

OPERATIONS RECORD BOOK

APPENDIX G.I.

A.F. Form 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 1

11205-1011 WL 4880-112 700 R11 T.S. 700  
11205-1011 WL 4880-112 700 R11 T.S. 700

FOR THE MONTH OF JANUARY 19 45.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
2-1-45	Halifax III "A" - N4196	Cen. J. S7404 P/O R.V. James	Captain	1457	2146	<del>MINESHAPE</del> Attacked primary at 1844.5 hrs. from 20,000 ft., heading 020 deg. true at 170 mph IAS. Haze to 5,000 ft., visibility good above. Bombed the centre of red T.I.'s which were very visible and accurate. A factory was lit up by the photo flash of a previous bomber. Two large explosions were seen in the target area. A very good attack. Bomb load: 16 x 500 lb. H.G. bombs.	A.1
2-1-45	Halifax III "G" - N4296	Cen. J. J4417 P/L D.F. Magee	Captain	1447	2223	<del>MINESHAPE</del> Attacked primary at 1849 hrs. from 19,500 ft., heading 015 deg. true at 170 IAS. 3/10th cloud to 7/8,000 ft., visibility good. Bombed the centre of a cluster of red T.I.'s. About 500 fire centres were seen besides other odd fires. The incendiaries clearly brought up the fires. Target marking was obviously good. A good trip. Bomb load was the same as aircraft "A" ref. A.1.	A.2
2-1-45	Halifax III "B" - N4377	Cen. J. J500 S/L H.V. Peterson <del>Observer</del>	Captain	1500	2131	<del>MINESHAPE</del> Attacked primary at 1850 hrs. from 20,000 ft., heading 010 deg. true at 160 mph. 3/10th cloud, tops 4,500 ft., visibility good. Bombed the centre of a concentration of red T.I.'s. The markers appeared accurately placed and bombing appeared to be concentrated. Three big fires were seen south of the aiming point and a big explosion was seen at 1852 hrs. This looked like a successful attack. Bomb load was the same as aircraft "A" ref. A.1.	A.3
2-1-45	Halifax III "B" - N4318	Cen. J. 40208 P/L J.L. Brown	Captain	1455	2227	<del>MINESHAPE</del> Attacked primary at 1844.5 hrs. from 19,500 ft., heading 094 deg. true at 170 mph IAS. 2/10th thin cloud, tops 3/4,000 ft., visibility fair above. Bombed the centre of red T.I.'s. These were accurate and the bombing was concentrated. A large orange explosion was seen at 1847 hrs. Appeared to be a very successful attack. Bomb load was the same as aircraft "A" ref. A.1.	A.4
2-1-45	Halifax III "B" - N4478	Cen. J. 25139 P/L R.R. Kingsland <del>MG</del>	Captain	1452	2141	<del>MINESHAPE</del> Attacked primary at 1846.4 hrs. from 20,000 ft., heading 305 deg. true at 170 mph. 3/10th cloud, tops 8,000 ft., visibility heavy up to target, clear beyond. Bombed the centre of a concentration of red T.I.'s. The river Rhine was seen and the markers appeared to be accurately placed. Bombing appeared to be well concentrated. A big explosion was seen at 1851 hrs. 3 x 500 lb. bombs dropped at dispersal and were left behind. Bomb load: 8 x 500 lb. H.G. (Br.) 8 x 500 lb. S.P. (Am.)	A.5

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
2-1-45	Halifax III "M" - ME290	Gen. J.16309 E/O G.S. Pope	Captain	1456	2231	MUNESHAPEN Attacked primary at 1845.1 hrs. from 19,000 ft. heading 010 deg. true at 150 mph IAS. 1/10th cloud, tops 3,000 ft., visibility hazy. Bombed the centre of red F.I.'s. The markers, both red and green, were well placed and plentiful. Bombs were seen bursting right across the target. Bomb load was the same as aircraft "A" ref. A.1.	A.6
2-1-45	Halifax III "M" - ME267	Gen. J.8382 E/L R.S. Creeper	Captain	1451	2232	MUNESHAPEN Attacked primary at 1847.6 hrs. from 19,000 ft. heading 090 deg. true at 150 mph. 3/10th cloud tops 3,000 ft., visibility good. Bombed the target visually and red F.I.'s. The markers appeared well placed and bombing seemed to have been towards the south end of the plant. A big explosion occurred at 1849 hrs. A very good attack. Bomb load was the same as aircraft "A" ref. A.1.	A.7
2-1-45	Halifax III "M" - ME993	Gen. J.5118 E/L P.F. Bobb	Captain	1454	2221	MUNESHAPEN Attacked primary at 1845 hrs. from 18,500 ft. heading 020 deg. true at 150 mph. Nil cloud, good visibility. Bombed the centre of three red F.I.'s. Bombed too early in the attack to make assessment possible. Numerous fires were burning and a big explosion was seen at 1850 hrs. Many decoys were seen on the route. A good trip. Bomb load was the same as aircraft "B" ref. A.5.	A.8
2-1-45	Halifax III "M" - ME39	Gen. J.14099 E/L H.W. Macdonald	Captain	1428	2201	MUNESHAPEN Attacked primary at 1844.6 hrs. from 19,000 ft. heading 350 deg. true at 150 mph IAS. No cloud, ground haze, good visibility. Bombed the centre of red F.I.'s. These were accurate and plentiful. Appeared to be a good attack but too early to see bombing results. P.F.F. was good. Bomb load was the same as aircraft "A" ref. A.1.	A.9
2-1-45	Halifax III "M" - ME30	Gen. J.27054 E/O M.M. Agan	Captain	1435	2207	MUNESHAPEN Attacked primary at 1845.9 hrs. from 18,000 ft. heading 052 deg. true at 150 IAS. 2/10th cloud, tops 5,000 ft., visibility very good above. Bombed red F.I.'s. These were accurate and plentiful. A large fire was seen in the target area. This seemed to be a concentrated attack. The target checked visually by confluence of two rivers. Bomb load was the same as aircraft "A" ref. A.1.	A.10
2-1-45	Halifax III "M" - ME303	Gen. J.21848 E/O L.G. Moffatt	Captain	1456	2237	MUNESHAPEN Attacked primary at 1850.7 hrs. from 18,000 ft. heading 038 deg. true at 150 IAS. 3/10th thin cloud, tops 5,000 ft., visibility clear above. Bombed red F.I.'s which were plentiful and concentrated. A few fires were starting. Aircraft sustained slight damage when hit by heavy flak at 1811 hrs., 8,000 ft.; at 4510W 0640E. An aircraft in the stream had lights on over France. A good trip. Bomb load was the same as aircraft "A" ref. A.1.	A.11

www.bombercommand.com

# OPERATIONS RECORD BOOK

APPENDIX G.I. C.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE No. 2

11745-1111 WL 1222-1111 NW 811 T.S. 700  
11745-1111 WL 1222-1111 NW 811 T.S. 700

FOR THE MONTH OF February 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
2-1-45	Halifax III "S" - NP946	Gen. G.1057 W/O R.L. Bolduc	Captain	1445	2144	MUNROSHAWEN Attacked primary at 1845.4 hrs. from 20,000 ft. heading 020 deg. true at 150 mph. THIN cloud, patchy, excellent visibility. Bombed the centre of red T.L.'s. Marking was particularly good and well concentrated. Bombing was accurately placed on T.L.'s. A large explosion was seen at 1858 hrs. A good attack which should be very successful. Bomb load was the same as aircraft "A" ref. A.1.	A.12
2-1-45	Halifax III "W" - 1W964	Gen. J.36547 P/O Humphries, H.A.M.	Captain	1457	2216	MUNROSHAWEN Attacked primary at 1848.5 hrs. from 18,000 ft. heading 021 deg. true at 150 mph. No cloud, visibility very good. Bombed the centre of 4 red T.L.'s. Marking was very good and the bombing was well concentrated. A very good attack. Bomb load was the same as aircraft "B" ref. A.3.	A.13
2-1-45	Halifax III "U" - ME285	Gen. J.12499 P/L D.W. Walker	Captain	1429	2218	MUNROSHAWEN Attacked primary at 1849.5 hrs. from 18,500 ft. heading 031 deg. true at 150 mph. 9/10th thin cloud, tops 4/6,000 ft., visibility good. Bombed red T.L. Ground detail was obscured but markers were seen. Gee definitely identified the target. A huge explosion was seen at 1850.5 hrs. Aircraft concentration enroute to target was very poor. Bomb load was the same as aircraft "A" ref. A.1.	A.14
2-1-45	Halifax III "V" - ME265	Gen. J.29756 P/O A.D. Cook	Captain	1442	2220	MUNROSHAWEN Attacked primary at 1848.7 hrs. from 18,500 ft. heading 038 deg. true at 160 mph. 2/10th thin cloud, tops 4,000 ft., visibility hazy above. Bombed the centre of red T.L.'s. These were very accurate and on second time over the target it appeared to be well covered with flames over a large area. A large explosion was seen at 1858 hrs. Bomb load was the same as aircraft "A" ref. A.1.	A.15
2-1-45	Halifax III "X" - ME194	Gen. J.14757 P/L E.L. Jarvis	Captain	1438	2233	MUNROSHAWEN Attacked primary at 1847.5 hrs. from 18,500 ft. heading 020 deg. true at 150 mph. No cloud, visibility good. Bombed the centre of a concentration of red T.L.'s. The markers were a trifle spread but the target was well bombed. Explosions occurred with white flashes which seemed to sparkle. There was a good concentration of aircraft. Bomb load was the same as aircraft "A" ref. A.1.	A.16

