

# OPERATIONS RECORD BOOK

APPENDIX B-41

A.F.  
FORM 541

DETAIL OF WORK CARRIED OUT

By No. 429 Squadron, R.C.A.F.

**SECRET**

PAGE No. 1

11-11-44 (111) WL 2889-1124 700 Hq. T.S. 700  
11-11-44 (111) WL 2889-1124 700 Hq. T.S. 700

FOR THE MONTH OF November 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
1-11-44	Halifax III "M" - ME427	Comd. J.28345 R/O F.M. Biddell Comd. J.27730 R/O G.S. Chapman Comd. J.17936 W/S Macle, R.A. 1902170 Sgt. Spangfield, W. (RAF) W/A. Engineer Comd. J.28378 R/O R.H.S. Bourne Comd. J.20395 W/S Fozzard, F.M. Comd. J.23637 W/S Phillips, J.R.	Captain	1711	2308	OBERHAUSEN Attacked primary at 2031.1 hours from 19,000 ft. A.1 heading 043 deg. true, 175 mph. 10/10ths thin cloud, tops 6,000 ft., visibility fair to good. Bombed red and yellow sky markers which were well dispersed. Very good, well concentrated flares were seen through a clear break in the cloud. Heavy fires were seen in action. The Rhur and Rhine rivers could be seen. Some S.I.C. was noticed over the target area. Bomb Load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.F. bombs. 3 x 500 lb. S.A.F. bombs. 1 x 500 lb. G.F. bomb.	
1-11-44	Halifax III "M" - 1W860	Comd. J.26500 R/O L.O. Powell Comd. J.29679 R/O P.R. Buckingham Comd. J.30522 R/O E. Bousfield 2221514 Sgt. Pickering, W. (RAF) W/A. Engineer Comd. J.46322 W/O Castle, T. Comd. J.26668 Sgt. Craig, A.J. Comd. J.212036 Sgt. Brox, G.F.	Captain	1718	2328	OBERHAUSEN Attacked primary at 2029 hrs. from 19,300 ft. A.2 heading 043 deg. true at 175 mph. 7/10ths cloud, tops 6,000 ft. Visibility good. Bombed to overshoot Wagonai flares, red, which were right on track. Arrived at target too early to bomb the markers making this an unsatisfactory effort. Bomb Load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.F. bombs. 3 x 500 lb. S.A.F. bombs. 1 x 500 lb. G.F. bomb.	A.2
1-11-44	Halifax III "M" - ME377	Comd. J.29208 R/O S.S. Mitchell Comd. J.28864 R/O J.H. Johnston Comd. J.171540 W/S Macpherson, T.J. 871573 W/S Harris, G.W. (RAF) W/A. Engineer Comd. J.161274 W/O Alton, R.M. Comd. J.156664 W/S Hart, G.M. Comd. J.212423 W/S Nelson, R.S.	Captain	1724	2329	OBERHAUSEN Attacked primary at 2032.4 hrs. from 19,800 ft. A.3 heading 043 deg. true, 175 mph. 10/10ths cloud, tops 7,000 ft., visibility good. Bombed a concentration of red and yellow R.F. flares which appeared to be accurately placed. A good concentration of aircraft was achieved over the target. This looked like a good attack. Some flares were seen over the target. Bomb Load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.F. bombs. 3 x 500 lb. G.F. bombs. 1 x 500 lb. G.F. bomb.	A.3

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
1-11-44	Halifax III "M" - DF993	Gen. J. 36974 R/O A.M. Macdonald Gen. J. 36184 R/O F. Gode Gen. J. 29715 R/O R.G. Pegg 189757 Sgt. Wood, T.M. (RAF) Gen. H. 194491 R/S Urquhart, E.M. Gen. R. 183311 R/S Mobergall, J.B. Gen. R. 209313 R/S Nason, K.M.	Captain Navigator Air Bomber Flt. Engineer W/Operator MU/Air Gunner Rear Gunner	1716	2312	ORSHANSEN Attacked primary at 2030 hrs. from 20,300 ft. heading 043 deg. true at 130 mph. 9/10ths thin cloud, tops 5,000 ft., visibility excellent. Bombed the centre of red and green Wagonai Flares. Incendiary bombs were seen burning but no fires were noted at bombing time. The attack was good but appeared to be early. 1 x 1,000 lb. bomb was hung up over the target and was dropped safe at 2131 hrs. from 7,300 ft. at 2116 hrs. 0218. Bomb Load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.P. bombs. 2 x 500 lb. S.A.P. bombs. 1 x 300 lb. G.P. bomb.	A.4
1-11-44	Halifax III "N" - DF994	Gen. J. 28764 R/L A.M. Milner Gen. J. 38315 R/O Wood, E.M. Gen. J. 36285 R/O H.H. Ransom 3040021 Sgt. Turner, E. (RAF) Gen. R. 118092 WOI Johnson, H.L. Gen. R. 267307 Sgt. Sulez, G.J. Gen. R. 25799 Sgt. Small, J.S.	Captain Navigator Air Bomber Flt. Engineer W/Operator MU/Air Gunner Rear Gunner	1726	2307	ORSHANSEN Attacked primary at 2029 hrs. from 21,000 ft. heading 038 deg. true at 150 mph. 10/10ths cloud, tops 3/6,000 ft., good visibility. Bombed a concentration of red flares. The glow of markers was seen through the cloud. A good trip if the sky markers were accurate. At 2041 hrs. in the target area at 19,000 ft. an aircraft was seen, out of the bomber stream, to be towed by searchlights north toward Stockade, and to catch fire and go down exploding on the ground. Bomb Load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.P. bombs. 3 x 500 lb. S.A.P. bombs. 1 x 300 lb. G.P. bomb.	A.5
1-11-44	Halifax III "N" - M2463	Gen. J. 29384 R/O J.H. Lohman WOI Gen. J. 38807 R/O A.M. Hollaway Gen. J. 28233 R/O J.W. Murray 1896232 Sgt. Epps, J.H. (RAF) Gen. R. 26730 R/O J.W. O'Brien Gen. R. 210749 R/O Hill, R. Gen. J. 37681 R/O O.B. Legros Gen. J. 16309 R/O O.S. Pope	Captain Navigator Air Bomber Flt. Engineer W/Operator MU/Air Gunner Rear Gunner 2nd Pilot	1737	2300	ORSHANSEN Attacked primary at 2028.6 hrs. from 20,300 ft. heading 045 deg. true at 140 mph. 9/10ths thin cloud, tops 6,000 ft., visibility good. Bombed the centre of red Wagonai. Could see a large cluster of brilliant white lights as if a city was lit up but the lights were not orderly. A good trip but not too pessimistic regarding the use of ground markers as they would have been quite visible. At 2034 hrs. 2118 0318, 10,000 ft. an aircraft was seen falling in flames through the cloud and exploding on the ground. Bomb Load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.P. bombs. 2 x 500 lb. S.A.P. bombs. 1 x 300 lb. G.P. bomb.	A.6

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1475-1011 WL 8889-114 704 814 1.5 700  
1370-1011 WL 4480-114 1304 1144 1.5 700

FOR THE MONTH OF November 1944.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
1-11-44	Halifax III "B" - ME474	Gen. J. J. 291 R/O C. B. Gray Gen. J. 3636 R/O R. V. Bourne Gen. J. 3669 R/O S. B. Herbert Gen. R. 9079 Sgt. Hosmer, J. Gen. R. 11564 WO1 Brett, A. S. Gen. R. 11503 R/S L. M. W. J. L. Gen. R. 27006 R/S Fleming, G. B.	Captain Navigator Air Bomber Flt. Engineer W/Operator MU/Air Gunner Rear Gunner	1733	2520	<b>ORSHANSEN</b> Attacked primary at 2030-4 hrs. from 20,000 ft. heading 043 deg. true at 175 mph. 9/10th thin cloud, tops 6,000 ft., visibility good. Bombed the centre of red flames which appeared to be well placed. Numerous bomb bursts were seen and flames much well defined. The bombing was well executed and the attack should be good if the marking was accurate. A jet propelled aircraft was seen ahead and alighting at 1955 hrs. 2228 0420h. At 2044 hours 311N 054E, 11,000 ft. PW190 opened fire from ahead. Our aircraft turned and the air bomber fired. The PW190 caught fire, dived earthwards and exploded on the ground and is claimed as destroyed. Bomb Load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.F. bombs. 3 x 500 lb. S.A.F. bombs. 1 x 500 lb. G.F. bomb.	A.7
1-11-44	Halifax III "H" - ME200	Gen. J. 1441 R/O D. F. Magee Gen. R. 17819 Sgt. Kastrinsky, J. Gen. J. 27793 R/O R. Johnson R. 90068 Sgt. Burbank, H. A. F. (RAF) Gen. R. 22273 Sgt. McGraw, A. J. Gen. R. 26184 Sgt. Smallwood, J. L. Gen. R. 28495 Sgt. Roach, G. J.	Captain Navigator Air Bomber Flt. Engineer W/Operator MU/Air Gunner Rear Gunner	1712	2225	<b>ORSHANSEN</b> Attacked primary at 2031.2 hrs. from 19,000 ft. heading 048 deg. true, 150 mph. 3/5/10th cloud, tops 6,000 ft., visibility good. Bombed the centre of a concentration of red and green Wagonai flames. Fires were building up quite well. 1 x 1,000 lb. bomb was hung up and brought back. Just after bombing the aircraft was hit by flak and the flight engineer was fatally wounded, and died before landing despite the efforts of the other crew members. The aircraft sustained widespread flak damage to the starboard outer engine, mainline fin and wheel. It was landed at Woodbridge. On landing it swung and the undercarriage collapsed further damaging the engines, propellers, undercarriage and mainplanes. It was classified category B. None of the other crew members were injured.	A.8
1-11-44	Halifax III "H" - ME357	Gen. J. 8767 R/O J. L. Keelfield Gen. J. 37169 R/O G. J. Newdile Gen. R. 17263 R/S Amstrong, E. V. 185401 Sgt. Braham, A. (RAF) Gen. J. 39230 R/O J. B. Miller Gen. R. 221162 R/S Goodwin, A. L. Gen. J. 29149 R/O J. V. Hardown	Captain Navigator Air Bomber Flt. Engineer W/Operator MU/Air Gunner Rear Gunner	1723	2225	<b>ORSHANSEN</b> Attacked primary at 2032 hrs. from 19,000 ft. heading 043 deg. true at 175 mph. 10/10th cloud, tops at 16,000 ft. Visibility very good. Bombed a concentration of red skyburners. Many incendiaries were seen on departure and fires were catching a good hold. Several small explosions were seen. An aircraft, out of the bomber stream, was seen in the target area at 2041 hrs. 17,000 ft. north towards Woodbridge, to be caught by searchlights. It caught fire, went down and exploded on the ground. Bomb Load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.F. bombs. 3 x 500 lb. S.A.F. bombs. 1 x 500 lb. G.F. bomb.	A.9

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
1-11-44	Halifax III "Q" - 1F830	Comd. 86990 P/O Gleeson, G.W. Comd. 166217 P/S Short, G.W.F. Comd. 89567 P/O F.W. Moshley 159298 Sgt. Fy, L.J. (RAF) Comd. 164443 WO2 Perry, G.W. Comd. 221222 P/S Ogilvie, S.W. Comd. 222102 P/S Humb, R.F.	Captain Navigator Air Bomber Fit. Engineer W/Operator MI/Air Gunner Rear Gunner	1740	2310	ORSHAUSEN Attacked primary at 2030-5 hrs. from 19,900 ft. heading 042 deg. true at 155 mph. 4/10ths cloud, tops 8/10,000 ft., visibility good. Bombed on the centre of red and yellow Wagonai flares. This was a good trip. Some flak was observed in the target area. 1 x 1,000 lb. bomb was hung up and brought back. Bomb load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.P. bombs. 3 x 500 lb. S.A.P. bombs. 1 x 500 lb. G.P. bomb.	A.10
1-11-44	Halifax III "R" - 1F303	Comd. 83102 P/O S.K. Mitchell Comd. 87422 P/O F.W. Bullen Comd. 89802 P/O W.R. Kirtson 159292 Sgt. Perry, B. (RAF) Comd. 806149 Sgt. Tammala, B. Comd. 80577 P/S Jodrell, L.J. Comd. 87787 P/O Hay, W.G.	Captain Navigator Air Bomber Fit. Engineer W/Operator MI/Air Gunner Rear Gunner	1709	2309	ORSHAUSEN Attacked primary at 2032 hrs. from 19,000 ft. heading 045 deg. true, 150 mph. 10/10th cloud, tops 8,000 ft., visibility good. Bombed red markers which were fairly well concentrated. Many fires were seen and the attack looked good. Some flak was observed in barrage form over the target. Bomb load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.P. bombs. 3 x 500 lb. S.A.P. bombs. 1 x 500 lb. G.P. bomb.	A.11
1-11-44	Halifax III "R" - 1F946	Comd. 10715 W/L R.G. Henselton Comd. 16122 P/O W.H. Bullen Comd. 80577 P/O L.M. Wagonai 159290 Sgt. Humb, R. (RAF) 159764 P/S S.D. Wall (RAF) Comd. 89933 P/O W.E. Ogilvie Comd. 89448 Sgt. McHugh, J.J.	Captain Navigator Air Bomber Fit. Engineer W/Operator MI/Air Gunner Rear gunner	1707	2313	ORSHAUSEN Attacked primary at 2031.7 hrs. from 19,500 ft. heading 043 deg. true, 160 mph. Bombed the centre of a concentration of red and yellow R.F. flares. The flares bombed were well concentrated but green flares were seen to starboard. Bombing concentration looked good and many fires were starting in the built-up area. Some flak was seen in the target area. Bomb load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.P. bombs. 3 x 500 lb. S.A.P. bombs. 1 x 500 lb. G.P. bomb.	A.12

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(1274-511) WJ 4889-114 700 814 T.S. 700  
(1274-511) WJ 4889-114 700 814 T.S. 700

