

OPERATIONS RECORD BOOK

APPENDIX B.36 U.S.A.F. FORM 541

DETAIL OF WORK CARRIED OUT

By No. 499 Squadron, R.C.A.F.
FOR THE MONTH OF December 1944

SECRET

PAGE No. 1

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
2/3-12-44	Halifax III "A" - ME370	Capt. J. J. B. E/L P. F. Mobb	Captain	1722	0037	HAWK Attacked primary at 2104.2 hrs. from 18,000 ft. heading 069 deg. true at 165 mph. 10/10ths cloud, tops 17,000 ft., visibility good. Bombed by means of Gee fix taken at 2104.2 hrs. No assessment of bombing possible due to cloud. A rather uncertain attack depending on the accuracy of Gee. Aircraft sustained minor flak damage when hit by heavy flak at 2033 hrs. 18,000 ft. at 2103.00 hrs. Diverted and landed at Skipton due to met at base. Bomb load: 1 x 2,000 lb. H.C. bomb. 6 x 1,000 lb. S.A.F. bombs. 2 x 300 lb. Wap bombs.	A.1
2/3-12-44	Halifax III "B" - ME474	Capt. J. J. B. E/O K. O. Powell	Captain	1728	0033	HAWK Attacked primary at 2105.3 hrs. from 17,000 ft. heading 042 deg. true at 160 mph. 10/10ths cloud, tops 15/16,000 ft., visibility clear above cloud. Bombed the edge of glow of the target on the cloud. Nothing could be seen except the bomb flashes on the cloud. This attack is not considered too successful. Severe to moderate icing was encountered. Bomb load was the same as aircraft "A" ref. A.1.	A.2
2/3-12-44	Halifax III "C" - ME478	Capt. J. J. B. E/L H. E. Kingsland MRC	Captain	1723	0029	HAWK Attacked primary at 2101.1 hrs. from 18,000 ft. heading 098 deg. true at 160 mph. 10/10ths cloud, tops 18,000 ft., visibility excellent. Bombed on cloud using Gee fix. A fair trip but nothing to report owing to dense cloud. Bomb load was the same as aircraft "A" ref. A.1.	A.3
2/3-12-44	Halifax III "D" - ME377	Capt. J. J. B. E/O J. M. Practice	Captain	1731	0019	HAWK Attacked primary at 2103 hrs. from 18,000 ft. heading 060 deg. true at 157 mph. 10/10ths thick cloud, tops 17,000 ft., visibility clear above cloud. Bombed cloud on Gee. Unable to assess results, some reflections of flashes could be seen on the cloud. Severe icing conditions were encountered at 2038 hrs. at 8,000 ft. Bombing was scattered due to unforeseen met conditions. Fought an unidentified single engine enemy aircraft on the outward journey at 2100 hrs. 18,000 ft. at 2111.00 hrs. Bomb load was the same as aircraft "A" ref. A.1.	A.4
2/3-12-44	Halifax III "E" - ME994	Capt. J. J. B. E/O O. S. Pope	Captain	1733	2330	HAWK Attacked primary at 2103 hrs. from 17,000 ft. heading 094 deg. true at 160 mph. 10/10ths cloud, tops 17,000 ft. good visibility above. Bombed on bomb flashes seen through the cloud. One very large explosion was seen. Two night fighters were also seen on the in to the target. Encountered extreme icing conditions. Landed at Woodbridge due to bomb doors remaining open. Bomb load was the same as aircraft "A" ref. A.1.	A.5

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

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1770-17811 W/L 2288-1124 704 514 F.S. 700
1770-17811 W/L 2288-1124 704 514 F.S. 700

FOR THE MONTH OF December 19 44.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4-12-44	Halifax III "C" - W7800	Capt. J. J. 118 W/L P. F. Mobb	Captain	1655	2349	KANIGSHIRE Attacked primary at 1938 hrs. from 17,200 ft. heading 099 deg. true at 165 IAS. 3/10th thin cloud, tops 12,000 ft., visibility unlimited above. Bombed red and green F.I.'s. Very good fires were burning well. Aircraft was hit by incendiaries from another aircraft over the target. The port wing was damaged and caught fire. Aircraft dived for ground cover and the fire went out. This was a very good raid and the concentration of aircraft at the target was good. 2 clusters of incendiaries were hung up and brought back. Bomb Load: 1 x 2,000 lb. H.C. bomb. 11 clusters M.L.7 incendiaries. (110 x 4)	B.1
4-12-44	Halifax III "B" - MZ474	Capt. J. 98200 W/O K. O. Rowall	Captain	1650	2329	KANIGSHIRE Attacked primary at 1938 hrs. from 18,000 ft. heading 100 deg. true at 160 IAS. No cloud, good visibility. Bombed the centre of red and green F.I.'s. Markers were well placed and some visual identification was possible. Bombing and resultant fires well concentrated. A good attack. Bomb load was same as aircraft "C" ref. B.1.	B.2
4-12-44	Halifax III "B" - MZ318	Capt. J. 9825 W/O O. B. Lee	Captain	1656	2331	KANIGSHIRE Attacked primary at 1937.8 hrs. from 19,000 ft. heading 070 deg. true at 150 mph. 4/10th cloud, tops 15,000 ft., visibility good. Bombed red F.I.'s. These appeared scattered and the incendiaries seemed to be strung out for 7 or 8 miles east of the Rhine. One large orange fire seen on run up. Seen what may have been a jet-propelled aircraft at 1939-40 hours in the target area. Intermittent orange coloured flame and whitish sparks were emitted as it went away. Silhouette unidentifiable, no combats. Bomb load was the same as aircraft "C" ref. B.1.	B.3
4-12-44	Halifax III "B" - MZ478	Capt. J. 23199 W/L H. M. Kingland MCO	Captain	1647	2341	KANIGSHIRE Attacked the primary at 1938.9 hrs. from 18,000 ft. heading 100 deg. true at 160 mph. 4/10th thin cloud, tops 10,000 ft., visibility good. Bombed red and green F.I.'s. Markers were spread over a large area and the docks and town were thoroughly on fire. A fairly good attack. Bomb load was the same as aircraft "C" ref. B.1.	B.4
4-12-44	Halifax III "B" - MZ463	Capt. J. 17637 W/O J. M. Prastice	Captain	1654	2311	KANIGSHIRE Attacked primary at 1940.7 hrs. from 19,000 ft. heading 105 deg. true at 160 mph. 3/10th thin cloud, tops 6/7,000 ft., visibility clear. Bombed centre of a concentration of red F.I.'s and fires - saw dock area and several bright fires. Near gunner saw a large explosion over the target area on departure. There was a good concentration of fires both in the city itself and the dock area. A good trip. Bomb load was the same as aircraft "C" ref. B.1.	B.5

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4-12-44	Halifax III "M" - WF993	Capt. C.26079 R/L H.J. Hogarth	Captain	1652	2505	KAMISBUNK Attacked primary at 1939.7 hrs. from 19,000 ft. heading 095 deg. true at 175 IAS. Thin patch of cloud to 7,000 ft. over the target. Visibility good. Bombed green F.I.'s. These started at the river and covered a good area east in good concentration. A very good trip in every way, what may have been a jet-propelled aircraft was seen in the target area from 1938 to 1940 hours. When going away it emitted orange flame and whitish sparks. Not identifiable. No combat. Bomb load was the same as aircraft "Q" ref. B.1.	B.6
4-12-44	Halifax III "M" - ME482	Capt. C.17072 R/O H.S. Howe	Captain	1657	2540	KAMISBUNK Attacked primary at 1940.6 hrs. from 17,000 ft. heading 095 deg. true at 163 mph. 3/10ths cloud, tops 10,000 ft., visibility good. Bombed a concentration of red F.I.'s and fires. The marking appeared scattered but accurate and was well placed. Jettisoned 4 clusters I.B.'s safe at 1941.01 hrs. at 2800 hrs. from 7,000 ft. These were hung up, believed formins. A good trip. Bomb load was the same as aircraft "Q" ref. B.1.	B.7
4-12-44	Halifax III "P" - ML33	Capt. C.14099 R/L H.W. Macdonald	Captain	1655	2540	KAMISBUNK Attacked primary at 1940.8 hrs. from 17,000 ft. heading 108 deg. true at 167 IAS. No cloud, visibility very good. Bombed green F.I.'s. No red were seen. Bombs could be clearly identified and were not seen to be bombed. The target was a large mass of fire. 3 clusters of I.B.'s were hung up and dropped at 1939.01 hrs., 2130 hrs., safe from 7,000 ft., visually clear below. A very good raid. Bomb load was the same as aircraft "Q" ref. B.1.	B.8
4-12-44	Halifax III "S" - WF940	Capt. C.1057 W/C H.L. Bolduc	Captain	1655	2522	KAMISBUNK Attacked primary at 1941.1 hrs. from 19,000 ft. heading 088 deg. true at 155 IAS. Clear of cloud, visibility perfect. Bombed the centre of red and green F.I.'s. The area was completely covered by fire with 2,000 lb. bombs, burning dead centre. Fires could be seen for 150 miles. This looked like an exceptionally good attack. What may have been a jet-propelled aircraft was seen over the target area between 1939 and 1940 hrs. at 8,000 ft. It emitted orange flame and whitish sparks while going away. It was not identifiable and there was no combat. Bomb load was the same as aircraft "Q" ref. B.1.	B.9
4-12-44	Halifax III "V" - ME280	Capt. C.89980 R/O G. Hay	Captain	1655	1836	KAMISBUNK Returned early before setting course over base. The starboard inner engine caught fire over base so mission was abandoned. Fire was extinguished and the bomb load was jettisoned safe at 1941.01 hrs. at 1730 hrs. from 8,000 ft. Visibility was clear. The 2,000 lb. bomb exploded. 4 clusters of I.B.'s were hung up and brought back. Bomb load was the same as aircraft "Q" ref. B.1.	B.10

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10/10/44 (111) W/L 1000-111 100 111 100
10/10/44 (111) W/L 1000-111 100 111 100