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
5-1-45	Halifax III "A" - ME196	Cen. J. 87398 P/O Thomas, W.A.	Captain	1639	2235	<b>HAMBURGER</b> Attacked primary at 1924.6 hrs. from 18,000 ft. B.1. heading 134 deg. true at 160 mph. 9/10th thin cloud, good visibility. Bombed sky markers as instructed by the Master Bomber. The bombing was fairly concentrated and large explosions were seen. Aircraft were well concentrated over the target. Bomb load was 16 x 500 lb. G.F. HMB.	
5-1-45	Halifax III "B" - ME474	Cen. J. 87404 P/O R.V. James	Captain	1637	2211	<b>HAMBURGER</b> Attacked primary at 1924.7 hrs. from 18,500 ft. B.2 heading 134 deg. true at 173 mph. 9/10th cloud, tops 8,000 ft., visibility good. Bombed centre of red T.I. There was a good concentration of T.I.'s visible when over the target. Run up on R.F. flares not marking checked with H2S. Bombing appeared scattered. A good trip but many fighter flares seen. Bomb load was the same as aircraft "A" ref. B.1.	
5-1-45	Halifax III "J" - ME367	Cen. J. 36974 P/O A.M. Macdonald	Captain	1633	2209	<b>HAMBURGER</b> Attacked primary at 1924.2 hrs. from 18,500 ft. B.3 heading 139 deg. true at 160 mph. 9/10th thin cloud, tops 8,000 ft., visibility good. Bombed sky markers (glow in bomb sight). Saw bomb bursts on run up. The concentration of glow seemed short of T.I.'s on the run in. Bomb load was the same as aircraft "A" ref. B.1.	
5-1-45	Halifax III "D" - ME377	Cen. J. 14417 P/L D.T. Magee	Captain	1631	2236	<b>HAMBURGER</b> Attacked primary at 1924.6 hrs. from 18,000 ft. B.4 heading 139 deg. true at 160 mph. 10/10th cloud, tops 7,000 ft., visibility very good. Bombed the centre of a group of sky markers. These were fairly well concentrated and Master Bomber ordered bombing onto them. Glow of target was seen on the cloud but results could not be assessed. Should be a good attack because of concentration of aircraft at target. Bomb load was the same as aircraft "A" ref. B.1.	
5-1-45	Halifax III "E" - ME427	Cen. J. 40206 P/O J.L. Brown	Captain	1640	2230	<b>HAMBURGER</b> Attacked primary at 1924.9 hrs. from 17,000 ft. B.5 heading 131 deg. true at 160 IAS. 10/10th cloud, tops 13,000 ft., visibility good above. Bombed upwind of the sky marker, red with green bands, which went out. The Master Bomber was clearly heard instructing to bomb green and red T.I.'s but only sky markers were visible after the T.I.'s went through the cloud. Aircraft concentration at the target was good and this is believed to have been a good effort. Bomb load was the same as aircraft "A" ref. B.1.	

# OPERATIONS RECORD BOOK

APPENDIX C.1. U.S.A.F. FORM 541

DETAIL OF WORK CARRIED OUT

By No. 422 Squadron, R.C.A.F.

**SECRET**

PAGE No. 3

FOR THE MONTH OF JANUARY 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
5-1-45	Halifax III "B" - ME318	Csn.J.36547 P/O H.A.M. Humphries	Captain	1627	2246	<b>HANOVER</b> Attacked primary at 1926.7 hrs. from 17,000 ft. heading 137 deg. true at 175 kts. 10/10th cloud, tops 6,000 ft., visibility very good above. Bombed centre of glow on the cloud. The sky markers went out on arrival so bombed on cloud as instructed by the Master Bomber. The marking was good and this attack should be successful. Bomb load was the same as aircraft "A" ref. B.1.	B.6
5-1-45	Halifax III "C" - ME478	Csn.J.36200 P/O K.O. Powell	Captain	1628	2212	<b>HANOVER</b> Attacked primary at 1924.5 hrs. from 18,500 ft. heading 137 deg. true at 175 kts. 10/10th cloud, tops 3/4,000 ft., visibility good above. Bombed centre of three sky markers as instructed by the Master Bomber. Aircraft concentration over the target was good. Results were not assessable during cloud. An orange glow was seen in or under the cloud <del>at 2340 hrs.</del> at 2340 hrs., 13,000 ft., going out suddenly after lasting 3 or 4 minutes. Bomb load was the same as aircraft "A" ref. B.1.	B.7
5-1-45	Halifax III "W" - DF993	Csn.J.12764 P/L A.B. Milner	Captain	1638	2204	<b>HANOVER</b> Attacked primary at 1924.9 hrs. from 19,000 ft. heading 138 deg. true at 175 mph. 10/10th cloud, tops 6,000 ft., visibility good horizontally. Bombed the centre of all H.V. flares. Illuminating flares went down on time followed shortly by sky markers which were scattered over an arc S.E. through west to N.W. The Master Bomber was not heard clearly. A big explosion was seen at 1924 hrs. Bomb load was the same as aircraft "A" ref. B.1.	B.8
5-1-45	Halifax III "W" - DF890	Csn.J.27054 P/O M.M. Agas	Captain	1630	2237	<b>HANOVER</b> Attacked primary at 1926.1 hrs. from 17,500 ft. heading 141 deg. true at 175 mph. 10/10th solid cloud, visibility clear above. Bomb sky markers as ordered by the Master Bomber who was very helpful. Explosions were seen under the cloud. Bumpy f.f.'s were seen in the Bremen area. At 1926 hrs., 17,500 ft. in the target area, Halifax was followed astern by a twin engine enemy aircraft at about 100 yards. The rear gunner fired two bursts and the enemy aircraft was seen to fly through the tracer, its nose light going out. The enemy aircraft is claimed as damaged. Bomb load was the same as aircraft "A" ref. B.1.	B.9 See App. C.3
5-1-45	Halifax III "W" - ME303	Csn.J.21848 P/O L.G. Moffatt	Captain	1642	2245	<b>HANOVER</b> Attacked primary at 1928 hrs. from 17,500 ft. heading 137 deg. true at 160 mph. 10/10th thick cloud, tops 10,000 ft., visibility good above. Bombed glow on cloud as ordered by the Master Bomber. A large fire was seen with smaller fires around it. Many bomb bursts and photo flashes were seen. Sky markers had gone out by bombing time. Bomb load was the same as aircraft "A" ref. B.1.	B.10

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES																																																															
				UP	DOWN																																																																	
5-1-45	Halifax III "3" - WF946	Can.C.26079 P/L H.J. Hogarth	Captain	1635	2206	<b>HANDOVER</b> Attacked primary at 1925.5 hrs. from 19,000 ft. heading 137 deg. true at 175 IAS. 10/10ths clouds, tops 8,000 ft., visibility good above. Bombed red flares with green stars. There was a fair amount of bombing at the time with a good spread of fire judging by the glow through the cloud. Concentration of aircraft was good as were met winds and marking. A single engine enemy aircraft was seen at 1955 hrs., 15,000 ft. at 195H 0918 and another was seen in the target area at 1925 hrs. at 19,000 ft. No attacks were made. Bomb load was the same as aircraft "A" ref. B.1.	B.11																																																															
5-1-45	Halifax III "7" - DF964	Can.J.88980 P/O G. Hay	Captain	1633	---	<b>HANDOVER</b> This aircraft failed to return. The members of the crew were as follows: <table border="0" style="font-size: small;"> <tr> <td>Pilot</td> <td>P/O G. Hay</td> <td>(Can.J.88980)</td> <td>28</td> <td>"</td> <td>161.45</td> <td>"</td> <td>102</td> <td>pts.</td> </tr> <tr> <td>Nav.</td> <td>P/O H.L. Seward</td> <td>(Can.J.35003)</td> <td>28</td> <td>"</td> <td>161.45</td> <td>"</td> <td>102</td> <td>"</td> </tr> <tr> <td>A/B</td> <td>WO2 Fromley, J.J.M.</td> <td>(Can.E174414)</td> <td>27</td> <td>"</td> <td>159.45</td> <td>"</td> <td>98</td> <td>"</td> </tr> <tr> <td>P/B</td> <td>P/O F.J. Nicholson</td> <td>(187758 RAF)</td> <td>25</td> <td>"</td> <td>151.45</td> <td>"</td> <td>102</td> <td>"</td> </tr> <tr> <td>WO/Air</td> <td>P/O R.H. Cousins</td> <td>(184760 RAF)</td> <td>29</td> <td>"</td> <td>161.45</td> <td>"</td> <td>102</td> <td>"</td> </tr> <tr> <td>MU/MG</td> <td>P/S Brown, F.N.</td> <td>(Can.E215011)</td> <td>27</td> <td>"</td> <td>161.15</td> <td>"</td> <td>98</td> <td>"</td> </tr> <tr> <td>A/B</td> <td>P/S Gabriel, T.A.</td> <td>(Can.E24623)</td> <td>25</td> <td>"</td> <td>161.45</td> <td>"</td> <td>102</td> <td>"</td> </tr> </table> Bomb load was the same as aircraft "A" ref. B.1.	Pilot	P/O G. Hay	(Can.J.88980)	28	"	161.45	"	102	pts.	Nav.	P/O H.L. Seward	(Can.J.35003)	28	"	161.45	"	102	"	A/B	WO2 Fromley, J.J.M.	(Can.E174414)	27	"	159.45	"	98	"	P/B	P/O F.J. Nicholson	(187758 RAF)	25	"	151.45	"	102	"	WO/Air	P/O R.H. Cousins	(184760 RAF)	29	"	161.45	"	102	"	MU/MG	P/S Brown, F.N.	(Can.E215011)	27	"	161.15	"	98	"	A/B	P/S Gabriel, T.A.	(Can.E24623)	25	"	161.45	"	102	"	B.12
Pilot	P/O G. Hay	(Can.J.88980)	28	"	161.45	"	102	pts.																																																														
Nav.	P/O H.L. Seward	(Can.J.35003)	28	"	161.45	"	102	"																																																														
A/B	WO2 Fromley, J.J.M.	(Can.E174414)	27	"	159.45	"	98	"																																																														
P/B	P/O F.J. Nicholson	(187758 RAF)	25	"	151.45	"	102	"																																																														
WO/Air	P/O R.H. Cousins	(184760 RAF)	29	"	161.45	"	102	"																																																														
MU/MG	P/S Brown, F.N.	(Can.E215011)	27	"	161.15	"	98	"																																																														
A/B	P/S Gabriel, T.A.	(Can.E24623)	25	"	161.45	"	102	"																																																														
5-1-45	Halifax III "Y" - M285	Can.J.27736 P/O Apt. Gork	Captain	1632	2343	<b>HANDOVER</b> Attacked primary at 1928.7 hrs. from 17,000 ft. heading 143 deg. true at 160 mph. 10/10ths cloud, tops 17,000 ft., visibility good above. Bombed one single sky marker which all other aircraft were crowding to bomb. The Master Bomber was heard to say "Bomb main glow, dispersed smaller ones". The glow through the cloud seemed good. Believe that should have been more sky markers. At 1927 hrs., 15,000 ft. an aircraft on fire turned to starboard into the cloud in the target area and is believed to have exploded on the ground. A parachute was seen going down within 300 yards and an airman could be seen by the light of the flares to be hanging from it. Bomb load was the same as aircraft "A" ref. B.1.	B.13																																																															
5-1-45	Halifax III "8" - M201	Can.J.88425 P/O Fixin, W.	Captain	1636	2238	<b>HANDOVER</b> Attacked primary at 1929.3 hrs. from 18,000 ft. heading 137 deg. true at 160 mph. 10/10th thick cloud, tops 5/6,000 ft., visibility good above. Bombed the sky markers. The Master Bomber was heard but not clearly. A red glow could be seen for 17 minutes after leaving the target. The markers were concentrated. Bomb load was the same as aircraft "A" ref. B.1.	B.14																																																															

