

## OPERATIONS RECORD BOOK

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

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LEWIS	1-4-45		<p>Today was cloudy with occasional slight rain during the morning. Continuous moderate rain in the evening. Visibility was moderate and the wind was southwesterly 20 to 40 m.p.h. The Squadron was not required for operations today and no <del>air</del> flying was carried out because of unfavourable weather conditions.</p> <p>W/O B.H. Evans (G-153) who is to become the new Squadron Commander, held a long conference today with all the Flight and Section leaders on training, and it was decided to give a 48 hour pass to the best bombing exercise of the month in an effort to promote bombing accuracy.</p> <p>Ground training was carried out in all the sections today. The air bombers visited to W/T, Intelligence and radar sections while the wireless operators trained on Fishpond and W/T maintenance. The air gunners trained on gyro and turret manipulation. The flight engineers were put to work cleaning up the instructional engine.</p> <p>Several unsuspecting members of the Squadron were seen dashing about the Station with Clearance papers in their hands and smiles on their faces. Their attitude soon changed, however, when they finally realized that other enterprising members of their sections were making the most of April Fool's Day at their expense.</p>		
	2-9-45		<p>The weather today was variable with rain early and showers at mid-day. Visibility was good. The wind was mainly westerly 10 to 25 mph, gusty at times falling to light in the evening. The Squadron was required for operations today and fourteen aircraft were ordered. Five of these for mining and nine for bombing. However the operations were cancelled before briefing. A training programme which had been arranged prior to the call for operations was cancelled. As soon as the operations were in turn cancelled, a further training programme was laid out for the aircraft which were not bombed up. Four crews completed H2S cross-country flights, fighter affiliation and bombing, while three others carried out sim. mining, sim. bombing and fighter affiliation details.</p> <p>Routine ground training was completed during the day. Several crews carried out dinghy drills, Air bombers trained on radar while gunners trained on gyro and turret manipulation. The wireless operators successfully completed the Group W/T exercise and also received instruction on ditching from Lancaster at the A.S.R. Dinghy Base.</p>		
	3-4-45		<p>Today was fair becoming fine with showers of rain and hail during the forenoon. Visibility was excellent and the wind was west-northwesterly at 10 to 35 m.p.h.</p> <p>The Squadron was required for early morning operations today and nine aircraft were ordered. The crews were briefed at 0945 hours but the operation was cancelled just as the crews reached their aircraft. Operations were again ordered and this time four aircraft were required for mining and nine others for bombing. The crews were briefed at 1730 hours again, but this time the operations were cancelled as the aircraft were being taxed for take-off. Another Battle Order was published at night for operations early tomorrow morning.</p> <p>Due to the <del>many</del> many calls for operations today, very little training was completed. One crew carried out an H2S cross country.</p>		
	4-4-45		<p>Today was fair becoming cloudy with a shower at mid-day. Visibility was excellent, becoming moderate later. The wind was mainly westerly from 5 to 20 m.p.h.</p> <p>The Squadron was ordered for operations today and the nine crews detailed last night were briefed at 0900 hours. However this operation was also cancelled during briefing. Operations were again ordered for tonight and eleven crews were detailed for bombing and four for mining. All crews were briefed at 1930 hours, and all aircraft took off.</p>		

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LEWIS	4-4-45		<p>The crews detailed for bombing were briefed for an attack on MERSBURG (Leuna) and all took off. All attacked the primary. There was 8 to 10/10th cloud over the target with tops from 5/10,000 ft. above which the visibility was very good. Some ground marking was reported but in several cases none was seen. Sky marking was considered inadequate and in some cases vanished before crews bombed. Some crews orbited the target due to uncertainty as to what to bomb as the target was almost completely obscured by cloud. Assessment of success is difficult, but a dull red glow from fires was seen as well as several explosions. The bombing was variously reported from scattered to concentrated. Aircraft "K" PE209 flown by W/O G.E. Ardahl (J.8830) was twice attacked by enemy aircraft, which were fired upon but no claims are made and no damage was sustained by the Lancaster. One of our aircraft landed at Northalt due to icing and the remainder returned to base.</p> <p>The four crews detailed for mining were briefed for gardening over OSLO and all took off. Three aircraft successfully laid their mines by means of H2S while the remaining aircraft, "M" PE225, flown by W/L K.O. Powell (J.96200) was forced to abandon the mission over the target area because of an unserviceable H2S unit. He returned to base with the full mine load. Weather in the mining area was 6-8/10ths cloud with tops generally 6,000 to 7,000 feet. Visibility above the cloud was very good with a starlit sky. Crews considered this a successful attack, and that mines were laid in correct positions. All aircraft returned safely to base. Owing to the operations today only a small amount of training of a routine nature was carried out in the sections.</p>		See App. C.69 See App. C.71 See App. C.72
	5-4-45		<p>Today was cloudy becoming fine in the late afternoon. There was some rain before dawn and showers at mid-day. Visibility was poor until dawn becoming excellent. Wind westerly 5 to 20 mph. The Squadron was again required for operations and sixteen aircraft were ordered. However this operation was cancelled at 1900 hours due to adverse weather conditions. No flying training was completed today but the aircraft which landed at Northalt yesterday returned to base. Several crews completed dingy drills while the air gunners trained on turret manipulation and the Mk. II Gyro gun sight. Other routine training was completed in the other sections. W/O R.L. Bolduc (Can.0.1057) the Squadron Commander was presented with the official Squadron Badge by Air Marshal G.O. Johnston CB MC, the A.O.C.-in-C. of the R.C.A.F. Overseas, at a presentation parade held on the Station this afternoon. The Squadron was formed up on the parade square in hollow square formation for the presentation. Also in attendance were A.V.M. S.M. Mowbray CB MC MC, A.O.C., No. 6 (R.C.A.F.) Group, A/C P.K. Miller, the Base Commander and W/O J.B. Williams MC MC the Station Commander. In the evening a No. 6 Group Mess Dinner was held in the Officers' Mess.</p>		
	6-4-45		<p>The weather today was fair at first becoming cloudy with continuous rain during the late morning and afternoon. Visibility was good becoming poor during the evening with fog forming later. Wind was light and variable.</p> <p>No operations were ordered today so a training programme was arranged. This was restricted to local flying owing to unfavourable weather and no night flying was completed. Training flights consisted of air mining, practice bombing, fighter affiliation, air to sea firing and S.B.A. Six aircraft were used.</p> <p>Navigators and air bombers trained on dry swim and radar while the wireless operators practiced Morse and studied V.H.F. equipment and the flight engineers worked on the instructional engine. The air gunners completed six details of turret manipulation and trained on Mk. II Gyro. During the afternoon the aircrew were given a talk by the Squadron Commander on the 8th Victory Loan Campaign thus getting it away to a flying start.</p>		