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4-12-44	Halifax III "X" - M2194	Cmn-J-21102 W/O #K. Mitchell	Captain	1836	2336	KANIGHEM Attacked primary at 1939.7 hrs. from 18,000 ft. heading 106 deg. true at 130 mph. 7/10ths thin broken cloud, tops 9,000 ft., visibility good. Bombed the centre of fire. No markers were seen. Gee coordinates were lined up and the centre of fire in the bomb sight. One main fire with a few scattered points was seen. A good attack. Bomb load was the same as aircraft "Q" ref. B.1.	B.11
4-12-44	Halifax III "Z" - M2197	Cmn-J-14047 W/L #C. Charlton	Captain	1844	2314	KANIGHEM Attacked primary at 1939.1 hrs. from 17,000 ft. heading 088 deg. true at 163 mph. 2/10ths cloud, tops 9,000 ft., visibility excellent. Bombed the centre of town on a concentration of fires. Fires were burning well and bombing was well concentrated. A good attack. An enemy He109 was seen coming from starboard quarter at 1911 hrs, 18,500 ft. at 4914M 0350Z. Evasive action was taken to starboard and the fighter broke away and was not seen again. Bomb load was same as aircraft "Q" ref. B.1.	B.12
3/6-12-44	Halifax III "A" - M2196	Cmn-J-2118 W/L P.F. Cobb	Captain	1736	0038	SESS Attacked primary at 2123 hrs. from 17,000 ft. heading 170 deg. true at 163 mph. 10/10th thin cloud, tops 9,000 ft., visibility very good. Bombed the centre of green T.I. No red T.I.'s were seen but there was a good concentration of green. Bombing was well concentrated and many fires were seen starting. A very good attack. A white light was seen on the sea to port, at 2141M 0135Z at 2313 hrs., flashing on and off. Aircraft circled once descending to 9,000 ft. when light was lost to view. Bomb load: 9 x 1,000 lb. M.C. bombs.	G.1.
3/6-12-44	Halifax III "B" - M2474	Cmn-J-3291 W/O G.B. Gray	Captain	1802	0018	SESS Attacked primary at 2122.3 hrs. from 19,000 ft. heading 122 deg. true at 163 mph. 10/10th thin cloud, tops 3,000 ft., visibility poor downward. Bombed green T.I. Red markers were seen on the run up but only greens were left on arrival. Bombing appeared to be quite scattered with one good area of concentration S.S.W. of green T.I.'s. Tactics were good. Bomb load was the same as aircraft "A" ref. G.1.	G.2
3/6-12-44	Halifax III "M" - M2377	Cmn-J-27009 W/O I.B. Benson	Captain	1804	0040	SESS Attacked primary at 2123.3 hrs. from 17,000 ft. heading 130 deg. true at 170 mph. 7/10ths thin cloud, tops 7,000 ft., visibility good. Bombed glow of red T.I.'s on the cloud. Bomb bursts appeared well concentrated and marking was plentiful. A good trip, no complaints. Bomb load was the same as aircraft "A" ref. G.1.	G.3

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
5/6-12-44	Halifax III "G" - MZ478	Csn.J.23139 P/O R.M. Kingland HQ	Captain	1755	0112	SESSI Attacked primary at 2122 hrs. from 19,000 ft. heading 115 deg. true at 175 mph. 5/10th thin cloud, tops 10,000 ft., visibility fair. Bombed centre of green I.L.'s. Bombs were seen exploding. 1 x 1,000 lb. bomb was hung up and jettisoned safe at 2309 hrs. from 8,000 ft. at 5:32M 2309M. At 2123 hrs., 13,000 ft. over the target area the aircraft sustained a broken hydraulic line when hit by heavy flak; bomb load was the same as aircraft "A" ref. C.I.	C.4
5/6-12-44	Halifax III "H" - MZ230	Csn.J.16309 P/O G.S. Pope	Captain	1800	2342	SESSI Attacked primary at 2122.9 hrs. from 18,000 ft. heading 139 deg. true at 163 KAS. 8/10th thin cloud, tops 16,000 ft. Bombed on green I.L.'s. Red I.L.'s seen on the ground in the hole in the cloud. Results appeared well concentrated and marking was extremely good. The area around the markers was heavily bombed. Landed at Waddingham due to shortage of petrol. Bomb load was the same as aircraft "A" ref. C.I.	C.5
5/6-12-44	Halifax III "J" - MZ463	Csn.J.36200 P/O K.O. Powell	Captain	1758	0033	SESSI Attacked primary at 2122.2 hrs. from 18,000 ft. heading 120 deg. true at 160 mph. No cloud, visibility fair. Bombed centre of red and green I.L.'s. The markers were well concentrated. Two big explosions were seen at 2119 hrs. with orange flame and black smoke. Many fires were also starting. Good tactics and a good trip. Saw what appeared to be a jettisoned fighter about 2 miles away on port bow at 2123 hours, 18,000 ft. while over the target. It was emitting a light orange, elongated apart. At 2133 hours 18,000 ft. over the target an aircraft was seen falling on fire. It hit the ground and exploded. No parachutes were seen. Believed to have been hit by flak. Bomb load was the same as aircraft "A" ref. C.I.	C.6
5/6-12-44	Halifax III "M" - MZ993	Csn.J.28345 P/O F.H. Midgell	Captain	1803	0029	SESSI Attacked primary at 2123.2 hrs. from 19,000 ft. heading 120 deg. true at 175 mph. 7/10th cloud, tops 12,000 ft., visibility fair. The markers appeared to be accurately placed. Checked target by H2S and visually. Bombed on H2S and visually. Bomb load was the same as aircraft "A" ref. C.I.	C.7
5/6-12-44	Halifax III "N" - MZ482	Csn.J.89980 P/O G. Hay	Captain	1828	0102	SESSI Attacked primary at 2121.9 hrs. from 19,000 ft. heading 140 deg. true at 175 mph. 7/10th cloud, tops 16,000 ft., visibility very good. Bombed the centre of a concentration of green I.L.'s. The red markers were scarce but a few were seen in the centre of a good concentration of green I.L.'s. Markers appeared to be on the aiming point and bombing was very good. Bomb load was 1 x 2,000 lb. H.O. and 7 x 1,000 lb. H.O. bombs. A very good trip.	C.8

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APPENDIX B-29 U.S. AIR FORCE FORM 561

DETAIL OF WORK CARRIED OUT

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

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FIGHT	REFERENCES
				Up	Down		
3/6-12-44	Halifax III "B" - 18139	Capt. J. J. 449 R/O B.K. Brewery	Captain	1801	0032	SOSEY Attacked primary at 2121.7 hrs. from 18,000 ft. heading 095 deg. true at 150 mph. One small 10/10th cloud over the target area at 10,000 ft. Visibility good. Bombed centre of green T.I.'s. The bombing was well concentrated on the T.I.'s. A very large orange explosion and other smaller ones were seen and fires were burning well. Bomb load was the same as aircraft "A" ref. C.I.	C.9
3/6-12-44	Halifax III "B" - 18139	Capt. J. J. 449 R/O B.K. Brewery	Captain	1751	0041	SOSEY Attacked primary at 2121.7 hrs. from 17,000 ft. heading 152 deg. true at 163 mph. 3/10th thin cloud, tops 17,000 ft., visibility good. Bombed centre of green T.I.'s. Fires were building up well and were well concentrated. One fairly large explosion was seen on way in. A very good attack. Bomb load was the same as aircraft "A" ref. C.I.	C.10
3/6-12-44	Halifax III "S" - 18946	Capt. J. J. 330 S/L A.F. Childs R/C	Captain	1779	0028	SOSEY Attacked primary at 2122 hrs. from 19,000 ft. heading 121 deg. true at 160 mph. 3/10th cloud, tops 12,000 ft., visibility very good. Bombed the centre of red and green T.I.'s. A good concentration of bombing could be seen. A very good attack. Bomb load was the same as aircraft "A" ref. C.I.	C.11
3/6-12-44	Halifax III "T" - 18904	Capt. J. J. 1072 R/O J.E. Howe	Captain	1757	0023	SOSEY Attacked primary at 2122.9 hrs. from 17,000 ft. heading 133 deg. true at 163 mph. 4/10th cloud, tops 13,000 ft., visibility good. Bombed red T.I. Several bomb bursts and a few fires were seen. A good attack but the aircraft were not very well concentrated. Bomb load was the same as aircraft "A" ref. C.I.	C.12
3/6-12-44	Halifax III "T" - 18994	Capt. J. J. 102 R/O K.K. Mitchell	Captain	1822	0043	SOSEY Attacked primary at 2122 hrs. from 18,000 ft. heading 125 deg. true at 163 mph. 10/10th cloud, tops 8,000 ft., visibility good. Bombed the centre of green T.I.'s. Green T.I.'s were seen clearly on run in and at bombing time but the actual target was obscured by cloud. The markers were well placed and the bombing was well concentrated. About six good sized explosions were seen in the target area apparently in a line. A very good attack. Bomb load was the same as aircraft "A" ref. C.I.	C.13