www.bombercommand.com

# OPERATIONS RECORD BOOK

APPENDIX C.1

A.P.  
FORM 541

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE No. 4

\*1274-5111 WL 4889-114 706 814 1.5 706  
\*1274-5111 WL 4889-114 706 814 1.5 706

FOR THE MONTH OF JANUARY, 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
5-1-45	Halifax III "A" - NR194	Gen J 23102 W/L R. K. Mitchell	Captain	1629	2341	HANNU Attacked primary at 1927.4 hrs. from 19,000 ft. heading 137 deg. true at 175 MAS. 10/10th cloud, tops 11,000 ft., very good visibility above. Bombed one sky marker, red with green stars. The H2S checked with the sky marker. The Master Bomber was fairly clear and his instructions were followed. One decoy was seen but no bombs were seen on it. At 1927 hrs., 19,000 ft. in the target area, an aircraft was seen on fire. It turned to starboard into the cloud and is believed to have exploded on the ground. Bomb load was the same as aircraft "A" ref. B.1. Fighters were very active on this attack.	B.1.5
6-1-45	Halifax III "A" - NR196	Gen J 27398 W/O W.A. Thomas	Captain	1519	2225	HANNU Attacked primary at 1905.5 hrs. from 20,000 ft. heading 140 deg. true at 175 mph. 10/10th cloud, tops 18,000 ft., visibility good. Bombed the centre of a concentration of H.F. flares (red with green stars). The marking was very good and well maintained. The glow of incendiaries could be seen on the cloud. Two or three enemy aircraft were seen at 16/17,000 ft. while crossing the French coast on the way out. No attacks were made. Bomb load: 1 x 2,000 lb. H.G. bomb. 12 x No. 14 Mk. I clusters I.B. (106 x 4)	G.1.
6-1-45	Halifax III "B" - NR474	Gen J 14417 W/L D.J. Magee	Captain	1535	2214	HANNU Attacked primary at 1904.7 hrs. from 19,500 ft. heading 140 deg. true at 175 mph. 10/10th cloud, tops 11,000 ft., visibility good. Bombed a cluster of Haganai flares. The glow of explosions was seen under the cloud. Aircraft were congested over the target and evasive action had to be taken to avoid collision with another aircraft while bombing. A FW190 was seen in the target area at 1907 hrs., 19,500 ft., at 1,000 yards astern and below. No attack was made. Bomb load was the same as aircraft "A" ref. G.1.	G.2
6-1-45	Halifax III "B" - NR377	Gen J 19600 S/L H.V. Peterson W/O & Bar Captain	Bar Captain	1522	2232	HANNU Attacked primary at 1906 hrs. from 20,000 ft. heading 135 deg. true at 160 mph. 10/10th cloud, tops 7,000 ft., visibility good. Bombed on smoke of bursting I.I. red. P.F.P. was punctual but the red markers were burned out and not renewed. Only a sky marker was seen so bombed the smoke of a red I.I. No glow of fires was seen. At 1908 hrs. 19,500 ft., in the target area an aircraft was seen falling trailing smoke. The tail was apparently off. It spun down out of control and a big glow was seen through the cloud. Bomb load: 2 x 1,000 lb. M.G. bombs. 12 clusters No. 14 Mk. I.B. (106 x 4)	G.3

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
6-1-45	Halifax III "B" - NZ427	Can J 40208 W/O J. L. Brown	Captain	1520	2229	HANNU Attacked primary at 1905.4 hrs., from 19,000 ft., heading 148 deg. true, at 160 mph. 10/10 cloud, tops 10,000 ft., visibility good. Bombed upwind of sky-markers which were fading. Sky-markers well concentrated, and on time. Ground markers wary. Small fires under cloud still visible 15 minutes later. Did "S" turns to correct for timing, causing aircraft to be off slightly on bombing run. Glow increased considerably as left target. Very little opposition. Bomb load same as aircraft "A", ref. G.1.	G.4.
6-1-45	Halifax III "W" - NZ478	Can J 36200 W/O K. O. Powell	Captain	1525	2240	HANNU Attacked primary at 1904.8 hrs., from 19,000 ft., heading 138 deg. true, at 155 IAS. 10/10 cloud, tops 4/5,000 ft., visibility good above. Bombed centre of three sky-markers (red with green stars) Judging by glare through clouds, raid should be good. Difficult to assess aircraft concentration, but pretty good at target. Bomb load same as aircraft "A", ref. G.1.	G.5.
6-1-45	Halifax III "J" - FR267	Can J 5118 W/L P. F. Robb	Captain	1523	2226	HANNU Attacked primary at 1904.5 hrs., from 19,000 ft., heading 138 deg. true, at 155 IAS. 10/10 cloud, tops 10,000 ft., visibility very good. Bombed centre of three sky-markers (red with green stars). Good glow seen through cloud. Very good bomber stream and run at target. Bomb load same as aircraft "A", ref. G.1.	G.6.
6-1-45	Halifax III "H" - NZ220	Can J 16309 W/O G. S. Pope	Captain	1538	2247	HANNU Attacked primary at 1906.2 hrs., from 20,000 ft., heading 138 deg. true, at 155 IAS. 10/10 cloud, tops 10,000 ft., visibility very good above. Estimated position of sky-markers which went out 2 seconds before. Sky markers were concentrated. Glow on cloud was 10 miles square. Bombed <del>area</del> At 1854 hrs., 5090N 0820E, 19,000 ft., what appeared to be collision between 2 bomber aircraft. Some debris seen to fall. After an orange-green explosion, no parachutes and no flak were seen. At 1908 hrs., 19,700 ft. over the target area, an aircraft was seen falling, trailing smoke with tail apparently shot off, spinning down out of control. Big glow seen through cloud. Bomb load same as aircraft "A", ref. G.1.	G.7.

www.bombercommandmuseum.com



# OPERATIONS RECORD BOOK

APPENDIX G-1

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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

**SECRET**

Page No. 5

1476-1111 WL 4889-1114 700 813 T.S. 700  
1476-1111 WL 4889-1114 700 813 T.S. 700

FOR THE MONTH OF JANUARY, 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
6-1-45	Halifax III "O" - NZ337	Can J 29736 P/O A. G. Cook	Captain	1516	2241	HAWAII Attacked primary at 1907.4 hrs., from 18,000 ft., heading 138 deg. true at 160 IAS. 10/10 cloud, tops 5,000 ft., visibility good above. One skymarker, red with green stars, was seen. Believed bombing scattered. No complaints. Bomb load same as aircraft "A", ref. G.1.	G.8.
6-1-45	Halifax III "M" - NZ309	Can J 21348 P/O L. G. MacFatt	Captain	1506	2230	HAWAII Attacked primary at 1907.2 hrs., from 18,000 ft., heading 137 deg. true at 160 mph. 10/10 cloud tops 6,000 ft., visibility good. Bombed skymarker, red with green stars. Big fire below reflected on cloud. Good concentration of aircraft over target. Bomb load same as aircraft "B", ref. G.9.	G.9.
6-1-45	Halifax III "S" - NZ946	Can J 27054 P/O K. M. Agnes	Captain	1505	2230	HAWAII Attacked primary at 1906 hrs., from 18,000 ft., heading 141 deg. true at 155 mph. 10/10 thick cloud tops 8/10,000 ft., visibility good. On the run in, large glow under clouds was seen. Skymarkers were concentrated, but were burning out when arrived over target. Aircraft overtargeted over target and turning point. Bomb load same as aircraft "D", ref. G.3.	G.10.
6-1-45	Halifax III "V" - NZ869	Can J88425 P/O W. Fikie	Captain	1502	2219	HAWAII Attacked primary at 1905.5 hrs., from 18,000 ft., heading 138 deg. true, at 160 IAS. 10/10 cloud, tops 12/14,000 ft., visibility hazy. Bombed centre of three skymarkers, red with green stars. Impossible to assess results. Good trip. Bomb load same as aircraft "A", ref. G.1.	G.11.
6-1-45	Halifax III "W" - NZ201	Can J 14047 P/L R. G. Charlton	Captain	1513	2222	HAWAII Attacked primary at 1905.4 hrs., from 18,000 ft., heading 138 deg. true, at 165 mph. 10/10 cloud, tops 8,000 ft. Hung up and jettisoned bombs at 2030 hrs., 7,000 ft., 14 Mk. I clusters. Skymarkers appeared accurately but, but cloud prevented assessment of bombing. Excellent concentration of aircraft over target - will be good attack if markers accurate. Bomb load same as aircraft "A", ref. G.1.	G.12.
6-1-45	Halifax III "X" - NZ194	Can J 14757 P/L S. L. Jarvis	Captain	1524	2234	HAWAII Attacked primary at 1900 hrs., from 18,000 ft., heading 138 deg. true, at 155 mph. 10/10 cloud, tops 6,000 ft., visibility clear above. Bombed cluster of skymarkers red with green stars. Running into target, large glow below cloud indicated large fires; spread over a large area. Aircraft concentration good. Bomb load same as aircraft "D", ref. G.3.	G.13.