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LEBENDE	7-4-45		<p>The weather today was overcast to cloudy becoming fine during the evening. Visibility was poor to moderate with a light variable wind.</p> <p>The Squadron was required for operations today and fifteen aircraft were ordered. Eleven of these for bombing and four for mining. However both of these were cancelled before briefing. No flying training was carried out today as nine aircraft were bombed up for operations. One aircraft was air tested during the forenoon.</p> <p>Several crews completed dinghy drills today and also visited the A.S.R. Demonstration Room for training.</p> <p>Navigators worked on dry swims and speed-up exercises while the air gunners carried out 12 details of turret manipulation and six of skeet shooting. The engineers were given a talk on snags and the completion of logs in Lancaster aircraft by P/O J.W. Carr RMC the W/S leader. The wireless operators received a lecture from P/O G.B. Parry (Can.J.90447) the Signals leader on Intruder Warnings and Reporting.</p> <p>The Victory Loan Campaign is now in full swing and good sales are being reported in all sections.</p>		
	8-4-45		<p>Today was mainly fine with fog during the morning. Visibility poor to moderate. Wind light and southerly.</p> <p>The Squadron was required for operations today and eleven aircraft were ordered. The crews were briefed at 1630 hours for an attack on HAMBURG. All took off and all attacked the primary. Weather over the target area was 8-10/10ths thin cloud with tops between 1,000 and 4,000 feet. P.P.F. marking was plentiful and sustained. Most crews report poor reception from the Master Bomber. Although the bombing was claimed to be very concentrated no outstanding area of fire was noted owing to the cloud cover. Several explosions were seen and lit up the target area with reddish colours. Smoke was seen rising up through the cloud tops. The general opinion was that the attack was good but an accurate assessment was impossible due to cloud. Two of our aircraft returned to base while the remainder diverted to Norston Valence because of weather conditions at base.</p> <p>Considerable flying training was also completed today when three crews completed simulation mining, range bombing and fighter affiliation flights. Another crew carried out fighter affiliation, air to sea firing and practice bombing details and one crew flew on a long cross-country. There were no night training flights.</p> <p>Air bombers today spent time on the Mk. IIB radar set while the air gunners trained on turret manipulation and the Mk. II Gyro gun sight. Other sections completed routine training.</p>		See App. G.73
	9-4-45		<p>Today was fine to fair with fog early. Visibility was poor and the wind light and southerly. The Squadron was ordered to supply four aircraft today for mining. The crews were briefed at 1630 hours for gardening operations on KIEL HARBOUR. All took off and all laid their mines as ordered. The weather over the target was generally clear with some very low haze. Visibility above this was good. The crews mined on H2S and consider the effort as successful. All of our aircraft returned safely to base.</p> <p>Seven aircraft completed training flights today consisting of aim bombing, practice bombing, fighter affiliation, air to sea firing and S.B.A. Three other crews ferried Halifax aircraft to York.</p> <p>Owing to the operation and also to the fact that nine crews were away at diversion base not much ground training was completed today. However those remaining in the sections undertook routine ground training.</p>		See App. G.74