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
6-12-44	Halifax III "B" - ME474	Cen. J. J. 118 R/L P.F. Robb	Captain	1615	2239	OSNABRUCK Attacked primary at 1949.3 hrs. from 19,000 ft. heading 095 deg. true at 177 mph. 10/10th thin cloud, tops 4,000 ft., visibility good. Bombed the glow of green f.l. through cloud. A white glow on clouds was seen on run up, and then a greenish glow which was taken for f.l.'s. 1 x 1,000 lb. bomb was hung up and jettisoned at 2238N 0740E at 2106 hrs. from 20,000 ft., level. This looked like a good attack. At 2227N 0810E at 1937 hrs. 12,000 ft. a PW 190 came in from Joe App. dead stream. Aircraft was contacted and the fighter was lost. Only to reappear again from port on the edge of a cloud bank. Both gunners fired short burst and aircraft contacted loading the fighter. No strikes were seen. At 1932 hrs. over the target area at 12,000 ft. an unidentified aircraft was seen falling in flames and was seen to explode and burn. Another unidentified aircraft was seen going down in flames exploding on the ground and burning at 2230N 0735E at 1938 hrs., 10,000 ft. Still another unidentified aircraft was seen to fall in flames and explode on the ground at 2230N 0735E at 2003 hrs., 10,000 ft. Bomb load: 2 x 1,000 lb. G.F. bombs; 1080 x 4 lb. incendiary bombs.	D.1.
6-12-44	Halifax III "B" - ME318	Cen. J. J. 200 S/L H.V. Peterson W/C and R/C	Captain	1621	2234	OSNABRUCK Attacked primary at 1931.3 hrs. from 20,000 ft. heading 095 deg. true at 160 mph. 9/10th thin layer cloud tops 21,000 ft., fair visibility below. Bombed red f.l. whitish glow seen on run up and only one red f.l. could be seen through the cloud. This raid was very scattered. What appeared to be Wagonetti was reflected from below cloud. 90 x 4 lb. I.B.'s were hung up and brought back. Bomb load was: 2 x 1,000 lb. M.O. bombs. 1080 x 4 lb. incendiary bombs.	D.2
6-12-44	Halifax III "H" - ME230	Cen. J. J. 309 R/O G.S. Pope	Captain	1642	2243	OSNABRUCK Attacked primary at 1931 hrs. from 20,000 ft. heading 130 deg. true at 165 IAS, 10/10th thin cloud, tops 5,000 ft., visibility good above some haze. Bombed a concentration of incendiaries. A Gee fix was taken on track 4 minutes before bombing, S.F.A. checked and I.B.'s were open. No markers were seen. Bombs were very scattered. Results not assessed. 90 x 4 lb. I.B.'s were hung up and brought back. At 1931 hrs., 20,000 ft. over the target area an unidentified aircraft was seen to fall in flames and explode on the ground. At 2227N 0642E, 2013 hrs., 10,000 ft. same aircraft was seen burning for some time flying straight and level. It then went down slowly and exploded on the ground. Silhouette of one parachute is believed seen. Bomb load was the same as aircraft "B" ref. D.2.	D.3

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES																											
				UP	DOWN																													
6-12-44	Halifax III "J" - WZ46j	Cann.J.176j7 W/O J.M. Prentice	Captain	1619	---	<p>DISABLER This aircraft failed to return. The members of the crew were as follows:</p> <table border="1"> <thead> <tr> <th>Previous Name</th> <th>Pos.</th> <th>Hours</th> </tr> </thead> <tbody> <tr> <td>W/O J.M. Prentice (Cann.J.176j7)</td> <td>Pilot</td> <td>22 78 119.15</td> </tr> <tr> <td>W/O T.A. Wilson (Cann.J.202j)</td> <td>Wing</td> <td>27 53 144.20</td> </tr> <tr> <td>P/O S.L. Marston (Cann.J.892j2)</td> <td>A/B</td> <td>27 32 143.05</td> </tr> <tr> <td>P/O E.S.C. Clark (Cann.C.898j2)</td> <td>W/S</td> <td>24 83 126.45</td> </tr> <tr> <td>W/O W.M. Roberts (Cann.C.898j2)</td> <td>W/O</td> <td>26 09 159.15</td> </tr> <tr> <td>P/O W.M. Hart (187722 RAAF)</td> <td>W/O</td> <td>26 09 159.15</td> </tr> <tr> <td>W/O Copeland, J.C. (Cann.J.199j7)</td> <td>A/W</td> <td>25 83 129.00</td> </tr> <tr> <td>W/L H.J. O'Neill (Cann.J.22026)</td> <td>Pilot</td> <td>N11 N11 N11</td> </tr> </tbody> </table> <p>Bomb load was same as aircraft "P" ref. D.2.</p>	Previous Name	Pos.	Hours	W/O J.M. Prentice (Cann.J.176j7)	Pilot	22 78 119.15	W/O T.A. Wilson (Cann.J.202j)	Wing	27 53 144.20	P/O S.L. Marston (Cann.J.892j2)	A/B	27 32 143.05	P/O E.S.C. Clark (Cann.C.898j2)	W/S	24 83 126.45	W/O W.M. Roberts (Cann.C.898j2)	W/O	26 09 159.15	P/O W.M. Hart (187722 RAAF)	W/O	26 09 159.15	W/O Copeland, J.C. (Cann.J.199j7)	A/W	25 83 129.00	W/L H.J. O'Neill (Cann.J.22026)	Pilot	N11 N11 N11	D.4
Previous Name	Pos.	Hours																																
W/O J.M. Prentice (Cann.J.176j7)	Pilot	22 78 119.15																																
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P/O W.M. Hart (187722 RAAF)	W/O	26 09 159.15																																
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W/L H.J. O'Neill (Cann.J.22026)	Pilot	N11 N11 N11																																
6-12-44	Halifax III "L" - WZ994	Cann.J.12764 W/L A.W. Milner	Captain	1614	2255	<p>DISABLER Attacked primary at 1949 hrs. from 21,000 ft. heading 102 deg. true at 150 mph. 10/10th thick cloud; tops 6,000 ft., visibility hazy above. Bombed near the edge of glow on cloud - no markers were seen. Reflections of bomb burst seemed scattered but it was impossible to assess bombing results. 230 x 4 lb. I.B.'s were hung up and brought back. At 2008 0738 at 2007 hrs., 10,000 ft. an unidentified aircraft was seen to fall in flames and explode on the ground. Got off part of course on return due to failure of one engine. WFF was switched on at 2110 hrs., 11,000 ft. at 2048 0548 due to being off route and alone on homeward journey. Bomb load was the same as aircraft "P" ref. D.1.</p>	D.5																											
6-12-44	Halifax III "M" - WZ993	Cann.J.36888 W/O K.O. Fowell	Captain	1616	2244	<p>DISABLER Attacked primary at 1949 hrs. from 20,000 ft. heading 0.6 089 deg. true at 150 mph. 8/10th cloud, tops 3/4,000 ft., visibility hazy. Bombed on the glow of red I.L.'s through the cloud. Green F.I.'s were seen dropped. Bombing results were not seen but are not believed very good. Bomb load was the same as aircraft "P" ref. D.2. Unable to judge concentration due to cloud and haze.</p>																												
6-12-44	Halifax III "N" - WZ482	Cann.J.12499 W/L D.W. Walker	Captain	1608	2314	<p>DISABLER Arrived over target at 1949 hrs., 20,000 ft. 10/10th cloud, tops 6/9,000 ft., visibility fair. No F.I.'s or Wengami flames were seen, only a white glow slightly to starboard on the run up. Briefed to bomb red or green I.L. or Wengami and as none of these were seen no bombs were dropped. 2 x 1,000 lb. G.P. bombs were jettisoned, safe, at 2208 0548 at 2110 hrs. from 6,000 ft. and the remainder of the bomb load was brought back. Returned straight from enemy coast to English coast on a heading of 270 deg. true, due to a broken hydraulic line. Bomb load was the same as aircraft "P" ref. D.1.</p>	D.7																											

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
6-12-44	Halifax III "3" - NR946	Cen. G. 1057 W/O K.L. Boleno	Captain	1612	2237	OSWALD Attacked primary at 1930 hrs. from 18,000 ft. heading 100 deg true at 160 kts. 10/10ths medium cloud, tops 13,000 ft., visibility poor above. Bombed on cloud. Red sky markers seen with green stars but they had disappeared into cloud by bombing time. Met conditions made this raid an absolute farce. At 2030 hrs. at 20,000 ft., an aircraft was seen to burst into flames and then explode in the air. Bomb load was the same as aircraft "W" ref. B.2.	B.8
6-12-44	Halifax III "7" - NR964	Cen. J. 27009 W/O I.S. Benson	Captain	1639	1848	OSWALD Abandoned mission over base at 1710 hrs. 1,000 ft. The port inner engine went W/O on take-off due to failure of oil pressure line. Jettisoned bomb load at 1800 hrs. 0130 at 1740 hrs. from 8,000 ft. in clear visibility. The 1,000 lb. bombs exploded on impact with the water although all bombs were jettisoned safe. Bomb load was the same as aircraft "B" ref. D.11.	B.9
6-12-44	Halifax III "X" - NR194	Cen. J. 14047 W/O K.G. Shelton	Captain	1818	2242	OSWALD Attacked primary at 1949 hrs. from 20,000 ft. heading 099 degrees at 150 kts. 10/10ths thin cloud, tops 14,000 ft., visibility poor. Bombed red P.L.'s seen through cloud. Ran up on base but saw glow of red P.L.'s in time to bomb them. No sky markers seen. Met conditions were bad. An unidentified aircraft was seen to fall in flames and explode on the ground at 2007 hrs. at 2300 0730, 10,000 ft. An aircraft was seen bursting into flames and exploding in the air at 2020 hrs. 10,000 ft. at 2030 0630. At 2220 0640 at 2013 hrs. 10,000 ft. an aircraft was seen burning for some time, flying straight and level. Then it went down slowly and exploded on the ground. Believed to have seen the silhouette of one parachute. Bomb load same as aircraft "B" ref. D.11.	D.10
6-12-44	Halifax III "Z" - NR197	Cen. J. 17072 W/O J.S. Howe	Captain	1610	2232	OSWALD Attacked primary at 1930 hrs. from 18,000 ft. heading 100 deg true at 155 mph. 10/10ths thick cloud, tops 13,000 ft., visibility good above cloud. Bombed centre of red glow reflected on the cloud. A few flashes of bomb bursts seen reflected on the cloud. 270 x 4 lb. I.B.'s hung up and brought back. A poor attack, impossible to assess results due to cloud. At 2030 0700 at 2000 hrs., 6,000 ft. saw what appeared to be a white fighter flare ahead. This flare seemed to hang in the air for about 2 minutes, then fell to the ground and burned for about 10 minutes. Bomb load was the same as aircraft "W" ref. B.2.	D.11