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES																																																						
				Up	Down																																																								
8-1-45	Halifax III "Z" - ME372	Can J 36547 P/O H.A.M. Humphries	Captain	1908	2246	HAWK Attacked primary at 1904.6 hrs., from 18,000 ft., heading 139 deg. true, at 177 mph. 19/10 cloud, tops 6,000 ft. Bombed sky markers, red with green stars. Flow seen on cloud seemed fairly compact. Good concentration of aircraft over target. Good effort. Bomb load same as aircraft "D", ref. G.J.	G.14.																																																						
12-1-45	Halifax III "B" - ME377	Can J.12764 P/L A.R. Milner	Captain	1718	---	<p><b>SARASINE - FLANSHURE</b> This aircraft failed to return. The members of the crew were as follows:</p> <table border="1"> <tr> <td>Pilot</td> <td>P/O H.K. Frair (Can.J.38315)</td> <td>20</td> <td>"</td> <td>"</td> <td>115.05</td> <td>"</td> <td>78</td> <td>"</td> </tr> <tr> <td>Nav.</td> <td>P/O R.H. Barnes (Can.J.36285)</td> <td>20</td> <td>"</td> <td>"</td> <td>115.05</td> <td>"</td> <td>78</td> <td>"</td> </tr> <tr> <td>W/O</td> <td>Sgt Turner, K. (3040021 RAF)</td> <td>20</td> <td>"</td> <td>"</td> <td>115.05</td> <td>"</td> <td>78</td> <td>"</td> </tr> <tr> <td>W/AS</td> <td>W/O Johnson, H.L. (Can.J.118092)</td> <td>20</td> <td>"</td> <td>"</td> <td>115.05</td> <td>"</td> <td>78</td> <td>"</td> </tr> <tr> <td>M/AS</td> <td>P/S Sulak, O.H. (Can.J.267007)</td> <td>20</td> <td>"</td> <td>"</td> <td>115.05</td> <td>"</td> <td>78</td> <td>"</td> </tr> <tr> <td>A/G</td> <td>P/S Small, J.A. (Can.J.275799)</td> <td>20</td> <td>"</td> <td>"</td> <td>115.05</td> <td>"</td> <td>78</td> <td>"</td> </tr> </table> <p>A message was received from this crew at 2131 hours stating their intention to abandon the aircraft. A further message was received at 2135 hours giving their position as 5208-0838E. It is therefore believed that this crew are likely to have abandoned the aircraft near this position.</p> <p>Mine load: 1 each: B.230 35298 U Res. 16 days Mk. W 1,500 lb.  B.230 35229 U Res. 28 days Mk. W 1,500 lb.  B.406 96975 U Res. No setting - Mk. W 1,500 lb.  G.716 25734 U Res. No setting - Mk. W 1,500 lb.</p>	Pilot	P/O H.K. Frair (Can.J.38315)	20	"	"	115.05	"	78	"	Nav.	P/O R.H. Barnes (Can.J.36285)	20	"	"	115.05	"	78	"	W/O	Sgt Turner, K. (3040021 RAF)	20	"	"	115.05	"	78	"	W/AS	W/O Johnson, H.L. (Can.J.118092)	20	"	"	115.05	"	78	"	M/AS	P/S Sulak, O.H. (Can.J.267007)	20	"	"	115.05	"	78	"	A/G	P/S Small, J.A. (Can.J.275799)	20	"	"	115.05	"	78	"	D.1
Pilot	P/O H.K. Frair (Can.J.38315)	20	"	"	115.05	"	78	"																																																					
Nav.	P/O R.H. Barnes (Can.J.36285)	20	"	"	115.05	"	78	"																																																					
W/O	Sgt Turner, K. (3040021 RAF)	20	"	"	115.05	"	78	"																																																					
W/AS	W/O Johnson, H.L. (Can.J.118092)	20	"	"	115.05	"	78	"																																																					
M/AS	P/S Sulak, O.H. (Can.J.267007)	20	"	"	115.05	"	78	"																																																					
A/G	P/S Small, J.A. (Can.J.275799)	20	"	"	115.05	"	78	"																																																					
12-1-45	Halifax III "X" - ME427	Can.J.28345 P/O F.H. Biddell	Captain	1724	2133	<p><b>SARASINE - FLANSHURE</b> This was an abortive sortie. The aircraft turned back at 2010 hours, 15,000 ft. from 5211N 0750E. The blister protecting the H2S scanner broke off rendering the H2S unit totally unserviceable. The blister appeared to disintegrate and the scanner could not be controlled so the mission was abandoned and the mine load brought back to base.</p> <p>Mine load: 1 each: G.716 25847 U Res. no setting, Mk.W 1,500 lb.  B.406 96970 U Res. no setting, Mk.W 1,500 lb.  G.716 25836 U Res. no setting, Mk.W 1,500 lb.  G.716 25753 U Res. no setting, Mk.W 1,500 lb.</p>	D.2																																																						

www.bombercommandmuseum.com

# OPERATIONS RECORD BOOK

APPENDIX C.1.

R.A.F.  
Form 541.

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE No. 6

\*1295-5111 W/L 2222-1121 704 841 T.A. 706  
\*1295-5111 W/L 2222-1121 1904 712 T.A. 706

FOR THE MONTH OF JANUARY 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
12-1-45	Halifax III "W" - NA201	Csm-J.23102 P/L R.K. Mitchell	Captain	1719	2305	<del>SARSENDE - FANSHUR</del> Mines were laid on primary at 210212 hours from 15,000 ft., heading 272 deg.true at 198 mph. Wind 130 deg. 25 mph. Mean wind 110 deg. 40 mph. The cloud was 10/10ths thick with tops at 5,000 ft. Visibility was poor immediately above cloud. Mines were laid by means of H25 and were released at 242128 093028 after flying 7.6 miles from 2447508 093028 on a heading of 334 deg.true. Met was generally good. Winds were variable in both directions and speed. The trip appeared successful. At 2108 hrs., 7,000 ft. at 2301N 0912E heading 297 deg.true a twin engine enemy aircraft, Ju88, approached from astern. Bravura action was taken and no attack was made. The Ju88 then moved to port beam, crossed dead astern and attacked. The rear gunner opened fire followed by the mid-upper and the enemy aircraft burst into flames and fell out of control. A glow was seen through the cloud and the P/E reported seeing a flash when the Ju88 apparently hit the ground and exploded. It is claimed as destroyed. Mine load: 1 each, A.114 24867 Mk.W, no res. no setting 1,500 lb. B.230 32299 Mk.W, U res. set 24 days 1,500 lb. D.406 96264 Mk.W, U res. no setting 1,500 lb. G.716 29855 Mk.W, U res. no setting 1,500 lb.	D.3
13-1-45	Halifax III "A" - NA196	Wsm-J.3118 P/L Robb, P.F.	Captain	1510	2222	<del>SAARBRUCKEN</del> Attacked the primary at 1916 hrs. from 18,500 ft. heading 095 deg.true at 155 mph. Clear, visibility unlimited. Bombed the centre of red and green T.L.'s. The river was seen quite clearly on the run up but was unable to identify the target by the marshalling yards. A good trip and a fine concentration of aircraft. Bomb load: 8 x 500 lb. G.P. bombs. B x 250 lb. G.P. bombs.	E.1.
13-1-45	Halifax III "W" - NA318	Csm-J.14417 P/L Magoo, D.T.	Captain	1515	2231	<del>SAARBRUCKEN</del> Attacked the primary at 1920.4 hrs. from 18,500 heading 090 deg.true at 155 mph. No cloud, clear visibility. Bombed the centre of a concentration of red T.L.'s. PFF marking was good, well concentrated and on time. Bombs were seen bursting around the markers during the second run up. The master switch was not on during the first run so orbited and bombed on second run. Bomb load was the same as aircraft "A" ref. E.1.	E.2

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
13-1-45	Halifax III "A" - ME478	Gen-J.2539 F/L R.R. Kingland DFC	Captain	1518	2214	SAARBRUCKEN Attacked the primary at 1913.9 hrs. from 18,000 ft. heading 100 deg true at 175 mph. No cloud, clear, good visibility. Bombed the centre of the marshalling yard on a concentration of red T.I.'s. The M/Y was clearly visible on the run up, markers were very accurate and own bombs were seen to hit the target area. Bombed too early to see results of other bombing. Bomb load was the same as aircraft "A" ref. E.1. A large explosion was seen in the sky at 2021.7 hrs. and a red mass was seen falling at 491.70400 at 2017 hrs., 7,000 ft. This was seen to hit the ground and a large and three small fires resulted.	E.3
13-1-45	Halifax III "A" - ME230	Gen-J.16509 F/L C.S. Pope	Captain	1508	2234	SAARBRUCKEN Attacked primary at 1916.1 hrs. from 18,000 ft. heading 104 deg true at 160 mph. 1/10ths cloud, tops 6,000 ft., visibility heavy. Bombed red T.I.'s on the marshalling yards. The markers were accurate and plentiful and concentrated. A good attack, bombing was well concentrated. Bomb load was the same as aircraft "A" ref. E.1.	E.4
13-1-45	Halifax III "A" - ME367	Gen-J.8382 F/L R.S. Creeper	Captain	1505	2238	SAARBRUCKEN Attacked primary at 1914.5 hrs. from 19,000 ft. heading 045 deg true at 150 mph. Clear, good visibility. Bombed the centre of red T.I. What appeared to be marshalling yards could be seen. Also saw the river on the run up. T.I.'s were well concentrated and from all appearances this should have been a good attack. Bomb load was the same as aircraft "A" ref. E.1.	E.5
13-1-45	Halifax III "A" - ME993	Gen-J.96200 F/O K.D. Powell	Captain	1513	2249	SAARBRUCKEN Attacked primary at 1915.5 hrs. from 17,500 ft. heading 060 deg true at 160 mph. Very clear, perfect visibility. Bombed the centre of red and green T.I. The bend in the river could be seen clearly. There was a very good concentration of red and green markers in the target area. Bombing appeared to be right on the markers and one large explosion was seen on the north side of the target at 1916 hours. The bomb load was the same as aircraft "A" ref. E.1.	E.6
13-1-45	Halifax III "A" - ME482	Gen-J.14047 F/L R.C. Charlton	Captain	1516	2233	SAARBRUCKEN Attacked primary at 1914 hrs. from 17,500 ft. heading 099 deg true at 160 mph. Clear of cloud, visibility good. Bombed red and green T.I. The marshalling yards and river were clearly seen. The green T.I. dropped right in the centre of the reds. A few bomb bursts appeared to be overshooting the target but the attack was good and gave a lot of personal satisfaction to the crew. Bomb load was the same as aircraft "A" ref. E.1.	E.7

# OPERATIONS RECORD BOOK

APPENDIX C-1.

U.S.A.F.  
FORM 541.

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE No. 7

71210-10111 WL 2222-111 100 101 T.S. 100  
71210-1111 WL 2222-111 100 101 T.S. 100

FOR THE MONTH OF JANUARY 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
13-1-45	Halifax III "O" - ME357	Gen. J. 36947 P/O H.A.M. Humphries	Captain	1314	2219	<b>SAARBUCKEN</b> Attacked primary at 1914.4 hrs. from 17,000 ft. E.8 heading 101 deg. true at 155 mph. 4/10ths cloud, tops 4,600 ft., visibility good above. Bombed centre of red T.I.'s which were accurate and concentrated. The target was visually identified by the railway yards and the Saar river. Bombed too early to assess results. Many aircraft were seen with identification lights on over the channel on homeward route. Bomb load was the same as aircraft "A" ref. E.1.	
13-1-45	Halifax III "P" - LM139	Gen. J. 14099 P/L H.W. MacDonald	Captain	1304	2205	<b>SAARBUCKEN</b> Attacked primary at 1915 hrs. from 17,800 ft. E.9 heading 112 deg. true at 160 mph. Nil cloud, visibility good. Bombed red T.I.'s in three clusters, bombing the centre cluster. The marking was very good but bombed too early to assess results. A good attack. Bomb load was: 8 x 500 lb. M.C. bombs. 6 x 250 lb. G.P. bombs.	
13-1-45	Halifax III "Q" - W890	Gen. J. 21548 P/O L.G. Moffatt	Captain	1308	2255	<b>SAARBUCKEN</b> Attacked primary at 1920.7 hrs. from 17,000 ft. E.10 heading 093 deg. true at 160 mph. 2/10ths cloud, tops 5,000 ft., visibility good. Bombed one large red T.I. The marking was well concentrated and bomb bursts were noted in the target area. The port inner engine went unserviceable just after bombing and returned on three engines. Bomb load was the same as aircraft "P" ref. E.9.	
13-1-45	Halifax III "S" - W896	Gen. G. 1057 W/C E.L. Bolduc	Captain	1456	2206	<b>SAARBUCKEN</b> Attacked primary at 1915 hrs. from 19,000 ft. E.11 heading 115 deg. true at 155 mph. Clear, heavy visibility. Bombed the centre of several red T.I.'s. Target was identified by the Saar river. The attack looked very good and results should be exceptionally good. See showed bombing to be right on the release point. Bomb load was the same as aircraft "P" ref. E.9.	
13-1-45	Halifax III "U" - ME285	Gen. J. 27009 P/O I.B. Benson	Captain	1320	2247	<b>SAARBUCKEN</b> Attacked primary at 1930.2 hrs. from 17,500 ft. E.12 heading 105 deg. true at 160 mph. Clear visibility. Bombed a concentration of red T.I.'s. Bombing appeared accurate and bomb bursts could be seen among the markers. Tactics were good and the attack was also good. Bomb load was the same as aircraft "A" ref. E.1.	