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LIMED	10-4-45		<p>Fair to cloudy today becoming overcast late. Visibility was poor to moderate and the wind was mainly light and variable or east-southeasterly from 5 to 10 m.p.h.</p> <p>The Squadron was required for operations today and fourteen of our aircraft were ordered. The crews were briefed at 1100 hours for a daylight attack on LIMED. All took off and all attacked the primary. The weather over the target was clear with some slight ground haze reported by a few crews. F.F.P. marking was excellent. Crews were able to map read right into the target and bombed either visually or on the markers according to the Master Bomber's orders. The Master Bomber was clearly heard and calmly directed the bombing. Several fires were seen and a great column of smoke was rising from the target. All crews were quite enthusiastic about the raid and consider it to be a definite success. The gaggle leader performed splendidly. All of our aircraft returned safely to base.</p> <p>Some flying training was done today consisting of one aircraft on a cross-country and another on bombing and fighter affiliation flights.</p> <p>The air gunners not flying went skeet shooting and a small amount of ground training was completed in the other sections.</p>		See App. G.75
	11-4-45		<p>The weather today was overcast to cloudy with periods of continuous rain. Visibility was poor and the wind was mainly northerly from 5 to 10 m.p.h.</p> <p>No operations were ordered today and owing to poor weather no flying training was carried out. All the airmen attended a film today on Air Sea Rescue mainly dealing with the Lindholme diaphy.</p> <p>The air bombers visited the radar, W/T and Intelligence sections in search of 'gen' while the wireless operators carried out a Group W/T exercise with success. 16 gunners trained on turret manipulation and another 16 trained on aircraft recognition. 16 gunners trained on Members of the Squadron also visited S.S.-1 today for chest X-rays.</p>		
	12-4-45		<p>Today was also overcast at first but became fine later. Fog formed before dawn but cleared early. Visibility was poor at first becoming good. Wind was westerly from 10 to 20 m.p.h.</p> <p>No operations were ordered today so a flying training programme was laid on. 12 crews were detailed for air mining, fighter affiliation, air to sea and bombing. Three carried out air bombing, fighter affiliation and air to sea firing details while one other carried out an H2S cross-country exercise.</p> <p>Sixteen navigators worked on speed-up exercises today while the air gunners completed four details of skeet shooting and three others trained on the Mk. II Gyro gun sight.</p>		
	13-4-45		<p>Today was mainly fine with fog forming late. Visibility was mainly good becoming poor later. The wind was light and variable.</p> <p>Operations were ordered today and the Squadron was required to supply 14 aircraft. Eight of these for bombing and six for mining. Briefing was held at 1630 hours for both operations. The eight bombing crews were briefed to carry out an attack on KIEL. All took off. There was 10/10ths cloud with tops from 3,000 to 5,000 feet over the target. Above the cloud the visibility was good. The Master Bomber directed the crews to bomb the alternative target and this was done by all but one aircraft. "T" who did not hear the Master Bomber until after he had bombed. The target was identified by the glow of F.I.'s on the ground and by the F.I.'s as they were cascading. Bombing was fairly well concentrated but some scattering was seen. Accurate assessment of the attack was impossible due to the cloud cover but the glow of fires below could be seen for 30 miles. Several explosions were seen. All of our aircraft returned safely but diverted to Bassingbourne due to weather conditions at base.</p> <p>The six crews detailed for gardening were briefed for operations on KIEL BAY. All took off. All mines were laid in the primary area except for one which was dropped prematurely due to</p>		See App. G.76

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LEMEG	13-4-45	(Cont'd)	a misunderstanding between the air bomber and the flight engineer. Weather in the target area was 5-10/10ths stratus cloud with tops from 2-6,000 feet. Visibility above was fair to unlimited. All crews aimed on H2S and consider the operation to have been successful. All aircraft returned safely but diverted to Bassingbourne due to unfavourable weather at base. Only one aircraft flew on training today owing to the operations ordered. This crew carried out a cross-country exercise as well as practice bombing and S.B.A. practice. Nine navigators worked on speed-up exercises this morning while the other members not flying completed routine ground training in their sections.		
	14-4-45		Today was cloudy with a period of continuous rain, moderate at times. Visibility was moderate to poor and the wind was southerly from 5 to 15 m.p.h. No operations were ordered today and no training was carried out due to the aircraft having landed away at diversion base and also due to poor weather. The aircraft began to arrive back from Bassingbourne in the afternoon. Spare air bombers and navigators trained on radar and visited the Intelligence section while a lecture was given to the flight engineers by P/O J.W. Carr DFC (RAF) on Lancaster airframes. The air gunners completed in details of aircraft recognition while odd members of the other sections spent some time in cleaning up the premises.		
	15-4-45		Today was cloudy becoming fine. Visibility was good except early and late, then it was moderate. Wind was south-westerly from 10 to 15 m.p.h. The Squadron was required for operations today and fifteen aircraft were ordered. Briefing was set for 1600 hours but was twice postponed before the operation was finally cancelled. A small amount of flying training was done today. One crew was checked out on Lancasters and another carried out aim bombing, practice bombing, fighter affiliation and air to sea firing details. The navigators and air bombers trained on radar today while the wireless operators trained on the Fishpond trainer. Other sections completed regular ground training also. In the evening the Signals Section played the Navigators a game of softball and walked away with the game.		
	16-4-45		The weather today was fair to cloudy with moderate visibility. The wind was south-southwesterly from 10 to 15 m.p.h. The Squadron was required for operations today and fifteen aircraft were ordered. The crews were briefed for an attack on SCHWABMUNZ at 2000 hours. All took off and all attacked the primary. Weather over the target ranged from clear to 3/10ths thin cloud or ground haze. The target was well and consistently marked and all crews bombed on the instructions of the Master Bomber who was loud and clearly heard. He gave regular and concise directions and was reported as one of the best so far. As the raid progressed the target became completely obscured by columns of dense smoke rising to 8,000 feet. Only a few fires were visible. Several outstanding explosions were noted, two of which may have been oil stores. This attack is considered to have been quite successful. All of our aircraft returned safely to base. The only flying training completed today was a night cross-country exercise. 17 navigators worked on speed-up exercises this forenoon while two others trained on radar with their air bombers. Other air bombers visited the W/T and Intelligence sections. P/O S. Fawcett (RAF) (18576) gave the engineers a lecture on 'repairs in flight' and the W/M's completed the Group W/T exercise. The air gunners went about shooting.		See App. C. 78

