

OPERATIONS RECORD BOOK

S. 4720-429
D-21

Page No. 1
Compiled by R/L J. Lalonde (G.6702)
No. of pages used for length 12

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

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LESLIE	1-3-45		<p>The weather today was fair to cloudy with showers in the evening. Visibility was good. The wind was north-westerly to northerly from 15 to 20 mph moderating to 5 to 10 mph in evening. No operations were ordered for today. The only flying carried out during the day was three aircraft which were detailed to the jettison some old bombs left over from the 'Halifax days' of the Squadron.</p> <p>Squadron personnel were assembled in the Briefing Room and were given a lecture by the Squadron Commander, W/O H.H. Evans (Can.0153).</p> <p>In the afternoon a Station Parade was held with all Squadron personnel in attendance. The Station Commander addressed the Parade speaking on future operations and also on the return to Canada of Canadian personnel. After the parade the Squadron was given the rest of the day off.</p> <p>Some ground training was completed during the forenoon. The navigators worked on speed-up exercises and the air bombers trained on Gee. The wireless operators trained on Morse while the air gunners studied aircraft recognition and trained on turret manipulations.</p>		
	2-3-45		<p>The weather today was fair to cloudy with fine intervals but cloudy with showers and a thunderstorm in the evening. Visibility was good. Wind was light and variable. The Squadron was not required for operations and no other flying was done.</p> <p>Navigators and air bombers trained on radar navigation while the wireless operators trained on Fishpond and V.H.F. They also completed a Group W/T exercise.</p> <p>At 1600 hours all sections proceeded to the Squadron Interrogation Room where a 'Squadron Get-Together' was successfully held, complete with liquid refreshment and sandwiches.</p>		
	3-3-45		<p>Today was fair becoming cloudy with showers and thunderstorms at night. Visibility was moderate becoming good but moderate in the rain at night. Wind was light and variable. The Squadron was required for operations today and nine aircraft were ordered. The crews were briefed at 1730 hours for a mining operation on 'Krant' and 'Westree' areas. However Eight of our aircraft had become airborne when the operation was cancelled so that the ninth aircraft did not take off. The aircraft which were airborne had to spend about four hours in the air to use up sufficient petrol to allow them to land with the mine loads. Seven crews carried out training flights today consisting of sim bombing and fighter refuelling exercises.</p> <p>During the forenoon 18 navigators worked on speed-up exercises and two others with their air bombers trained on radar navigation. In the afternoon six navigators and air bombers worked on dry socks. The wireless operators were given Fishpond instruction and also a talk on inter-com by the signals training officer, W/O H.G. Galsman. The air gunners trained on turret manipulation and aircraft recognition.</p>		See App. C#89
	4-3-45		<p>Today was fair to cloudy with rain all afternoon and continuing into the night. Visibility was moderate to poor early becoming good. The wind was north-westerly from 5 to 10 m.p.h. no operations were ordered so a flying training programme was arranged and carried out. Ten crews were detailed for simulation bombing, simulation mining, practice bombing in the afternoon and five more for the same exercises at night.</p> <p>Several crews who were not flying carried out dingy drills today. 18 navigators worked on speed-up exercises during the forenoon while the air bombers trained on Gee and Gee. The wireless operators trained on Fishpond and the air gunners on turret manipulation.</p>		