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DETAIL OF WORK CARRIED OUT

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
0-12-44	Halifax III "C" - PH307	Cen. J. 8890 P/O S. Hay	Captain	1649	2045	OPERATION Abandoned mission at heading at 1849 hrs. 19,000 ft. due to late take-off and resultant inability to arrive at the target within the length of the attack. Jettisoned bomb load safe at 1408H 0138 at 1948 hrs. from 4,000 ft. In clear visibility. 2 x 1,000 lb. bombs exploded on impact with the water. Bomb load was the same as aircraft "B" ref. D-2.	B-12
18-12-44	Halifax III "A" - ME196	Cen. J. 97398 P/O Thomas, W.A.	Captain	0230	0904	MISSION Attacked primary at 0613-6 hrs. from 19,000 ft. heading 074 deg. true at 165 mph. 10/10th cloud, tops 14,000 ft., visibility heavy. Bombed on Gee as briefed as no T.I.'s or markers were seen. Many flashes of bomb bursts could be seen glowing on the cloud but the attack appeared scattered. Aircraft diverted to Strubby because of weather at base. Bomb load: 1 x 2,000 lb. H.G. bomb. 2 x 1,000 lb. H.G. bombs. 10 x 500 lb. H.G. bombs.	B-1
18-12-44	Halifax III "B" - ME274	Cen. J. 36974 P/O MacDonald, A.M.	Captain	0232	0849	MISSION Attacked primary at 0613-5 hrs. from 19,000 ft. heading 072 deg. true at 170 mph. 10/10th cloud, tops 10/12,000 ft., visibility all through cloud. Red T.I.'s were seen on the run in but disappeared as they fell through the cloud. Bomb on Gee. No bombing results could be seen but reflections on the cloud indicate a scattered attack. A difficult trip owing to mist being out. Aircraft landed at Strubby because of weather at base. Bomb load was same as aircraft "A" ref. B-1.	B-2
18-12-44	Halifax III "D" - ME377	Cen. J. 13600 S/L H.V. Peterson Major Captain	Captain	0248	0903	MISSION Attacked primary at 0613-5 hrs. from 17,500 ft. heading 065 deg. true at 165 mph. 10/10th low cloud, tops 9/8,000 ft., visibility fair above. The red glow of T.I. was seen at 0611 hours but no T.I.'s were seen at bombing time because of the cloud. Bombed on Gee. No assessment of the attack is possible. Aircraft landed at base. Bomb load: 4 x 1,000 lb. H.G. bombs. 10 x 500 lb. H.G. bombs.	B-3
18-12-44	Halifax III "E" - ME247	Cen. J. 28345 P/O F.H. Biddell	Captain	0234	0844	MISSION Attacked primary at 0616-5 hrs. from 19,000 ft. heading 048 deg. true at 155 mph. 10/10th cloud, tops 13/16,000 ft., visibility poor. One or two red T.I.'s were seen before arrival at target but had disappeared on arrival. A faint glow and bomb bursts were seen through the cloud. Mist was so poor that no visual bombing was possible so bombed on Gee. Aircraft diverted and landed at Strubby because of weather at base. Bomb load was the same as aircraft "A" ref. B-1.	B-4

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
18-12-44	Halifax III "W" - ME318	Can-J.19825 P/O G.B. Lee	Captain	0845	0854	MUSKIE Attacked primary at 0615.7 hrs. from 17,000 ft. heading 078 deg true at 153 mph. 10/10th cloud, tops 20,000 ft., visibility nil through clouds. No markers were seen as bombed on Gee. Results were not seen but there appeared to be a concentrated reflection on the cloud at one spot over the aiming point. A poor bombing effort. At 0616.7 hours over Gee App. target at 17,000 ft. an enemy FW190 was seen on starboard quarter at about 300 yards. At about 300 yards the rear gunner opened fire during evasive action and the fighter returned the fire. The FW190 passed to port and was lost to sight but some of our trace was seen to have hit the nose of the fighter. No claim is made. At 0618 hrs., 17,000 ft. over the target an unidentified aircraft was seen falling in flames. It appeared to break in half and disappeared in the cloud. Aircraft diverted and landed at Strubby due to weather at base. Bomb load was the same as aircraft "A" ref. E.1.	E.5
18-12-44	Halifax III "W" - ME478	Can-J.23139 P/L M.M. Kingland	Captain	0249	0911	MUSKIE Attacked primary at 0618.6 hrs. from 20,000 ft. heading 060 deg true at 153 mph. 10/10th cloud, tops 20,000 ft., poor visibility. No markers were seen so bombed on Gee. Some bomb flashes were seen but results of attack could not be judged. 1 x 1,000 lb. bomb was hung up and jettisoned live at 0618.0028 at 0734 hrs. from 12,000 ft. It exploded on hitting the sea. Aircraft landed at Strubby due to weather at base. Bomb load was the same as aircraft "B" ref. E.5.	E.6
18-12-44	Halifax III "J" - PW367	Can-J.5118 P/L F.F. Hobb	Captain	0246	0825	MUSKIE Abandoned mission and turned back at 4943N 0243E at 0727 hours, 18,300 ft. due to lack of oxygen. Jettisoned complete bomb load at 0646 hrs. from 8,000 ft. at in order to lighten the aircraft for landing. Due to poor weather at base the aircraft was landed at Eastmoor. Bomb load was the same as aircraft "A" ref. E.1.	E.7
18-12-44	Halifax III "L" - W994	Can-J.14417 P/L D.F. Magee	Captain	0251	0906	MUSKIE Attacked primary at 0617.1 hrs. from 20,000 ft. heading 049 deg true at 150 mph. 10/10th cloud, tops 18/20,000 ft., visibility fair. Green F.L.'s were seen falling into the cloud and H2S coincided with their glow on the cloud. Bombed on glow of F.L.'s. It was impossible to assess bombing results but a bright glow was seen over a large area. Aircraft diverted and landed at Strubby owing to weather at base. Bomb load was the same as aircraft "A" ref. E.1.	E.8
18-12-44	Halifax III "W" - ME482	Can-J.12499 P/L D.W. Walkey	Captain	0504	0913	MUSKIE Attacked primary at 0613.7 hrs. from 17,000 ft. heading 083 deg true at 150 IAS. 10/10th cloud, tops 19,000 ft., visibility fair but heavy. Red glow on cloud was seen on run in but bombed on Gee. No results were seen but several explosions were seen on departure. Landed at Strubby due to weather at base. Bomb load same as aircraft "B" ref. E.5.	E.9

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
18-12-44	Halifax III "X" - HK194	Capt. J. A. 757 W/L S. L. Jarvis	Captain	0902	0851	<p>MISSION: Attacked primary at 0610.7 hrs. from 20,000 ft. heading 071 deg. true at 150 mph. 10/10th cloud, tops 20,000 ft., visibility hazy, poor. Bombed on briefed geo. coordinates which coincided with the bright glow under the clouds. Difficult to assess bombing results in prevailing visibility. Aircraft was diverted and landed at Strubby. Bomb load was the same as aircraft "A" ref. H.L.</p>	E.15
18-12-44	Halifax III "Z" - HK197	Capt. J. 7009 W/O I. B. Benson	Captain	0247	0852	<p>MISSION: Attacked primary at 0610.6 hrs. from 20,000 ft. heading 071 deg. true at 150 IAS. 10/10th cloud, tops 16,000 ft., visibility hazy. Bombed the glow of fires and what is believed to have been the glow of red markers. No ground detail was visible. The glow on the cloud seemed very wide spread and the attack appeared scattered. At 0616 hrs., 20,000 ft. over the target an enemy Me10 closed in from port See App. quarter below. Aircraft was outskewed to port and the fighter was lost to view. At 0618 hrs., 20,000 ft. over the target another Me10 was sighted closing from starboard quarter below at about 600 yards. The rear gunner opened fire and a corkscrew to starboard was carried out. The fighter was lost to view. The gunner believes hits were scored but no evidence of damage was seen and no claims are made. Aircraft diverted and landed at Strubby due to poor weather at base. Bomb load was the same as aircraft "A" ref. H.L.</p>	E.16
21/22-12-44	Halifax III "B" - HK274	Capt. J. 291 W/O C. B. Gray	Captain	2331	0637	<p>MISSION - DML Mines were laid at 792430N 103843E at 032342 hours from 10,000 ft., heading 010 deg. true at 187 mph IAS. The position was identified by means of H2S over the west point of Harle. Island. 10/10th heavy cloud, tops 7,000 ft., clear above. The mines were released at 792524N 103843E this position being obtained by proceeding 421 miles on a true track of 090 degrees, from 792208N 103103E on a bearing of 077 deg. true. This was a successful trip from all appearances. The aircraft diverted due to weather at base and landed at Chester Hall.</p> <p>Mine load: 1 each, B-248 16700 4 days Q Res. 1,800 lb. B-248 16721 5 days Q Res. 1,800 lb. B-718 16667 FIM 5 Q Res. 1,800 lb. B-718 16617 FIM 5 Q Res. 1,800 lb. All Mark VI.</p>	E.1.