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
13-1-45	Halifax III "W" - ME265	Comd. J. 37072 P/O J.E. Rowe	Captain	1302	2242	SAABERHORN Attacked primary at 1919.5 hrs. from 18,000 ft. heading 100 deg. true at 175 mph. No cloud but some mist. Bombed the centre of a concentration of red T.I.'s. The target area and aiming point were clearly visible and P/W marking appeared accurate and well concentrated. Bombs were noted bursting right among the markers. The concentration of aircraft in the bomber stream was very good. Bomb load was the same as aircraft "A" ref. E.1.	E.13
13-1-45	Halifax III "W" - ME272	Comd. J. 88425 P/O W. Flike	Captain	1319	2237	SAABERHORN Attacked primary at 1920.3 hrs. from 18,500 ft. heading 082 deg. true at 175 mph. Some haze, visibility very good. Bombed the centre of red and green markers. Could identify the railway and river and canal. A few small fires were building up. A good trip. Bomb load was the same as aircraft "F" ref. E.9.	E.14
14-1-45	Halifax III "A" - ME196	Comd. J. 87398 P/O W. A. Thomas	Captain	1543	2205	GREYBROOK Attacked primary at 1934.5 hrs. from 19,000 ft., heading 092 deg. true at 175 mph. Slight ground haze, but visibility good. Identified target visually and by means of red T.I.'s. Saw the river on the run-up. Green T.I.'s were seen cascading at 1935 hrs. Red T.I.'s were spread out in a line, rather than in a group. Bombed red T.I.'s. Very good attack. Bomb load was: 7 x 500 M.G. (TD) bombs 8 x 250 G.P. bombs 1 x 500 M.G. (lb) bombs	F.1
14-1-45	Halifax III "W" - ME227	Comd. J. 14417 P/L D. T. Magee	Captain	1609	2220	GREYBROOK Attacked primary at 1934.3 hrs. from 18,500 ft., heading 095 deg. true at 175 mph. Slight haze, but visibility good. Red T.I.'s were in line, some green were seen in the centre of the line of reds after bombing. Bomb bursts were seen in the centre of the T.I.'s. Fair trip, unable to assess results at time of bombing. Bomb load same as aircraft "A" ref. F.1.	F.2
14-1-45	Halifax III "W" - ME278	Comd. J. 36200 P/O K. O. Rowell	Captain	1532	2147	GREYBROOK Attacked primary at 1934.6 hrs., from 18,000 ft., heading 090 deg. true at 175 mph. Visibility good. Bombed centre of concentration of red T.I.'s. Target well marked, too early to assess results of raid. If markers were accurate, it was a good show. Bomb load same as aircraft "A", ref. F.1.	F.3

www.bombercommand.com

# OPERATIONS RECORD BOOK

APPENDIX C-1.

O.A.P.  
FORM 541.

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE No. 8

11251-0111 W/L 8889-1124 2000 843 T.S. 700  
11252-0111 W/L 8887-1121 1904 1124 T.S. 700

FOR THE MONTH OF JANUARY 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
14-1-45	Halifax III "M" - NR230	Gen J 87404 P/O H. V. James	Captain	1554	2203	GREENHOUSE ICH. Attacked primary at 1934.7 hrs., from 17,500 ft., heading 057 deg. true at 160 IAS. No cloud, visibility hazy. Bombed centre of large patch of red T.I.'s, in which rails could be seen in photo flashes. Red T.I.'s were 1 1/2 minutes early. See fix established proper aiming point. Satisfactory bombing good. At 2002 hrs., 5055N:0420E, 10,000 ft., a red glow was seen, then an aircraft went down through the cloud, exploding on the deck; no parachute seen, some unknown. At 2005 hrs., 5110N:0525E, 1,000 ft., a yellowish flare (possibly a parachute) burned for 5 or 6 minutes, going down very slowly. Bomb load same as aircraft "A", ref. F.1.	F.4
14-1-45	Halifax III "M" - XR067	Gen J 8582 P/O H. S. Grepper	Captain	1525	2211	GREENHOUSE ICH. Attacked primary at 1935.2 hrs., from 17,000 ft., heading 057 deg. true at 155 mph. Visibility very good. Bombed centre of concentration of red T.I.'s, which were seen to cascade at 1931 hrs. A good concentration of red and green T.I.'s. Many bomb bursts seen in target area. If PFF markers were accurate, it appeared to be a good target. Bomb load same as aircraft "A", ref. F.1.	F.5
14-1-45	Halifax III "M" - LW993	Gen J 5118 P/L F. F. Hobb	Captain	1549	2226	GREENHOUSE ICH. Attacked primary at 1935.5 hrs., from 17,500 ft., heading 048 deg. true at 160 mph. Visibility very good. Bombed centre of concentration of red T.I.'s which were seen to go down at 1931 hrs. Bomb bursts seen around concentration of T.I.'s. Concentration of aircraft over target was very good; but we had to waste a lot of time in order not to be too early over the target. Bomb load was the same as aircraft "A", ref. F.1.	F.6
14-1-45	Halifax III "M" - NZ482	Gen J 21848 P/O L. G. Moffatt	Captain	1548	2214	GREENHOUSE ICH. Attacked primary at 1935.3 hrs., from 18,000 ft., heading 055 deg. true at 155 mph. No cloud. Visibility hazy. Bombed centre of red T.I.'s placed in line. Identification of target made from T.I.'s and visually from photo flashes. Concentration of aircraft very good at target; but concentration times not good. At 1730 hrs., 5025N:0420E, 10,000 ft., three yellowish flares were seen 10/15 miles to port, lasting a minute or so, and bursting above the cloud. Bomb load was the same as aircraft "A", ref. F.1.	F.7

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
14-1-45	Halifax III "D" - NZ357	Can J 36947 P/O H.A.M. Humphries	Captain	1540	2213	GREYBROUCH Attacked primary at 1933.2 hrs., from 18,500 ft., heading 098 deg. true at 155 mph. No cloud, visibility good. Bombed concentration of red T.I.s. Marking was plentiful and appeared accurate by visual check. Railway could be seen from flashes of tracer bursts. Bombing was fairly well concentrated. Went 18 miles to port of track, from points E to F to cut corner and gain time. Good show. Many aircraft seen burning navigation lights at the coast of France on the way in. Bomb load was the same as aircraft "A", ref. P.1.	F.8
14-1-45	Halifax III "P" - LW39	Can J 14099 P/L H. W. Macdonald	Captain	1544	2154	GREYBROUCH Attacked primary at 1934 hrs., from 18,500 ft., heading 092 deg. true at 155 mph. Visibility good. Bombed concentration of red T.I.s seen to go down at 1931 hrs. Ground detail obscured; too early in raid to assess results. PFF markers well concentrated. Should be a good raid. At 2002 hrs., 305N:0420E, 10,000 ft., a red glow was seen, then an aircraft went down through the cloud, exploding on deck; no parachutes seen; cause unknown. Bomb load was the same as aircraft "A", ref. P.1.	F.9
14-1-45	Halifax III "B" - NZ966	Can C 1057 W/C R. L. Bolduc	Captain	1546	2138	GREYBROUCH Attacked primary at 1935.5 hrs., from 19,000 ft., heading 064 deg. true at 155 mph. No cloud, visibility good. Bombed centre of concentration of red T.I.s. PFF marking good and well concentrated. By visual check, markers appeared to be accurate. Divergent action taken over target to avoid falling bombs. Doubtful if photo is accurate. Navigation lights seen on several aircraft on route in over the continent. At 2002 hrs., 305N:0420E, 10,000 ft., a red glow was seen, then an aircraft went down through the cloud, exploding on deck; no parachutes seen; cause unknown. Bomb load was the same as aircraft "A", ref. P.1.	F.10
14-1-45	Halifax III "U" - NZ285	Can J 27009 P/O I. B. Benson	Captain	1542	2131	GREYBROUCH Attacked primary at 1934.6 hrs., from 18,000 ft., heading 055 deg. true at 160 IAS. No cloud. Visibility very good. Bombed centre of 2 or 3 red T.I.s. Bombing concentration good; markers also appeared good. See proved T.I.s well placed. Good effort; no complaints. At 1840 hrs., 311N:0655E, 17,000 ft., four separate exchanges of tracer were seen as shooting out of target. No conclusive results seen. At 2025 hrs., 316N:0232E, a yellowish flare, 10,000 ft., (possibly a parachute) burned for 5 to 6 minutes, going down very slowly. Bomb load was the same as aircraft "A", ref. P.1.	F.11