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Place	Date	Time	Summary of Events	References to Appendices
Wadding	5-5-45		<p>The weather today was fine becoming cloudy with rain all afternoon and continuing into the night. Visibility was mainly moderate but poor at night. Wind was calm becoming southerly from 6 to 12 M.P.H.</p> <p>No operations were ordered so another training programme was arranged. Eight crews carried out sim bombing, sim mining, practice bombing and cross-country exercises during the day. Further crews were detailed for night flying but this was cancelled owing to unfavourable weather conditions.</p> <p>Four more crews completed dinghy drills again today. The navigation section spent most of the day in cleaning up their rooms. The air bombers trained on radar navigation and the wireless operators practiced Morse and trained on Fishpond. The air gunners trained on aircraft recognition and turret manipulation.</p>	SECRET.
	6-5-45		<p>Today was rainy at first becoming fair to cloudy in the afternoon and fine at night. Visibility was moderate to poor early, becoming good. Wind was light, variable becoming westerly from 10 to 25 M.P.H.</p> <p>Again no operations were ordered so more flying training was carried out. Nine crews carried out cross-country, sim bombing, sim mining and fighter affiliation details in the afternoon and seven others completed cross-country at night.</p> <p>The pilots were given a lecture on engine handling by P/L J.W. Carr BEC (RAF) (179988) the P/L leader and two of them also trained on Link. Navigators and air bombers trained on navigation while the wireless operators practiced Morse and the air gunners trained on turret manipulation. Several crews also completed dinghy drills.</p> <p>The Signals section have taken over a room in the Crew Centre which is to be used for lectures and the demonstration of Signals equipment.</p>	
	7-5-45		<p>Today was fine early, becoming cloudy with intermittent rain until early afternoon. It became cloudy and misty by midnight. Visibility was good falling moderate, poor in evening. The wind was light and variable to Southerly.</p> <p>The Squadron was not called for operations so another flying training programme was laid on. However this was cancelled before take off due to poor weather.</p> <p>During the forenoon all pilots were given a lecture on radio range by P/L H.A.M. Humphries (Can.J.36547) a "B" Flight pilot. The pilots were also given a lecture on "The Far East" by the P/L Deoust, an Intelligence officer from Skipton. Navigators and air bombers trained on radar navigation and the wireless operators carried out a Group W/T exercise. The air gunners trained on aircraft recognition and turret manipulation.</p>	
	8-5-45		<p>The weather today was cloudy with fog and rain until evening with a thunderstorm in the night. Visibility was bad becoming moderate to good but poor at night. The wind was calm.</p> <p>'VE - DAY'. The long-awaited announcement has finally been made and with it comes the cessation of hostilities in the European theatre of the war.</p> <p>The Squadron was required for its first <u>Endia</u> operation and thirteen aircraft were ordered. The crews were briefed at 0900 hours for a trip to Brussels. All took off and proceeded to Brussels where they landed. Aircraft "T" N701 was loaded with 23 ex-prisoners and the remainder each carried 24 ex-prisoners making a total of 311 evacuated. All aircraft took off and returned to Westcott where they landed and unloaded. They then took off and returned to base without mishap. All crews enjoyed a very satisfactory trip.</p> <p>The crews not on this detail were stood down from duty to participate in VE-day celebrations.</p>	See App. 2.84.

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LESSIE	9-5-45		<p>Today was cloudy with fog, slight rain at times, fair in the evening. Visibility was poor improving to good in the afternoon. Wind mainly light in the morning but becoming south-westerly from 10 to 15 mph in the afternoon.</p> <p>The Squadron was again required for an Exodus operation and 12 aircraft were ordered. The crews were briefed at 0700 hours to fly to Juvincourt for ex-prisoners. All aircraft took off and arrived at Juvincourt as briefed. 24 ex-prisoners were taken on board each aircraft and flown back to Wing where they were landed. 288 men were evacuated by the Squadron on this operation. The aircraft were then flown back to base from Wing. The whole evacuation was very well handled and no difficulties were experienced by any of our crews.</p> <p>No flying or groundtraining was undertaken today as all crews except those detailed for the Exodus trip, were stood down.</p>		See App. C.85.
	10-5-45		<p>The weather today was fine becoming cloudy. Visibility was good, moderate at times. The wind was light, South to South-westerly, falling to calm.</p> <p>The Squadron was once more required for Exodus operations and this time an all-out effort of 20 aircraft was ordered. The crews were briefed at 0900 hours and Juvincourt was again the place chosen. All aircraft took off without trouble and landed at Juvincourt. Considerable congestion of aircraft was noted there. Each aircraft took 24 ex-prisoners on board with the exception of aircraft "H" (W27) which had been detailed as servicing aircraft for the trip and so was not loaded. A total of 456 ex-prisoners was therefore evacuated. All except the servicing aircraft landed at Westcott, discharged their passengers and took off again for base. Two of our aircraft, "H" (W267) and "H" (W27) diverted to Skipton on return due to obstructed runways at base. The remainder landed safely at base.</p> <p>No other flying was carried out today and only a small amount of ground training was completed. Navigators and air-bombers trained on radar navigation while the gunners practiced turret manipulation.</p>		See App. C.86.
	11-5-45		<p>Today was fine with mist and fog clearing, becoming cloudy with slight rain later. Visibility was bad improving to moderate to good in the afternoon. Wind was calm.</p> <p>The Squadron was not required for Exodus operations today so all aircrews were stood down from duty for the day. Two new crews went to Skipton and brought back the two aircraft which had landed there last night and that was all the flying carried out during the day.</p>		
	12-5-45		<p>Today was fine early, later cloudy with a shower, becoming fine in the evening and hazy at night. Visibility was moderate improving to good, but moderate at night. Wind mainly calm.</p> <p>Twenty aircraft and crews were detailed to stand by for another Exodus operation today but this never materialized. No other flying was carried out.</p> <p>While standing by for the Exodus operation the pilots and navigators played a softball game. This was cancelled at the end of the 6th innings due to rain, with the pilots leading by 13 to 3.</p>		
	13-5-45		<p>Today was cloudy with thunderstorms early, fair to cloudy with rain or thundery showers later. Visibility was moderate becoming good. The wind was light and variable.</p> <p>All Squadron personnel attended a Station Church Parade this forenoon which was held in No. 3 Hangar. This was a special VE-day Thanksgiving Service.</p> <p>Due to the rainy weather no flying could be done so the Squadron was stood down for the afternoon.</p>		