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7-175-25111 WL 4400-114 700 R/L T.S. 700
7-175-25111 WL 4400-114 1000 T.S. 700

FOR THE MONTH OF December 19 44.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
21/22-12-44	Halifax III "A" - ME427	Capt. J. 2834 J/0 F.H. Biddell	Captain	2:28	0614	<p>SANDHIDE - OSLO Mines were dropped on aiming point at 103748K at 030930 hrs. from 10,000 ft. heading 039 deg. true at 190 mph. Wind was 200 deg. and 30 mph. While the mean wind vector was 277 deg. and 17 mph. Mines were released at 393026L 103626K 30 seconds after the 3 mile range marker out position 392128L 103948K. The aircraft was flown toward this position on a track of 057 deg. true - 10/10th cloud with tops at 7,000 ft., clear above. It is believed one parachute failed to open due to a broken line. A very good mining effort but there seemed to be too much instrument flying. Aircraft landed at Charter Hall due to weather at base.</p> <p>Mine load: 1 each, B-230 35709 8 days Q Nos. 1,300 lb. D-406 25576 8 days Q Nos. 1,300 lb. G-716 25260 8 days Q Nos. 1,300 lb. G-716 25266 8 days Q Nos. 1,300 lb. All Mark V.</p>	#.2
21/22-12-44	Halifax III "B" - ME318	Capt. J. 1982 J/0 G.S. Leda	Captain	2:52	0630	<p>SANDHIDE - OSLO Mines were dropped on aiming point 392430M 103848K at 031830 hrs. from 10,000 ft. heading 333 deg. true at 188 K.A.S. Wind was 221 deg. 14 mph and the mean wind vector was 277 deg. 17 mph. Mines were released at 392400M 103748K after flying 7.7 miles on a true track of 000 on a bearing of 142 deg. true, from position 392906M 103006K which was identified by means of H2B. 10/10th cloud at 7,600 ft., visibility good above. This was a better trip than was expected and it is believed that the mines were correctly laid. Aircraft diverted and landed at Charter Hall because of unfavourable weather at base.</p> <p>Mine load: 1 each, B-246 16691 2 days Q Nos. 1,800 lb. B-246 16713 3 days Q Nos. 1,800 lb. G-716 16717 FM 3 days Q Nos. 1,800 lb. G-716 16821 FM 4 days Q Nos. 1,800 lb. All Mark VI.</p>	#.3

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FOR THE MONTH OF December 19 44.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
26-12-44	Halifax III "B" - ME474	Capt. J. 3298 P/O C.B. Gray	Captain	1314	1940	ST. VITH Attacked primary at 1339 hrs. from 10,000 feet heading 070 deg. true at 165 mph. Visibility was good. Bombed the up-wind edge of smoke and T.I. as instructed by the Master Bomber who was very good. The attack was very concentrated with a lot of smoke. Aircraft diverted and landed at Kinloss due to weather at base. The bomb load was the same as aircraft "A" ref. H.I.	H.2
26-12-44	Halifax III "D" - ME377	Capt. J. 1982 P/O C.B. Lee	Captain	1305	1858	ST. VITH Attacked primary at 1334.9 hrs. from 12,000 ft. heading 068 deg. true at 165 mph. Clear, no cloud, visibility good. Bombed 'pinkwink' minus one second. Visually followed railway to junction. Town could be seen 1/2 mile to north. Red and green T.I.'s were seen and were quite good, the bombing was well concentrated. Deviated from course slightly on the outward journey to make up for time lost on late take-off. The bombing appeared very good and the Master Bomber was good. The aircraft landed at Kinloss due to weather at base. The bomb load was the same as aircraft "A" ref. H.I.	H.3
26-12-44	Halifax III "E" - ME427	Capt. J. 2834 P/O F.H. Eiddell	Captain	1307	1853	ST. VITH Attacked primary at 1336 hrs. from 10,000 ft. heading 067 deg. true at 165 mph. Clear, good visibility. Bombed the smoke as instructed by the Master Bomber. The target was unmistakable and appeared to be very well hit. Deviated from course to make up for time lost as late setting course. Landed at Kinloss due to weather at base. Bomb load was the same as aircraft "A" ref. H.I.	H.4
26-12-44	Halifax III "G" - ME478	Capt. J. 2739 P/L R.R. Kingland MRC	Captain	1312	1930	ST. VITH Attacked primary at 1336 hrs. from 10,000 ft. heading 072 deg. true at 180 mph. Visibility good, some haze. Bombed green T.I. as instructed by the Master Bomber. There was a great deal of smoke. The markers were well placed and the attack was good. Deviated to Kinloss because of weather. The bomb load was the same as aircraft "A" ref. H.I.	H.5
26-12-44	Halifax III "L" - ME994	Capt. S. 8740 P/O R.V. James	Captain	1311	1907	ST. VITH Attacked primary at 1343 hrs. from 11,000 ft. heading 068 deg. true at 170 mph. Visibility was very good. Bombed the upward edge of smoke as the Master Bomber was not heard. The railway was to east of the aiming point. The markers were obscured by smoke. The aircraft sustained very slight damage from flak while over the target. The attack was very well concentrated. Aircraft diverted to Kinloss due to weather at base. Bomb load was same as aircraft "A" ref. H.I.	H.6

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
26-12-44	Halifax III "J" - PR367	Can-J.8382 E/L E.H. Creeper	Captain	1304	1956	ST. VERN This was an abortive sortie. The bomb load, with the exception of four clusters in the wings, failed to leave the aircraft when released at 1337 hrs., 12,000 ft. heading 067 deg. true at 165 mph over the target. The whole load except the four wing clusters was detonated at 1341 hrs. at 1700 hours from 10,000 ft. due to hang-up over the target. Plenty of smoke and fires were seen and the attack looked good. Aircraft landed at Kinloss due to weather at base. Bomb load was the same as aircraft "A" ref. H.1.	H.7
26-12-44	Halifax III "H" - NR230	Can-J.36200 E/O K.O. Powell	Captain	1303	1935	ST. VERN Attacked primary at 1336 hrs. from 10,000 ft. heading 072 deg. true at 170 mph. Clear, good visibility. Bombed the centre of the up-wind smoke. Bombing appeared to be good and three large explosions were seen. The target was well covered. Aircraft diverted to Kinloss due to base weather. Bomb load was the same as aircraft "A" ref. H.1.	H.8
26-12-44	Halifax III "M" - DW993	Can-J.26079 E/M H.J. Hogarth	Captain	1250	1850	ST. VERN Attacked primary at 1337 hrs. from 11,000 ft. heading 063 deg. true at 165 mph. Clear, no cloud, good visibility. Bombed 'pickwick' to undershoot one second. A good concentration of bombing was achieved and this was an excellent attack. Aircraft diverted to Kinloss due to weather at base. Bomb load was the same as aircraft "A" ref. H.1.	H.9
26-12-44	Halifax III "H" - NR482	Can-J.12499 E/L D.W. Walkey	Captain	1313	1924	ST. VERN Attacked primary at 1338 hrs. from 10,000 ft. heading 067 deg. true at 165 mph. Quite clear, the target was covered by smoke. The railway could be seen from a point 7 miles from the target. Bombed 'pickwick' to undershoot one second. Three or four explosions were seen in the target area. A very good attack. Deviated from course to make up time because of late take-off. Landed at Kinloss due to weather at base. Bomb load was the same as aircraft "A" ref. H.1.	H.10
26-12-44	Halifax III "P" - LW139	Can-J.14099 E/L H.W. MacDonald	Captain	1306	1954	ST. VERN Attacked primary at 1338 hrs. from 11,000 ft. heading 062 deg. true at 165 mph. Visibility was good. Bombed red T.I.'s which were well placed. The bombing was well concentrated and there was much smoke. The Master Bomber was poor but the attack was good. Diverted to Kinloss because of weather. Bomb load was same as aircraft "A" ref. H.1.	H.11
26-12-44	Halifax III "S" - NR946	Can-J.14047 E/L R.C. Charlton	Captain	1257	1903	ST. VERN Attacked primary at 1338 hrs. from 12,000 ft. heading 072 deg. true at 165 mph. Visibility was very good. Bombed the up-wind edge of smoke and railway to southeast of aiming point. T.I.'s were not visible because of smoke. Bombed on the instructions from the Master Bomber. Deviated from course because of late take-off. A very good attack. Landed at Kinloss due to weather. Bomb load was the same as aircraft "A" ref. H.1.	H.12

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
18-12-44	Halifax III 137-11470	Capt. J. 0740 P/L Sgt. J. Jones	Captain	0913	0907	Attacked primary at 0633 hrs. from 30,000 ft. heading 070 deg. true at 173 mph. 10/10th cloud, top 4,000 ft., good visibility. Sighted the centre of red, low on cloud obscured by red f.l.s. Markers were plentiful and well timed. Bomb flashes seemed scattered. A good strip but heading appeared to be too scattered. From 0633 to 0913 on the homeward route between 0633 hrs. and 0913 hrs. the Halifax was followed by what is believed to have been a jet propelled aircraft. A yellowish glow was seen below the base of the bar of stream and made no attempt to attack. Bomb load: 7 x 1,000 lb. H.V. bombs. 4 x 50 lb. H.V. bombs.	J.1.
18-12-44	Halifax III 137-11470	Capt. J. 0740 P/L Sgt. J. Jones	Captain	0913	0909	Attacked primary at 0636 hrs. from 30,000 ft. heading 070 deg. true at 162 mph. 10/10th cloud, top 4,000 ft., good visibility. Sighted the centre of red f.l.s. which were plentiful and well concentrated and well timed through the haze. Many bomb flashes appeared in the track, no target seen. This appeared to be a good attack. Bomb load was the same as aircraft "J", ref. J.1.	J.1
18-12-44	Halifax III 137-11477	Capt. J. 0740 P/L Sgt. J. Jones	Captain	0914	0918	Attacked primary at 0638 hrs. from 30,000 ft. heading 070 deg. true at 162 mph. 10/10th cloud, top 4,000 ft., good visibility. Sighted the centre of red f.l.s. which were plentiful and well concentrated and well timed through the haze. Many bomb flashes appeared in the track, no target seen. This appeared to be a good attack. Bomb load was the same as aircraft "J", ref. J.1.	J.1
18-12-44	Halifax III 137-11477	Capt. J. 0740 P/L Sgt. J. Jones	Captain	0915	0912	Attacked primary at 0638 hrs. from 30,000 ft. heading 070 deg. true at 173 mph. 10/10th cloud, top 4,000 ft., good visibility. Sighted the centre of glow where red f.l.s. were entering the low cloud or fog. A good strip but heading appeared to be too scattered. The markers and bomb bursts were well concentrated. The bomber stream was well concentrated. Bomb load was the same as aircraft "J", ref. J.1.	J.1
18-12-44	Halifax III 137-11477	Capt. J. 0740 P/L Sgt. J. Jones	Captain	0925	0917	Attacked primary at 0637 hrs. from 30,000 ft. heading 070 deg. true at 163 mph. 10/10th cloud, top 4,000 ft., good visibility. Sighted the glow of red f.l.s. and stream markers appeared to be well concentrated but heading results could not be assessed. Bomb load was the same as aircraft "J", ref. J.1.	J.1