www.bombercommand.com



# OPERATIONS RECORD BOOK

APPENDIX 221

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE No. 9

11/19/45 (11) 101 11/19/45 (11) 101 11/19/45 (11) 101

FOR THE MONTH OF JANUARY 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
14-1-45	Halifax III "7" - NZ565	Capt. J. 37072 P/O J.S. Rowe	Captain	1527	2209	<p><del>SECRET</del> Attacked primary at 1934.4 hrs. from 17,000 ft., heading 075 deg. true at 150 mph. Junction of rail lines identified visually. No cloud, visibility very clear. Red T.I.'s ranged in a line across the target area. Main cluster of red T.I.'s was very near the rail junction. Run-up on the red T.I.'s and bombed visually, one of the first aircraft to bomb. Bombing appeared well concentrated on red T.I.'s. Good trip, tactics good. Good concentration of aircraft over the target. Several aircraft with navigation lights during were noted on the route in over France. Bomb load was the same as aircraft "A" ref. P.I.</p>	P.12
14-1-45	Halifax III "X" - NR134	Capt. J. 27054 P/O M.M. Agos	Captain	1555	2221	<p><del>SECRET</del> Attacked primary at 1935.5 hrs. from 17,000 ft., heading 075 deg. true at 150 mph. Visibility was very good. Bombed centre of concentration of red T.I.'s which was seen to cascade at 1932 hours. Concentration of T.I.'s was very good. Many bomb bursts in target area. Large red explosion seen at 1936 hrs. Appeared to be a good raid. Bomb load same as aircraft "A" ref. P.I. At 1945 hrs., 2130 0103, 15,000 ft., saw what appeared to be an aircraft, catch fire in the air, crash and burn on the ground. Cause is unknown.</p> <p>Whilst in the target area the rear gunner of "X" saw a (See App. G-9) twin engine aircraft with a white light in the nose on a starboard quarter up. At 500 yds. both gunners opened fire and gave order to corkscow starboard. The enemy aircraft broke away to port level, the light went out and the enemy aircraft was not seen again. No claim is made.</p>	P.13
14-1-45	Halifax III "Z" - NZ372	Capt. J. 33425 P/O W. Ficks	Captain	1526	2148	<p><del>SECRET</del> Attacked primary at 1934.8 hrs. from 17,000 ft., heading 075 deg. true at 150 mph. No cloud, visibility hazy. Bombed centre of 3 or 4 groups of red T.I.'s which were dropped in a single line. Too early to assess results but marking looked good. Good trip. Bomb load same as aircraft "A" ref. P.I.</p>	P.14
14/15-1-45	Halifax III "9" - MG474	Capt. J. 33231 P/L G.D. Gray	Captain	1252	0245	<p><del>SECRET</del> - OSLO Mines were laid on aiming point No. 21 at 22242 hrs. from 21,500 ft., heading 330 deg. true at 190 TAS. Wind was 338 deg. 49 mph. Mines were released at a point 6.9 miles; 139 deg. from 992306N 103050E which was identified by H23. No cloud directly over the aiming point and visibility was very clear. A good effort. Met was good except winds which made it impossible to make concentration on time.</p> <p>Mine Load: 1 each, G.706 32123 "4" Res. Mk. VI 1,800 lb.                      F.634/198 29328 9 days "4" Res. Mk. VI 1,800 lb.                      G.308 40686 "4" Res. Mk. VI 1,800 lb.                      G.308 40686 "4" Res. Mk. VI 1,800 lb.</p>	G.21

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES																																																
				Up	Down																																																		
14/1-1-45	Halifax III "C" - NR236	Cen. J. 36974 P/O A.M. MacDonald	Captain	1945	0206	BARBONNE - OSIQ Mines were laid on aiming point No. 31 at 2310 hrs. from 12,500 ft., heading 347 deg. true at 194 TAS. Wind 330 deg. 30 mph. Mines were released at 2324 hrs. 10382 hrs. after flying 139 deg. 6.3 miles from 392905N 107030E which was identified by H2S. 9/10ths cloud. tops 47,000 ft. visibility fair above cloud. Jettisoned 1 x F.638/22 mine at 2338 hrs. from 8,000 ft. safe at 3734M 0743E which was hung up. Clear below. Briefed winds were out - unable to reach concentration point on time. A good trip. Tactics were good. Mine load: 1 each, G.706 32133 Q Res. Mk. VI 1,800 lb. F.638/22 29425 Q Res. Mk. VI 1,800 lb. F.638/22 29505 Q Res. Mk. VI 1,800 lb. G.308 40665 Q Res. Mk. VI 1,800 lb. (3 days)	G.2																																																
14/1-1-45	Halifax III "B" - NR201	Cen. J. 28345 P/O P.H. Biddell	Captain	1945	0221	BARBONNE - OSIQ Mines were laid about 10 miles south of aiming point No. 31 at 2318 hrs. from 12,000 ft., heading 346 deg. true at 192 TAS. Wind 328 deg. 40 mph. Position was identified by H2S but the unit was not sufficiently good for the purpose due to weak response. Visual check was impossible as the datum point was obscured by cloud. The datum point was unsatisfactory due to its similarity to another close by. 2/10ths cloud. tops 2,000 ft. Good visibility above. Mine load: 1 each, G.706 32133 Q Res. Mk. VI 1,800 lb. F.638/22 29405 Q Res. Mk. VI 1,800 lb. F.638/22 29505 Q Res. Mk. VI 1,800 lb. G.308 40662 Q Res. Mk. VI 1,800 lb. (1 day)	G.3																																																
16-1-45	Halifax III "A" - NR196	Cen. J. 67398 P/O W.A. Thomas	Captain	1857	2204	MARSHALL Abandoned mission at 1940 hrs. 15,000 ft. at 342M 0140E due to unworkable radio. At 2004 hrs. 6,000 ft., at 3417N 0119E the 2,000 lb. bomb was jettisoned safe. It was clear below. Remainder of bomb load was brought back. Bomb load: 1 x 2,000 lb. H.C. bomb. 12 clusters No. 14 Mk. 1 Incends. (100 x 4)	H.1																																																
16-1-45	Halifax III "B" - NR227	Cen. J. 28345 P/O P.H. Biddell	Captain	1859		MARSHALL This aircraft failed to return. The members of the crew were as follows: <table border="1"> <thead> <tr> <th>Pos.</th> <th>Name</th> <th>(Can. J. No.)</th> <th>Trips</th> <th>hrs.</th> <th>pts.</th> </tr> </thead> <tbody> <tr> <td>Pilot</td> <td>P/O P.H. Biddell</td> <td>(Can. J. 28345)</td> <td>31</td> <td>164</td> <td>25</td> </tr> <tr> <td>W/O</td> <td>G.E. Chayman</td> <td>(Can. J. 37730)</td> <td>29</td> <td>174</td> <td>30</td> </tr> <tr> <td>A/B</td> <td>P/S Deck, R.A.</td> <td>(Can. 2170556)</td> <td>29</td> <td>174</td> <td>30</td> </tr> <tr> <td>P/S</td> <td>Sgt. Streetfield, REV</td> <td>(RAF-1962170)</td> <td>29</td> <td>174</td> <td>30</td> </tr> <tr> <td>W/O</td> <td>P/O R.H.S. Bourne</td> <td>(Can. J. 38378)</td> <td>29</td> <td>174</td> <td>30</td> </tr> <tr> <td>M/MS</td> <td>P/S Peters, F.S.</td> <td>(Can. 209365)</td> <td>29</td> <td>174</td> <td>30</td> </tr> <tr> <td>A/S</td> <td>P/S Phillips, J.R.</td> <td>(Can. 22-1167)</td> <td>29</td> <td>174</td> <td>30</td> </tr> </tbody> </table> Bomb load: 2 x 1,000 lb. H.C. bombs. 12 clusters No. 14 Mk. 1 Incends. (100 x 4)	Pos.	Name	(Can. J. No.)	Trips	hrs.	pts.	Pilot	P/O P.H. Biddell	(Can. J. 28345)	31	164	25	W/O	G.E. Chayman	(Can. J. 37730)	29	174	30	A/B	P/S Deck, R.A.	(Can. 2170556)	29	174	30	P/S	Sgt. Streetfield, REV	(RAF-1962170)	29	174	30	W/O	P/O R.H.S. Bourne	(Can. J. 38378)	29	174	30	M/MS	P/S Peters, F.S.	(Can. 209365)	29	174	30	A/S	P/S Phillips, J.R.	(Can. 22-1167)	29	174	30	H.2
Pos.	Name	(Can. J. No.)	Trips	hrs.	pts.																																																		
Pilot	P/O P.H. Biddell	(Can. J. 28345)	31	164	25																																																		
W/O	G.E. Chayman	(Can. J. 37730)	29	174	30																																																		
A/B	P/S Deck, R.A.	(Can. 2170556)	29	174	30																																																		
P/S	Sgt. Streetfield, REV	(RAF-1962170)	29	174	30																																																		
W/O	P/O R.H.S. Bourne	(Can. J. 38378)	29	174	30																																																		
M/MS	P/S Peters, F.S.	(Can. 209365)	29	174	30																																																		
A/S	P/S Phillips, J.R.	(Can. 22-1167)	29	174	30																																																		

www.bombercommand.com

# OPERATIONS RECORD BOOK

APPENDIX C.1.

R.A.F.  
FORM 561.

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE No. 10

1945-1946: 100-1000-1000 200 100 100  
1946-1947: 100-1000-1000 100 100 100

FOR THE MONTH OF JANUARY, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
16/17-1-45	Halifax III "Q" - MZ357	Can J 14417 P/L D. T. Magee	Captain	1907	0139	MAGEEUM Attacked primary at 2149.6 hrs., from 19,500 ft., heading 104deg. true, at 155 mph. 2/10ths cloud, tops 3,000 ft. Visibility fair, a bit hazy. Overshot red T.I's by 3 seconds, as instructed by Master Bomber. Ran up on red T.I's, which became obscured by smoke. Bombed green T.I's on Master Bomber's instructions. Master Bomber was not too clear, lacked volume. Target burning merrily, smoke up to 56,000 ft. Good trip, should be successful. Tactics very good. At 1933 hrs., 18,000 ft., 5422N:0230E, an aircraft was seen on fire, which exploded and burned on the water. May have been a collision. Bomb load was the same as aircraft "B", ref. H.2.	H.3
16/17-1-45	Halifax III "Q" - MZ478	Can J 25139 P/L R.R. Kingland, DFC	Captain	1833	0119	MAGEEUM Attacked primary at 2148.3 hrs., from 18,000 ft., heading 106 deg. true at 160 mph. 4/10th. cloud, tops 4,000 ft. Visibility fair. Overshot red T.I's by 3 seconds, as instructed by Master Bomber. Red T.I's well placed. Bombing very good and well concentrated. Large explosions at 2203 hrs., after leaving. Fires set in target. Tactics good, concentration of aircraft good at target. At 1932 hrs. 5420N:0100E, at 1900 ft., a flash and explosion were seen on the water. At 1938 hrs., 18,000 ft., 5422N:0203E, an aircraft was seen on fire, which exploded and burned on the water. May have been a collision. At 2145 hrs., 19,000 ft., over the target area, a twin engine aircraft was seen spiralling down on fire and exploding on the ground. Bomb load same as aircraft "B", ref. H.2.	H.4
16/17-1-45	Halifax III "I" - PR367	Can J 8382 P/L E.S. Grasper	Captain	1845	0120	MAGEEUM Attacked primary at 2147.7 hrs., from 19,000 ft., heading 114 deg. true at 160 mph. Nil cloud, visibility good. Fires in the northern area of the town. On M.B.'s instructions, overshot red T.I's by 3 seconds. Bombed burning area. M.B. heard quite clearly. Good attack. Many fires burning. Numerous aircraft seen burning. navigation lights to 0700E. At 1933 hrs., 18,000 ft., 5422N:0230E, an aircraft was seen on fire, which exploded and burned on the water. May have been a collision. Bomb load same as aircraft "A", ref. H.1.	H.5