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London	14-5-45		<p>The weather today was fair becoming cloudy with showers. Good visibility. The wind was Southwest to West from 30 to 40 m.p.h. falling to 10 to 20 m.p.h. at night.</p> <p>No flying was carried out today but considerable ground training was completed. The navigators were given a lecture on Loran by P/O J.C. Hall from the Radar Navigation section. The air bombers also attended this lecture. Routine training was undertaken in all the other sections.</p>	
	15-5-45		<p>Today was mainly cloudy and fair to fine in the evening. Visibility was excellent. The wind was W.S.W. ly from 10 to 20 m.p.h. moderating to 4 to 8 m.p.h. in the evening.</p> <p>No training flying was carried out today. One aircraft was detailed to fly A/V/M Midhill to Scotland.</p> <p>The navigators were given an astro lecture while the wireless operators spent time practicing Morse. Routine ground training was carried out in all sections.</p> <p>During the afternoon the Squadron was stood-down and softball games were played by several sections. The wireless operators won over the pilots in the outstanding game of the day.</p>	
	16-5-45		<p>Today was fair becoming cloudy with a period of rain and drizzle during the morning, cloudy the rest of the day. Visibility was moderate in the rain becoming excellent.</p> <p>No flying was carried out today. All aircrew were assembled in the Crew Room during the afternoon where they were given a lecture on P.P.P. technique by the Station Commander, G/O A.C. Hall. After his lecture they were addressed by W/O E.H. Evans, the Squadron Commander, on the subject of the completion of the new declaration forms which have been received in connection with the future employment or discharge of aircrew personnel.</p> <p>A small amount of routine ground training was completed in all sections during the morning.</p>	
	17-5-45		<p>The weather today was fair becoming cloudy with rain and drizzle around mid-day. Visibility was moderate improving to excellent. The wind was SSW to WSW 8 to 12 m.p.h. veering westerly.</p> <p>One crew successfully completed an H2S night cross-country exercise tonight which was the only flying done this date.</p> <p>Several navigators and air bombers trained on Loran during the forenoon. The remainder were busy cleaning up their respective sections. The wireless operators practiced Morse, while the air gunners trained on turret manipulation.</p>	
	18-5-45		<p>Today was cloudy with fair intervals. Visibility was moderate early becoming good. The wind was light and variable becoming south-easterly from 4 to 8 m.p.h.</p> <p>No flying was carried out today. During the forenoon ten navigators trained on speed-up exercises and two others with their air bombers trained on Loran. The wireless operators practiced Morse while the air gunners trained on turret manipulation. Also during the forenoon a Station conference was held with representatives from the Squadron in attendance. The purpose of this conference was to draw up a ground training programme which will come into effect next Monday.</p> <p>Softball games were played in the afternoon and the air bombers managed to win over the signals team after seven innings. The navigators also beat the pilots, the score being 24 to 17 in their favour.</p>	

