried out in the respective sections.</p>		See Appx O p 3 See Appx G-5 to G.67.

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
POSTINGS - IN (Cont'd)					
Gen.J.28715	E/O	Martin, J.	Pilot	Gen.J.99883	E/O D.R. Grant, Nsr.
Gen.J.28940	E/O	H.M. Mahony	A/B	Gen.J.15405	E/L R.G. Hall WO/MS
1824190 (RAF)	Sgt	MacKenzie, D.J.	E/S	Gen.J.5023	E/O R.P. Hughes MI/MS
Gen.J.28854	Sgt	Kochanowski, M.	A/B	all posted from 76 Base w.e.f. 20-3-45.	
Gen.J.2937	E/O	L.M. Maclean	Pilot	Gen.J.21489	E/O J.S. Willmet Nsr.
Gen.J.29989	E/O	L.M. Levine	E/S	1825704 (RAF)	Sgt Gudgson, D.A. E/S
Gen.J.29798	E/O	Sonany, R.J.	WO/MS	Gen.J.216952	W22 Chalcraft, G.D. MI/MS
Gen.J.293676	W/L	Filford, J.G.W.	A/B	all posted from 76 Base w.e.f. 23-3-45	
Gen.J.135	W/O	H.H. Evans	Pilot	attached from 408 Squadron w.e.f. 24-3-45	
pending posting.					
Gen.J.16794	E/L	D. Halcrow	A/B	Gen.J.28777	E/O L.H. Sherwood Nsr.
Gen.J.27706	E/O	R.M. Sunderland	WO/MS	Gen.J.28719	Sgt Horvath, R. E/S
Gen.J.29319	E/O	A.B. Oulghoun	A/B	Gen.J.28907	E/O L.H. Shayer MI/MS
Gen.J.28883	Sgt	Vandale, G.	A/B	all posted from 408 Squadron w.e.f. 24-3-45	
posted from 76 Base w.e.f. 27-3-45.					
POSTINGS - OUT					
Gen.J.116309	E/L	G.S. Pope	Pilot	posted to RCAF O/S H.Q. w.e.f. 24-2-45.	
Gen.J.43083	E/O	D.M. Molloy	WO/MS	Gen.J.29776	E/S Hopf, G.A. A/B
1820468 (RAF)	Sgt	Leithwaite, A.E.	E/S	all posted N/E sick to 63 Base w.e.f. 26-3-45.	
Gen.J.28449	E/O	J.J. Courtois, MRC	WO/MS	Gen.J.29433	E/O J.L. Liberty A/B
Gen.J.29099	Sgt	Herman, J.L.	E/S	all posted to 1639 G.U. w.e.f. 1-3-45.	
Gen.J.20709	E/L	D.W. Harrison MRC	Nsr.	posted to R.C.A.F. "R" Depot w.e.f. 2-3-45.	
Gen.J.29970	E/O	G.M. Campbell	Nsr.	posted to 427 Squadron w.e.f. 3-3-45.	
Gen.J.29703	W/L	Clark, R.H.	WO/MS	posted to 423 Squadron w.e.f. 3-3-45.	
Gen.J.218968	E/S	Morris, H.H.	WO/MS	posted to R.C.A.F. "R" Depot w.e.f. 7-3-45.	
Gen.J.29715	E/O	H.G. Fess	A/B	posted to 63 Base w.e.f. 9-3-45.	
Gen.J.284943	E/S	MacKinnon, J.H.	A/B	posted N/E sick to 63 Base w.e.f. 9-3-45.	
184468 (RAF)	E/O	W.A. Habington	E/S	posted to A.C.A.G. w.e.f. 12-3-45.	
2207643 (RAF)	E/S	Kenwright, H.H.	E/S	posted to 76 Base w.e.f. 14-3-45.	
Gen.J.29715	E/O	G.J. Kelly	A/B	posted to R.C.A.F. "R" Depot w.e.f. 14-3-45.	
Gen.J.27130	E/O	H.A. Alp	A/B	Gen.J.29318	E/O A.D. Dean WO/MS
Gen.J.183311	E/S	Mohagall, J.B.	A/B	Gen.J.29313	E/S Mason, K.H. A/B
were all posted to R.C.A.F. "R" Depot for repatriation w.e.f. 16-3-45.					
Gen.J.29411	E/O	R.F. Urquhart	WO/MS	posted to No. 24 G.U. w.e.f. 18-3-45.	
Gen.J.17664	W22	Danley, J.A.	A/B	posted to R.C.A.F. "R" Depot w.e.f. 20-3-45.	
Gen.J.222893	W22	Nehomick, F.	A/B	posted to R.C.A.F. "R" Depot w.e.f. 20-3-45.	
1794276 (RAF)	E/S	Russell, D.H.	E/S	posted to A.C.A.G. w.e.f. 21-3-45.	
1809327 (RAF)	E/S	Wood, T.H.	E/S	posted to A.C.A.G. w.e.f. 21-3-45.	