FOR THE MONTH OF November 1944.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
1-11-44	Halifax III "A" - DF964	Can.J.8890 P/O G. Ray Can.J.3303 P/O R.L. Seward Can.J.17414 P/S Franklin, J.J.M. 221941 Sgt. Hobbs, F.J. (RAF) E 184760 P/O E.H. Gossens (RAF) Can.R.215731 P/S Brown, P.M. Can.R.24628 P/S Gabriel, T.A.	Captain Navigator Air Bomber Flt. Engineer W/Operator W/Operator W/Operator W/Operator MI/Air Gunner Rear Gunner	1729	2333	<b>OVERHAUSEN</b> Attacked primary at 2033 hrs. from 20,000 ft. heading 027 deg. true, 177 mph. 7-8/10ths cloud, tops 10,000 ft., visibility good. Bombed the fires on the ground, visually. Red and green markers were bursting above aircraft height. The machine was rather hasty. A good concentration of aircraft was seen over the target and numerous fires were seen. At 2041 hours, 19,000 feet an aircraft was seen oned by searchlights toward Stotrade. It caught fire and went down exploding on the ground. Bomb Load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.P. bombs. 3 x 500 lb. S.A.P. bombs. 1 x 500 lb. G.P. bomb.	A.13
1-11-44	Halifax III "A" - MB65	Can.J.9180 P/L G.W. Bennett Can.J.37774 P/O W.A. Atkinson Can.J.5687 P/O D.K. Lynch 181621 Sgt. Weatherill, A. (RAF) Can.R.207424 P/S Andrew, B.P. Can.R.263012 P/S Parrish, J.W. Can.R.262179 P/S Hall, R. Can.J.12499 P/L D.W. Walker	Captain Navigator Air Bomber Flt. Engineer W/Operator MI/Air Gunner Rear Gunner End Pilot	1657	2331	<b>OVERHAUSEN</b> Attacked primary at 2057 hrs. from 19,500 ft. heading 083 deg. true, 170 mph. 10/10ths cloud, tops 6/7,000 ft. Visibility good. Bombed the centre of green sky markers. Incendiaries were seen scattered on the ground just starting to burn. No large fires were seen. The P.L. engine had to be feathered on the run in but no risk damage was visible on return. At 2110 hrs. at 51000 04470, 8,000 ft. an aircraft was seen to be oned by 3 searchlights and engaged by 6 light flak guns about 5 miles to starboard. It was not seen to be hit and finally evaded the lights. Bomb Load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.P. bombs. 3 x 500 lb. S.A.P. bombs. 1 x 500 lb. G.P. bomb.	A.14
1-11-44	Halifax III "A" - MX314	Can.J.23907 P/O L.H. Keenan Can.J.37579 P/O E.L. Burr Can.J.25241 P/O L. Senior 152345 P/S Reyall, S. (RAF) Can.R.181187 P/S Dyck, J. Can.J.19799 P/O H.B. Edrington Can.J.28273 P/O J.C. Macintosh	Captain Navigator Air Bomber Flt. Engineer W/Operator MI/Air Gunner Rear Gunner	1730	2257	<b>OVERHAUSEN</b> Attacked primary at 2033 hrs. from 20,000 ft. heading 043 deg. true at 150 mph. 8/10ths thin cloud, tops 6,000 ft., visibility good. Bombed the centre of a concentration of red and yellow fires. These appeared to be accurately placed according to H2S. The built-up area was well hit with incendiaries. A very good attack on sky marking. At 2034 hrs. 20,000 ft. a FW190 approached at high speed from port quarter below, swung into vertical turn trying to get on our tail but at 400 yards it skidded away and disappeared. 6 to 8 searchlights were seen working with heavy flak at Stotrade. Bomb Load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.P. bombs. 3 x 500 lb. S.A.P. bombs. 1 x 500 lb. G.P. bomb.	A.15

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
2-11-44	Halifax III "A" - NP943	Gen. J. 87798 R/O W.A. Thomas Gen. R. 123860 W/S Zaharia, P.M. Gen. R. 76451 Sgt. Higgins, J.S. 1218956 Sgt. Egan, S.S. (RAF) Gen. R. 209887 W/S Jackson, W.G. Gen. R. 217311 W/S Mytruk, P. Gen. R. 268026 W/S Sproul, L.H.	Captain Navigator Air Bomber Fit. Engineer W/Operator W/Operator Rear Gunner	1605	2051	UNIDENTIFIED Attacked primary at 1916.3 hrs. from 18,000 ft. heading 140 deg. true at 150 mph. No clouds, good visibility. Bombed red T.I.'s. Phase appeared to be accurate and the attack was developing well. Aircraft was hit by flak over the target. Shortly after this it was attacked by an enemy Ju88. Fire was exchanged but no hits were made by either aircraft. While commencing to evade the Ju88, the Halifax was fired upon by another unseen enemy aircraft and sustained heavy damage from cannon fire. The rear turret was damaged and unserviceable and the fuselage holed. The rear gunner was wounded in the right ankle and the wireless operator in the left hip. The aircraft was landed at Manston and classified category AG. The two wounded members were detained for medical attention. Bomb load was the same as aircraft "B" ref. B-2.	B-1
2-11-44	Halifax III "B" - NZ474	Gen. J. 36974 R/O A.M. Macdonald Gen. J. 38184 R/O P. Ode Gen. J. 89715 R/O H.G. Page 180927 Sgt. Wood, V.M. (RAF) Gen. R. 134491 W/S Urquhart, R.F. Gen. R. 183311 W/S McDongall, J.B. Gen. R. 209313 W/S Hansen, K.H.	Captain Navigator Air Bomber Fit. Engineer W/Operator W/Operator Rear Gunner	1604	2146	UNIDENTIFIED Attacked primary at 1917.3 hrs. from 18,500 ft. heading 149 deg. true at 160 mph. No clouds, visibility slight ground haze. Bombed centre of a cluster of red T.I. Green T.I.'s were seen slightly to port of the reds. Many small fires were taking hold and bombing seemed well concentrated. Conditions were perfect. This should be an excellent raid. Some flak was observed over the target. Bomb Load: 6 x 1,000 lb. S.A.P. bombs. 1 x 2,000 lb. H.G. bomb. 1 x 500 lb. S.A.P. bombs. 1 x 500 lb. H.G. bomb. At 1922 hrs., 15,000 ft., 3057N-0637W and unidentified aircraft went down in flames and disintegrated at about 5,000 feet.	B-2
2-11-44	Halifax III "C" - WFB60	Gen. J. 36200 W/O K.O. Powell Gen. J. 39879 W/O D.H. Buckingham Gen. J. 38822 W/O E. Schneider 2221514 Sgt. Pickering, W. (RAF) Gen. R. 143322 W/O Gario, T. Gen. R. 266658 Sgt. Craig, A.J. Gen. R. 272038 Sgt. Rees, G.P.	Captain Navigator Air Bomber Fit. Engineer W/Operator W/Operator Rear Gunner	1607	2213	UNIDENTIFIED Attacked primary at 1914 hrs. from 19,000 ft. heading 138 deg. true at 175 mph. Clear, some haze, good visibility. Bombed red targets. A huge concentration of explosions could be seen after which the railway yards and built-up areas and river were seen. A good trip. Bomb Load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.P. bombs. 1 x 500 lb. S.A.P. bombs. 1 x 500 lb. H.G. bomb.	B-3

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FORM 561

DETAIL OF WORK CARRIED OUT

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\*12761-5111) W/L 22222-1124 700 814) U.S. 700  
\*12761-5111) W/L 22222-1124 1200 114) U.S. 700

FOR THE MONTH OF November 1944.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
2-11-44	Halifax III "D" - ME377	Gen. J. 8928 W/L S.S. Mitchell Gen. J. 28864 W/O J.H. Johnston Gen. M. 17140 W/S Kobachinn, R.N. 87173 W/S Harada, G.W. (RAF) Gen. R. 161274 WO2 Khan, R.M. Gen. M. 19686 W/S Wort, U.M. Gen. M. 212423 W/S Halsou, R.S.	Captain Navigator Air Bomber Fit. Engineer W/Operator MU/Air Gunner Rear Gunner	1629	2133	<b>MUSSELDORF</b> Attacked primary at 1918.4 hrs. from 19,000 ft. heading 122 deg. true at 160 mph. 10/10th thick hazy clouds, tops 3-6,000 ft., visibility good. Bombed the centre of a cluster of green T.I.'s. The target was well marked with red and green T.I.'s. Several large explosions were seen and some incendiaries were starting. The aircraft were well concentrated over the target and the attack appeared to be effective. Bomb load: 1 x 2,000 lb. H.C. bomb. 6 x 1,000 lb. S.A.P. bombs. 3 x 500 lb. S.A.P. bombs. 1 x 500 lb. M.C. bomb.	B.4
2-11-44	Halifax III "E" - ME318	Gen. J. 7637 W/O J.M. Frenchie Gen. J. 25052 W/O F.W. Wilson Gen. J. 89232 W/O J.B. Horego Gen. G. 89562 W/O H.S.G. Clark O-896293 Lieut. F.M. McRoberts (USA) Gen. M. 199573 W/S Copeland, J.G. 186977 W/S Barty, W.E.M. (RAF)	Captain Navigator Air Bomber Fit. Engineer W/Operator MU/Air Gunner	1630	2206	<b>MUSSELDORF</b> Attacked primary at 1922.5 hrs. from 20,000 ft. heading 125 deg. true at 160 mph. No cloud, good visibility. Bombed the green markers as the reds were indistinct. An excellent concentration of marking and bombing was achieved. A few fires were seen starting to burn. A very good attack. At 2041 hrs., 2048H 0157S, at 8,000 ft., eight green Very lights were seen fired from sea level. Bomb load: 1 x 2,000 lb. H.C. bomb. 6 x 1,000 lb. S.A.P. bombs. 3 x 500 lb. S.A.P. bombs. 1 x 500 lb. M.C. bomb.	B.5
2-11-44	Halifax III "J" - ME463	Gen. J. 3202 W/O L.S. Shilly W/O Gen. J. 28917 W/O R.M. Ferguson Gen. J. 28485 W/O W.F. Stone 184401 W/O A. Waine (RAF) Gen. J. 88922 W/O F.J. Brown Gen. M. 89563 W/O K.A.G. MacRae Gen. J. 89563 W/O D.J. Hodgson Gen. J. 16303 W/O G.S. Pope	Captain Navigator Air Bomber Fit. Engineer W/Operator MU/Air Gunner Rear Gunner 2nd Pilot	1603	2149	<b>MUSSELDORF</b> Attacked primary at 1921.7 hrs. from 20,000 ft. heading 142 deg. true at 150 kts. Hazy, no cloud, good visibility. Bombed ten red T.I.'s which were surrounded by fire. One very large fire could be seen dead in the centre of the aiming point. Red and green sky markers were also seen but the ground marking was good. At 2048H 0618S, 1930 hours, 15,000 ft. an aircraft was seen hit by flak and went down quickly, on fire. Bomb load: 1 x 2,000 lb. H.C. bomb. 6 x 1,000 lb. S.A.P. bombs. 3 x 500 lb. S.A.P. bombs. 1 x 500 lb. M.C. bomb.	B.6

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
2-11-44	Halifax III "L" - 1W994	Com.J.67404 W/O R.V. Jones Com.R.36541 W/O G. Jones Com.W.17282 W/S Lesmer, L.M. 3040017 Sgt. Forsyth, W. (RAF) Com.R.185486 W/S Harvey, J.F.S. Com.R.200348 W/S McGuffey, K.J. Com.R.221813 W/S Ferguson, J.A.	Captain Navigator Air Bomber Flt. Engineer W/Operator MU/Air Gunner Rear Gunner	1606	2219	<p>MISSLEDOPE Attacked primary at 1920.5 hrs. from 21,000 ft. heading 190 deg true at 177 mph. Clear of cloud, visibility good. Bombed midway between two clusters of green markers. Bombing was well concentrated. Seven large explosions were seen and fires were well under way with plenty of smoke. A very good trip. Some flak was bursting in barrage form over the target.</p> <p>Bomb Load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.P. bombs. 3 x 500 lb. S.A.P. bombs. 1 x 500 lb. H.G. bomb.</p>	B.7
2-11-44	Halifax III "W" - MZ357	Com.J.67067 W/O J.L. Keelick Com.J.57169 W/O G.W. Brundlett Com.R.172463 W/S Amstrong, E.V. 1956401 Sgt. Graham, A. (RAF) Com.L.39030 W/O J.S. Miller Com.R.221140 W/S Ouellette, A.L. Com.R.89247 W/O J.V. Sheardown	Captain Navigator Air Bomber Flt. Engineer W/Operator MU/Air Gunner Rear Gunner	1602	2216	<p>MISSLEDOPE Attacked primary at 1921.3 hrs. from 21,000 ft. heading 120 deg true at 175 mph. No cloud, visibility good. Bombed a concentration of green f.l.s. Many fires were seen burning. One large explosion occurred at 1923 hours. A very good attack.</p> <p>Bomb Load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.P. bombs. 3 x 500 lb. S.A.P. bombs. 1 x 500 lb. H.G. bomb.</p>	B.8
2-11-44	Halifax III "O" - MZ288	Com.J.86900 W/O G.W. Olacka Com.R.186217 W/S Shirley, G.W.F. Com.J.89567 W/O F.W. Manship 1852898 Sgt. Fry, L.J. (RAF) Com.R.164843 W/O Furb, G.L. Com.R.221982 W/S Ogilvie, S.A. Com.R.222102 W/S Hisco, R.P.	Captain Navigator Air Bomber Flt. Engineer W/Operator MU/Air Gunner Rear Gunner	1601	2227	<p>MISSLEDOPE Attacked primary at 1927.8 hrs. from 18,500 ft. heading 165 deg true at 160 mph. 4/10ths cloud, 4-5,000ft. Visibility good. Bombed red f.l.s. Green markers were seen on the run in but went out so bombed the red markers which were freshly dropped. Fires were burning very well. 1 x 1,000 lb. bomb was hung up and jettisoned safe at 520N 014E at 2103 hours from 6,000 ft. The water was clear. A very good attack, one of the best.</p> <p>Bomb Load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.P. bombs. 3 x 500 lb. S.A.P. bombs. 1 x 500 lb. H.G. bomb.</p>	B.9

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14591-1011 WL 4889-1124 700 814 T.S. 700  
14590-1011 WL 4889-1124 1300 1144 T.S. 700