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LORNB	19-5-45		<p>Today was cloudy, then fair to fine, cloudy after dark. Visibility was excellent. The wind was light, south to southeasterly from 10 to 15 m.p.h.</p> <p>There was no flying carried out today. Only a small amount of ground training was carried out in the various sections today as preparations are being made to commence the new training programme which has been drawn up.</p> <p>Soccer games were played between the sections during the afternoon again today. The pilots were defeated by the air gunners and the wireless operators won over the air bombers. The wireless operators have now beaten every other team on the Squadron to the complete satisfaction of P/L G.D. Parry, the Signals leader.</p> <p>The Squadron was pleased to have several ex-R.O.W. members as visitors today. These were P/L A.R. Milner (J.12784), P/O P.H. Eddell (J.25342), P/O R.H.S. Bourne (J.88378), P/O G.S. Chapman (J.37750), P/O C.H. Sulak (formerly R.283007), P/O J.G. Small (formerly R.256799), P/O J.E. Phillips (formerly R.27657) and P/O H.L. Johnson (formerly R.118092).</p>		
	20-5-45		<p>The weather today was cloudy with thundery rain in the evening. Visibility was good falling moderate in the evening. Wind light and variable falling to calm at night.</p> <p>There was no flying carried out today. Some ground training was completed in the sections during the forenoon after which the Squadron was stood-down and personnel given the remainder of the day off.</p>		
	21-5-45		<p>Today was overcast with fair periods. Fog early and a shower after noon. Visibility was poor becoming moderate to good. Wind was light and variable becoming south-easterly from 5 to 10 m.p.h.</p> <p>The new training programme got under way today as scheduled. Eleven aircraft took off during the afternoon on training flights during which they carried out practice bombing and formation flying. Nine more aircraft carried out night practice bombing details.</p> <p>An extensive ground training schedule was also carried out. A P.T. class was held first thing in the morning after which the personnel reported to their sections. The pilots were given a lecture on range flying by W/C E.H. Evans, the Squadron Commander. The wireless operators were given instruction on loop bearings after which they practiced Morse. The air bombers and navigators were given a lecture by P/L G.D. Parry, the Signals leader on wireless subjects. The air gunners were lectured on sighting by P/L J. MacKay (RAF) the Gunnery Leader after which they practiced asset shooting. All members of the Squadron were assembled in the Crew Centre to hear a very interesting lecture on current events which was presented by P/O R. Steadley, Station Education Officer.</p>		
	22-5-45		<p>Today was cloudy. Visibility was poor early becoming excellent later. Wind was north-westerly from 5 to 12 m.p.h. falling to light later.</p> <p>Flying training today consisted of formation flying and practice bombing with nine aircraft taking part in the exercises.</p> <p>During the forenoon the flight engineers were given a lecture on navigation by P/O P.O. Jones (J.40749) and a lecture on Civilian Law concerning the operation of automobiles, by Sgt. G.W. Taylor (RAF) (1896218) of the P/E section. The air gunners completed 30 details of turret manipulation and two classes of aircraft recognition. The wireless operators practiced Morse. The pilots and navigators were given a lecture on range and endurance of aircraft by P/L J.W. Carr (RAF) the P/E leader. All personnel were also given an Intelligence lecture today by P/L J.R. Mallory of Station Intelligence. During the afternoon the sections engaged in various sports and a flight of air gunners and engineers were given some drill.</p>		