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11/28/44 (111) WL 4880-1111 1111 1111 1.5 700

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
28-12-44	Halifax III "P" - ME318	Can.J.36200 P/O K.O. Powell	Captain	0908	0916	CELANEH Attacked primary at 0636.5 hrs. from 19,000 ft. heading 070 deg.true at 155 MAS. 10/10th cloud, tops 2,000 ft., visibility good. Bombed the centre of red T.I.'s. Markers were plentiful and well timed. The glow on cloud indicated that bomb flashes and some fires were fairly concentrated. Appeared to be a good attack. At 0658 hrs. at 0652 hrs., 14,000 ft., on the homeward journey, a single engine enemy aircraft was sighted at 1,000 yds on the port quarter, down - it banked to attack, cockpit action was taken and the rear gunner fired 50 rounds. No further attack ensued and no claim is made. Bomb load same as aircraft "B" ref. J.I.	J.6
28-12-44	Halifax III "Q" - ME357	Can.J.29736 P/O A.D. Cook	Captain	0926	0810	CELANEH Attacked primary at 0637.2 hrs. from 18,000 ft. heading 064 deg.true at 160 mph. 10/10th cloud, low tops, visibility above cloud was good. Bombed on red T.I.'s which were plentiful and well timed. Forced to divert and land at Manston due to shortage of petrol which was caused by a break in the priming system. Bomb load was the same as aircraft "B" ref. J.I.	J.7
28-12-44	Halifax III "Z" - ME197	Can.J.14099 P/L H.W. Macdonald	Captain	0919	0929	CELANEH Attacked primary at 0636.5 hrs. from 18,000 ft. heading 047 deg.true at 160 mph. Ground fog and cloud, tops 2,000 ft., visibility good above. A reddish glow covering the target area, from the fires which were burning well, was seen. The T.I.'s seen on run up were burned out so bombed on Gee. After bombing red T.I.'s burst just where bombs were dropped. 2 x 1,000 lb. M.C. bombs, were hung up and were jettisoned safe at 036N 0210E at 0748 hrs. from 8,000 ft. A fair trip but hard to assess results. Bomb load was the same as aircraft "B" ref. J.I.	J.8
28-12-44	Halifax III "Q" - ME850	Can.J.17600 S/L H.V. Peterson	Captain	0951	0950	CELANEH Attacked primary at 0639 hrs. from 18,000 ft. heading 040 deg.true at 160 mph. 10/10th cloud, tops 2,000 ft., visibility heavy. Bombed red T.I.'s. These were plentiful and well concentrated. Three large explosions were seen about 0636 hrs. Deviated from course to make up time lost in late take-off. This was a good attack. Bomb load was the same as aircraft "B" ref. J.I.	J.9

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
28-12-44	Halifax III "U" - 42285 42285	Cen. J. 27009 W/O I.S. Benson	Captain	0909	0931	OFFENSE Attacked primary at 0636.5 hrs. from 18,000 ft. heading 049 deg true at 170 mph. 10/10th thin cloud, tops 7,000 ft., visibility good. Bombed the centre of red and green F.I.'s. Bombing and F.I.'s were very well concentrated and the reflection of what appeared to be large fires could be seen on the clouds. A very good attack. Bomb load was the same as aircraft "B" ref. J.1. A yellowish glow was sighted on the homeward journey which is believed to have been a jet propelled aircraft. It appeared to follow below the edge of the bomber stream at approximately 15,000 feet from 0638 to 0638.5 from 0639 hrs. to 0710 hrs. but made no attempt to attack.	J.10
28-12-44	Halifax III "V" - 42285	Cen. J. 37072 W/O J.S. Rowe	Captain	0924	0920	OFFENSE Attacked primary at 0639.5 hrs. from 20,000 ft. heading 038 deg true at 155 mph. Bombed the red F.I.'s which appeared to be well placed. 10/10th cloud, tops 6,000 ft., visibility very good above clouds. As near as could be judged bombing was fairly well concentrated but results were difficult to assess. Bomb load was the same as aircraft "B" ref. J.1.	J.11
28-12-44	Halifax III "W" - 42201	Cen. J. 14757 W/L S.L. Jarvis	Captain	0907	0923	OFFENSE Attacked primary at 0639.4 hrs. from 19,000 ft. heading 038 deg true at 155 mph. 10/10th thin cloud, tops 5,000 ft., visibility good. Bombed the centre of red F.I.'s. Unable to assess raid but glow of fires could be seen on the cloud. The top of the fuselage just back of the entrance hatch was holed by heavy flak over the target at 19,000 ft. at 0637 hrs. A good trip. Bomb load was the same as aircraft "B" ref. J.1.	J.12
28-12-44	Halifax III "A" - 42196	Cen. J. 12499 W/L D.W. Walkley	Captain	0911	0923	OFFENSE Attacked primary at 0636.5 hrs. from 19,000 ft. heading 051 deg true at 155 mph. 10/10th thin cloud, tops 4,000 ft., visibility good above. Bombed near the edge of glow of red F.I.'s. The markers were seen glowing on the cloud and appeared well placed and fairly concentrated. Bombing results are not assessable. The concentration of aircraft over England was good. Bomb load was the same as aircraft "B" ref. J.1.	J.13
						AT 0638.00 hrs. 14,000 ft. a twin engine enemy aircraft attacked twice but evasive action was taken and the fighter successfully evaded. At 0633 hrs. 12,000 ft. at 0638.00 hrs. a single engine enemy fighter was sighted dead astern. Both gunners fired on it during evasive action. It broke away at 400 yards and no further attack ensued.	See App. B.71. See App. B.72.

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OPERATIONS RECORD BOOK

APPENDIX B.76

U.S. AIR FORCE
FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

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14-5810-1 (11) (11) 14-5810-1 (11) 14-5810-1 (11) 14-5810-1 (11)

FOR THE MONTH OF December 1944.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
28-12-44	Halifax III "B" - ME474	Capt. J. J. 291 R/O C.S. Gray	Captain	1559	2241	<p>SARAWAK - SANDAKAN Mines were released on aiming point No. 71 at 1956 hrs. from 600 feet, heading 170 deg. true at 168 TAS. Wind 012 deg. true at 19 mph. Target was visually identified by the pilot and air bomber and by H2S by the W/O. Weather was perfectly clear. A very good trip in every respect. At 1958 hrs., 1,000 ft. a large explosion was seen, possibly on the land. At 2003 hrs., 1,000 ft. at 1948N 1000E a convoy of 8 or more ships was seen heading toward OUIS fjord.</p> <p>Mine load: 8 each, D-40b 25495 'Q' Res.Mk. W 1,500 lb. G-71b 25731 'Q' Res.Mk. W 1,500 lb. G-71b 25754 'Q' Res.Mk. W 1,500 lb. B-230 35222 3 days 'Q' Res.Mk. W 1,500 lb.</p>	K-1
28-12-44	Halifax III "B" - ME427	Capt. J. J. 3974 R/O A.M. MacDonald	Captain	1609	2250	<p>SARAWAK - SANDAKAN Mines were released on aiming point No. 71 at 1950 hrs. from 700 ft., heading 175 deg. true at 170 mph TAS. Wind 033 deg. at 26 mph. Clear, excellent visibility. Target was identified by means of visual timed run from a pinpoint at 1907N 1017E. A very successful attack. At 1958N 1000E at 1956 hrs., 700 feet, a large aircraft was seen spiralling to earth and exploding on impact. A few minutes later a second explosion occurred in the burning mass. No parachutes were noted.</p> <p>Mine load: 1 each, D-40b 25487 'Q' Res.Mk. W 1,500 lb. G-71b 25710 'Q' Res.Mk. W 1,500 lb. G-71b 25718 'Q' Res.Mk. W 1,500 lb. B-230 35218 4 days 'Q' Res.Mk. W 1,500 lb.</p>	K-2
28-12-44	Halifax III "B" - ME201	Capt. J. J. 3825 R/O C.S. Lee	Captain	1018	2248	<p>SARAWAK - SANDAKAN Mines were released on aiming point at 1904N 1013E at 1950 hrs. from 700 ft., heading 172 deg. true at 175 TAS. Wind 019 deg. at 20 mph. No cloud, excellent visibility. Target was identified by means of a timed run from a visual pinpoint at 1918N 1014E. An excellent show. At 1958N 1000E at 1958 hrs., 1,000 ft. a large aircraft was seen spiralling to earth and exploding on impact. Shortly after a second explosion occurred in the burning mass. No parachutes were seen.</p> <p>Mine load: 1 each, D-40b 25180 'Q' Res.Mk. W 1,500 lb. B-230 34979 3 days 'Q' Res.Mk. W 1,500 lb. B-230 34977 6 days 'Q' Res.Mk. W 1,500 lb. B-230 35223 7 days 'Q' Res.Mk. W 1,500 lb.</p>	K-3