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
2-11-44	Halifax III "Q" - 1W830	Gen. J. 23102 P/O R.K. Mitchell Gen. J. 27422 P/O F.W. Bullen Gen. J. 28802 P/O W.J. Watson 1552021 Sgt. Fetty, W. (RAP) Gen. J. 205149 Sgt. Franklin, R. Gen. R. 50571 P/S Jodrill, L.J. Gen. R. 25287 P/S Hay, W.G.	Captain Navigator Air Bomber Fit. Engineer W/Operator MU/Air Gunner Rear Gunner	1609	2215	UNSUCCESSFUL Attacked primary at 1925.5 hours from 19,000 ft. heading 130 deg. true at 175 mph IAS. 3/10th broken cloud, tops at 5/8,000 ft., visibility excellent. Bombed red T.I.'s. The target was very well marked and was one big mass of flame. A large explosion occurred at 1923 hours. The dock area and southeast of it was burning well. A good attack. Bomb Load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.P. bombs. 3 x 500 lb. S.A.P. bombs. 1 x 500 lb. M.G. bomb.	B.10
2-11-44	Halifax III "Q" - 1W764	Gen. J. 10516 P/L D.G. Macgregor Gen. J. 36122 P/O W.E. Gillen Gen. J. 20575 P/O L.R. Watson 1552590 Sgt. Wood, H. (RAP) 184764 P/O Wall, R.A. (RAP) Gen. J. 39033 P/O W.R. Ogilvie Gen. R. 09448 Sgt. McHugh, J.J.	Captain Navigator Air Bomber Fit. Engineer W/Operator MU/Air Gunner Rear Gunner	1608	2200	UNSUCCESSFUL Attacked primary at 1924 hours from 19,500 ft. heading 108 deg. true at 175 mph. Bill cloud, visibility unlimited. Bombed red T.I.'s. The sky markers seemed to be off to starboard but the T.I.'s and bombing were very well placed. Heavy fires were seen in the target area. A very good attack. Bomb Load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.P. bombs. 3 x 500 lb. S.A.P. bombs. 1 x 500 lb. M.G. bomb.	B.11
2-11-44	Halifax III "Q" - 1W964	Gen. J. 88980 P/O S. Hay Gen. J. 33005 P/O Pier Sergeant Gen. R. 174414 P/S Franklin, J.J.H. 2219041 Sgt. Nicholson, P.J. (RAP) 184760 P/O R.H. Cousens (RAP) Gen. R. 215731 P/S Brown, P.H. Gen. R. 27628 P/S Gabrial, T.A.	Captain Navigator Air Bomber Fit. Engineer W/Operator MU/Air Gunner Rear Gunner	1611	2209	UNSUCCESSFUL Attacked primary at 1925.3 hrs. from 20,000 ft. heading 116 deg. true at 175 mph IAS. 3/10th cloud, tops 5/6,000 ft., visibility good. Bombed green T.I.'s. The sky markers seen by green T.I.'s were clearly visible. The target was a concentrated mass of fire. A Gee fix was taken at the bomb release point. A very good attack. Bomb Load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.P. bombs. 3 x 500 lb. S.A.P. bombs. 1 x 500 lb. M.G. bomb. At 2040H 0620S at 1937 hours, 10,000 ft. an aircraft was seen to burst into flames and then exploded on the ground. One parachute was seen to open.	B.12

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
2-11-44	Halifax III "W" - ME314	Can.J.9180 P/L G.W. Bennett Can.J.37774 P/O W.H. Atkinson Can.J.36887 P/O D.K. Lynch 181621 Sgt. Weatherill, A. (RAF) Can.J.807424 P/S Andrew, E.W. Can.J.809112 P/S Farrish, J.W. Can.J.265179 P/S Hall, E.	Captain Navigator Air Bomber Pit. Engineer W/Operator Mid Air Gunner Rear Gunner	1600	2211	MUSSELDORF Attacked primary at 1926.6 hours from 20,500 ft. heading 150 deg. true at 150 mph IAS. No cloud, some haze, visibility fair. Bombed red T.I.'s. The port side of the target was burning well. FFF believed to have dropped additional red T.I. slightly to starboard to shift weight of attack and these were bombed. The glow of fires could be seen 100 miles away. Several explosions were seen. A very good raid. At 1937 hours, 17,000 ft., 5037N 062E, an aircraft, believed to be a fighter, was seen going down in flames after an exchange of tracer. Another aircraft exploded in the air after tracer exchange at 1940 hrs., 10,000 ft. at 5040N 061E. Bomb Load: 1 x 2,000 lb. H.G. bomb. 6 x 1,000 lb. S.A.P. bombs. 3 x 500 lb. S.A.P. bombs. 1 x 500 lb. H.G. bomb.	B.13
4-11-44	Halifax III "B" - ME474	Can.J.57404 P/O E.V. James	Captain	1711	2238	ROCHEM Attacked primary at 1931.3 hrs. from 18,500 ft. heading 101 deg. true at 155 mph. 7/10th thin cloud, tops 5,000 ft., good visibility. Bombed the centre of red T.I.'s. These were numerous and well concentrated with green T.I. slightly to the south. The bombing appeared concentrated on the red T.I. and numerous fires and explosions were seen, INCLUDING ONE VERY LARGE CRATER EXPLOSION AT 1932 HOURS. A very good trip. Stranded to Dalton on return because of weather conditions at base. Bomb Load: 1 x 2,000 lb. H.G. bomb. 7 x 1,000 lb. S.A.P. bombs. 3 x 500 lb. S.A.P. bombs. 1 x 500 lb. H.G. bomb.	G.1
4-11-44	Halifax III "C" - ME860	Can.J.36200 P/O K.O. Powell	Captain	1718	2238	ROCHEM Attacked primary at 1931.5 hrs. from 18,000 ft. heading 115 deg. true at 155 mph IAS. No cloud, some haze, visibility fair. Bombed the centre of red and green T.I.'s. A spoof Wagonai flare was seen to starboard. The red and green markers were well placed and the bombing well concentrated. A momentary view of the canal was obtained. Bomb Load: Same as aircraft "B" ref. G.1 What appeared to be an aircraft exploded at 5207N 0337E (See file) at 17,000 ft, 1836 hours and red and green T.I.'s were seen to burst with the burning below. 17,500 ft. heading 000 deg. true at 155 mph. 7/10th broken cloud to 5,000 ft. Visibility fair.	G.1
4-11-44	Halifax III "D" - ME407	Can.J.38949 P/O W.A. Hilditch	Captain	1719	2233	ROCHEM Attacked primary at 1931.5 hrs. from 18,000 ft. heading 115 deg. true at 155 mph IAS. No cloud, some haze, visibility fair. Bombed the centre of red and green T.I.'s. A spoof Wagonai flare was seen to starboard. The red and green markers were well placed and the bombing well concentrated. A momentary view of the canal was obtained. Bomb Load: Same as aircraft "B" ref. G.1 What appeared to be an aircraft exploded at 5207N 0337E (See file) at 17,000 ft, 1836 hours and red and green T.I.'s were seen to burst with the burning below. 17,500 ft. heading 000 deg. true at 155 mph. 7/10th broken cloud to 5,000 ft. Visibility fair.	G.2

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\*1229-5511 WL 44889-1124 700 H41 T.S. 700  
\*1229-5511 WL 44889-1124 700 H41 T.S. 700

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				Up	Down		
4-11-44	Halifax III "B" - ME427	Capt. J.28343 P/O F.H. Biddell	Captain	1719	2213	ROCHEM Attacked primary at 1932.3 hrs. from 17,500 ft. heading 080 deg.true at 177 mph. 7/10th broken cloud, tops 3,000 ft., visibility fair. Bombed the centre of a concentration of red T.I.'s. The red and green T.I.'s were well concentrated while the red Wanganui flares were scattered. Bomb explosions could be seen as well as billows of smoke and fires around the wreckage. Aircraft sustained minor damage when hit by flak at 1939 hrs. 21,000 ft. One patrol tank was hit. An explosion was seen in the air at 17/20,000 ft. at 1835 hrs. at a position given by 427 Sqdn. "B" as 2007N 0537.5 (see fix). What appeared to be an aircraft which blew up for reasons unknown exploded and red and green T.I.'s were seen to cascade with the burning debris. Bomb Load: Same as aircraft "B" ref. G.1.	G.3
4-11-44	Halifax III "B" - ME318	Capt. J.16309 P/O C.S. Pope	Captain	1716	2229	ROCHEM Attacked primary at 1932.2 hrs. from 17,000 ft. heading 190 deg.true at 163 mph. 6-7/10th cloud, tops 10/21,000 ft., fair-visibility. Bombed the red T.I.'s. Spoof sky markers were seen to port and starboard. A fair sized glow was seen at Solingen. Too early on the target to assess the bombing results but this appeared to be a good attack. At 1933 hrs. 17,000 ft., one of our own aircraft was seen hit by flak and a S/S R/A apparently came in to finish him. The rear gunner of 429/9 fired a short burst and the enemy disappeared. No starbursts were seen. At 1835 hrs., 17,000 ft. an aircraft was seen to explode. Red and green T.I.'s were seen to cascade with the burning debris. At 1933 hrs. 17,000 ft. a 4 engine aircraft was seen on fire and exploded on or near the ground. At 2024 hrs. 9,000 ft. an unidentified aircraft was seen on fire. Troop and flak were seen at this point. The aircraft exploded on the ground. Bomb Load: Same as aircraft "B" ref. G.1.	G.4
4-11-44	Halifax III "J" - ME463	Capt. J.17637 P/O J.M. Prentice	Captain	1721	2225	ROCHEM Attacked primary at 1932.8 hrs. from 18,500 ft. heading 115 deg.true at 160 mph. 3/10th broken cloud, visibility good. Bombed the centre of a cluster of green T.I.'s. The target was feebly well masked with some Wanganui to starboard. This was an effective attack but too early to make an accurate assessment. 1 x 1,000 lb. bomb which was hung up over the target was jettisoned safe at 2115N 0138E at 2039 hrs. from 9,000 ft. Bomb Load: Same as aircraft "B" ref. G.1.	G.5

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
4-11-44	Halifax III "L" - W994	Can. J. 2764 E/L A.R. Milner	Captain	1725	2236	BOGOM Attacked primary at 1932.6 hrs. from 18,000 ft. heading 108 deg. true at 160 mph. NO CLOUD, VISIBILITY HAZY. Bombed a concentration of red T.I.'s. There was a good concentration of bombing around the markers and one dull red explosion at 1933 hrs. lasted 1/2 minute. The attack looked good. At 1836 hrs., 17,000 ft. at position 5207N 0337.3E (see file - 427 Sqdn A/C) what appeared to be an aircraft exploded. Red and green T.I.'s were seen cascading with the burning debris. Bomb load: Same as aircraft "B" ref. C.1.	C.6
4-11-44	Halifax III "M" - W993	Can. C. 26099 H.J. Hogarth	Captain	1823	2223	BOGOM Attacked primary at 1933 hrs. from 17,500 ft. heading 100 deg. true at 160 mph. 2/10th thin cloud to 6/8,000 ft., visibility good. Bombed a red T.I. A large explosion was seen slightly north of the target area and several fires were burning well. The flames were visible for some distance. A very good attack. At 1933 hrs. 17,500 ft. an unidentified enemy aircraft passed from starboard to port about 1,000 yards astern and disappeared. At 1948N 0613E at 1933 hrs. 10,74,000 ft. an unidentified aircraft was seen with flames coming from both wings, to dive straight down and explode on the ground. Reason unknown. Bomb load: Same as aircraft "B" ref. C.1.	C.7
4-11-44	Halifax III "N" - W237	Can. J. 2925 E/O M. Lenin	Captain	1717	2135	BOGOM Attacked primary at 1933 hrs. from 17,500 ft. heading 100 deg. true at 175 mph. Bombed red and green T.I.'s which were well bunched. 2 dummy T.I.'s were seen about 10 miles away. Aircraft was hit by heavy flak over the target and sustained damage to the tail plane. Large explosions were seen in the target area. One unidentified aircraft was seen in the target area below. Fighter flares were also seen. The aircraft was landed at Woodbridge and placed category IV. 1 x 1,000 lb. bomb was hung up and brought back. Bomb load: Same as aircraft "B" ref. C.1.	C.8
4-11-44	Halifax III "O" - W238	Can. J. 2690 E/O S.W. Clarke	Captain	1713	2254	BOGOM Attacked primary at 1931.6 hrs. from 16,500 ft. heading 120 deg. true at 160 mph. 2/10th broken cloud, good visibility. Bombed the centre of a concentration of red T.I.'s. Marking was very good and the bombing was well concentrated. Fires and explosions were seen on departure. A very good trip. A four engine aircraft was seen at 1933 hrs., 17,000 ft. in the target area. It exploded after falling in flames to the ground. Bomb load: Same as aircraft "B" ref. C.1.	C.9

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\*1295-9511: WL 4889-1124 708 814 T.S. 708  
\*1295-9511: WL 4889-1124 1304 1124 T.S. 708

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4-11-44	Halifax III "Q" - LW830	Comd. J.23102 P/O R.K. Mitchell	Captain	1722	2249	ROCHAM Attacked primary at 1933 hrs. from 18,300 ft. heading 100 deg. true at 175 mph. 1/10th thin cloud, tops 6,000 ft. Visibility fairly good. Bombed a concentration of red T.I.'s surrounded by green T.I. There was numerous explosions and the target was a mass of flame which could be seen 100 miles away. This appeared to be a concentrated and effective attack. Bomb Load: Same as aircraft "B" ref. C.I.	C.10
4-11-44	Halifax III "R" - ME303	Comd. J.2242 P/L R.J. Hasm	Captain	1720	2222	ROCHAM Attacked primary at 1932 hrs. from 18,200 ft. heading 118 deg. true at 160 mph. IAS. No cloud, visibility heavy but good. Bombed a concentration of red and green T.I.'s. A speed sky marker was seen off to port. The fires were very well concentrated and the attack appeared very successful. At 1835 hrs., 17,000 ft., at 207W 0337.5E (according to 427 Sqdn. ge. fix) an aircraft was seen to explode. Red and green T.I.'s were seen cascading from the burning debris. At 2035 hrs. 9,10,000 ft. a little a large red flash was seen followed by a sustained glow underneath the cloud, which may have been an aircraft. Bomb Load: Same as aircraft "B" ref. C.I.	C.11
4-11-44	Halifax III "T" - LW964	Comd. J.89380 P/O G. Hay	Captain	1734	2253	ROCHAM Attacked primary at 1941 hrs. from 17,300 ft. heading 113 deg. true at 175 mph. 4/10th cloud, tops about 5,000 ft. Good visibility. Bombed the centre of all green T.I.'s. There were numerous and bombing was well concentrated on them. Large fires were burning in two main groups around the markers. This seemed like a very good attack. At 1857 hrs. 17,300 ft. 201W 0245E an explosion was seen ten miles away to starboard which may have been an aircraft going down. At 2033W 0440E 2023 hrs., 8,000 ft. an aircraft was seen come toward Brussels. It was fired on, exploded and fell to the ground. Bomb Load: Same as aircraft "B" ref. C.I. Aircraft diverted and landed at Dalton owing to weather conditions at base.	C.12
4-11-44	Halifax III "V" - ME263	Comd. J.14047 P/L R.C. Charlton	Captain	1724	2302	ROCHAM Attacked primary at 1939.6 hrs. from 17,000 ft. heading 098 deg. true at 160 mph. No cloud, good visibility. Bombed red T.I. A good concentration of bombing was seen with plenty of smoke in the target area. A large explosion of the oil type was seen southeast of the target. A good trip. At 1951 hrs., 18,000 ft., in the target area, a large aircraft was hit by fire and exploded in the air. At 1956 hrs., 17,000 ft. an aircraft exploded. Red and green T.I.'s were seen to cascade with the burning debris. This occurred at position 207W 0337.5E according to a ge. fix taken by 427 Sqdn.	C.13