Gen.J.2938	E/L	J.M. Creeper	Pilot	Gen.J.40948	E/O J.B. Loftus Nsr.
Gen.J.40649	E/O	A.E. Davis	MS	1793756 (RAF)	Sgt Britton, A.D. E/S
Gen.J.191478	E/S	Martinez-Ritch, M.	WO/MS	Gen.J.26139	E/S Hewitt, J.L. A/B
Gen.J.268457	E/S	Spencer, A.J.	A/B	all posted to 433 Squadron w.e.f. 25-3-45.	
Gen.J.29937	E/L	W. Deben, MRC	WO/MS	posted to 76 Base w.e.f. 28-3-45.	
Gen.J.27404	E/O	R.V. James	Pilot	posted to No. 24 G.U. w.e.f. 28-3-45.	
Gen.J.28876	E/O	L.M. Leonard	Nsr.	Gen.J.29877	E/O E.J. McGaffrey A/B
Gen.J.26974	E/L	A.M. MacDonald MRC	Pilot	Gen.J.28444	E/O J.B. Munro WO/MS
Gen.J.189486	W22	Harris, J.C.	WO/MS	Gen.J.22103	E/S Ferguson, J.A. A/B
were all posted to R.C.A.F. "R" Depot for repatriation w.e.f. 20-3-45.					

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			PROMOTIONS		
			Gen.J.29776 F/O A.D. Cook Pilot was promoted to the rank of Acting Flight Lieutenant v.o.f. 15-2-45.		
			Gen.J.28425 F/O E. Pinks Pilot was promoted to the rank of Acting Flight Lieutenant v.o.f. 15-2-45.		
			Gen.J.40478 F/O J.A. Schaller Nav. was promoted to the rank of Acting Flight Lieutenant v.o.f. 2-3-45.		
			COMMISSIONS		
			Gen.J.200948 W/S McGuffrey, W.J. S/S v.o.f. 25-2-45. Officer Number Gen.J.93855.		
			Gen.J.222579 W/S Holman, A.S. S/S v.o.f. 25-2-45. Officer Number Gen.J.93913.		
			Gen.J.261894 W/S Smallwood, J.H. S/S v.o.f. 25-2-45. Officer Number Gen.J.93883.		
			DEEDS AND AWARDS		
			Gen.J.2922 E/L J.E. Creeper (Pilot) was awarded the Distinguished Flying Cross (Immediate) on 1-3-45, for the part he played in an operation on Osterfeld. While still over England on the outward journey his port inner engine became unserviceable and the aircraft would not gain height. The propeller was feathered and with great skill and airmanship this officer continued on and successfully bombed his target and brought his aircraft safely back to base.		
			Gen.J.25102 W/L R.K. Mitchell (Pilot) was awarded the Distinguished Flying Cross (Immediate) on 1-3-45. In spite of very difficult circumstances surrounding a mine-laying operation in the Gelo area W/L Mitchell successfully plotted his mines in the allotted area. His courage on many of these mining operations has always been an inspiration to the members of his crew and an example to other crews.		
			Gen.J.14099 W/L H.W. Macdonald (Pilot) was awarded the Distinguished Flying Cross (Immediate) on 1-3-45 for his part in an operation against Goch. Just after setting course on the outward journey his starboard outer engine became unserviceable and was feathered. He managed to keep to bombing height and carry on to the target. On reaching the target the Master Bomber cancelled the operation and ordered W/L Macdonald back to base. By skilful flying he was able to successfully land his aircraft at base with the full bomb load, on three engines.		
			Gen.J.26974 W/L A.W. Macdonald (Pilot) was awarded the Distinguished Flying Cross (Immediate) on 1-3-45. While on a mission he was detailed for an operation in the Gelo area, mining a field. Take-off conditions were very poor with visibility at about 300 yards. In spite of these extremely difficult circumstances W/L Macdonald made a successful take-off and carried out the operation as briefed. His obstinacy and courage on several particularly dangerous mining trips have been a great example to the other members of the Squadron.		