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES																																																								
				Up	Down																																																										
28-12-44	Halifax III "Z" - NR197	Can.J.87449 P/O B.S. Drewary	Captain	1600	---	<p>CARRIED - SANDEWICH This aircraft failed to return. The members of the crew were as follows: Previous trip</p> <table border="1"> <tr> <td>Capt.</td> <td>P/O B.S. Drewary</td> <td>(Can.J.87449)</td> <td>22</td> <td>124.35</td> <td>hrs.</td> <td>81</td> <td>pts.</td> </tr> <tr> <td>Nwr.</td> <td>P/O L.J.S. Gatheralle</td> <td>(Can.J.37534)</td> <td>20</td> <td>116.00</td> <td>"</td> <td>76</td> <td>"</td> </tr> <tr> <td>A/B</td> <td>P/O L.F.J. Gullen</td> <td>(Can.J.36888)</td> <td>19</td> <td>110.50</td> <td>"</td> <td>73</td> <td>"</td> </tr> <tr> <td>P/B</td> <td>Sgt Richmond, J.D.</td> <td>(1283210 RAF)</td> <td>19</td> <td>109.50</td> <td>"</td> <td>72</td> <td>"</td> </tr> <tr> <td>W/AS</td> <td>P/O A.R. McDonald</td> <td>(Can.J.98473)</td> <td>20</td> <td>116.00</td> <td>"</td> <td>76</td> <td>"</td> </tr> <tr> <td>M/AS</td> <td>P/S Kelly, J.S.</td> <td>(Can.220049)</td> <td>21</td> <td>120.55</td> <td>"</td> <td>80</td> <td>"</td> </tr> <tr> <td>A/C</td> <td>P/S Giblin, J.E.</td> <td>(Can.2136304)</td> <td>20</td> <td>115.55</td> <td>"</td> <td>78</td> <td>"</td> </tr> </table> <p>Mine load: 1 each, D.400 'Q' Res. Mk. IV 1,500 lb.No. 23474. G.716 'Q' Res. Mk. IV 1,500 lb.No. 23947. S.716 'Q' Res. Mk. IV 1,500 lb.No. 23945. B.230 2 days 'Q' Res. Mk. IV 1,500 lb.No. 35027.</p>	Capt.	P/O B.S. Drewary	(Can.J.87449)	22	124.35	hrs.	81	pts.	Nwr.	P/O L.J.S. Gatheralle	(Can.J.37534)	20	116.00	"	76	"	A/B	P/O L.F.J. Gullen	(Can.J.36888)	19	110.50	"	73	"	P/B	Sgt Richmond, J.D.	(1283210 RAF)	19	109.50	"	72	"	W/AS	P/O A.R. McDonald	(Can.J.98473)	20	116.00	"	76	"	M/AS	P/S Kelly, J.S.	(Can.220049)	21	120.55	"	80	"	A/C	P/S Giblin, J.E.	(Can.2136304)	20	115.55	"	78	"	K.4
Capt.	P/O B.S. Drewary	(Can.J.87449)	22	124.35	hrs.	81	pts.																																																								
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A/C	P/S Giblin, J.E.	(Can.2136304)	20	115.55	"	78	"																																																								
29-12-44	Halifax III "A" - NR196	Can.J.87298 P/O W.A. Thomas	Captain	1529	2207	<p>OBSCURE Attacked primary at 1922.5 hrs. from 20,000 ft. heading 075 deg. true at 155 MS. 10/10th thin cloud, tops 12,000 ft., visibility fair above. Bombed the glow of red T.L.'s through the cloud. See checked with their position very closely. 4 or 5 other aircraft bombed about the same time. Bomb load: 8 x 50 lb. G.P. (In.) bombs. 8 x 50 lb. G.P. (In.) bombs.</p>	L.1.																																																								
29-12-44	Halifax III "D" - MZ377	Can.J.111736 WO1 Williams, D.S.	Captain	1517	2236	<p>OBSCURE Attacked primary at 1923.5 hrs. from 18,000 ft. heading 090 deg. true at 165 mph. 10/10th cloud, tops 6/8,000 ft., visibility clear above. Bombed contra of green stars from Wanganui flares. Flares were not visible at bombing time so bombed Wanganui flares. Target was completely obscured by cloud. Difficult to assess results but flares on cloud indicated that bombing was fairly well concentrated. The bomb load was the same as aircraft "A" ref. L.1.</p>	L.2																																																								
29-12-44	Halifax III "H" - MZ230	Can.J.40206 P/O J.L. Brown	Captain	1531	2214	<p>OBSCURE Unable to reach target owing to difficulties in Gee L.3 chain so bombed alternative target at 2030N 071E at 1/25.5 hrs. from 18,000 ft. heading 031 deg. true at 165 MS. Sky markers were seen after aircraft passed target but being unable to get back in time to bomb the primary so bombed alternate target. 10/10th cloud, tops 9/18,000 ft., very good visibility above. Bomb load was the same as aircraft "A" ref. L.1.</p>	L.3																																																								

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
29-12-44	Halifax III "T" - 14964	Can.J. 3047 F/O H.A.M. Humphries	Captain	1925	2227	OVERSEAS Attacked primary at 1925.6 hrs. from 17,000 ft. heading 057 deg.true at 155 IAS. 10/10th cloud, tops 4,000 ft., visibility good. Bombed on Geo. Waganami and T.I.'s were seen on run up but were burned out by bombing time. A few bomb bursts were seen. Two unidentified jet fighters were seen at 1837 hrs. at 10°N 044E. Also an unidentified twin engine fighter was seen in the target area and another unidentified twin engine fighter at 2032 hrs. near Ostend. No attacks were made. Bomb load was the same as aircraft "A" ref. L.1. Aircraft diverted to Osnabry due to lack of back pressure and landed safely there.	L.9
29-12-44	Halifax III "X" - 14194	Can.J. 14757 F/O E.L. Jarvis	Captain	1940	2205	OVERSEAS Attacked primary at 1926.6 hrs. from 19,000 ft. heading 015 deg.true at 155 mph. 10/10th cloud, tops 4,000 ft., visibility clear above. Bombed the glow of a red F.I. and fire. Arrived early over the target and orbited waiting for briefed bombing time. The target was obscured by clouds. There was a good concentration of aircraft in the stream but some arrived on the target early. At 2028 0623N at 1906 hrs., 19,000 ft. a trace of flame was seen going straight up into the sky about 15 to 20 miles away, from 5,000 ft. to 40,000 ft., leaving a trail of white smoke. It then seemed to veer over at an angle of about 75 degrees heading north-west. Bomb load was the same as aircraft "A" ref. L.1.	L.10
29-12-44	Halifax III "U" - 14285	Can.J. 27009 F/O I.S. Benson	Captain	1926	2224	OVERSEAS Attacked primary at 1924.4 hrs. from 19,000 ft. heading 055 deg.true at 155 IAS. 10/10th cloud, tops 6,000 ft., visibility good above. Bombed the edge of glow of red F.I.'s. No sky markers were seen. Bombing results depend on ground markers. Several big explosions were seen on departure. Bomb load was same as aircraft "A" ref. L.1.	L.11

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OPERATIONS RECORD BOOK

APPENDIX B.30

A.F.
FORM 541

DETAIL OF WORK CARRIED OUT

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

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FOR THE MONTH OF December 19 44.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
29-12-44	Halifax III "G" - NZ478	Cen. J. 36974 W/O A.M. MacDonald	Captain	1530	2248	<p>GARDINER - OS10 (22) Mines were dropped on aiming point 5933N 102°E at 1857 hrs. from 2,000 ft., heading 190 deg. true at 160 mph TAS. Some slight haze but no cloud. Visibility 5 to 7 miles. Target was identified by direct visual identification at 5933N 102°E. A very good trip.</p> <p>Mine load: 1 each, B-230 35226 5 days 'Q' Res. Mk. W 1,500 lb. G-716 25747 'Q' Res. Mk. W 1,500 lb. G-716 25717 'Q' Res. Mk. W 1,500 lb. D-406 96891 'Q' Res. Mk. W 1,500 lb.</p>	M.1
29-12-44	Halifax III "G" - NZ427	Cen. J. 12764 W/L A.R. Milner	Captain	1515	2250	<p>GARDINER - OS10 (22) Mines were dropped on aiming point 5933N 102°E at 1900.5 hrs. from 2,000 ft., heading 195 deg. true at 165 TAS. Direct visual identification of the target was possible at 593641N 102603E. The weather was clear over the target.</p> <p>Mine load: 1 each, G-716 25712 'Q' Res. Mk. W 1,500 lb. G-716 25766 'Q' Res. Mk. W 1,500 lb. B-230 35231 'Q' Res. Mk. W 1,500 lb. 4 days. D-406 96883 'Q' Res. Mk. W 1,500 lb.</p>	M.2
29-12-44	Halifax III "H" - NA201	Cen. J. 12499 W/L D.W. Walkey	Captain	1524	2300	<p>GARDINER - OS10 (22) Mines were dropped on aiming point 5933N 102°E at 1901 hrs. from 2,000 ft., heading 197 deg. true at 161 TAS. Wind 235 deg. at 30 mph. 4700ft stratus cloud, base 5000ft., visibility very good. Release position was defined by a visual wind run of 83 seconds from 593641N 102603E on a heading of 133 deg. true.</p> <p>A very good trip.</p> <p>Mine load: 1 each, G-716 25351 'Q' Res. Mk. W 1,500 lb. G-716 25341 'Q' Res. Mk. W 1,500 lb. B-230 35225 'Q' Res. Mk. W 1,500 lb. 5 days D-406 96906 'Q' Res. Mk. W 1,500 lb.</p>	M.3