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4-11-44	Halifax III "Z" - 42197	Gen. J. 25875 P/O D.J. Gillis	Captain	1719	2301	<p>0000H Attached primary at 1932.7 hrs. from 16,300 ft. heading 118 deg. true at 170 mph IAS. 3/10th cloud, tops 3/4,000 ft., visibility good. Bombed red T.I.'s. Green markers were also seen. Spent Wagonai flares were seen to burst. The Rhur river could be seen visually. This appeared to be a very good attack. What appeared to be an aircraft exploded at 1875 hrs., 37,000 ft. at 507H 0337.5 (geo fix by 427 Sqdn.). Red and green T.I.'s were seen to cascade with the burning debris. At 1112H 0700H at 1938 hrs., 17,000 ft. an unidentified aircraft was seen on fire, going down slowly and exploded on ground.</p> <p>Bomb Load: Same as aircraft "B" ref. D.1.</p>	C.14
6-11-44	Halifax III "B" - 42474	Gen. J. 35291 P/O G.B. Gray	Captain	1155	1705	<p>01000H Attached alternative target at 1414.2 hrs. from D.1 21,000 ft. heading 021 deg. true at 150 IAS. 10/10th cloud tops, 9,000 ft. Visibility good. Instructed by the Master Bomber to bomb the built-up area so bombed a factory area with rail sidings. A number of aircraft bombed this target. Bomb bursts were seen in the factory area and what appeared to be a petrol explosion occurred at 1415 hrs. Areas bombed seemed well bombed. 120 x 4 lb. I.B.'s were hung up and brought back. Bomb Load: 1 x 2,000 lb. H.C. bomb. 1080 x 4 lb. Incendiaries.</p>	
6-11-44	Halifax III "G" - 42860	Gen. J. 36200 P/O K.O. Powell	Captain	1155	1720	<p>01000H Attached alternative target at 1412.5 hrs. from D.2 20,500 ft., heading 090 deg. true at 155 mph. Clear of cloud, visibility good. Bombed the built-up area as confirmed by geo fix. The Master Bomber was not heard. A fair concentration of aircraft was seen over the target and several explosions were observed but few fires. 390 x 4 lb. I.B.'s were hung up and brought back. Bomb Load: Same as aircraft "B" ref. D.1.</p>	D.2
6-11-44	Halifax III "H" - 42377	Gen. J. 39226 P/L S.S. Mitchell	Captain	1159	1643	<p>01000H Attached alternative target at 1412.2 hrs. from D.3 20,000 ft., heading 022 deg. true at 160 mph. 10/10th cloud, tops 9,000 ft. visibility good above. Bombed the smoke in a burning area. A good concentration of aircraft was seen over the target and the attack was good but for the weather. Something which looked like a large factory was burning well.</p> <p>Bomb Load: Same as aircraft "B" ref. D.1.</p>	D.3



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				UP	DOWN		
6-11-44	Halifax III "B" - ME478	Gen. J. 28345 R/O F.H. Biddell	Captain	1200	1639	<p>ATTACHED ALTERNATIVE TARGET AT 1414.5 HRS. HEADING 090 DEG TRUE AT 160 MPH IAS, FROM 19,000 FT. 6/10th CLOUD, TOPS 10,000 FT., VISIBILITY GOOD. BOMBED THE BUILT UP AREA WHICH APPEARED TO BE A RAILWAY JOINING A RAILWAY BRANCH ON THE SOUTH SIDE. A 2,000 LB. BOMB MADE A HUGE EXPLOSION IN THE FACTORY AREA. 90 X 4 LB. I.B.'s WERE HUNG UP AND BROUGHT BACK. AT 1357 HRS., 19,500 FT. TWO AIRCRAFT WERE SEEN BURSTING INTO FLAMES AND HEADING STRAIGHT DOWN. Bomb Load: Same as aircraft "B" ref. D.1.</p>	D.4
6-11-44	Halifax III "B" - ME463	Gen. J. 27984 R/O J.G. Lakeman DFC	Captain	1201	1635	<p>ATTACHED ALTERNATIVE TARGET AT 1412.5 HRS. FROM 19,000 FT., HEADING 078 DEG TRUE AT 160 IAS. 3/10th CLOUD, TOPS 10,000 FT., VISIBILITY GOOD. BOMBED THE BUILT UP AREA AT 1130N 0704.5 WHEN THE MASTER BOMBER GAVE THE APPROPRIATE CODE WORD. CONSIDERABLE BOMBING WAS SEEN AT THIS POSITION WHICH IS ABOUT 1 3/4 MILES FROM THE AIMING POINT ON A BEARING OF 165 DEGREES. A GOOD TRIP. Bomb Load: Same as aircraft "B" ref. D.1.</p>	D.5
6-11-44	Halifax III "B" - DF994	Gen. J. 16709 R/O G.S. Pope	Captain	1202	1721	<p>ATTACHED ALTERNATIVE TARGET AT 1413 HRS. FROM 21,000 FT., HEADING 071 DEG TRUE AT 160 MPH IAS. 5/10th CLOUD, TOPS AT 10/22,000 FT., VISIBILITY GOOD. BOMBED A HEAVY CONCENTRATION OF INCANDESCENCE IN WHAT APPEARED TO BE A SUBURBAN AREA AT 1131N 0703. A GOOD TRIP. 60 X 4 LB. I.B.'s WERE HUNG UP AND BROUGHT BACK. AT 1432 HRS. 19,000 FT. AT 1140N 0618S AN UNIDENTIFIED AIRCRAFT WAS SEEN IN FLAME DISAPPEARING INTO THE CLOUD ABOUT 5 MILES EASTERN. IT IS BELIEVED TO HAVE BEEN HIT BY FLAK. Bomb Load: Same as aircraft "B" ref. D.1.</p>	D.6
6-11-44	Halifax III "B" - DF993	Gen. J. 26974 R/O A.M. MacDonald	Captain	1157	1708	<p>ATTACHED ALTERNATIVE TARGET AT 1413 HRS. FROM 20,500 FT., HEADING 060 DEG TRUE AT 160 MPH. 3-6/10th CLOUD TOPS 10,000 FT., VISIBILITY GOOD. BOMBED THE CENTRE OF A FACTORY AREA. COULD NOT IDENTIFY THE TARGET BECAUSE OF CLOUD AND SMOKE PALL SO BOMBED A BUILT-UP AREA OF FACTORY BUILDINGS. 90 X 4 LB. I.B.'s WERE HUNG UP AND BROUGHT BACK. COULD NOT ASSESS THE MAIN ATTACK BUT OWN EFFORT WAS GOOD. Bomb Load: Same as aircraft "B" ref. D.1.</p>	D.7
6-11-44	Halifax III "B" - ME288	Gen. J. 23102 R/O R.K. Mitchell	Captain	1158	1723	<p>ATTACHED PRIMARY AT 1412.7 HRS. FROM 20,000 FT., HEADING 090 DEG TRUE AT 160 MPH. 7/10th CLOUD, TOPS 5-6,000 FT., GOOD VISIBILITY. BOMBED THE AREA WHERE FIRES WERE BURNING. PLENTY OF FIRES WERE SEEN THROUGH THE SMOKE BUT BOMBING APPEARED SCATTERED. THE MASTER BOMBER WAS HEARD. A DIFFICULT ATTACK TO ASSESS. 90 X 4 LB. I.B.'s WERE HUNG UP AND BROUGHT BACK. Bomb load: Same as aircraft "B" ref. D.1.</p>	D.8

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
6-11-44	Halifax III "P" - ME482	Can.J.87067 P/O J.L. Keelick	Captain	1148	1701	<del>RELEASING</del> Attacked alternative target at 1411.7 hrs. from 19,200 ft., 070 deg. true at 160 mph. 8/10th broken cloud, tops 15,000 ft., visibility good. Bombed on fires and built-up area. Some fires and smoke, factory buildings and railway yards were seen just after bombing. The Master Bomber instructed to bomb alternative target on code. Bomb Load: Same as aircraft "B" ref. D.1.	B.9
6-11-44	Halifax III "R" - ME303	Can.J.14047 P/L R.G. Charlton	Captain	1150	1648	<del>RELEASING</del> Attacked alternative target on instructions of the Master Bomber at 1411.2 hrs. from 19,000 ft. heading 070 deg. true at 160 mph. 10/10th broken cloud, tops 8,000 ft., visibility good above. The Master Bomber was clearly heard but not soon enough to bomb on time. Bombed a small town. A railway double track and some tall chimneys were seen. Bomb Load: Same as aircraft "B" ref. D.1. At 1341 hrs. 19,000 ft. 310°N 040°E an aircraft was seen on fire under control. It turned on a northerly course on leaving the bomber stream.	D.10
6-11-44	Halifax III "Q" - W922 (427 Sqn.)	Can.J.10316 P/L D.G. Henriksen	Waptain	1138	1638	<del>RELEASING</del> Attacked an alternative target at 1411.5 hrs. from 21,000 ft., heading 357 deg. true at 155 IAS. 7/10th cloud, tops 9,000 ft., heavy visibility. The target could not be identified so bombed a built-up factory area. Bombs were released at 3107°N 071°E (see fig). Other aircraft bombed the same place. Some smoke was seen coming from other bombing on the factory. A disappointing trip. Bomb Load: Same as aircraft "B" ref. D.1.	D.11
6-11-44	Halifax III "V" - ME265	Can.J.9180 P/L G.W. Bennett	Captain	1133	1716	<del>RELEASING</del> Attacked alternative target at 1414.5 hrs. from 20,500 ft., heading 020 deg. true at 155 I.A.S. 10/10th cloud, tops 9,000 ft., visibility good above cloud. Bombed a factory area, released 3,000 lb. bomb at 3132°N 071°E. The factory was clearly seen and several other aircraft were bombing it. 30 x 4 lb. I.B.'s were hung up and brought back. Bomb Load: Same as aircraft "B" ref. D.1.	D.12
6-11-44	Halifax III "W" - ME314	Can.J.86980 P/O G.W. Clarke	Captain	1140	1715	<del>RELEASING</del> Attacked primary at 1412.8 hrs. from 20,000 ft. heading 080 deg. true at 155 mph. 10/10th layer cloud, tops 10,000 ft., visibility good. Bombed on sea as the target was totally obscured by the cloud. No assessment of this attack is possible and it is felt that it was a wasted bombing effort. Bomb Load: Same as aircraft "B" ref. D.1.	D.13

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11120-10111 W/L 2880-112, 2880 212, T.S. 700  
11120-10111 W/L 2880-112, 2880 212, T.S. 700

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
6-11-44	Halifax III "Z" - W197	Cdn.J.2975 P/O D.J. Gillis	Captain	1154	1704	<del>SECRET</del> Attacked primary at 1413.4 hrs. from 19,500 ft., heading 030 deg. true at 160 mph IAS. 10/10th cloud, tops 10,000 ft., visibility heavy. Bombed by means of Gee. Red and green F.I.'s were seen just at the time of release and the bombs would slightly overshoot the markers. 90 x 4 lb. I.B.'s were jettisoned up over the target and were jettisoned in clear water at 1529-0338 at 1519 hrs. from 10,000 ft. Bomb load: Same as aircraft "B" ref. D.1.	D.14
6-11-44	Halifax III "Q" - W830	Cdn.J.87398 P/O W.A. Thomas	Captain	1156	1724	<del>SECRET</del> Attacked alternative target at 1414 hrs. from 19,000 ft., heading 022 deg. true at 160 mph IAS. No cloud, visibility smoky and heavy. Bombed factory buildings. Release point was 5132N 0714E (see file) and other aircraft were seen to be bombing the same factory and it was being hit. Bomb load: Same as aircraft "B" ref. D.1. At 1538 hrs. 19,000 ft., 5122N 0747E an unidentified aircraft was seen spiralling down in flames.	D.15
6-11-44	Halifax III "P" - W964	Cdn.J.88980 P/O G. Hay	Captain	1152	1711	<del>SECRET</del> Attacked alternative target at 1412.3 hrs. from 20,000 ft., heading 039 deg. true at 175 mph. 8/10th cloud, tops 14,000 ft., visibility very good. Bombed a built up area. No F.I.'s or ground detail could be seen in the primary area so the Master Bomber ordered to bomb the alternative target. Bomb load: Same as aircraft "B" ref. D.1.	D.16
16-11-44	Halifax III "A" - W196	Cdn.J.87398 P/O Thomas, W.A.	Captain	1234	1802	<del>SECRET</del> Attacked primary at 1540.7 hrs. from 15,000 ft. heading E. 1047 deg. true at 160 mph. No cloud, heavy, visibility fair. Bombed "Pickwick" on orders from the Master Bomber, no F.I.'s were seen. Many explosions were seen with great columns of smoke. The southwest corner of the built up area was seen. A very good show and the main target took a terrific pounding. 1 x 2,000 lb. bomb was hung up over the target due to freezing and was jettisoned safe at 5419N 0033E at 1724 hours from 10,000 ft. Although jettisoned safe the bomb exploded on impact. Bomb load: 1 x 2,000 lb. H.C. bomb. (mitel) 7 x 1,000 lb. S.A.F. bombs. 4 x 500 lb. S.A.F. bombs.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
16-11-44	Halifax III "B" - ME474	Cdn. J. 87404 P/O Jesse, R.V.	Captain	1255	1821	JULIEN Attacked primary at 1538 hrs. from 17,000 ft. heading 044 deg. true at 160 mph. No cloud, visibility poor. Bombed the centre of the built-up area. Aschen was cloud covered so timed run was impossible. T.I. was visible when cascading but was obscured by the smoke and the M/B was not intelligible. Indicator marking troop positions were seen well away from the target. The bombing was well concentrated except for one stick near to fall on target. 3 big explosions were seen about 1538-3 hrs. Much interference was heard on the M/B's frequency. Someone was seen trying to land his aircraft. 1 x 2,000 lb. bomb was hung up and jettisoned late at 5324. 0150E at 1706 hrs. from 7,000 ft. 3 parachutes seen 1 mile to east of 5138 0609E at 1540 hrs. 16,000 ft. Bomb Load: Same as aircraft "A" ref. E.1.	E.2
16-11-44	Halifax III "B" - ME860	Cdn. J. 36200 P/O K.O. Fowell	Captain	1252	1801	JULIEN Attacked primary at 1540.3 hrs. from 16,500 ft. heading 042 deg. true at 160 mph. No cloud, visibility very good. The M/B was clearly heard and bombs were dropped on the edge of smoke on his instructions. The centre of the town appeared to be well bombed and clouds of smoke were rising. A very good bombing effort. 1 x 2,000 lb. bomb was hung up and jettisoned late at 1538 hrs. at 1622 hrs. from 16,500 ft. Bomb Load: Same as aircraft "A" ref. E.1.	E.3
16-11-44	Halifax III "D" - ME377	Cdn. J. 8928 P/L S.S. Hittball	Captain	1246	1757	JULIEN Attacked primary at 1540 hrs. from 16,500 ft. heading 046 deg. true at 160 IAS. No cloud, visibility smoky and hazy. Target could not be identified by the railroad and smoke. Bombed the centre of smoke as ordered by the M/B. Visual identification was good and bombed on base. 2 x 1,000 lb. bombs were hung up and jettisoned late at 1538 0220E at 1643 hrs. from 6,500 ft. in clear visibility. 1 x 500 lb. bomb was also hung up and brought back. All hangups were due to freezing. This was a good, well concentrated attack. Bomb Load: Same as aircraft "A" ref. E.1.	E.4
16-11-44	Halifax III "B" - ME318	Cdn. J. 36974 P/O A.M. MacDonald	Captain	1253	1827	JULIEN Attacked primary at 1540 hrs. from 15,000 ft. heading 046 deg. true at 160 mph. Clear of cloud, visibility heavy. Bombed smoke after identifying the target visually and by green T.I. The river, railway and main road could be seen on the run-up. This was a very good raid. The M/B was very busy due to enemy jamming. 1 x 1,000 lb. bomb was jettisoned late in good visibility at 1731.3 hrs. from 8,000 ft. at 5404. 0103E while 1 x 2,000 lb. bomb was visually jettisoned late at 1733 hrs. from 8,000 ft. at 5408.0036E. Bomb Load: Same as aircraft "A" ref. E.1.	E.5