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LEWIS	17-4-45		The weather today was fair to cloudy with excellent visibility. The wind was westerly 5 to 10 mph. No operations were ordered today and little training was carried out as the crews were resting up from the long trip last night. However two aircraft completed bombing details, two carried out fighter affiliation and one completed an H2S cross-country exercise. Routine ground training was carried out in the various aircrew sections.		
	18-4-45		Today was fair to cloudy with excellent visibility. The wind was west-northwesterly from 5 to 15 mph. No operations were ordered for today as a flying training programme was arranged. Eight crews carried out day training flights consisting of sea bombing, sea mining, fighter affiliation and air to sea firing exercises. Eight other crews flew on night exercises, cross-countries, practice bombing and H2S cross-countries. Navigators and their air bombers trained on radar navigation while the air gunners completed 6 details of gyro gun sight training and 6 details of turret manipulation. The flight engineers were given a lecture on faults in log making by P/O S. Fawcett (RAF). The Signals Leader, P/O G. B. Parry, left during the afternoon for a conference of No. 6 Group Signals Leaders held at York.		
	19-4-45		The weather today was fine with excellent visibility becoming moderate late. The wind was light and variable. No operations were ordered again today as another flying training programme was laid on and carried out. Nine aircraft flew on day training completing exercises in fighter affiliation, air to sea firing, bombing, mining and H2S flying. One crew carried out a night cross-country and bombing practice while three others carried out night bombing, sea mining and night fighter affiliation. 10 navigators worked on speed-up exercises while two others studied radar navigation along with their air bombers. The air gunners completed 10 details of sheet shooting and one class in aircraft recognition. Also during the afternoon the Air Bombers and Navigators played a closely contested game of softball with the bomb-aimers winning with a score of 17 to 15.		
	20-4-45		The weather today was fair to cloudy with slight rain during the late afternoon. Visibility was moderate. The wind was mainly light and variable. The Squadron was required for operations today and five aircraft were ordered for mining. The crews were briefed at 1830 hours but the operation was cancelled just before take-off. Only a small amount of flying training was done today. One crew completed a long cross-country exercise and one other crew flew on local flights. 12 navigators worked on speed-ups this morning while the Air bombers sought more 'gen' at the radar and W/T sections. The flight engineers and pilots received a lecture on engine handling by P/O S. Fawcett (RAF). 12 gunners trained on turret manipulation and 10 others studied aircraft recognition.		
	21-4-45		Today was cloudy with a slight shower at noon. Visibility was moderate becoming excellent. The wind was northwesterly from 10 to 20 m.p.h. The Squadron was required for operations today and fifteen aircraft were ordered. Ten for bombing and five for mining. The bombing operation was later cancelled but the crews detailed for mining were briefed at 1745 hours for operations on THE SKAN. All took off and all laid their mines in their allotted areas. 2-6/10ths cloud was encountered between 8,000 feet and 14,000 feet. Visibility was reported good. All crews mined on H2S and reported good mining runs. The attack is considered successful. All aircraft returned safely to base.		See App. C.79



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RESMIG	21-4-45	(Cont'd)	The only flying training carried out during the day was one crew on a cross-country flight. Eight navigators worked on speed-up exercises and the air bombers went to the W/T and radar sections for training. The gunners completed a class in aircraft recognition and another in skeet shooting. A softball game was played between the Air Bombers and Wireless Operators. The bomb-aimers finally won after a hard fought battle.		
	22-4-45		The weather today was cloudy with early showers. Visibility was generally good. The wind was northerly from 10 to 15 m.p.h. The Squadron was required for operations today and ten aircraft were ordered. The crews were briefed at 1400 hours for an attack on RESMIG. All took off. Weather over the target was generally reported ranging from 3/10th to 10/10th cloud with tops from 6,000 to 10,000 feet. Visibility above the clouds ranged from slightly hazy to excellent. No target marking was observed by the crews. Although the Master Bomber was heard by most crews no instructions were received to bomb. All crews abandoned the mission over the target and returned to base. Most crews were able to visually identify the dock area, river or parts of the city. All crews reported the actual aiming point to have been obscured by cloud. 7 x 4,000 lb. bombs, 11 x 1,000 lb. and 54 x 500 lb. bombs were brought back to base and the remainder of the bomb loads were jettisoned safe. A very disappointing trip due to inability to identify the aiming point and bomb it. A small amount of flying training was done today consisting of one sim mining exercise and one cross-country flight. Routine ground training was completed in the sections. The air bombers were detailed to visit the radar, navigation and W/T sections while the wireless operators visited the W/T Maintenance section and received instruction on W/S.F.		See App. C.80
	23-4-45		The weather today was cloudy becoming fine. Visibility was moderate to good. The wind was northerly from 5 to 10 m.p.h. The Squadron was not required for operations today so a flying training programme was arranged. Four crews carried out sim mining exercises and two others completed cross-country. Four crews were given dinghy drill and instruction on ditching today. All sections carried out ground training for their members. Ten gunners trained on turret manipulation and others went skeet shooting. Softball games were played in the afternoon between the air bombers and WO/AG's and also between the navigators and pilots. A Battle Order was published in the evening detailing ten crews for operations early tomorrow.		
	24-4-45		Today was fine becoming fair. Visibility was moderate to poor. The wind was southerly from 5 to 10 m.p.h. The crews detailed last night were called at mid-nite last night and a briefing was held after which the crews were sent back to bed. Another briefing was held at 1100 hours but the operation was finally cancelled at 1200 hours. Four crews carried out sim bombing and practice bombing exercises today which was all the flying training done. More dinghy drill was undertaken today. Members of the various sections carried out routine training during the latter part of the day as they were resting up from the early call for operations. The wireless operators completed the weekly Group W/T exercise after which they trained on Fishpond. 10 gunners trained on turret manipulation. W/L J.W. Carr (RAF) the W/S leader went to Group today for a conference of W/S leaders.		