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LEEMEN	23-5-45		<p>The weather today was overcast to cloudy with fair periods. There was some fog during the morning. Visibility was poor becoming moderate. The wind was N-NEE'ly from 5 to 25 m.p.h. No flying was carried out today due to poor flying weather so full time was spent on ground training. All personnel were given a lecture on the theory of range flying by P/L J.W. Carr (RAF) and the pilots were given a lecture on bombing by P/L J. Colquhoun (J.38799) the Squadron Bombing Leader. All personnel were also given a lecture on current events and Canadian Civics by IAC H.O. Arnoton of this Station.</p> <p>During the afternoon all personnel took part in a sports programme with softball as the feature sport. The Pilots won over the Air Bombers by a score of 23 to 1 and the W/AG's emerged victorious over the Navigators by a score of 8 to 1. Those not playing softball were able to indulge in some golf or tennis.</p>		
	24-5-45		<p>Today was cloudy with fair periods. Visibility was moderate becoming poor later in the day. The wind was northerly from 5 to 12 m.p.h. falling light southerly.</p> <p>Flying training was arranged for today and successfully completed. Eight aircraft flew on formation exercises in the afternoon and six more carried out formation flying at night. During the morning the pilots were given a lecture on Flying Control by S/L W.M. Boyd and on Gunnery by P/L J. Mackay (RAF). The W/AG's practiced Morse for an hour after which they were given a talk on Q&A procedure by P/L G.D. Parry, Squadron Signals Leader. He also gave some instruction to the P/S's on Fishpond who enjoyed the demonstration as normally they never get a chance to see or operate Fishpond. The air gunners completed 20 details of turret manipulation and two classes of aircraft recognition.</p>		
	25-5-45		<p>The weather today was cloudy with intermittent slight rain during the morning. Visibility was poor at first becoming excellent. Wind was light and southerly early veering to the west. Eight aircraft successfully completed practice bombing and formation flying exercises today. Two others, piloted by W/C E.H. Evans and O/C A.C. Hull (RAF), the Station Commander, were flown on long cross-country flights across France, Holland and Germany. Ground personnel were carried and given a chance to see the effects of the bombing attacks during the war, on German industrial centres.</p> <p>During the forenoon all sections continued with the ground training schedule. All personnel were given a lecture in the Crew Centre on Current Events by IAC Amos of this Station.</p>		
	26-5-45		<p>Today was cloudy with occasional showers. Visibility was excellent becoming moderate. The wind was light variable becoming SWW to NNW from 4 to 10 m.p.h.</p> <p>No flying was carried out today. A new lot of Declaration Forms for future employment in the R.C.A.F. arrived today and all personnel were engaged in completing them during the forenoon so there was not much ground training completed. The Squadron was stood-down for the afternoon in favour of a party which was held in the Crew Centre for all aircrew personnel and the ground crew who are working with the Squadron. Liquid refreshment was in plentiful supply and everyone spent an enjoyable afternoon and evening.</p>		
	27-5-45		<p>Today was cloudy becoming fair then fine. Some Slight rain and drizzle during morning, with fog forming later. Visibility was good at first becoming poor. Wind northerly falling calm. Two crews were detailed for long cross-country flights over the continent but these were cancelled due to poor visibility over the route. No other flying was done during the day. No ground training was undertaken any today and as it was Sunday all Squadron personnel were given the day off.</p>		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LEADING	28-5-45		The weather today was fair to cloudy with fog early. Occasional showers. Visibility poor to moderate. Wind calm or light and variable. Ten aircraft were detailed and completed formation flying and S.B.A. exercises today. Nine others were detailed for night flying but this was cancelled due to unfavourable weather. All personnel attended a parade this morning where they were inspected by the Station Commander, G/O A.G. Hull <u>W/O</u> . Owing to this parade no ground training was completed during the forenoon. The aircrew not flying during the afternoon completed some ground training during the afternoon. The air gunners carried out ten details of turret manipulation.		
	29-5-45		Today was mainly cloudy with rain early, showers later. Visibility was poor becoming good. The wind was light and variable, becoming westerly 5 to 15 m.p.h. A long cross-country trip over the Continent was arranged for today but was cancelled because of poor flying weather. No other flying training was completed today. All personnel were detailed for another Squadron parade this morning and were inspected by W/O S.H. Evans, the Squadron Commander, after which they were given some drill. At 1100 hours all personnel assembled in the Crew Centre to hear a lecture which was given by Major Wong of the Chinese Air Force. He described the various aspects of flying and fighting conditions in the Chinese Theatre of War. After his lecture he was plied with questions by the aircrew who found his talk very interesting.		
	30-5-45		Today was fair to cloudy, with occasional showers and good visibility. Wind was south-westerly backing southerly from 5 to 15 m.p.h. Two aircraft took off this morning and completed the long cross-country route over the Continent. They both carried groundcrew personnel who were very interested in flying over the well-bombed cities of Germany. No other flying was carried out during the day. The aircrew not flying were given a lecture on bombing by P/L W.T. Glass <u>W/O</u> (J.2848) the former Squadron Bombing Leader. The navigators were also given a lecture on the use of A.F.I. by P/L J.A. Schollar (J.40478) Squadron Navigation Officer. All personnel were given a talk in the Crew Centre on Post-War Rehabilitation by P/O Steckley, Education Officer. During the afternoon the Squadron was stood-down in favour of its weekly Sports Programme. Two softball games were played with the Navigators winning over 427 Squadron Navigators and the W/O's beating the Pilots by a score of 13 to 15. Other members of the Squadron played tennis and golf.		
	31-5-45		The weather today was fair to cloudy with thunderstorms in the evening. Visibility was moderate and the wind mainly southerly from 5 to 15 m.p.h. Seven aircraft were flown today on formation flying, practice bombing and S.B.A. exercises. Two others successfully completed the long cross-country route to Germany again carrying non-flying personnel to inspect the raid damage. A night flying schedule was cancelled due to unfavourable weather conditions. Those not flying were given ground training. 21 navigators practiced speed-up exercises while the air gunners completed ten details of turret manipulation and six details of night vision training. The flight engineers were given a lecture on bombing by P/L W.T. Glass <u>W/O</u> . The pilots were given a talk on sighting by W/O J.F. Korman (J.40159) of the Gunnery Section. The wireless operators practiced Morse for an hour after which they trained on Fishpond and practiced skeet shooting.		