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
16-11-44	Halifax III "B" - ME478	Gen-J.23139 P/L R.R. Fitzgerald RMC	Captain	1230	1751	<p>                     JULIEN Attacked primary at 1540.5 hrs. from 16,000 ft. heading                      060 deg. true at 160 mph. 7/10ths cloud, tops 8/9,000 ft.                      Visibility fair. Target was visually identified by the road                      junction, river and railroad. Bombed "Pickwick" as instructed                      by the W/B. There was a good concentration of aircraft over                      the target. Bombing was well concentrated around the smoke                      column being bombed and some fires were also seen.                      3 parachutes seen at 511°N 060°E, 1549 hrs., 16,000 ft.                      Bomb Load: Same as aircraft "A" ref. E.1.                 </p>	E.6
16-11-44	Halifax III "B" - ME463	Gen-J.17637 P/O J.M. Prentice	Captain	1236	1741	<p>                     JULIEN Attacked primary at 1540.5 hrs. from 16,500 ft. heading                      060 deg. true at 160 mph. 3/10ths broken cloud, tops 4/3,000 ft.                      Bombed visibility was smoky and hazy. Bombed the centre                      of built-up area. The target could be identified by the river.                      Several large scattered fires were seen with clouds of grey                      smoke coming from the built-up area. 1 x 500 lb. bomb was                      hung up and brought back.                      4 parachutes seen at 510°N 062°E, 1544 hrs. 16,000 ft.                      Bomb Load: Same as aircraft "A" ref. E.1.                 </p>	E.7
16-11-44	Halifax III "B" - ME482	Gen-J.12499 P/L D.W. Walker	Captain	1245	1835	<p>                     JULIEN Attacked primary at 1548 hrs. from 17,000 ft. heading                      048 deg. true at 165 mph. 4/5 tenths cloud, tops 8,000 ft.                      Visibility fair. Bombed the edge of main body of smoke when                      ordered to bomb "Pickwick". Ground detail could be seen.                      Bombing appeared well concentrated and a great deal of smoke                      was seen. There was a good concentration of aircraft over                      the target. A good trip. 2 x 1,000 lb. bombs were hung up                      over the target and withdrawn safe at 540°N 0142°E at 1756                      hrs. from 12,000 ft.                      Bomb Load: Same as aircraft "A" ref. E.1.                 </p>	E.8
16-11-44	Halifax III "B" - ME288	Gen-J.86980 P/O Clarke, G.W.	Captain	1231	1812	<p>                     JULIEN Attacked primary at 1541.6 hrs. from 15,000 ft. heading                      051 deg. true at 160 mph. 4/10ths cloud, tops 3,000 ft. Good                      visibility. Identified the target visually by green T.I.'s.                      Bombed centre of smoke as Master Bomber ordered. "Pickwick".                      Area covered by cloud so timed run was not made. This                      was a very good trip.                      Bomb Load: Same as aircraft "A" ref. E.1.                 </p>	E.9
16-11-44	Halifax III "B" - ME283	Gen-J.87823 P/O M. Lenin	Captain	1248	1742	<p>                     JULIEN Attacked primary at 1540 hrs. from 17,000 ft. heading                      050 deg. true at 160 mph. Blast over target, visibility good.                      Bombed to a good concentration of green T.I.'s. There were                      all east of the river. Bombing seen was very good and few                      fires were burning in the south-east end of town. Fine run                      was not possible because of cloud over London but the run                      in was accurate on time. The W/B was heard faintly but                      reception was poor.                      Bomb Load: Same as aircraft "A" ref. E.1.                 </p>	E.10

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
16-11-44	Halifax III "B" - W946	Capt. G.1077 W/C Balde, R.L.	Captain	1243	1738	<p>Attacked primary at 1745 hrs. from 16,500 ft. heading 048 deg. true at 160 mph. Good cloud, visibility good. Bombed square of smoke and red T.L.'s. N/B could not be heard because of heavy jamming. The outline of the town could be seen with dark brown smoke rising to 6,000 ft.</p> <p>Bomb Load: Same as aircraft "A" ref. E.1.</p>	
16-11-44	Halifax III "B" - W265	Capt. J.1180 W/L G.W. Bennett	Captain	1242	1745	<p>Attacked primary at 1740.4 hrs. from 15,500 ft. heading 030 deg. true at 163 IAS. No cloud, visibility poor. Bombed the upwind edge of smoke, assisted by the Rear river, as instructed by the N/B. The attack looked very successful. Bomb bursts were well into the area of Julliah. Smoke made it difficult to identify the target, otherwise a good trip. 1 x 1,000 lb. bomb was hung up over the target and brought back to base.</p> <p>Bomb Load: Same as aircraft "A" ref. E.1.</p>	E.12
16-11-44	Halifax III "B" - W314	Capt. J.1449 W/O B.S. Brewery	Captain	1244	1754	<p>Attacked primary at 1740.5 hrs. from 16,500 ft. heading 070 deg. true at 155 mph. No cloud, visibility fair. Bombed red T.L. in village which were seen cascading but disappeared in the smoke. Bombing was very concentrated and a large explosion occurred at 1740 hours. The Master Bomber was very faintly heard ordering "Fire". The cloud over Anchar made timed run impossible. 1 x 500 lb. bomb was hung up and brought back.</p> <p>Bomb Load: Same as aircraft "A" ref. E.1.</p>	E.13
16-11-44	Halifax III "B" - W2197	Capt. J.2875 W/O B.J. Gillie	Captain	1249	1732	<p>Attacked primary at 1740.6 hrs. from 16,000 ft. heading 049 deg. true at 160 mph. 8510th cloud, tops 6,000 ft. Visibility good above and heavy below cloud. The target was identified visually by the railway line and road and also by T.L.'s. Bombed the starboard side of built-up area. The N/B was very indistinct and this was due to some aircraft having the transmitter on, broadcasting the conversation of the crew. A large bright orange explosion emitting black billowing smoke was seen as well as some small concentrated fires. 3 parachutes were seen 1 mile to east of 3123W 0600E at 1749 hrs. at 16,17,000 ft.</p> <p>Bomb Load: Same as aircraft "A" ref. E.1.</p>	E.14

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
18-11-44	Halifax III "A" - W196	Cen. J. 36200 W/O K.O. Powell	Captain	1225	1804	MUSKIEE Attacked primary at 1505 hrs. from 18,000 ft. heading 066 deg. true at 150 mph. 10/10ths cloud, tops 7/8,000 ft. Visibility good above cloud. Bombed red Wagram flares as ordered by the Master Bomber. Nothing could be seen but cloud. A fair trip. Bomb Load: 10 x 500 lb. M.C. bombs. 2 x 500 lb. G.P. bombs. 4 x 500 lb. S.A.P. bombs.	F.1
18-11-44	Halifax III "H" - W230	Cen. J. 16399 W/O C.S. Pope	Captain	1227	1825	MUSKIEE Attacked primary at 1505 hrs. from 17,000 ft. heading 066 deg. true at 145 mph. 10/10ths cloud, tops 7/8,000 ft. Visibility good. Bombed a concentration of R.P. flares (green) which were on track beyond and to starboard of the red flares which were very scattered. The M/B was heard loud and clearly. Aircraft were very congested over the target. Fighter cover was good. 1 x 500 lb. bomb was hung up and brought back. Bomb Load: Same as aircraft "A" ref. F.1.	F.2
18-11-44	Halifax III "M" - W193	Cen. G. 26075 W/L H.J. Hogarth	Captain	1222	1745	MUSKIEE Attacked primary at 1501.4 hrs. from 17,500 ft. heading 067 deg. true at 155 mph. 10/10ths cloud, tops 7/8,000 ft. Visibility very good above cloud. Bombed red Wagram flares. Nothing could be seen owing to cloud cover. Aircraft were well concentrated although some seemed early and ahead of M/B. M/B was heard very clearly giving bombing instructions. Bomb Load: Same as aircraft "A" ref. F.1.	F.3
18-11-44	Halifax III "O" - W186	Cen. J. 35291 W/O C.B. Gray	Captain	1235	1753	MUSKIEE Attacked primary at 1501.5 hrs. from 16,000 ft. heading 066 deg. true at 160 mph. 10/10ths cloud, tops 13,000 ft. Visibility good. Bombed the centre of a line of red R.P. flares. Green flares were seen first at 1458 hrs. followed by red flares at 1459 hrs. H28 checked G.E.s with rime. Aircraft were well concentrated and fighter cover was excellent. 1 x 500 lb. bomb was hung up and jettisoned safe at 1502N 072E at 1502 hours from 16,000 feet. Bomb Load: Same as aircraft "A" ref. F.1.	F.4
18-11-44	Halifax III "U" - W2478	Cen. J. 9926 W/L S.S. Mitchell	Captain	1235	1740	MUSKIEE Attacked primary at 1500.9 hrs. from 17,500 ft. heading 066 deg. true at 160 mph. 10/10ths cloud, tops 7/8,000 ft. Visibility nil through cloud. Bombed a small concentration of red sky markers, the only one seen. The aircraft were well concentrated and were provided with excellent fighter protection. Bomb Load: Same as aircraft "A" ref. F.1.	F.5

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
18-11-44	Halifax III "B" - ME318	Comd. J.19825 B/O C.B. Lee	Captain	1223	1809	MUNSTER Attacked primary at 1301.4 hrs. from 16,300 ft. heading 066 deg. true at 165 mph. 10/10th cloud, tops 6/7,000 ft., visibility good above. Bombed green Wanganui flares. No ground detail could be seen. The bombing was divided between red and green Wanganui which were some distance apart. A fair trip. Bomb Load: Same as aircraft "A" ref. F.1.	F.6
18-11-44	Halifax III "A" - DF964	Comd. J.12764 B/L A.R. Milner	Captain	1234	1741	MUNSTER Attacked primary at 1301.4 hrs. from 17,000 ft. heading 066 deg. true at 150 IAS mph. 10/10th cloud, tops 8,000 ft., visibility good. Bombed a concentration of green sky markers. Unable to see anything through the cloud. The aircraft were well concentrated and bombing is believed to have been good. The M/B was heard instructing to bomb sky markers. Bomb Load: Same as aircraft "A" ref. F.1.	F.7
18-11-44	Halifax III "B" - DF964	Comd. J.33329 B/O B. Bell	Captain	1229	1835	MUNSTER Attacked primary at 1301.7 hrs. from 18,000 ft. heading 066 deg. true at 165 mph. 10/10th cloud, tops 7/9,000 ft., visibility excellent above. Bombed red Wanganui flares. The M/B was not heard well on 1196 but was clear on Marconi. The aircraft were concentrated but Wanganui appeared to be somewhat scattered. No ground detail could be seen. Bomb Load: Same as aircraft "A" ref. F.1.	F.8
18-11-44	Halifax III "B" - DF964	Comd. G.1037 B/O R.L. Boland	Captain	1224	1757	MUNSTER Attacked primary at 1302 hrs. from 16,300 ft. heading 066 deg. true at 165 IAS. 10/10th cloud, tops 12/14,000 ft., visibility excellent above. Bombed the centre of red sky markers (8 to 10 in a cluster). Concentration of bombing was divided between two lots of markers, red and green, which were widely separated. More concentration of red and green sky markers would have improved the bombing concentration. Bomb Load: Same as aircraft "A" ref. F.1.	F.9
18-11-44	Halifax III "B" - ME482	Comd. J.12499 B/L B.W. Walker	Captain	1226	1833	MUNSTER Attacked primary at 1305 hrs. from 18,000 ft. heading 066 deg. true at 160 mph. 10/10th cloud, tops 10,000 ft. Good visibility. Bombed on flares as the flares seen were very scattered. The Master Bomber was heard loud and clear. The aircraft were well concentrated over the target but EWP was very poor. Bomb Load: Same as aircraft "A" ref. F.1.	F.10
18-11-44	Halifax III "B" - ME203	Comd. J.10516 B/L D.G. Henrickson	Captain	1231	1810	MUNSTER Attacked primary at 1300.9 hrs. from 16,000 ft. heading 066 deg. true at 165 IAS. 10/10th cloud, tops 8/9,000 ft. Visibility good above. Bombed the port edge of a red flare concentration. Heavy bombing was seen around the green markers about a mile to starboard. Release point of own bombs was checked on Gee. Bomb Load: Same as aircraft "A" ref. F.1.	F.11