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
16/17-1-45	Halifax III "M" - LW993	Can J 36974 R/L A. M. MacDonald	Captain	1844	0138	MAGDEBURG. Attacked primary at 2148.4 hrs., from 18,500 ft., heading 113 deg. true at 160 mph. Red T.I's disappeared in smoke so we bombed fires visually. No cloud; visibility good. Streets, river, and ground detail could be seen in light of flares. Area burning well. Tactics very good, navigation good. M.B. not heard until bombs gone. At 2217 hrs., 16,000 ft., 3210W:0243E, an aircraft was seen on fire, and exploded on the deck. Bomb load same as aircraft "E", ref. H-2.	H-6
16-1-45	Halifax III "Q" - LW830	Can J 27054 R/O M. M. Ages	Captain	1839	2045	MAGDEBURG. Abandoned mission at 1933.5 hrs., 600 ft., 5445W:0073E, due to inability to maintain height. At 1933.5 hrs., 600 ft., 5447W:0073E, jettisoned complete bomb load, live, clear below. Hydraulics system went u/s; bomb doors came open and undercarriage came down. Bomb load same as aircraft "E", ref. H-2.	H-7
16/17-1-45	Halifax III "N" - W2482	Can J 37072 R/O J. S. Rowe	Captain	1903	0145	MAGDEBURG. Attacked primary at 2155 hrs., from 17,000 ft., heading 150 deg. true at 180 mph. No cloud; visibility good, some haze. Identified target visually by the flares and the two canals. Bombed centre of conflagration, resulting in many more fires, and much black smoke. Whole area well attacked. Flew in on three engines from point X. Difficult to attain height; arrived late over target as a result. At 1933 hrs., 18,000 ft., 5422W:0230E, an aircraft was seen on fire, which exploded and burned on the water. May have been a collision. Bomb load same as aircraft "A", ref. H-1. At 2145 hrs., 16,000 ft., 5257W:1056S, an aircraft was seen on fire, later exploding on deck.	H-8
16/17-1-45	Halifax III "P" - LW339	Can J 36547 R/O H.A.M. Sushprias	Captain	1817	0108	MAGDEBURG. Attacked primary at 2147.7 hrs., from 18,000 ft., heading 104 deg. true at 180 mph. Cloud clear, visibility good. Bombed centre of red T.I's. Illuminating flares were plentiful. Several large explosions were seen in the centre of the target area, which was blazing fiercely. The Master Bomber was very clear. An exceptionally good effort. Bomb load same as aircraft "A", ref. H-1.	H-9

www.bombercommandmuseum.com

OPERATIONS RECORD BOOK

APPENDIX G-1

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 4

1250-1111 WL 2282-1111 700 814 T.S. 700  
1250-1111 WL 2282-1111 700 814 T.S. 700

FOR THE MONTH OF January, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
14/17-1-45	Halifax III "B" - NZ303	Can J 21848 P/O L.G. Moffatt	Captain	1818	0104	MAGNUSHE Attacked primary at 2148.4 hrs., from 18,000 ft., heading 085 deg. true, at 160 mph. <del>Weather</del> No cloud, visibility good. Bombed concentration of red T.I.s on Master Bomber's instructions. Marking was plentiful, with reds predominating and more accurate. River illuminated by large fires, mostly on western side. Master Bomber fairly successful attack. At 2208 hrs., 16,000 ft., 2122N1020E, sighted a single-engine aircraft, believed to be a FW 190, about 1000 yards off the port beam, immediately after a fighter flare was dropped. Aircraft passed from view. Bomb load was the same as aircraft "B", ref. H.2.	H.10
16/17-1-45	Halifax III "S" - NZ346	Can # 25079 P/L H. J. Hogarth	Captain	1835	0143	MAGNUSHE Attacked primary at 2148 hrs., from 19,000 ft., heading 106 deg. true at 165 mph. Clear, visibility good. Bombed centre of red T.I.s. The entire area was lit by fires so bright that streets were visible, also the river. Several large explosions were noticed in the centre of the fire area, with dense clouds of black smoke rising to 6/8,000 ft. Fires could be seen 70 to 100 miles on homeward route. A good trip. At 1953 hrs., 18,000 ft., 2422N0230E, an aircraft was seen on fire which exploded and burned on the water. May have been a collision. At 2134 hrs., 20,000 ft., 2230N1022E, an aircraft was seen to break into flames in the air and crash on deck. At 2150 hrs., 18,000 ft. over the target area, an aircraft was seen exploding in the air, and burning debris scattered to earth. At 2132 hrs., 18,000 ft., 2022N1100E, an aircraft descended in flames and exploded on deck. At 2154 hrs., 16/18,000 ft., 2257N1075E, an aircraft on fire exploded on deck. At 2210 hrs., 17,000 ft., 2022N1000E, an aircraft caught fire in the air, and exploded on deck. At 2215 hrs., 16,500 ft., 2212N0951E, an aircraft was seen on fire, later exploding on deck. At 2217 hrs., 16,000 ft., 2210N0245E, aircraft on fire exploded on deck. Bomb load same as aircraft "A", ref. H.1.	H.11
16/17-1-45	Halifax III "V" - NZ285	Can J 27009 P/O I. B. Benson	Captain	1839	0146	MAGNUSHE Attacked primary at 2149.1 hrs., from 19,000 ft., heading 105 deg. true at 170 mph. Visibility very good. Over-shot red T.I.s as instructed by M/B, and bombed on fires. FFF markers appeared scattered. Whole target area was on fire, many explosions and large columns of black smoke were seen. Appeared to be a good raid all-around. At 1953 hrs., 18,000 ft., 2422N0230E, an aircraft was seen on fire, which exploded and burned on the water. May have been a collision. At 2134 hrs., 16/18,000 ft., 2257N1075E, an aircraft on fire exploded on deck. At 2215 hrs., 16,500 ft., 2212N0951E, an aircraft was seen on fire, later exploding on deck. At 2217 hrs., 16,000 ft., 2210N0245E, aircraft on fire exploded on deck. Bomb load same as aircraft "A", ref. H.1.	H.12

www.bombercommand.com

# OPERATIONS RECORD BOOK

APPENDIX C.1  
C.A.F.  
FORM 541.

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE No. 11

\*(1275-511) WL 4289-114 700 841 T.S. 700  
\*(1275-511) WL 4289-114 700 841 T.S. 700

FOR THE MONTH OF January, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
14/17-1-45	Halifax III "B" - NZ303	Can J 21848 B/O L.C. Moffatt	Captain	1818	0104	MAGDEBURG Attacked primary at 2148.4 hrs., from 18,000 ft., heading 085 deg. true, at 160 mph. <del>Weather</del> No cloud, visibility good. Bombed concentration of red T.I.s on Master Bomber's instructions. Marking was plentiful, with reds predominating and more accurate. River illuminated by large fires, mostly on western side. Master Bomber fairly high. Concentration of bombs stream good. A very successful attack. At 2238 hrs., 16,000 ft., 525N:1020E, sighted a single-engine aircraft, believed to be a FW 190, about 1000 yards off the port beam; immediately after a fighter flare was dropped. Aircraft passed from view. Bomb load was the same as aircraft "A", ref. H.2.	H.10
16/17-1-45	Halifax III "B" - NZ946	Can G 26079 B/L H. J. Hogarth	Captain	1835	0145	MAGDEBURG Attacked primary at 2148 hrs., from 19,000 ft., heading 106 deg. true at 165 mph. Clear, visibility good. Bombed centre of red T.I.s. The entire area was lit by fires so bright that streets were visible, also the river. Several large explosions were noticed in the centre of the fire area, with dense clouds of black smoke rising to 6/8,000 ft. Fires could be seen 70 to 100 miles on homeward route. A good trip. At 1933 hrs., 18,000 ft., 5422N:0230E, an aircraft was seen on fire which exploded and burned on the water. May have been a collision. At 2134 hrs., 20,000 ft., 5208N:1027E, an aircraft was seen to break into flames in the air and crash on deck. At 2130 hrs., 18,000 ft. over the target area, an aircraft was seen exploding in the air, and burning debris scattered to earth. At 2132 hrs., 18,000 ft., 5202N:1100E, an aircraft descended in flames and exploded on deck. At 2134 hrs., 16/18,000 ft., 5257N:1076E, an aircraft on fire exploded on deck. At 2210 hrs., 17,000 ft., 5207N:1000E, an aircraft caught fire in the air, and exploded on deck. At 2215 hrs., 16,500 ft., 5212N:0971E, an aircraft was seen on fire, later exploding on deck. At 2217 hrs., 16,000 ft., 5213N:0243E, aircraft on fire exploded on deck. Bomb load same as aircraft "A", ref. H.1.	H.11
16/17-1-45	Halifax III "V" - NZ285	Can J 27009 B/O I. B. Benson	Captain	1839	0146	MAGDEBURG Attacked primary at 2149.1 hrs., from 19,000 ft., heading 105 deg. true at 170 mph. Visibility very good. Overshot red T.I.s as instructed by M/B, and bombed on fires. EFF markers appeared scattered. Whole target area was on fire, many explosions and large columns of black smoke were seen. Appeared to be a good raid all-around. At 1933 hrs., 18,000 ft., 5422N:0230E, an aircraft was seen on fire, which exploded and burned on the water. May have been a collision. At 2134 hrs., 16/18,000 ft., 5257N:1076E, an aircraft on fire exploded on deck. At 2215 hrs., 16,500 ft., 5212N:0971E, an aircraft was seen on fire, later exploding on deck. At 2217 hrs., 16,000 ft., 5213N:0243E, aircraft on fire exploded on deck. Bomb load same as aircraft "A", ref. H.1.	H.12