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LINDEE	25-4-45		<p>The weather today was cloudy with fair periods. Visibility was moderate to poor. The wind was north-easterly from 5 to 10 m.p.h.</p> <p>The Squadron was required for operations again today and 10 aircraft were ordered. The crews were briefed at 1115 hours for an attack on the coastal defences on WALSBOUGH ISLAND. All took off. Nine aircraft successfully attacked the primary while the remaining aircraft was forced to turn back over the target due to an apparent failure in the electrical circuit. Its bomb load was jettisoned before returning to base. There was no cloud over the target but it was hazy with a lot of smoke in the area. Most crews heard the Master Bomber and bombed 'Pickwick' on his instructions. There was a good concentration of bombing in the area of the aiming point but some bombs fell short and some also fell in the water. It was thought by most crews that the scattered bombing was caused by the compactness of the gaggle which hindered a good bombing run. All of our aircraft returned safely to base. Some flying training was completed today. This consisted of four aircraft on sim bombing and fighter affiliation details.</p> <p>Routine ground training was completed in all sections. The wireless operators trained on Fishpond while the air gunners completed 10 details of skeet shooting.</p>		See App. G.81
	26-4-45		<p>Today was cloudy with occasional rain. Visibility was moderate to poor. The wind from the north at 5 to 10 m.p.h.</p> <p>The Squadron was required for operations today and fifteen aircraft were ordered. The crews were briefed at 1130 hours but the operation was cancelled just after briefing. Owing to the preparations for the operation no flying training was carried out. One aircraft was flown on an air test.</p> <p>A small amount of ground training was done today, this being of a routine nature.</p>		
	27-4-45		<p>The weather today was cloudy with showers. Visibility was moderate becoming good. The wind was northerly from 5 to 15 m.p.h.</p> <p>The Squadron was again required for operations and fifteen aircraft were ordered. The crews were briefed at 0945 hours but the operation was cancelled just after briefing commenced. No flying training was done during the day but three aircraft flew on night training flights. These aircraft carried out sim aiming and cross-country exercises. All 17 navigators worked on speed-up exercises this afternoon while two others trained on radar navigation along with their air-bombers. A new idea was commenced this morning for the training of wireless operators in Morse. For half an hour in the morning and half an hour in the afternoon the Group operator transmits Morse to be copied down by Squadron operators as special Morse practice. The WO/AG's also trained on Fishpond and received instruction on the Lancaster electrical system from the Signals Training Officer, P/O G.H. Coleman.</p>		
	28-4-45		<p>Today was fine becoming cloudy with wintry showers. Visibility was good. The wind was northwesterly from 10 to 25 m.p.h.</p> <p>No operations were ordered today so a flying training programme was arranged. Eight aircraft completed practice bombing details during the day but eight other crews who were detailed for night flying were unable to complete their details owing to poor weather. 12 navigators worked on speed-up exercises this morning while the air bombers were given instruction in Gee plotting by P/O F.D. Miller (Can.J.3354) of the Navigation Section. The wireless operators were given Morse practice and also a lecture on Marconi Fault finding. The lecture was given by P/O Coleman. Ten gunners trained on turret manipulation.</p>		