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<u>CASUALTIES</u>					
NIL					
<u>POSTINGS - IN</u>					
Can.J.8382	S/L	J.S. Creeper	MEG Pilot posted from 433 Sqdn. w.e.f. 4-5-45 on cessation of attachment.		
Can.J.45611	P/O	Hosman, H.A.	Pilot, Can.J.45924 P/O Hurford, J.C. New.		
Can.J.45158	P/O	Kelly, S.	A/B, 574299 (RAF) P/S Harrington, P.J. Pilot (P/S),		
Can.J.46351	P/O	Shumera, R.T.	WO/AG, Can.J.432297 Sgt Callahan, G. A/G,		
Can.R.207731	Sgt	Wojtyna, P.	A/G all posted from 75 Base w.e.f. 8-5-45.		
1567279 (RAF)	P/S	Newton, F.	Pilot (P/S), 1561429 (RAF) P/S Sims, D.J. Pilot (P/S),		
1682040 (RAF)	P/S	Nicholls, G.	Pilot (P/S), all posted from 434 Squadron w.e.f. 12-5-45.		
Can.J.17994	P/L	Hosman, T.A.	A/G posted from 434 Squadron w.e.f. 25-5-45.		
1792975 (RAF)	Sgt	Clark, G.C.D.	P/S, 1796442 (RAF) Sgt Ridge, M. P/S,		
3011952 (RAF)	Sgt	Perceval, E.	P/S, 3041565 (RAF) Sgt Perfect, J.S. P/S,		
197182 (RAF)	P/O	Dalton, J.B.	P/S all posted from 63 Base w.e.f. 30-5-45.		
<u>POSTINGS - OUT</u>					
Can.C.26079	S/L	Hogarth, H.J.	MEG Pilot posted to R.C.A.F. Station, Diahforth w.e.f. 12-4-45.		
Can.J.28485	P/L	Glass, W.F.	MEG A/B, Can.J.92646 P/O Jodrell, L.J. A/G,		
Can.J.28902	P/O	Monion, W.J.	A/B, Can.J.27422 P/O Billen, F.W. New.		
Can.J.32435	P/O	Hay, W.C.	A/G, Can.J.38184 P/O Oodd, P. New. B.,		
were all posted to R.C.A.F. Overseas Headquarters w.e.f. 1-5-45.					
Can.J.33425	P/L	Fikis, W.	Pilot, posted to 24 O.T.U. w.e.f. 3-5-45.		
Can.J.13500	S/L	Petersen, H.V.	MEG Pilot posted to HQAF "E" Depot w.e.f. 4-5-45.		
Can.J.36200	P/L	Powell, K.O.	MEG Pilot posted to 22 O.T.U. w.e.f. 4-5-45.		
Can.J.39533	P/O	Hodgson, D.J.	A/G posted to 63 Base w.e.f. 4-5-45.		
Can.R.212611	P/S	Corner, J.A.	A/B posted W/S side to 63 Base w.e.f. 27-4-45.		
Can.J.93481	P/O	Oppman, L.R.	A/G posted to HQAF "R" Depot w.e.f. 7-5-45.		
Can.R.201173	WO1	Ledner, A.	WO/AG, Can.J.206483 P/S Williams, R.D. A/G,		
Can.R.270411	P/S	Kemp, W.S.	A/G posted to HQAF "E" Depot w.e.f. 7-5-45.		
Can.R.93168	P/O	Jackson, W.C.	WO/AG, Can.J.93448 P/O Ritchie, D.H. A/G,		
Can.R.123860	WO2	Zeharia, P.S.	New., all posted to HQAF "R" Depot w.e.f. 10-5-45.		
3021028 (RAF)	Sgt	Flinn, D.R.	P/S posted to 63 Base w.e.f. 10-5-45.		
Can.J.28233	P/O	Elkin, H.S.	A/B posted to 1666 C.U. w.e.f. 10-5-45.		
Can.J.27583	P/O	Johnson, E.	A/B posted to 1666 C.U. w.e.f. 10-5-45.		
Can.R.23885	WO2	VanSledra, G.	A/G posted to 425 Squadron w.e.f. 11-5-45.		
Can.J.37072	P/L	Ross, J.S.	MEG Pilot posted to HQAF O/S H.Q. w.e.f. 11-5-45.		
Can.J.38822	P/O	Schreiber, E.	A/B posted to 1659 C.U. w.e.f. 12-5-45.		
Can.R.206149	P/S	Tammela, E.	WO/AG posted to 1659 C.U. w.e.f. 12-5-45.		
Can.J.47652	P/O	Budd, W.K.	Pilot (P/S), Can.J.47835 P/O Dempsey, J.S. Pilot (P/S),		
Can.J.47684	P/O	Lindsay, D.J.	Pilot (P/S), all posted to 428 Squadron w.e.f. 12-5-45.		
Can.R.260338	P/S	Austin, J.M.	Pilot (P/S), Can.R.220893 P/S MacDonald, G.H. Pilot (P/S),		
Can.R.219178	Sgt	Grayton, D.L.	Pilot (P/S) all posted to 405 Squadron w.e.f. 13-5-45.		
Can.R.99719	Sgt	Horsfall, B.	P/S, Can.R.198383 Sgt Durkin, D.S. P/S,		
Can.R.274264	Sgt	Hutchinson, P.A.	P/S, Can.R.198480 Sgt Craig, R.L. P/S,		
were all posted to No. 425 Squadron w.e.f. 13-5-45.					
Can.R.17773	P/O	Famer, H.H.	WO/AG posted to HQAF "R" Depot w.e.f. 13-5-45.		