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
18-11-44	Halifax III "Q" - ME288	Capt. J. 87449 F/O B.E. Brewery	Captain	1228	1815	MUNSTER Attacked primary at 1512 hrs. from 17,000 ft. heading 066 deg. true at 165 mph. 10/10th cloud, tops 10,000 ft., visibility good above clouds. Bombed red sky markers which were very scattered. Green markers went down ahead of the reds. Only a fair bombing attack. The concentration picked up during the attack and became good. Fighter cover was excellent. Bomb Load: Same as aircraft "A" ref. P.1.	
18-11-44	Halifax III "R" - ME303	Capt. J. 86980 F/O G.W. Clarke	Captain	1232	1816	MUNSTER Attacked primary at 1501.5 hrs. from 17,500 ft. heading 064 deg. true at 160 IAS. 10/10th cloud, tops 12,000 ft., visibility good. Bombed one red sky marker. Two patches of sky markers were seen, one red and one green about 1/2 mile apart. The W/B was clearly heard instructing to bomb sky markers. The greatest concentration of aircraft was on the red flares. Bomb Load: Same as aircraft "A" ref. P.1.	P.13
18-11-44	Halifax III "X" - ME194	Capt. J. 9180 F/L G.W. Bennett	Captain	1230	1748	MUNSTER Attacked primary at 1500.8 hrs. from 16,500 ft. heading 068 deg. true at 155 IAS. 10/10th cloud, B/10,000 ft. Visibility good. Bombed the centre of green sky markers. Just as bombs were released red sky markers were seen going down some distance to port. These were ignored and bombing was done on the green flares. No instructions were heard from the W/B. The H2S screen indicated that bombs fell on the southern part of the city. An easy trip, no defence to speak of. At 1522 hrs. heading 157 hrs. from 16,500 ft. red and green sky markers identical to our own were seen. These are believed to have been dropped by one of our own aircraft about ten miles on track short of the target. Bomb load: Same as aircraft "A" ref. P.1.	P.14
21-11-44	Halifax III "B" - ME474	Capt. J. 87404 F/O R.V. James	Captain	1343	2207	CASVOR-BAUXEL Attacked primary at 1908 hrs. from 19,000 ft. heading 155 deg. true at 155 mph. Clear, visibility good. Bombed a concentration of red T.I.'s. The target was partly obscured by smoke. TFP marking appeared accurate. A good trip. Bomb Load: 15 x 500 lb. H.G. (BR) bombs. 1 x 500lb. G.F. (BR) L.D. bomb.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES																																			
				UP	DOWN																																					
21-11-44	Halifax III "B" - MK377	Gen. J. 8928 E/L S.S. Mitchell	Captain	1946	---	<p><b>GASTRO-SAUREL</b> This aircraft failed to return. Names of crew and trips, hours and points were as follows:</p> <table border="1"> <tr> <td>E/L Mitchell, S.S.</td> <td>15</td> <td>previous trips</td> <td>81.40 hrs.</td> <td>35 pts.</td> </tr> <tr> <td>E/O Johnston, W.M.</td> <td>13</td> <td>"</td> <td>74.35</td> <td>49 "</td> </tr> <tr> <td>W/S McShane, W.M.</td> <td>15</td> <td>"</td> <td>84.05</td> <td>77 "</td> </tr> <tr> <td>E/S Harris, G.W.</td> <td>16</td> <td>"</td> <td>90.05</td> <td>60 "</td> </tr> <tr> <td>W/S Kluge, F.M.</td> <td>16</td> <td>"</td> <td>85.05</td> <td>37 "</td> </tr> <tr> <td>E/S Watt, G.M.</td> <td>16</td> <td>"</td> <td>89.05</td> <td>52 "</td> </tr> <tr> <td>E/S Malton, W.M.</td> <td>15</td> <td>"</td> <td>84.05</td> <td>33 "</td> </tr> </table> <p>Bomb Load: Same as aircraft "B" ref. G.I.</p>	E/L Mitchell, S.S.	15	previous trips	81.40 hrs.	35 pts.	E/O Johnston, W.M.	13	"	74.35	49 "	W/S McShane, W.M.	15	"	84.05	77 "	E/S Harris, G.W.	16	"	90.05	60 "	W/S Kluge, F.M.	16	"	85.05	37 "	E/S Watt, G.M.	16	"	89.05	52 "	E/S Malton, W.M.	15	"	84.05	33 "	9.2
E/L Mitchell, S.S.	15	previous trips	81.40 hrs.	35 pts.																																						
E/O Johnston, W.M.	13	"	74.35	49 "																																						
W/S McShane, W.M.	15	"	84.05	77 "																																						
E/S Harris, G.W.	16	"	90.05	60 "																																						
W/S Kluge, F.M.	16	"	85.05	37 "																																						
E/S Watt, G.M.	16	"	89.05	52 "																																						
E/S Malton, W.M.	15	"	84.05	33 "																																						
21-11-44	Halifax III "B" - MK427	Gen. J. 26974 E/L A.M. MacDonald	Captain	1946	2130	<p><b>GASTRO-SAUREL</b> Attached primary at 1904 hrs. from 18,000 ft. heading 163 deg. true at 162 mph. A patch of thin cloud over target but visibility good above. Bombed centre of a concentration of red markers. Bomb appeared to be a large explosion was seen at 1905 hrs. with a reddish flash. The bombing generally seemed concentrated. 1 x 500-lb. bomb was hung up and jettisoned safe at 1906 0245 at 2013 hrs. from 9,000 ft. The E.M. compass became unserviceable on take-off but otherwise this was a good trip.</p> <p>Bomb Load: Same as aircraft "B" ref. G.I.</p>																																				
21-11-44	Halifax III "B" - MK465	Gen. J. 17637 E/O J.M. Prentice	Captain	1945	2140	<p><b>GASTRO-SAUREL</b> Attached primary at 1905.9 hrs. from 18,200 ft. heading 150 deg. true at 160 mph. Clear of cloud, visibility good. Bombed a cluster of red and green T.L.'s. The reds were well concentrated and also the greens with the exception of one cluster which was over-shot. The concentration of bombing was on the red T.L.'s. A large explosion was seen at 1907.30 hrs. with a white flash but no smoke afterwards. This was a well concentrated attack. Searchlights were active.</p> <p>Bomb Load: Same as aircraft "B" ref. G.I.</p> <p>A four engine aircraft was seen to explode in the air after burning for three or four minutes, at 1907 hrs. 17/29,000 ft. over the target area. At 1918 0702, 1911 hrs. 18,000 ft. a bomber aircraft was seen with starboard engine on fire and then exploded in the air.</p>																																				
21-11-44	Halifax III "B" - MK994	Gen. J. 12764 E/L A.E. Milner	Captain	1933	2124	<p><b>GASTRO-SAUREL</b> Attached primary at 1903.3 hrs. from 17,000 ft. heading 162 deg. true at 165 mph. 3/10th cloud, tops 8,000 ft. visibility very good. Bombed centre of a concentration of red T.L. A huge explosion with a sheet of yellow flames was seen at 1904.7 hrs. The bombing seemed well concentrated. A good trip. Bomb load was same as aircraft "B" ref. G.I.</p>																																				

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# OPERATIONS RECORD BOOK

APPENDIX B-41

A.F. FORM 541

## DETAIL OF WORK CARRIED OUT

By **No. 429 Squadron, R.C.A.F.**

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1775-4811 WL 4889-114 10w Reg. T.S. 700  
1775-4811 WL 4889-114 10w Reg. T.S. 700

FOR THE MONTH OF **November** 19 **44**.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
21-11-44	Halifax III "M" - DF753	Com. G. 26079 E/L H. J. Hogarth	Captain	1942	2123	GASTROP-BAUDEL Attacked primary at 1907.3 hrs. from 18,300 ft. heading 120 deg. true at 175 mph. Clear, visibility very good. Bombed a cluster of red T.I.'s. Very little could be seen except smoke. The T.I.'s were very good. If the markers were accurate this should be a very successful attack. Bomb Load: Same as aircraft "B" ref. G.1.	G.6
21-11-44	Halifax III "H" - ME482	Com. J. 12499 E/L D. W. Walkley	Captain	1949	2204	GASTROP-BAUDEL Attacked primary at 1905.5 hrs. from 17,000 ft., heading 180 deg. true at 175 mph. 3/10th cloud, tops 1/6,000 ft., visibility good. Bombed a concentration of red and green T.I.'s. FFF was well concentrated with at least 6 salvos together. The target was well bombed. Two small fires were seen. A salvo of red T.I. was seen about 15 miles east of the target. Bombload was same as aircraft "B" ref. G.1.	G.7
21-11-44	Halifax III "O" - ME288	Com. J. 3332 E/O D. Bell	Captain	1950	2200	GASTROP-BAUDEL Attacked primary at 1901.2 hrs. from 17,000 ft. heading 198 deg. true at 163 mph. Clear, visibility good. Bombed a concentration of red T.I.'s., which appeared to be accurately placed. A large explosion was seen at 1900 hrs. This should be a good attack. Bomb load was the same as for aircraft "B" ref. G.1.	G.8
21-11-44	Halifax III "U" - DF860	Com. J. 10316 E/L D. G. Henriksen	Captain	1609	2209	GASTROP-BAUDEL Attacked primary at 1903.9 hrs. from 19,000 ft. heading 140 deg. true at 175 mph. Clear, visibility very good. Bombed a concentration of red T.I.'s. The markers were excellently concentrated. One big explosion was seen at 1903 hrs. It was necessary to cut corners off course to ditch bomber stream due to late take-off which was caused by changing aircraft. Bomb Load same as aircraft "B" ref. G.1.	G.9
21-11-44	Halifax III "T" - DF964	Com. J. 16309 E/O G. S. Pope	Captain	1934	2145	GASTROP-BAUDEL Attacked primary at 1906 hrs. from 17,000 ft. heading 166 deg. true at 165 mph. 2/10th cloud, tops 7,000 ft., very good visibility. Bombed the centre of a concentration of red T.I.'s. The target was well marked and well bombed. A big explosion with orange flames followed by black smoke, was seen at 1904 hours. 1 x 500 lb. bomb was hung up over the target and jettisoned safe at 1908 0308Z at 2010 hrs. from 12,000 ft. A searchlight came started to form on this aircraft south of Dusseldorf but aircraft dived to port and then to starboard and searchlights went out. Bomb Load: same as aircraft "B" ref. G.1.	G.10

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
21-11-44	Halifax III "W" - ME314	Gen. J. 06980 R/O G.W. Clarke	Captain	1552	2147	<b>CASTRO-BAIDEN</b> Attached primary at 1903 hrs. from 18,000 ft. G.11 heading 163 deg. true at 160 mph. 4/10th cloud, tops 4/3,000 ft., good visibility. Bombed centre of a concentration of red T.I.'s. There was another good concentration of red and green T.I.'s. to west of them. Bombing appeared accurate. A good trip. Bomb load was same as aircraft "B" ref. G.1.	
21-11-44	Halifax III "X" - NR194	Gen. J. 87449 R/O B.S. Drewery	Captain	1551	2142	<b>CASTRO-BAIDEN</b> Attached primary at 1903.2 hrs. from 17,000 ft. heading 158 deg. true at 158 mph. Clear, good visibility. Bombed red T.I.'s which were in large clusters. Some bomb flashes were seen. A good trip. At 1904 hrs. 19,000 ft. while over the target area, an unidentified aircraft was hit by flak while crossing over Kasan. Three orange glows fell from it before it broke in two and fell to the earth. Bomb Load: Same as aircraft "B" ref. G.1.	
21-11-44	Halifax III "Y" - ME318	Gen. J. 19825 R/O G.B. Lee	Captain	1605	2335	<b>GARDENINE - OS10</b> Mines were laid at 1934N 1044E at 1906 hrs. from 12,000 ft. heading 007 deg. true at 170 mph. Wind direction 325 deg., speed 27 mph. No cloud, visibility fair. Mines were laid by means of H2S, and the garden was identified by the same method, the tip of Masodden peninsula being seen. The aircraft sustained minor flak damage over the tip of Masodden Peninsula. Could not visually identify A/P 12 so mined A/P 9 on second run, first run being unsatisfactory. A good mining effort. Mine Load: 1 each, B.414 96728 Mk. IV 1,500 lb. mine. B.230 34978 Res. Mk. IV " " " B.230 34764 Res. Mk. IV " " " B.230 34982 Res. Mk. IV " " "	H.1
21-11-44	Halifax III "Z" - ME478	Gen. J. 25139 R/O R.R. Kingland RMC	Captain	1603	2247	<b>GARDENINE - OS10</b> Mines were released at 1937 hours from 12,000 ft., heading 002 deg. true at 189 T.A.S. at a position 008 degrees, 5 miles from 5952.20N 1040.20E. Target was identified by means of H2S. No cloud, visibility very good. The photo flash dropped at 1746 hrs. from 15,000 ft. at 564N 090E reason not known. Winds in the area varied from 305 deg. 32 mph to ours of 342 deg. 31 mph. which is the reason for H2S bombing. Mine Load: 1 each, B.406 31720 Mk. VI 1,500 lb. mine. B.406 31708 Mk. VI " " " F.634 238136 Mk. VI " " " F.634 29422 Mk. VI " " "	H.2