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			<u>CASUALTIES</u>		
			<u>WIL</u>		
			<u>POSTURES - WIL</u>		
Can.R.101851			WO1 Sellar, H.A.	Pilot, Can.R.203373	P/S Westbrook, Nav.,
Can.R.183998			E/S Westman, L.G.	A/B, Can.J.49328	E/O W.A. Thomas
Can.R.208499			Sgt Morrison, S.R.	WO/SG, Can.R.267691	Sgt Lake, A.G.
Can.R.290223			Sgt Duma, F.	A/G	all posted from 76 Base w.o.f. 2-4-45.
Can.J.39097			E/O Burns, J.G.	Pilot, Can.J.49416	E/O Jukes, D.H.
Can.R.41770			E/O Rash, D.	A/B, Can.J.47684	E/O Lindsay, D.J.
Can.R.213217			E/S Dederick, R.H.	WO/SG, Can.R.261487	Sgt Reid, A.R.
Can.R.267694			Sgt Paulson, J.R.	A/G	all posted from 76 Base w.o.f. 14-4-45.
Can.J.37830			E/O Morrill, G.R.	Pilot, Can.R.261148	Sgt Burley, K.G.
Can.J.44120			E/O Marko, L.P.	A/B, Can.J.49333	E/O Cohen, A.
Can.R.214116			Sgt Walker, G.S.	WO/SG, Can.J.46359	E/O Koenig, J.T.
Can.J.46105			E/O Wylie, D.H.	A/G	all posted from 75 Base w.o.f. 16-4-45.
Can.J.6702			E/L J.J. Lalonde	Admin.	posted from H.Q., No. 6 Group w.o.f. 15-4-45.
77475 (RAF)			Sgt Wilson, M.H.	E/E	posted from 425 Squadron w.o.f. 14-4-45.
Can.J.41943			E/O Wood, H.L.	Pilot, Can.J.43391	E/O Moore, H.F.
Can.J.41577			E/O Peacock, W.L.	A/B, ME 1624172(RAF)	E/S Sanderson, L.
Can.R.213155			E/S Hills, G.E.	WO/SG, Can.J.46090	E/O Dickinson, L.J.
Can.J.46110			E/O Garland, R.W.	A/G	all posted from 75 Base w.o.f. 17-4-45.
Can.J.93310			E/O Thorne, G.J.	Pilot, Can.R.269663	Sgt Koenagen, P.J.
Can.J.40765			E/O Boudie, J.V.	A/B, Can.J.47652	E/O Budd, W.K.
Can.R.298927			Sgt Stedman, R.F.	WO/SG, Can.R.27079	Sgt Averill, B.W.
Can.R.271473			Sgt Campbell, R.S.	A/G	all posted from 75 Base w.o.f. 21-4-45.
Can.J.93340			E/O Gsiley, W.M.	Pilot, Can.J.49029	E/O Demison, A.S.
Can.R.201409			E/S Dufraime, N.V.	A/B, Can.J.47833	E/O Dempsey, J.S.
Can.R.299133			W/O Gibson, G.A.	WO/SG, Can.R.266944	E/S Fehr, G.A.
Can.R.299133			Sgt Parker, D.G.	A/G	all posted from 76 Base w.o.f. 21-4-45.
Can.J.5382			E/L Creeper, J.M.	Pilot, Can.J.40948	E/O Loftus, J.B.
Can.J.40649			E/O Davis, G.S.	A/B, 193596 (RAF)	Sgt Button, A.D.
Can.R.191478			E/S Martinovich, M.	WO/SG, Can.R.268179	E/S Hewitt, J.L.
Can.R.268437			E/S Spenser, A.S.	A/G	all posted from 433 Squadron w.o.f. 23-4-45.
199041 (RAF)			Sgt Windle, K.L.	E/E	posted from 431 Squadron w.o.f. 26-4-45.
Can.J.41931			E/O Jones, A.J.	Pilot, Can.J.43379	E/O Patton, S.J.
Can.J.38812			E/O Dilmore, G.M.	A/B, Can.R.260536	Sgt Austin, J.M.
Can.R.161973			E/S McGregor, A.J.	WO/SG, Can.R.284630	Sgt Hensley, A.W.
Can.R.283464			Sgt Sills, R.J.	A/G	all posted from 76 Base w.o.f. 26-4-45.
Can.J.99187			E/O McDonald, R.A.	Pilot, Can.J.42698	E/O Dixon, R.M.
Can.J.43144			E/O Elais, J.G.	A/B, Can.R.220893	E/S MacDonald, G.H.
Can.R.269469			Sgt Copeland, T.F.	WO/SG, Can.R.268070	Sgt Smith, F.M.
Can.J.90444			E/O Kneeshaw, A.H.	A/G	all posted from 76 Base w.o.f. 26-4-45.
Can.R.216760			E/S Varney, K.K.	Pilot, Can.R.269380	E/S Krompan, G.D.M.
Can.R.199282			W/O McCrear, W.B.	A/B, Can.R.199994	Sgt Cousineau, G.A.
Can.R.290960			Sgt Haloro, W.A.	WO/SG, Can.R.286106	Sgt Stewart, B.W.
				A/G	all posted from 75 Base w.o.f. 26-4-45.