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OPERATIONS RECORD BOOK

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

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			POSTINGS - OUT (Cont'd)		
			Can.J.92099 P/O Carlo, T. WO/AG, Can.J.14417 P/L Magee, D.T. Pilot,		
			Can.J.94205 P/O Moody, E.R. WO/AG, Can.J.87996 P/O Thomas, W.A. Pilot,		
			Can.R.217311 WO2 Mytruk, P. A/G, Can.R.262026 WO2 Sproul, L.S. A/G,		
			were all posted to R.C.A.F. "R" Depot w.e.f. 17-5-45.		
			56229 (RAF) P/O Miller, J. E/S posted to A.C.A.C. w.e.f. 17-5-45.		
			18946 (RAF) P/O Potty, D. E/S posted to A.C.A.C. w.e.f. 17-5-45.		
			50817 (RAF) P/S Hall, S. E/S, 192999 (RAF) P/S Campbell, J. E/S,		
			300772 (RAF) P/S Unney, R.O. E/S, 300932 (RAF) P/S Porter, J. E/S,		
			177023 (RAF) P/O Henderson, A.H. E/S, all posted to A.C.A.C. w.e.f. 20-5-45.		
			Can.R.88496 WO2 Beach, G.W. A/S, Can.R.163837 P/S Hewitt, D.W. E/S,		
			Can.R.262924 P/S Keeler, L.A. E/G, Can.R.266698 P/S Craig, A.J. A/G,		
			Can.R.272898 P/S Brown, G.P. A/G, Can.J.99883 P/O Smallwood, J. A/G,		
			were all posted to R.C.A.F. "R" Depot w.e.f. 21-5-45.		
			Can.J.19708 P/O Finmer, F.S. A/S, Can.J.19173 P/O Mannix, J.B. A/G,		
			Can.J.22770 P/L Wheeler, E.P. HQ Nav.B. all posted to RCAF "R" Depot w.e.f. 22-5-45.		
			176729 (RAF) P/S Newton, P. Pilot (E/S), 178129 (RAF) P/S Sims, D.J. Pilot (E/S),		
			1624172 (RAF) P/S Sanderson, L.Pilot (E/S), 1682040 (RAF) P/S Nicholls, G. Pilot (E/S),		
			were all posted to No. 97 Squadron, R.A.F. w.e.f. 30-5-45.		
			PROMOTIONS		
			Can.J.17560 P/L Seale, R.C. Nav. B. was promoted to the rank of Temporary		
			Flight Lieutenant w.e.f. 13-3-45.		
			Can.J.29736 P/L Cook, A.D. Pilot was promoted to the rank of Temporary		
			Flight Lieutenant w.e.f. 2-3-45.		
			Can.J.8382 P/L Cropper, J.S. HQ Pilot was promoted to the rank of Acting Squadron		
			Leader w.e.f. 4-3-45.		
			Can.J.38799 P/O Colquhoun, J. A/S was promoted to the rank of Acting Flight		
			Lieutenant w.e.f. 1-3-45.		
			Can.J.14099 P/L MacDonald, H.W. HQ Pilot was promoted to the rank of Acting Squadron		
			Leader w.e.f. 12-4-45.		
			The following officers were promoted to the rank of Acting Flight Lieutenant w.e.f. 1-4-45:		
			Can.J.28715 P/O Martin, J. Pilot, Can.J.37947 P/O Morrison, L.H. Pilot,		
			Can.J.37973 P/O Wilson, J.L. Pilot, Can.J.93594 A/P/O Williams, D.S. Pilot.		
			COMMISSIONS		
			199459 (RAF) P/S Henderson, A.H. E/S w.e.f. 9-11-44. Officer Number 197023.		
			Can.R.188989 P/S Dunningan, J.S. A/G w.e.f. 18-4-45. Officer Number Can.J.94772.		
			Can.R.267991 P/S Morey, G.R. A/G w.e.f. 18-4-45. Officer Number Can.J.94732.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>HONOURS AND AWARDS</u>		
			<p>Can.R.27764 P/S Magill, W.H. (A/G) was awarded the Non-Immediate Distinguished Flying Medal this month. This N.O.O. has taken part in fifteen attacks on enemy targets, most of which have been against the heavily defended targets of the Ruhr. He has at all times shown himself to be a keen and alert gunner with a fine offensive spirit who has always been of great assistance to his captain in avoiding combats and enabling him to reach his target safely and return to base.</p>		
			<p>Can.J.92646 P/O L.J. Jodrell (A/G) was awarded the Non-Immediate Distinguished Flying Cross this month. This officer has participated in twenty-two attacks on enemy targets, most of which have been against industrial Germany. He has at all times shown a keen determination to come to grips with the enemy and his continual watchfulness has enabled him on several occasions to warn his captain of impending attacks in time for him to take evasive action and evade combat so that he could continue on his mission and return safely to base.</p>		
			<p>P/O (A/P/L) G.D. Farry (Can.J.90447) (WO/AG) was also awarded the Distinguished Flying Cross (Non-Immediate) this month. P/L Farry has completed twenty-eight trips on his first operational tour and is now employed as Squadron Signals Leader. He has shown a keen interest in his duties, both in the air and on the ground. His leadership and instructional capabilities have inspired the personnel under his command and have had a definite bearing on the wireless operators in their operational duties against the enemy.</p>		
			<p>The following personnel were awarded the R.C.A.F. Operational Wings Badge during the month on completion of their first tour of operations:</p>		
			Can.J.87398 P/O Thomas, W.A. Pilot,	Can.J.92099 P/O Carlo, T. WO/AG,	
			Can.J.99879 P/O Buckingham, D.H. Nav.,	Can.J.99915 P/O McLaren, A.J. WO/AG,	
			Can.J.99883 P/O Smallwood, J.H. A/G,	Can.R.217311 WO2 Mytruk, P. A/G,	
			Can.R.262026 WO2 Sproul, L.S. A/G,	Can.R.272038 P/S Brox, G.P. A/G,	
			Can.R.26669 P/S Craig, A.J. A/G and	Can.R.98496 WO2 Roach, C.J. A/G.	
			<p>The following personnel were awarded the R.C.A.F. Operational Wings and Bar Badge during the month on completion of their second tour of operations:</p>		
			Can.J.17773 P/O Farmer, R.H. WO/AG,	Can.J.19708 P/O Finner, P.S. A/S,	
			Can.J.19153 P/O Mannix, J.B. A/G and	Can.R.22570 P/L Wheeler, E.F. WO2 Nav. B.	
			<u>CHANGES IN COMMAND</u>		
			NIL		
			<u>CHANGES IN ADMINISTRATION</u>		
			NIL		