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# OPERATIONS RECORD BOOK

APPENDIX B.41

U.S. AIR FORCE FORM 541

DETAIL OF WORK CARRIED OUT

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
21-11-44	Halifax III "S" - W946	Cen. J. 9376 S/L A.P. Childs RMC	Captain	1957	2300	<p><b>BARRAGE - 0510</b> Mines were laid on A/T 12 at 9750W 10444E at 1949 hrs. from 12,000 ft. 041 deg. true at 209 mph. Wind 330 deg. 32 mph. Very clear, good visibility. Mines were laid visually; checked by H2S, orbited once before laying mines. Not was good. This should be a very good trip.</p> <p>Mine Load: 1 each; D.414 96720 Mk. W 1,500 lb. mine.                      D.414 96627 Mk. W " " "                      E.302 23087 Mk. W " " "                      E.302 2-493 Mk. W " " "</p>	H.3
21-11-44	Halifax III "H" - W230	Cen. J. 3391 W/O G.R. Gray	Captain	1608	2357	<p><b>BARRAGE - 0510</b> Mines were laid at 9731/4W 10418E at 1932 hours from 10,000 ft. heading 013 deg. true at 170 mph. Clear, good visibility. Aircraft sustained holes in main plane when hit by heavy flak at 1932 hrs., 10,000 ft., at 9731 1/4W 10418E. The chutes were not seen to open as attention was on evading flak. Many searchlights were seen at 971W 1100E. Aircraft was diverted because of weather conditions and landed at Middleton St. George.</p> <p>Mine Load: 1 each; D.406 31731 Mk. W 1,500 lb. mine.                      D.406 31734 Mk. W " " "                      E.634 32420 Mk. VI " " "                      E.634 31715 Mk. VI " " "</p>	H.4
21-11-44	Halifax III "Z" - W217	Cen. J. 2571 W/O D.J. Gillis	Captain	1558	2250	<p><b>BARRAGE - 0510</b> Mines were laid at 9737W 1041E after visual and H2S identification, at 1934 hrs. from 12,000 ft. heading 050 deg. true at 188 mph. TAS. Wind 306 degrees, 34 mph. No cloud, slight haze, visibility unlimited. The parachutes were seen to open. This might have been a better trip if aircraft had been routed up soon as the snow on the ground made vision difficult. A very successful trip.</p> <p>Mine Load: 1 each; D.414 96722 Mk. W 1,500 lb. mine.                      D.414 96724 Mk. W " " "                      E.230 34762 Res. Mk. W " " "                      E.230 34775 Res. Mk. W " " "</p>	H.5
21-11-44/ 22-11-44	Halifax III "W" - W285	Cen. J. 9180 S/L G.W. Bennett	Captain	1556	0023	<p><b>BARRAGE - 0510</b> Mines were laid at 9757W 1043E. Three were laid at 2021 hrs., the other at 2023 hrs., all from 12,000 ft. Three laid first on heading 040, 194 mph and the other on a second run heading 055 deg. 194 mph. No chutes were seen to open. Aircraft sustained widespread minor damage when hit by flak at 9758W 1043 1/4E at 2011 hrs. and 2023 hrs, 12000 ft., 175 TAS. Aircraft diverted and landed at Middleton St. George because of weather at base.</p> <p>Mine Load: 1 each; D.414 96624 Mk. W 1,500 lb. mine.                      E.302 24482 Mk. W " " "                      E.230 34676 Mk. W " " Res. 1,500 lb. mine.                      E.230 34673 Mk. W " " "</p>	H.6

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
25-11-44	Halifax III "B" - ME478	Gen. J. 29345 R/O P. H. Biddell	Captain	0116	0752	<p><b>SARNSIDE - BOMBING KINLOACH</b> Mines were released 3 1/2 hours from 1,000 ft. 185 deg. true at 160 TAS. Wind 330 deg. 23 mph. Release point was 572548N 105638E. Target was identified by timed run from a visual pinpoint at 572548N 105638E. 10/10th cloud. base 1,000 ft. Visibility good. Four parachutes were seen to open. The lights at an airfield were turned on. The port was visible and much shipping could be seen with lights on. This had the appearance of a convoy coming from the north and the mines must have gone among them. Aircraft diverted to Kinloach because of weather at base.</p> <p>Mine Load: 1 each, B-248 16570 Mk. VI 1,500 lb. mine. B-248 16580 Mk. VI 1,500 lb. mine. B-406 31709 Mk. VI " " " W-634 29397 Mk. VI " " "</p>	J.1
27-11-44	Halifax III "B" - ME290	Gen. J. 27057 R/O J.L. Keelick	Captain	0122	0613	<p><b>SARNSIDE - BOMBING KINLOACH</b> Mines were released 4.9 miles 180 deg. true from 572954N 105638E at 0434.3 hrs. from 1,000 ft., heading 180 deg. true at 174 TAS with wind 357 deg. at 15 mph. Target was identified by timed run from a visual pinpoint at 572954N 105638E. 10/10th cloud, base 1,000 ft. Visibility good. Haze was unsurvivable. Four chutes were seen to open. Aircraft sustained damage to bomb bays and starboard outer engine, when hit by flak (light) from distant point. Many ships were visible but none in the immediate vicinity where mines dropped. The closest was about two miles east. Aircraft was apparently taken for friendly at first. A satisfactory trip. Aircraft diverted and landed at Kinloach because of weather at base.</p> <p>Mine Load: 1 each, B-248 16568 Mk. VI 1,500 lb. mine. B-248 16509 Mk. VI " " " B-406 31729 Mk. VI " " " W-634 29408 Mk. VI " " "</p>	J.2
29-11-44	Halifax III "B" - ME197	Gen. J. 27875 R/O B.J. Billie	Captain	0124	0800	<p><b>SARNSIDE - BOMBING KINLOACH</b> Mines were released 4.9 miles 200 deg. true from 572954N 105638E at 0441.9 hrs. from 800 feet. 200 deg. true at 174 TAS, wind 332 deg. at 13 mph. Target was identified by timed run from a visual pinpoint at 572954N 105638E. 10/10th cloud; base 800 ft.; visibility heavy, raining. The enemy evidently had no indication of hostile aircraft. No shipping was seen in the immediate mining vicinity. Aircraft diverted and landed at Banff owing to weather conditions at base.</p> <p>Mine Load: 1 each, B-248 16583 Mk. VI 1,500 lb. mine. B-248 16587 Mk. VI " " " B-406 31737 Mk. VI " " " B-406 31728 Mk. VI " " "</p>	J.3

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# OPERATIONS RECORD BOOK

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C.A.F.  
FORM 541

DETAIL OF WORK CARRIED OUT

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(11761-1011) W1 4899-1124 (Rev. 21st T.S. 700)  
(11760-1011) W1 4890-1124 (Rev. 21st T.S. 700)

FOR THE MONTH OF November 1944.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
27-11-44	Halifax III "J" - ME463	Can.J.16309 P/O C.S. Pope	Captain	1718	2310	NEUSS Attacked primary at 2028 hrs. from 17,000 ft. heading 100 degrees true at 165 mph. 8/10ths patchy clouds, tops 3-4,000 ft. Bombed on red T.I.'s. The bombing was very well concentrated with lots of fires and smoke. Two large explosions were seen on the run in at about 2025 hrs. Marking was considered very good. This attack seemed most successful. Aircraft diverted to Middleton-St. George because of weather at base. Bomb Load: 7 x 1,000 lb. H.G. bombs. 6 x 500 lb. H.G. bombs.	K.1
27-11-44	Halifax III "W" - ME314	Can.J.36980 P/O G.W. Clarke	Captain	1646	2223	NEUSS Attacked primary at 2028.5 hrs. from 18,000 ft. heading 096 deg. true at 160 mph. 3/10ths thin cloud, tops 3-4,000 ft., visibility good above cloud. Bombed the centre of fires. Many fires were seen to be well started causing a heavy glow on the clouds. A large explosion at 2049 hrs. could be seen from 100 miles away. A good trip. Aircraft diverted to Wendling because of weather at base. Bomb Load: 1 x 2,000 lb. H.G. bomb. 5 x 1,000 lb. H.G. bombs. 6 x 500 lb. H.G. bombs.	K.2
27-11-44	Halifax III "S" - ME427	Can.J.28345 P/O F.H. Biddell	Captain	1690	2216	NEUSS Attacked primary at 2027 hrs. from 18,000 ft. heading 090 degrees true at 160 mph. 10/10th cloud, tops 10,000 ft. visibility good. Bombed the glow of red T.I. seen through the cloud. Some explosions and considerable glow of fires on the clouds was seen. One firesight was in operation N.W. of target. The aircraft stream was scattered on way to the target but bombing concentration looked good. Hot winds were off. The port outer engine became unusable just after leaving the target. Bomb load same as aircraft "W" ref. K.2 Aircraft diverted and landed at Wendling because of weather.	K.3
27-11-44	Halifax III "B" - ME474	Can.J.12499 P/L D.W. Walkey	Captain	1642	2224	NEUSS Attacked primary at 2027 hrs. from 17,000 ft. heading 082 degrees true at 160 mph. 10/10th very thin cloud, tops 3-6,000 ft., visibility good. Bombed green sky markers with yellow stars. Red and green T.I.'s were seen going down but the sky markers dropped on run in so bombed them. Bombing seen through the thin cloud appeared scattered over a fairly wide area. Believe sky marker bombing would overshoot the red glow of T.I.'s bombs. Aircraft diverted to Wendling because of weather at base. Bomb load was the same as aircraft "W" ref. K.2.	K.4

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
27-11-44	Halifax III "B" - ME318	Can. J. 9825 W/O C.B. Lee	Captain	1750	2248	<p>ENISS Attacked primary at 2035.8 hrs. from 17,000 ft. heading K.5 075 deg. true at 160 mph. 7/10ths thin cloud, tops 10,000 ft. visibility fair. Bombed a concentration of red F.I.'s and fires. A huge reddish-orange explosion was seen at 2045 hrs. The markers appeared accurate and well concentrated. Looked like a good attack. Aircraft diverted because of weather at base and landed at Shipden. Bomb load same as aircraft "W" ref. K.2.</p>	
27-11-44	Halifax III "B" - ME478	Can. J. 56974 W/O A.M. MacDonald	Captain	1707	2231	<p>ENISS Attacked primary at 2026.5 hrs. from 18,000 ft. heading K.6 078 deg. true at 160 mph. 9/10th cloud, tops 3,000 ft. good visibility. Bombed the centre of a cluster of red F.I.'s, seen through a hole in the cloud. A big explosion was seen at 2027 hrs. A fair trip except for adverse winds causing late arrival. 1 x 1,000 lb. bomb was hung up and jettisoned safe at 2148 hrs. at 2141 hrs. from 6,000 ft. Bomb load was same as aircraft "W" ref. K.2. Aircraft diverted due to weather at base and landed at Wendling.</p>	
27-11-44	Halifax III "B" - DF994	Can. J. 12764 W/L A.R. Milner	Captain	1655	2205	<p>ENISS Attacked primary at 2029 hrs. from 18,000 ft. heading K.7 079 deg. true at 165 mph. 9/10th cloud, tops 25,000 ft. visibility good above cloud. Bombed red F.I.'s and fires. A large explosion was seen at about 2027 hrs. but it was difficult to assess accuracy of raid through the cloud. Bomber stream was very scattered before the target but bombing seemed well concentrated. Marking appeared accurate and on time. Met winds were badly cut causing aircraft to be 7 minutes late on bombing in spite of cutting corners of course. Aircraft diverted to Wendling because of weather at base. Bomb load was same as aircraft "W" ref. K.2.</p>	
27-11-44	Halifax III "B" - DF993	Can. G. 26079 W/L H.J. Hogarth	Captain	1637	2209	<p>ENISS Attacked primary at 2026.5 hrs. from 17,500 ft. heading K.8 075 deg. true at 175 mph. 9/10ths thin cloud, tops 6,000 ft., visibility good. Bombed red F.I.'s seen through thin cloud. Green F.I.'s went down just before bombing. Bombs apparently on top of the red markers. A bright red explosion was seen at 2027 hrs. in the target area. Bombing generally appeared good. The concentration of aircraft was very bad due to strong unopposed headwinds. Aircraft diverted and landed at Wendling due to weather at base. Bomb load same as aircraft "W" ref. K.2.</p>	

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# OPERATIONS RECORD BOOK

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C.A.F. FORM 561

DETAIL OF WORK CARRIED OUT

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FOR THE MONTH OF November 1944.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
27-11-44	Halifax III "W" - ME482	Can.J.87067 W/O J.L. Keelick	Captain	1659	2225	HESS Attacked the primary at 2029.2 hrs. from 19,000 ft. heading 078 deg. true at 160 mph. 10/10th cloud, tops 12,000 ft., visibility good. Bombed centre of a cluster of red T.I. A big fire with huge flames was seen at 2029 hrs. Red T.I. scattered at about 15,000 ft. in a good concentration. Green T.I.'s were seen about a mile S.W. of red. R.P. flares seen but not bombed. The target appeared to be burning furiously. This looked like a good attack. Aircraft diverted to Hornham St. Felix due to weather at base. Bomb load was same as aircraft "W" ref. K.2.	K.9
27-11-44	Halifax III "O" - ME288	Can.J.37229 W/O D. Hall	Captain	1651	2222	HESS Attacked the primary at 2031.2 hrs. from 17,000 ft. heading 083 deg. true at 160 IAS. 10/10th thin cloud, tops 4,000 ft., visibility hazy. Bombed the green flares with yellow stars. A good sized red glow was seen through the cloud. Two good explosions were seen on the run up but it was difficult to assess bombing results. Aircraft was held back by heavy unpredicted head winds. Sustained slight damage when hit by heavy flak over HESS at 2032 hrs. 17,000 ft. Aircraft diverted to Wendling due to weather at base. Bomb load was same as aircraft "W" ref. K.2.	K.10
27-11-44	Halifax III "Q" - ME830	Can.J.14059 W/L H.W. Macdonald	Captain	1638	2230	HESS Abandoned mission due to engine trouble and turned back at 1959 hrs., 12,000 ft. from 502W 0403E. The port outer engine caught fire (suspected oil leak). The propeller would not feather and flew off. Bomb load was jettisoned safe at 2041 hrs. from 6,000 ft. at 5128W 0212E. Aircraft landed at Middleton St. George. Bomb load was same as aircraft "W" ref. K.2.	K.11
27-11-44	Halifax III "R" - ME305	Can.J.14047 W/L R.G. Charlton	Captain	1643	2055	HESS Returned early. The starboard inner engine became unserviceable at 1717 hrs. and was feathered. Could not gain altitude and due to high fuel consumption and poor performance the aircraft was turned back at 1738 hrs., 8,000 ft. at 532W 0115W. Bomb load was jettisoned safe at 1832 hrs. 8,000 ft. at 515W 0213E. Aircraft was landed at Middleton St. George. Bomb load was same as aircraft "W" ref. K.2	K.12
27-11-44	Halifax III "S" - ME946	Can.G.1057 W/O R.L. Bolden	Captain	1640	2211	HESS Attacked primary at 2028 hrs. from 18,000 ft. heading 080 deg. true at 160 mph. 10/10th cloud, tops 7,900 ft. Visibility clear above. Bombed the centre of green Wagoned flares. The bombing was well concentrated and several large explosions were seen. A very good attack and the target was well bombed. Bomb load was same as aircraft "W" ref. K.2. Aircraft diverted and landed at Wendling due to unfavourable weather at base.	K.13