# OPERATIONS RECORD BOOK

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

No. of pages used for day \_\_\_\_\_

Place	Date	Time	Summary of Events	<b>SECRET.</b>	References to Appendices
<b>LEAVE</b>					
<b>MOVEMENTS - OUT</b>					
			Can.J.18844 P/L K.E. Johnston <b>W/O</b> P/S posted to H.Q., No. 6 (RCAF) Group w.e.f. 9-4-45.		
			Can.J.92874 P/O H.L. Paton A/S posted to No. 407 Squadron w.e.f. 9-4-45.		
			Can.J.10157 W/O R.L. Beldue Pilot posted to R.G.A.F. "B" Depot w.e.f. 10-4-45.		
			Can.J.37509 P/O A.B. Paul W/O posted to 63 Base W/S sick w.e.f. 12-3-45.		
			Can.G.13693 P/L W.A.T. Toohiah A/S posted to H.Q., No. 63 Base w.e.f. 12-3-45.		
			Can.J.23102 P/L R.K. Mitchell <b>W/O</b> Pilot posted to H.Q., No. 63 Base w.e.f. 12-4-45.		
			Can.J.40208 P/L J.R. Brown Pilot, Can.J.40227 P/O B.B. Fallon W/O, Can.J.37878 P/O J.O. Roadway A/S, 197708 (RAF) P/O H.A.B. Browning P/S, Can.R.165225 W/O Reynolds, H.G. W/O, Can.R.187576 P/S Stoddart, G.K. A/G, Can.R.142740 P/S Graham, R. A/G all posted to 405 Squadron w.e.f. 1-4-45.		
			3040017 (RAF) W/O Percival, R.D. P/S posted to A.G.A.G. w.e.f. 9-4-45.		
			77225 (RAF) Sgt. Wilson, W.H. P/S posted to 427 Squadron w.e.f. 19-4-45.		
			Can.J.92723 P/O G.R. Davis W/O posted to R.G.A.F. "B" Depot w.e.f. 19-4-45.		
			Can.J.90586 P/O W.H. Hartman W/O posted to R.G.A.F. "B" Depot w.e.f. 19-4-45.		
			Can.R.182221 Sgt. Marchant, W.M. P/S posted to 428 Squadron w.e.f. 19-4-45.		
			Can.J.88821 P/O P.S. Girdaux W/O posted to R.G.A.F. "B" Depot w.e.f. 27-4-45.		
			Can.J.36341 P/O G. Jones W/O posted to R.G.A.F. "B" Depot w.e.f. 27-4-45.		
<b>PROMOTIONS</b>					
			Can.J.27054 P/O M.M. Ager Pilot was promoted to the rank of Acting Flight Lieutenant w.e.f. 1-3-45.		
			Can.J.40208 P/O J.L. Brown Pilot was promoted to the rank of Acting Flight Lieutenant w.e.f. 15-2-45.		
			Can.J.37478 P/O R.F. Pike Pilot was promoted to the rank of Acting Flight Lieutenant w.e.f. 1-3-45.		
			Can.J.36947 P/O H.A.M. Humphries Pilot was promoted to the rank of Acting Flight Lieutenant w.e.f. 15-3-45.		
			Can.J.90447 P/O G.D. Parry W/O was promoted to the rank of Acting Flight Lieutenant w.e.f. 28-3-45.		
			17598 (RAF) P/O J.W. Carr <b>W/O</b> P/S was promoted to the rank of Acting Flight Lieutenant w.e.f. 9-4-45.		
<b>COMMISSIONS</b>					
			Can.R.20587 W/O Jackson, W.G. W/O w.e.f. 6-3-45. Officer Number Can.J.94166.		
			Can.R.15102 W/O Lynett, F.F. A/S w.e.f. 6-3-45. Officer Number Can.J.94169.		
			Can.R.210813 P/S Grant, J.K.F. W/O w.e.f. 6-3-45. Officer Number Can.J.94181.		
			Can.R.17985 W/O Moody, R.K. W/O w.e.f. 26-2-45. Officer Number Can.J.94205.		
			188094 (RAF) Sgt. Day, I.A. P/S w.e.f. 17-3-45. Officer Number 19369.		
			Can.R.82569 P/S Orr, M. A/S w.e.f. 17-3-45. Officer Number Can.J.94265.		
			Can.R.135987 W/O Meenan, F.J.A. W/O w.e.f. 6-2-45. Officer Number Can.J.94269.		
			Can.R.265932 P/S Lockhart, D.H. A/S w.e.f. 17-3-45. Officer Number Can.J.94289.		
			Can.R.268179 P/S Newitt, J.L. A/S w.e.f. 17-3-45. Officer Number Can.J.94329.		
			Can.R.268457 P/S Spencer, A.S. A/S w.e.f. 17-3-45. Officer Number Can.J.94340.		
			1897891 (RAF) Sgt. Brewington, H.A.S. P/S w.e.f. 17-3-45. Officer Number 195708.		
			Can.R.115208 Sgt. Aitken, J. P/S w.e.f. 17-3-45. Officer Number Can.J.94379.		
			Can.R.178199 W/O Lathrop, J. W/O w.e.f. 26-2-45. Officer Number Can.J.94427.		
			Can.R.209728 P/S Purdy, K.J. W/O w.e.f. 17-3-45. Officer Number Can.J.94410.		
			Can.R.125904 W/O Wald, K.L. Pilot w.e.f. 17-3-45. Officer Number Can.J.94560.		