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
30-12-44	Halifax III "B" - MZ474	Cann.J.87404 P/O E.V. James	Captain	1751	2348	00100N/100W REED Attacked primary at 2106.9 hrs. from 19,000 ft., heading 100 degrees true at 160 IAS. 19/10th cloud tops 6,000 ft., visibility excellent above cloud. Bombed centre of sky markers. Sky markers were scattered in three groups over two miles so bombed centre group which was closest to geo co-ordinates. Bomb explosions were very scattered. The cloud appeared to be lit by searchlights over the target. A poor bombing effort. Bomb load: 1 x 2,000 lb. H.C. bomb. 4 x 1,000 lb. H.C. bombs. 8 x 50 lb. M.G. bombs.	N.1.
30-12-44	Halifax III "D" - MZ377	Cann.J.13600 S/L H.V. Peterson REX Bar Captain	Bar Captain	1746	2340	00100N/100W REED Attacked primary at 2105 hrs. from 20,000 ft., heading 101 degrees true at 155 IAS. 19/10th cloud tops 6,000 ft., visibility clear above. Bombed the estimated centre of Wargami red with green stars. The sky marking was scattered. A fair concentration of bomb explosions was seen on the run up. Aircraft were fairly well concentrated at the target. Bomb load was the same as aircraft "B" ref. N.1.	N.1
30-12-44/ 31-12-44	Halifax III "B" - MZ318	Cann.J.40208 P/O J.L. Brown	Captain	1752	0011	00100N/100W REED Attacked primary at 2106 hrs. from 18,000 ft., heading 100 degrees true at 160 IAS. 19/10th cloud tops 8,000 ft., visibility good above. Bombed sky markers, red with green stars. Bombed the centre of three. The concentration of aircraft was very good. Bomb load was the same as aircraft "B" ref. N.1.	N.3
30-12-44/ 31-12-44	Halifax III "H" - MZ290	Cann.J.16309 P/O C.S. Pope	Captain	1750	0015	00100N/100W REED Attacked primary at 2108.9 hrs. from 19,500 ft., heading 100 degrees true at 170 IAS. Bombed the estimated position of Wargami which had burned out. Wargami appeared accurate according to Geo. A series of explosions were seen in the target area from 2104 hrs. until 2112 hrs. A good attack if Wargami stars were accurate. Bomb load was the same as aircraft "B" ref. N.1. At 2025N 0944E at 2123 hrs., 12,000 ft. a yellow light to starboard was seen climbing vertically at high speed gradually dimming until it disappeared well above.	N.4
30-12-44	Halifax III "G" - MZ478	Cann.J.27139 P/L R.R. Kingland REX	Captain	1731	2343	00100N/100W REED Attacked primary at 2107.2 hrs. from 20,000 ft., heading 100 degrees true at 152 IAS. 19/10th cloud tops 10,000 ft., visibility clear above. Bombed on one Wargami star. The target was completely obscured. Bombing was concentrated on the sky marking and if this was accurate the attack should be successful. There was a good concentration of bombers over the target. Bomb load was the same as aircraft "B" ref. N.1.	N.5

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APPENDIX B.7
FORM 541

DETAIL OF WORK CARRIED OUT

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

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FOR THE MONTH OF December 1944.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
30-12-44	Halifax III "J" - PW67	Can.J.8382 P/L E.S. Grosper	Captain	1747	2345	COLOGNE/TALK NEED Attacked primary at 2106 hrs. from 16,000 ft., heading 098 deg. true at 180 IAS. 10/10ths cloud, tops 8,000 ft., visibility good above. Bombed the sky markers red with green stars. Ground markers were seen through the cloud but sky-marking was good so bombed on this. Attack looked fairly good. Bomb load was the same as aircraft "B" ref. N.1.	N.6
30-12-44/ 21-12-44	Halifax III "L" - LW94	Can.J.14417 P/L D.T. Magee	Captain	1734	0003	COLOGNE/TALK NEED Attacked primary at 2107.3 hrs. from 19,000 ft., heading 100 deg. true at 160 mph. 10/10ths cloud, tops 6/8,000 ft., visibility good horizontally. Bombed 2 R.F. flares which were close together. Very large fires and many explosions were seen through the cloud. Over the target area at 2107 hrs; 19,000 ft. a projectile came through the cloud and at 10,000 ft., burst into a large object with streaks of red fire at right angles. It went down slowly maintaining this form. Bomb load was the same as aircraft "B" ref. N.1.	N.7
30-12-44/ 31-12-44	Halifax III "I" - LW139	Can.J.14099 P/L H.W. Macdonald	Captain	1725	0002	COLOGNE/TALK NEED Attacked primary at 2107.1 hrs. from 17,000 ft., heading 100 deg. true at 150 mph. AW/AMM. Wink cloud, tops 10/14,000 ft., visibility unlimited above. Bombed near the edge of glow on cloud from Wanganui flares. Wanganui checked with Gas. Ran up on Wanganui flares which disappeared in cloud just prior to bombing so bombed the edge of its reflected glow on the cloud. Reflection seen on cloud on departure would indicate fires were burning well in the target area. Bomb load was same as aircraft "B" ref. N.1.	N.5
30-12-44	Halifax III "Q" - LW930	Can.J.27054 P/O M.M. Agee	Captain	1735	2358	COLOGNE/TALK NEED Attacked primary at 2106.8 hrs. from 18,000 ft., heading 100 deg. true at 160 IAS. 10/10ths cloud tops 8,000 ft., visibility very good above. Bombed the red sky marking with green stars. Flame and smoke could be seen below but no ground identification was possible. An orange trip. Bomb load was same as aircraft "B" ref. N.1.	N.9
30-12-44/ 31-12-44	Halifax III "R" - MZ303	Can.J.21848 P/O L.O. Moffatt	Captain	1738	0005	COLOGNE/TALK NEED Attacked primary at 2106.2 hrs. from 18,000 ft., heading 098 deg. true at 160 IAS. 10/10ths cloud tops 10,000 ft., visibility good above. Bombed two sky markers (red with green stars). A good concentration of aircraft seen over the target. A glow could be seen on departure under the cloud. Landed at Garmby due to brake failure. Bomb load was the same as aircraft "B" ref. N.1.	N.10

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
30-12-44	Halifax III "W" - NZ865	Can.J.37072 P/O J.S. Rowe	Captain	1732	2349	COLOGNE/KALK NDRD Attacked primary at 2106.3 hrs from 20,000 ft., heading 100 deg.true at 155 mph. 10/10th cloud tops 6,000 ft., visibility good horizontally. Bombed one of two R.F. flares seen. The cloud was too thick for assess- ment but on lighting the target the light and bomb burst appeared concentrated. Bomb load was the same as aircraft "BT" ref. N.1.	N.11
30-12-44	Halifax III "W" - NZ861	Can.J.37009 P/O I.S. Sarason	Captain	1736	2337	COLOGNE/KALK NDRD Attacked primary at 2107 hrs from 19,000 ft., heading 100 deg.true at 155 mph. 10/10th cloud tops 6/8,000 ft., visibility unlimited above. Bombed one Wegami flare. The sky marking appeared plentiful but scattered. When checked with Gee it appeared to be 1/2 mile south of aiming point. POSSIBLE hit a very successful attack but a bright glow on the cloud would indicate that flares were started. Bomb load was the same as aircraft "B" ref. N.1.	N.12
30-12-44	Halifax III "X" - NR194	Can.J.37157 P/L B.L. Jarvis	Captain	1729	2344	COLOGNE/KALK NDRD Attacked primary at 2104.5 hrs. from 19,000 ft., heading 100 deg.true at 160 mph. 10/10th cloud tops 8,000 ft., visibility unlimited horizontally. Bombed centre of three R.F. flares (red with green stars). Bomb bursts seen through the cloud indicate attack was fairly well concentrated. P.F.P. was good. Bomb load was the same as aircraft "B" ref. N.1.	N.13
31-12-44	Halifax III "B" - NZ427	Can.J.32764 P/L A.R. Milner	Captain	1610	2307	SARDINIA - SANREMO RD Mines were laid on aiming point No. 61 at 203342 hrs. from 2,800 ft., heading 140 deg.true at 170 mph. Mines were released after a timed run of 11 seconds to make good a track of 154 deg.true from 990720N 099047E. Weather was clear, no haze or smoke. A good trip. Mine load: 1 each, B.230 35281 Mk. IV Q Res. 1,500 lb. B.230 35228 Mk. IV Q Res. 1,500 lb. B.406 96881 Mk. IV Q Res. 1,500 lb. G.716 23845 Mk. IV Q Res. 1,500 lb.	G.18
31-12-44	Halifax III "B" - NZ474	Can.J.36974 P/O A.M. MacDonald	Captain	1613	2310	SARDINIA - SANREMO RD Mines were laid on aiming point 990240N 094320E at 202330 hrs. from 3,000 ft., heading 130 deg.true at 167 KAS. Wind 032 deg. at 38 mph. Mines were released after a timed run of 9 seconds from 9909N 0941E making good a track of 142 deg.true. No cloud, visibility unlimited. No chutes were seen to open. Mine load: 1 each, B.230 35282 Mk. IV Q Res. 1,500 lb. B.230 35284 Mk. IV Q Res. 1,500 lb. B.406 96886 Mk. IV Q Res. 1,500 lb. G.716 23886 Mk. IV Q Res. 1,500 lb.	O.2

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OPERATIONS RECORD BOOK

APPENDIX B-30
U.S. AIR FORCE
FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 10

1-15-44 (11) W. 44880 (11) New York, N.Y. 100
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FOR THE MONTH OF December 19 44.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
11-12-44	Halifax III "A" - N4201	Cen. J. 12423 P/O C.B. Lee	Captain	1609	2310	<p>SANDWICH - SANDSTORM Mines were laid on aiming point 02 at 202500 hrs. from 3,000 ft., heading 132 deg. true at 103 TAS. Wind 041 deg. at 40 mph. Heavy, no cloud. Mines were released after a timed run of 9 seconds, tracking 142 deg. true from 591300N 094300E this position being identified visually. A good effort but the Mosquitoes present offered no visible support.</p> <p>Mine load: 1 each, B.230 3233 Q Res. Mk. IV 1,500 lb. B.230 3234 Q Res. Mk. IV 1,500 lb. D.406 26908 Q Res. Mk. IV 1,500 lb. G.716 25538 Q Res. Mk. IV 1,500 lb.</p>	O.3
11-12-44	Halifax III "A" - MZ865	Cen. J. 12423 P/L D.W. Walkey	Captain	1608	2314	<p>SANDWICH - SANDSTORM Mines were laid on aiming point 61 at 202542 hrs. from 3,000 ft., heading 149 deg. true at 167 TAS. Wind 360 deg. at 30 mph. Clear, very slight haze. Target was identified visually by means of a timed run of 11 seconds making good a track of 154 deg. true from 590720 093647E. There was a 2 to 3 second hang up on the last three mines. A good trip.</p> <p>Mine load: 1 each, G.716 25830 Mk. IV Q Res. 1,500 lb. G.716 25830 Mk. IV Q Res. 1,500 lb. G.716 25827 Mk. IV Q Res. 1,500 lb. D.406 26905 Mk. IV Q Res. 1,500 lb.</p>	O.4

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