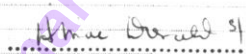
OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices				
			AIRCRAFT ON STATION STRENGTH ON 31-5-45						
			Lancaster Mk. I - 10						
			Lancaster Mk. III - 13						
			OPERATIONAL, TRAINING AND OTHER FLIGHTS DURING MAY						
			(a) Operational Flying DAY 240.40						
			HEIGHT 36.55						
			(b) Flying Training DAY 331.15						
			HEIGHT 71.00						
			(c) Other Flying DAY 4.05						
			HEIGHT NIL						
			OPERATIONAL SORTIES FLOWN DURING MAY						
			A total of 53 operational sorties were flown during the month. Eight of these on a mining operation and 45 sorties flown in three Exodus operations.						
			MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED						
				H.B.	INCENDIARY	MINES			
			Bombs dropped from 1-1-45 to 30-4-45. 1075 tons	271 tons	1980 lbs. 219 tons	1940 lbs.			
			Bombs dropped during May.	NIL	NIL	NIL			
			Bombs dropped to date, 1945.	1075 tons	1 lb. 271 tons	1980 lbs. 219 tons	1940 lbs.		
				COMBAT WITH ENEMY AIRCRAFT					
			The Squadron was not engaged in combat with any enemy aircraft during the month of May.						
			NUMERICAL STRENGTH OF THE SQUADRON AS AT 31st MAY, 1945.						
				OFFICERS	AIRCREW	GROUND CREW			
			R.C.A.F.	124	1	R.C.A.F.	96	NIL	
			R.C.A.F. (USA)	3	NIL	R.C.A.F. (USA)	2	NIL	
			R.A.F.	6	NIL	R.A.F.	20	NIL	
			TOTAL STRENGTH	134	133	1	118	118	NIL

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<p style="text-align: center;"><u>GENERAL</u></p> <p>The Squadron was called upon to supply aircraft for only one operation prior to the declaration of the cessation of hostilities in this Theatre of War. This was for mining but the operation was cancelled before the aircraft had left base and therefore no mines were dropped. In addition the Squadron took part in three Exodus operations and successfully evacuated a total of 1077 ex-prisoners-of-war from the Continent without an accident or incident of any kind.</p> <p>Due to the necessity of standing by for further possible Exodus operations it was difficult to complete a great deal of flying training during the first part of the month. However a comprehensive training programme was drawn up and put into effect with the result that over 400 hours of flying training was completed, this being a substantial increase over that of last month. Ground training has been given a prominent place in the Squadron Training Programme and all sections have been kept busy throughout the day thus enabling personnel to remain in good form.</p> <p>A Squadron Sports Programme has also been drawn up and incorporated into the general training programme. Each Wednesday afternoon has been set aside for sports. Several forms of sport are featured so that all personnel are able to take part in some form. Softball has been the major game played while volley-ball, golf, cricket, tennis, track and swimming are all available to Squadron personnel.</p> <p>The general health of the Squadron remained excellent throughout the month.</p>		
			<p style="text-align: right;">  (P. H. Evans) Wing Commander, Officer Commanding, No. 429 Squadron, R.C.A.F., BISHOP CLEEVE, YORKS. </p>		

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