			Gen.J.26890 W/S - Brown, R.R. (A/B) was awarded the Distinguished Flying Medal (Immediate) on 1-3-45. This aircraft was attacked by an enemy FW190 while over the target at Worms. W/S Brown, the rear gunner of the aircraft, displayed extraordinary coolness and gave a running commentary of the attack and fired 1,000 rounds at the attacking aircraft. As the fighter broke away into a dive it was seen to explode and is claimed as destroyed.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																		
ISCMDC			<p>HONORS AND AWARDS (Cont'd)</p> <p>S/L H.J. Hogarth (Can. 4.26079) (Pilot) was awarded the Distinguished Flying Cross (Non-Immediate) on 21-3-45. The award was made in view of this officer's distinguished operational record together with his services as an instructor and as Deputy Flight Commander.</p> <p>Can. 4.99433 S/O J.L. Liberty (A/B) was awarded the R.C.A.F. Operational badge this month having completed his first year of operations.</p> <p>CHANGES IN COMMAND</p> <p>NIL</p> <p>CHANGES IN ADMINISTRATION</p> <p>NIL</p> <p>AIDMENT OF SQUADRON STRENGTH ON 31-3-45</p> <p>Lancaster Mk. I - 11 Lancaster Mk. III - 7 Halifax Mk. III - 6</p> <p>OPERATIONAL, TRAINING AND OTHER FLIGHTS FOR MARCH</p> <table border="1"> <tr> <td>(a) Operational Flying</td> <td>DAY</td> <td>487.30</td> </tr> <tr> <td></td> <td>NIGHT</td> <td>479.70</td> </tr> <tr> <td>(b) Flying Training</td> <td>DAY</td> <td>512.45</td> </tr> <tr> <td></td> <td>NIGHT</td> <td>232.80</td> </tr> <tr> <td>(c) Other Flying</td> <td>DAY</td> <td>33.40</td> </tr> <tr> <td></td> <td>NIGHT</td> <td>2.20</td> </tr> </table> <p>OPERATIONAL SERVICES FLIGHTS IN MARCH</p> <p>A total of 149 sorties were flown during the month of March in the fifteen operations carried out by the Squadron:</p> <p>MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED</p> <table border="1"> <thead> <tr> <th></th> <th>HALF</th> <th>IMMEDIATE</th> <th>MINES</th> </tr> </thead> <tbody> <tr> <td>Bombs dropped from 1-1-45 to 28-2-45</td> <td>417 tons 1420 lbs</td> <td>207 tons 1340 lbs</td> <td>80 tons 2000 lbs</td> </tr> <tr> <td>Bombs dropped during March, 1945</td> <td>312 " 620 "</td> <td>64 " 640 "</td> <td>70 " 1900 "</td> </tr> <tr> <td>Bombs dropped to date, 1945</td> <td>729 tons 2040 lbs</td> <td>271 tons 1980 lbs</td> <td>150 tons 1260 lbs</td> </tr> </tbody> </table> <p>COMBAT WITH ENEMY AIRCRAFT</p> <p>The Squadron was engaged in 12 combats and encounters with enemy aircraft during the month. Two enemy ME.262 fighters are claimed as probably destroyed as a result.</p>	(a) Operational Flying	DAY	487.30		NIGHT	479.70	(b) Flying Training	DAY	512.45		NIGHT	232.80	(c) Other Flying	DAY	33.40		NIGHT	2.20		HALF	IMMEDIATE	MINES	Bombs dropped from 1-1-45 to 28-2-45	417 tons 1420 lbs	207 tons 1340 lbs	80 tons 2000 lbs	Bombs dropped during March, 1945	312 " 620 "	64 " 640 "	70 " 1900 "	Bombs dropped to date, 1945	729 tons 2040 lbs	271 tons 1980 lbs	150 tons 1260 lbs		
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MEMORIAL STRENGTH OF THE SQUADRON AS AT 31st MARCH, 1945.										
OFFICERS AIRCRAFT GROUND CREW										
R.C.A.F.			117	1	R.C.A.F.			93		
R.C.A.F. (USA)			-	-	R.C.A.F. (USA)			-		
R.A.F.			6	-	R.A.F.			22		
R.A.F. (CAN)			-	-	R.A.F. (CAN)			-		
TOTAL STRENGTH			124	1			115	115		
GENERAL										
<p>The Squadron took part in fifteen operations during the month of March, flying a total of 149 sorties. All but one of these operations were completed during the first fifteen days of the month owing to the fact that the Squadron was stood down from operations for two weeks for the purpose of converting to Lancaster aircraft. A total of 447 tons of explosives were dropped on enemy territory during the month. Fighters were encountered on three of these operations. Our aircraft were engaged in no less than 12 combats and encounters, nine of these on one operation. Two enemy jet fighters (ME.262) are claimed as probably destroyed.</p> <p>One of our crews, P/O M.W. Sanderson, crashed while returning from operations and the seven members of the crew were killed. One other crew, P/O E.H. Jones, is missing as the result of air operations this month.</p> <p>Due to an operational stand-down for two weeks the Squadron was able to concentrate on its conversion to Lancaster aircraft. Intensive flying training programmes were successfully carried out with the result that flying training time for the month amounted to 744.45 hours, a very large increase over that flown last month. A great deal of ground training on Lancasters was also completed in all sections.</p> <p>One more crew, that of the Squadron Commander, W/O E.L. Bolduc, was softened from operations this month on completion of their first tour. In view of this, W/O E.H. Evans was attached to the Squadron on March 24th and will become the new Squadron Commander.</p> <p>The general health of the Squadron remained excellent throughout the month.</p>										
<p><i>E. L. Bolduc</i> [E.L. Bolduc] Wing Commander, Officer Commanding, No. 429 Squadron, R.C.A.F., LEAMINGDON, YORKS.</p>										

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