Place	Date	Time	Summary of Events	References to Appendices																														
			<b>HONOURS AND AWARDS</b>																															
			<p>Can.J.36200 P/L K.O. Powell. Pilot was awarded the Immediate Distinguished Flying Cross on 8-4-45 as a result of the part he played in an attack on Cologne on 2-3-45. Shortly after take off the starboard outer engine failed and the propeller was feathered. Although it was impossible to reach bombing height this officer continued on a successfully bombed the target. On the return trip the port outer engine failed but P/L Powell managed to bring his aircraft back to base on only two engines and execute an exemplary landing.</p>																															
			<p>Can.J.16909 P/L C.S. Pope. Pilot was awarded the Distinguished Flying Cross (Non-immediate) on 17-4-45. This officer has established a splendid record of operational flying during his two tours of operations, the first of which was completed on fighter aircraft. He has at all times proven himself an outstanding captain of aircraft, possessed with a fine offensive spirit and a determination to press on to his objectives in spite of all difficulties.</p>																															
			<p>Can.J.20495 P/L W.T. Glass A/B was awarded the Distinguished Flying Cross (Non-immediate) on 17-4-45. As an air bomber this officer has taken part in many attacks on enemy targets many of which were against the heavily defended districts of the Ruhr. As Bombing leader of the Squadron he has shown keenness for his work and has carefully instructed his air bombers in their duties and infused into them a fine offensive spirit. His unflinching tenacity and devotion to duty have been an inspiration to all those serving with him.</p>																															
			<p>The following personnel were awarded the R.C.A.F. Operational Badge during the month:</p>																															
			<table border="0"> <tr> <td>Can.G.1057</td> <td>W/C R.L. Bolduc</td> <td>Pilot,</td> <td>Can.J.38184</td> <td>P/O P. Codd</td> <td>Nav.B.</td> </tr> <tr> <td>Can.J.92834</td> <td>P/O H.L. Eston</td> <td>A/B,</td> <td>Can.J.92723</td> <td>P/O G.R. Davis</td> <td>A/G.</td> </tr> <tr> <td>Can.J.28233</td> <td>P/O N.B. Elkin</td> <td>A/B,</td> <td>Can.J.90746</td> <td>P/O W.H. Hartman</td> <td>Nav.</td> </tr> <tr> <td>Can.J.15709</td> <td>P/L C.S. Pope</td> <td>Pilot,</td> <td>Can.J.36541</td> <td>P/O G. Jones</td> <td>Nav.</td> </tr> <tr> <td>Can.J.90039</td> <td>Sgt. Herman, J.L.</td> <td>P/R and</td> <td>Can.J.16937</td> <td>Sgt. Hewitt, D.W.</td> <td>P/E.</td> </tr> </table>	Can.G.1057	W/C R.L. Bolduc	Pilot,	Can.J.38184	P/O P. Codd	Nav.B.	Can.J.92834	P/O H.L. Eston	A/B,	Can.J.92723	P/O G.R. Davis	A/G.	Can.J.28233	P/O N.B. Elkin	A/B,	Can.J.90746	P/O W.H. Hartman	Nav.	Can.J.15709	P/L C.S. Pope	Pilot,	Can.J.36541	P/O G. Jones	Nav.	Can.J.90039	Sgt. Herman, J.L.	P/R and	Can.J.16937	Sgt. Hewitt, D.W.	P/E.	
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			<b>CHANGES IN COMMAND</b>																															
			<p>W/C E.H. Evans (Can.G.133) (Pilot) assumed command of the Squadron when the former Squadron Commander, W/C R.L. Bolduc (Can.G.1057) (Pilot) was posted to R.C.A.F. "R" Depot for repatriation w.e.f. 10-4-45.</p>																															
			<b>CHANGES IN ADMINISTRATIVE</b>																															
			<p>P/L J.J. Lalonde (Can.G.6702) (Admin.) was posted to the Squadron w.e.f. 15-4-45 to assume duties as Adjutant vice P/L W.A.F. Teehan (Can.G.13673) (Admin.) who was posted to H.Q. No. 65 (R.C.A.F.) Base the same date.</p>																															
			<b>AIRCRAFT ON SQUADRON STRENGTH ON 30-4-45.</b>																															
			<table border="0"> <tr> <td>Lancaster Mk. I</td> <td>-</td> <td>10</td> </tr> <tr> <td>Lancaster Mk. III</td> <td>-</td> <td>13</td> </tr> </table>	Lancaster Mk. I	-	10	Lancaster Mk. III	-	13																									
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# OPERATIONS RECORD BOOK

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

No. of pages used for day \_\_\_\_\_

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<b>LEADING</b>			<b>OPERATIONAL, TRAINING AND OTHER FLYING FOR APRIL</b>		
			(a) Operational Flying	DAY 283.10 NIGHT 401.15	
			(b) Flying Training	DAY 345.45 NIGHT 103.15	
			(c) Other Flying	DAY 30.30 NIGHT Nil	
			<b>OPERATIONAL SORTIES FLOWN IN APRIL</b>		
			A total of 98 sorties were flown during the month of April in the eleven operations carried out by the Squadron.		
			<b>MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED</b>		
			<b>H.H.</b>	<b>INCENDIARY</b>	<b>MINES</b>
			Bombs dropped from 1-1-45 to 31-3-45. 729 tons 2040 lbs. 271 tons 1980 lbs. 131 tons 1260 lbs.		
			Bombs dropped during April, 1945. 345 " 200 " Nil		68 " 680 "
			Bombs dropped to date, 1945. 1075 tons --- lbs. 271 tons 1980 lbs. 219 tons 1940 lbs.		
			<b>COMBATS WITH ENEMY AIRCRAFT</b>		
			The Squadron was engaged in 2 encounters with enemy aircraft during April but no claims are made as a result.		
			<b>MEMORIAL STRENGTH OF THE SQUADRON AS AT 30th APRIL, 1945.</b>		
			<b>OFFICERS</b>	<b>AIRCROW</b>	<b>GROUND CREW</b>
			R.G.A.F. 245	R.G.A.F. 111	
			R.G.A.F. (USA) 3	R.G.A.F. (USA) 2	
			R.A.F. 7	R.A.F. 22	
			<b>TOTAL STRENGTH</b> 157	156	1
				135	195
			<b>GENERAL</b>		
			The Squadron took part in eleven operations during the month of April, flying a total of 98 sorties. Four of these were mining operations and the remainder were bombing attacks against targets of Germany. The use of Lancaster aircraft has made considerable difference in the tonnage of bombs dropped per sortie. 413 tons of explosives were dropped during the 98 sorties completed while 447 tons were dropped in 149 sorties last month.		
			This month has been a record month for freedom from losses on operations. No casualties were sustained by the Squadron during April.		

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