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				UP	DOWN		
27-11-44	Halifax III "T" - DF964	Cen. J. 89980 P/O G. Hay	Captain	1648	2236	<p>HEISS Attacked primary at 2027 hrs. from 19,000 ft. heading 079 deg. true at 150 mph. 10/10ths cloud, tops 67,000 ft., visibility good. Bombed centre of all H.A. flames green with yellow stars. Red T.I.'s were seen burning about the same height as R.E. flames. Green T.I.'s about 3/4 mile to starboard. Bombs were seen operating but did not appear to attract any bombs. Out off point "B" on course to make up time lost through adverse winds. Good concentration of aircraft on the target. Aircraft landed at Wendling because of weather. Bomb load was the same as aircraft "W" ref. K.2.</p>	K.14
27-11-44	Halifax III "W" - ME865	Cen. J. 10716 P/L B.C. Henriksen	Captain	1637	2138	<p>HEISS Attacked primary at 2026.8 hrs. from 19,000 ft. heading 082 deg. true at 160 mph. 9/10ths cloud, tops 6/8,000 ft., good visibility. Bombed red T.I.'s. The target was well bombed and two tremendous columns of smoke was seen rising to 23,000 ft. above clouds. One huge flash was seen about 2024 hrs. The met wind was very much out from Lille to the target making aircraft 4 minutes late. Diverted and landed at Wendling due to weather at base. Bomb load was same as aircraft "J" ref. K.1.</p>	K.13
27-11-44	Halifax III "X" - NR194	Cen. J. 23102 P/O R.K. Mitchell	Captain	1701	2230	<p>HEISS Attacked primary at 2027 hrs. from 17,000 ft. heading 088 deg. true at 173 mph IAS. 8/10ths cloud, tops 6,000 ft., visibility heavy. Bombed the centre of red T.I.'s which were clearly visible through a break in the cloud. Bombing was well concentrated and two large explosions were seen in the target area at 2022 hours. Aircraft diverted and landed at Woodbridge because of unfavourable weather at base. Bomb load was the same as aircraft "W" ref. K.2.</p>	K.16
27-11-44	Halifax III "Z" - NR197	Cen. J. 87449 P/O B.S. Drewery	Captain	1653	2228	<p>HEISS Attacked primary at 2032 hrs. from 18,000 ft. heading 082 deg. true at 160 mph. 5-6/10ths cloud, tops 7/8,000 ft., visibility good. Bombed a concentration of red T.I.'s seen through the thin clouds. A huge explosion with a yellow flash occurred at 2031 hrs. and fires were seen burning in the target area. The attack seemed fairly well concentrated. Out course off the course to gain time but arrived late at target due to adverse winds. Estimated met winds were greatly out. Diverted and landed at Wendling due to weather at base. Bomb load was same as aircraft "W" ref. K.2.</p>	K.17

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# OPERATIONS RECORD BOOK

APPENDIX B-41

S.A.F.  
FORM 541.

## DETAIL OF WORK CARRIED OUT

By No. 429 Squadron, R.C.A.F.

**SECRET**

PAGE No. 17

17781-25111 WL 4889-114 New May T.S. 700  
17780-25111 WL 4887-114 New May T.S. 700

FOR THE MONTH OF November 1944.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
30-11-44	Halifax III "A" - ME196	Cen. J. 16309 #/O C.S. Pope	Captain	1630	2319	<b>MISBOM</b> Attacked primary at 2014.8 hrs. from 17,000 ft. heading 078 deg. true at 160 mph. 10/10ths cloud, tops 6,000 ft., visibility clear. Bombing run was on Wargami flares but bombed the edge of the glow on clouds. The Wargami was good but appeared light. Bomb bursts could be seen reflecting on the cloud. An unidentified single engine aircraft was picked up on Richmond and was seen to drop fighter flares. It followed the Halifax from the target to 3000 ft. from 2014 hrs to 2022 hrs. at 677,000 ft. and crossed in one from astern to about 800 yards. No shots were fired. Bomb load: 10 x 300 lb. M.U. bombs.	L.1.
30-11-44	Halifax III "B" - ME474	Cen. J. 2291 #/O G.S. Gray	Captain	1637	2239	<b>MISBOM</b> Attacked primary at 2007 hrs. from 18,000 ft. heading 078 deg. true at 175 mph. 10/10ths thin cloud, tops 7,000 ft., visibility clear. Bombed to overshoot red Wargami flares by one second. The bomb bursts seemed well concentrated in relation to the markers and could be seen reflecting on the cloud. If the markers were accurate, bombing results should be good. Bomb load was same as aircraft "A" ref. L.1.	L.2
30-11-44	Halifax III "B" - ME377	Cen. J. 28343 #/O Biddell, #.H.	Captain	1640	2243	<b>MISBOM</b> Attacked primary at 2007.1 hrs. from 19,000 ft. heading 078 deg. true at 175 mph. 10/10ths cloud, tops 6,000 ft., visibility clear. Bombed red Wargami flares. A red glow was seen reflected on clouds. The markers appeared late going down. Aircraft concentration in the stream appeared good. Bomb load was the same as aircraft "A" ref. L.1.	L.3
30-11-44	Halifax III "B" - ME310	Cen. J. 19825 #/O G.S. Lee	Captain	1634	2243	<b>MISBOM</b> Attacked primary at 2007.2 hrs. from 19,000 ft. heading 078 deg. true at 155 kts. 10/10ths cloud, tops 6,000 ft., visibility above, good. Bombed red sky markers with yellow stars. Red F.L.'s were seen on the aiming point and on the other northern aiming point. Results could not be seen but if sky markers were accurate results should be good. Bomb load was the same as aircraft "A" ref. L.1.	L.4
30-11-44	Halifax III "B" - ME473	Cen. J. 23139 #/L R.K. Kingland #M	Captain	1639	2234	<b>MISBOM</b> Attacked primary at 2007.9 hrs. from 18,000 ft. heading 078 deg. true at 160 mph. 10/10ths cloud, tops 9,000 ft., good visibility above. Bombed centre of Wargami flares. The photoflash and camera did not operate but otherwise this was a good trip. Bomb load was same as aircraft "A" ref. L.1.	L.5
30-11-44	Halifax III "J" - ME403	Cen. J. 17637 #/O J.M. Prentice	Captain	1641	2305	<b>MISBOM</b> Attacked primary at 2008.3 hrs. from 19,000 ft. heading 078 deg. true at 160 mph. 10/10ths heavy cloud, tops 5,000 ft., visibility clear above cloud. Bombed the centre of red sky markers which were on time and well concentrated. Bombing should be good if the markers were accurate. Bomb load was same as aircraft "A" ref. L.1.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES																												
				UP	DOWN																														
30-11-44	Halifax III "L" - W794	Gen. J. 12704 W/L A.S. Milner	Captain	1657	2240	MISSION: Attacked primary at 2007.6 hrs. from 18,000 ft. heading 074 deg. true at 160 mph. 10/10ths cloud, tops 6,000 ft., bright moonlight, visibility good. Bombed the red glow of Fed T.I. on the cloud. No ground detail was seen, just the flash of bomb bursts and the reflection of searchlights on the cloud. Bombs fell early and burned out before bombing time. There appeared to be only a fair concentration of T.I.'s. A good trip. Bomb load was same as aircraft "A" ref. L.1.	L.7																												
30-11-44	Halifax III "O" - WZ88	Gen. J. 37329 W/O B. Bell	Captain	1631	---	MISSION: This aircraft failed to return. The members of crew were as follows: <table border="1"> <thead> <tr> <th></th> <th>Previous Trip</th> <th>Sta.</th> <th>Hours</th> </tr> </thead> <tbody> <tr> <td>Pilot W/O B. Bell</td> <td>(Gen. J. 37329)</td> <td>6</td> <td>24</td> </tr> <tr> <td>W/O L.G. Watson</td> <td>(Gen. J. 38782)</td> <td>4</td> <td>16</td> </tr> <tr> <td>A/S W/S Stredich, W.A.</td> <td>(Gen. K18922)</td> <td>4</td> <td>16</td> </tr> <tr> <td>W/S Sgt Holdersome, P.W.</td> <td>(300072) WAF</td> <td>4</td> <td>16</td> </tr> <tr> <td>W/S W/S Thomson, A.S.</td> <td>(Gen. K19090)</td> <td>4</td> <td>16</td> </tr> <tr> <td>W/S Sgt Kitchin, W.A.</td> <td>(Gen. K22267)</td> <td>4</td> <td>16</td> </tr> </tbody> </table> Bomb load was the same as aircraft "A" ref. L.1.		Previous Trip	Sta.	Hours	Pilot W/O B. Bell	(Gen. J. 37329)	6	24	W/O L.G. Watson	(Gen. J. 38782)	4	16	A/S W/S Stredich, W.A.	(Gen. K18922)	4	16	W/S Sgt Holdersome, P.W.	(300072) WAF	4	16	W/S W/S Thomson, A.S.	(Gen. K19090)	4	16	W/S Sgt Kitchin, W.A.	(Gen. K22267)	4	16	L.8
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30-11-44	Halifax III "P" - W4159	Gen. J. 14099 W/L H.W. Macdonald	Captain	1619	2315	MISSION: Attacked primary at 2007.1 hrs. from 17,000 ft. heading 078 deg. true at 160 DAs. 10/10ths cloud, tops 6,000 ft., visibility very good, above. Bombed sky markers, red with yellow stars. The results could not be assessed due to cloud. The release point checked with Gen. A very good trip. Bomb load was the same as aircraft "A" ref. L.1.	L.9																												
30-11-44	Halifax III "S" - W740	Gen. G. 1037 W/O A.L. Saldue	Captain	1631	2239	MISSION: Attacked primary at 2012.5 hrs. from 19,000 ft. heading 073 deg. true at 155 DAs. 10/10ths cloud, tops 7/8,000 ft., visibility excellent above. Bombed the centre of sky markers, red with yellow stars. The marking was very good but it was impossible to assess the bombing. The FFF sky markers did not clearly identify both targets and not enough notice was given for the second aiming point. Bomb load was same as aircraft "A" ref. L.1.	L.10																												
30-11-44	Halifax III "V" - WZ85	Gen. J. 88980 W/O G. Hey	Captain	1642	2306	MISSION: Attacked primary at 2008.1 hrs. from 19,000 ft. heading 078 deg. true at 155 mph. 10/10th cloud, tops 8/10,000 ft., visibility good. Bombed R.A. flares, red with yellow stars. These were somewhat meagre. Marking on 4 Group target was seen about 300 yards port of own target. No glow of the target was visible on the cloud. There was a heavy concentration of aircraft at the target where the tracks to the two aiming points crossed. Bomb load was same as aircraft "A" ref. L.1.	L.11																												

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# OPERATIONS RECORD BOOK

APPENDIX B-41

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

By No. 429 Squadron, R.C.A.F.

**SECRET**

PAGE No. 18

11780-10111 WL 4889-114 706 841 7.5 706  
11780-10111 WL 4889-114 706 841 7.5 706

FOR THE MONTH OF November 1944.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES																								
				UP	DOWN																										
30-11-44	Halifax III "W" - ME 314	Gen-J.86980 W/O G.W. Clarke	Captain	1643	---	<p><b>MISSED</b> This aircraft failed to return. The crew members were as follows:</p> <table border="1"> <thead> <tr> <th>Previous Time</th> <th>ETA</th> <th>Hours</th> </tr> </thead> <tbody> <tr> <td>W/O G.W. Clarke (Gen-J.86980) (Pilot)</td> <td>16</td> <td>34</td> </tr> <tr> <td>W/O G.W.F. Short (Gen-J.91057) (Nav)</td> <td>16</td> <td>37</td> </tr> <tr> <td>W/O E.W. Manohip (Gen-J.89367) (A/R)</td> <td>24</td> <td>34</td> </tr> <tr> <td>Sgt. Fry, L.J. (189598 RAF) (W/R)</td> <td>16</td> <td>37</td> </tr> <tr> <td>W/O Pate, G.W. (Gen-J.816444) (W/O/AS)</td> <td>15</td> <td>32</td> </tr> <tr> <td>W/S Ogilvie, S.M. (Gen-J.221322) (M/W/AS)</td> <td>16</td> <td>37</td> </tr> <tr> <td>W/S Russo, R.F. (Gen-J.222102) (A/S)</td> <td>16</td> <td>37</td> </tr> </tbody> </table> <p>Bomb load was the same as aircraft "A" ref. L.1.</p>	Previous Time	ETA	Hours	W/O G.W. Clarke (Gen-J.86980) (Pilot)	16	34	W/O G.W.F. Short (Gen-J.91057) (Nav)	16	37	W/O E.W. Manohip (Gen-J.89367) (A/R)	24	34	Sgt. Fry, L.J. (189598 RAF) (W/R)	16	37	W/O Pate, G.W. (Gen-J.816444) (W/O/AS)	15	32	W/S Ogilvie, S.M. (Gen-J.221322) (M/W/AS)	16	37	W/S Russo, R.F. (Gen-J.222102) (A/S)	16	37	L.12
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30-11-44	Halifax III "Z" - ME 197	Gen-J.14047 W/L K.G. Charlton	Captain	1632	2312	<p><b>MISSED</b> Attacked primary at 2012.7 hrs. From 17,000 ft. heading 078 deg. true at 160 IAS. 10/10ths cloud, tops 9,000 ft., visibility above very good. Bombed sky markers, red with yellow stars. These were well placed but orbited to catch other sky markers as only one set was seen on arrival. Results could not be assessed except that the bomb bursts below cloud indicated that some concentration was achieved. Bomb load was the same as aircraft "A" ref. L.1.</p>	L.13																								
30-11-44	Halifax III "X" - ME 194	Gen-J.23102 W/O R.K. Mitchell	Captain	1624	2318	<p><b>MISSED</b> Attacked primary at 2006.8 hrs. from 18,000 ft. heading 078 deg. true at 160 mph. 10/20ths cloud, tops 8,000 ft., visibility good. Bombed R.P. flares, red with yellow stars. Four R.P. flares were seen but nothing else could be seen through the cloud. Bomb load was the same as aircraft "A" ref. L.1. What appeared to be seacrows were seen at 2038.0504 hrs. at 1941 hrs. at 18,000 ft.</p>	L.14																								

*R.H. [Signature]*

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