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
16-1-45	Halifax III "X" - NR134	Gen J 14099 E/L H. W. MacDonald	Captain	1819	0141	MAGDEBURG. Attacked primary at 2148.3 hrs., from 18,700 ft., heading 112 deg. true at 180 mph. Clear, visibility very good. Overshot red f.f.a by 3 seconds. Bombed on fire as ordered by M/B. FFP markers well concentrated. Many bomb bursts in target area. Whole area on fire, and seen for 100 miles after leaving target. A good raid all around. At 2214 hrs., 16,000 ft., 2029H:0940Z, fishpond indicated an aircraft to the rear, and on the port beam. A single engine unidentified enemy aircraft was then sighted with a yellow light on the wing tip, approaching from the port quarter and astern. Our aircraft corkscrawled to port, and enemy aircraft followed through and again approached from the same position. The rear gunner fired a 3 and 8 second burst when enemy aircraft was 200 yards away from one gun, operating turret manually. The enemy aircraft reeled off, emitting two yellow bursts of flame and as it descended it burst into flames and exploded on deck where it was seen continuing to burn. Claim aircraft destroyed. At 2130 hrs., 18,000 ft. over the target area, an aircraft was seen to explode in the air, and burning debris scattered to earth. At 1931 hrs., 1,000 ft., 5429H:0347Z, an orange flash was seen in the sky at approx. 5429H:0233Z. A glowing mass fell rapidly and exploded on contact with the water. No parachutes or dinghies were seen. It is considered that none could have survived. Bomb load was the same as aircraft "A", ref. H.1.	H.13
16-1-45	Halifax III "Z" - NR272	Gen J 88425 F/O W. F. Kirk	Captain	1835	2328	MAGDEBURG. Abandoned mission at 2012 hrs., 1,000 ft., at 5429H:0403Z, due to failure of port inner engine. Oil pressure failed in port inner engine. Jettisoned full bomb load at 2030 hrs., 1,000 ft., at 5429H:0512Z, safe, clear below. Bomb load same as aircraft "B", ref. H-2.	H.14
16-1-45	Halifax III "W" - NR296	Gen J 57804 E/O R. W. Jones	Captain	1845	1945	MAGDEBURG. This aircraft failed to take off. As it neared the end of the perimeter track prior to turning into the runway the aircraft ran off the track and became bogged down in the mud and was unable to take off. Bomb load was the same as aircraft "B" ref. H-2.	H.15

www.bombercommandmuseum.com

# OPERATIONS RECORD BOOK

APPENDIX C-1

C.A.F.  
FORM 541

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE NO. 12

11751-1011 WL 4889-111 200 114 T.S. 700  
11751-1011 WL 4889-111 200 114 T.S. 700

FOR THE MONTH OF JANUARY 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
16/17-1-45	Halifax III "B" - MZ474	Can.J.36200 P/L K.O. Powell	Captain	1821	0130	<p><b>GARDENVILLE - OSNO</b> Mines were laid on aiming point <del>19. 48</del> at 21330 hrs. from 12,000 ft. heading 374 deg. true at 197 TAS. Wind was 240 deg. 126 mph. Mines were released after flying 018 deg. and 5 miles from 99550N 10403E which was identified by means of H2S. Target area was clear and visibility was good. This is believed to have been a good trip. Wind was much stronger than that briefed.</p> <p>Mine load: 1 each, D.406 96970 Q Res. Mk. IV 1,500 lb.                   E.716 28228 Q Res. Mk. IV 1,500 lb.                   E.502 24500 NI Res. Mk. IV 1,500 lb.                   E.230 33185 Q Res. Mk. IV 1,500 lb.</p>	J.1
16/17-1-45	Halifax III "C" - <del>MZ256</del>	Can.J.23102 P/L R.K. Mitchell	Captain	1822	0149	<p><b>GARDENVILLE - OS10</b> Mines were laid in position 99525N 10402E at 21310 hrs. from 12,000 ft. heading 001 deg. true at 197 TAS. Wind was 264 deg. 104 mph. Target was identified by means of H2S using a timed run of 11.9 seconds from 99525N 10412E. 2/10th broken cloud, visibility very poor. Met was very bad and the trip was a very rough one.</p> <p>Mine load: 1 each, B.230 33185 Q Res. Mk. IV 1,500 lb.                   D.406 96972 Q Res. Mk. IV 1,500 lb.                   E.716 28238 Q Res. Mk. IV 1,500 lb.                   B.230 33301 Q Res. Mk. IV 1,500 lb.</p>	J.2
16/17-1-45	Halifax III "W" - NA201	Can.J.14047 P/L R.C. Charlton	Captain	1816	0146	<p><b>GARDENVILLE - OS10</b> Mines were laid at 9950N 1041E by means of H2S at 21431.5 hrs. from 12,000 ft., heading 338 deg. true at 198 mph. Wind 263 deg. 102 mph. A timed run was made from 99522N 10592E making good a track of 331 deg. and mines were released when the 5 mile ring marker cut the datum point. Met was very badly out and winds were about 50 miles per hour stronger than those briefed. Nil cloud over the target and visibility was excellent.</p> <p>Mine load: 1 each, B.230 33302 Q Res. Mk. IV 1,500 lb.                   D.418 72975 No res. Mk. IV 1,500 lb.                   B.418 72760 No res. Mk. IV 1,500 lb.                   D.418 73402 No res. Mk. IV 1,500 lb.</p>	J.3

www.bombercommand.com



DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
26/29-1-45	Halifax III "A" - NR196	Gen. J. J. 118 W/L P. P. Robb	Captain	1898	0229	<p>STURBART (ZUPFENHAUSEN) Attacked primary at 2337 hrs. from 18,000 ft., heading 174 deg. true at 160 mph. 10/10ths cloud, tops 8,000 ft. Horizontal visibility very good. Bombed the centre of green flares with red stars. The flares were scattered and the fires also appeared scattered. Aircraft were well concentrated over the target. An Halifax was seen attacking a Lancaster aircraft on the outward journey at 4947H 0057H at 2328 hrs., 18,000 ft. Air to air fire was seen but no results. Halifax diverted to Deenethorpe because of shortage of petrol. Bomb load was 1 x 2,000 lb. H.C. bomb and 9 No. 15 clusters of I.B.'s. (138 x 4).</p>	K.1
25/29-1-45	Halifax III "G" - NR478	Gen. J. J. 139 W/L R. R. Kingsland MFI	Captain	1920	0221	<p>STURBART (ZUPFENHAUSEN) Attacked primary at 2337.5 hrs. from 18,000 ft., heading 175 deg. true at 160 mph. 10/10ths cloud, tops 7,000 ft. Bombed the centre of two red flares with yellow stars. The flares were scattered and late. The incendiaries appeared concentrated and several bomb bursts were seen in the target area. The main concentration of fires appeared to be east of the target. Bomb load was the same as aircraft "A" ref. K.1. Aircraft diverted to Deenethorpe because of shortage of petrol.</p>	K.2
25/29-1-45	Halifax III "H" - NR230	Gen. W. 111736 WOL Williams, D.R.	Captain	1919	0900	<p>STURBART (ZUPFENHAUSEN) Attacked primary at 2338 hrs. from 19,000 ft., heading 177 deg. true at 155 mph. 10/10ths cloud, tops 9,000 ft. Bombed the centre of a concentration of green flares with red stars. The incendiaries scattered covering a large area. Aircraft were well concentrated over the target area. 1 cluster of I.B.'s was hung up and jettisoned safe at 2340H 0058H at 0149 hrs. from 18,000 ft. Aircraft landed at Deenethorpe due to shortage of fuel. Bomb load was the same as aircraft "A" ref. K.1.</p>	K.3
28/29-1-45	Halifax III "J" - FR367	Gen. J. 5382 W/L K. S. Crocker	Captain	1913	0235	<p>STURBART (ZUPFENHAUSEN) Attacked primary at 2337.9 hrs. from 19,500 ft., heading 148 deg. true at 150 mph. 7/10ths cloud, tops 6/8,000 ft.. Good visibility above. Bombed the centre of green flares; bomb burst and fires. A large concentration of fires was seen right in the target area. Wet wind was not as brisk and Wagonni was scattered and late. At 4940H 0900H at 2343 hrs., 16,000 ft., a large aircraft was seen heading toward the target about 12 miles to starboard and ten miles from the target. It suddenly burst into flames, spiraled down and shortly after it disappeared into the clouds an explosion was seen on the ground. Aircraft diverted to Colerne due to shortage of petrol. Bomb load was the same as aircraft "A" ref. K.1.</p>	K.4

www.bombercommand.com

# OPERATIONS RECORD BOOK

APPENDIX C.I. U.S.A.F. FORM 561

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE No. 13

FOR THE MONTH OF January 19 45

14761-0111 WL 4022-114 704 1.5 700  
14761-0111 WL 4022-114 704 1.5 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
26/29-1-45	Halifax III "A" - W994	Gen. J. J. 4417 P/L B.F. Magee	Captain	1916	0238	STURMART (ZUPPENHAUSEN) Attacked the primary at 2336.8 hrs. from 20,000 ft. heading 175 deg. true at 155 mph. 10/10th thin cloud, tops 8,000 ft., fair visibility above. Bombed green and red Wagrami flares. The marking appeared to be quite scattered but the glow of fires and incendiaries was well grouped. There was a good stream of aircraft in and out of the target. Difficult to assess this raid because of the cloud. Aircraft diverted to Deanthorpe because of shortage of fuel. Bomb load was same as aircraft "A" ref. K.1.	K-5
26/29-1-45	Halifax III "M" - W993	Gen. J. 40208 P/O J.L. Brown	Captain	1905	0221	STURMART (ZUPPENHAUSEN) Attacked the primary at 2345 hrs. from 18,000 ft. heading 171 deg. true at 160 mph. Bombed on the glow left from sky markers which had just gone out. The concentration of bombing seemed good with large fires burning in the target area. Forced to land at Tangara owing to shortage of fuel. Bomb load was same as aircraft "A" ref. K.1.	K-6
26/29-1-45	Halifax III "H" - MZ482	Gen. J. 26131 P/O M.R. Jones	Captain	2001	0238	STURMART (ZUPPENHAUSEN) Attacked primary at 2337.9 hrs. from 18,500 ft. heading 193 deg. true at 160 mph. 10/10th cloud, tops 6,000 ft., good visibility good above. Bombed the centre of 4 Wagrami flares, red with yellow stars. Several bomb bursts were seen in the target area as well as a splendid concentration of fires seen on run up through a break in the cloud. Aircraft sustained a small flak hole in the main portrop at 2339 hrs. over the target. Out corners of course to make up for late takeoff. Diverted to Deanthorpe because of lack of petrol. Bomb load was the same as aircraft "A" ref. K.1.	K-7
26/29-1-45	Halifax III "M" - MZ256	Gen. J. 29736 P/O A.D. Cook	Captain	1936	0255	STURMART (ZUPPENHAUSEN) Attacked primary at 2338.5 hrs. from 19,000 ft. heading 180 deg. true at 165 mph. 10/10th thin cloud, tops 10,000 ft., clear above. Bombed smoke from Wagrami flares, red with yellow stars, allowing a 2 second overshoot. Sky marking was very scattered and scarce. Very concentrated fires were seen on run in to target. Out corners off course to make up for a variation between forecast and actual winds. Aircraft diverted to Deanthorpe due to shortage of petrol. Bomb load was the same as aircraft "A" ref. K.1.	K-8
26/29-1-45	Halifax III "R" - MZ303	Gen. J. 21848 P/O L.G. Moffatt	Captain	1929	0233	STURMART (ZUPPENHAUSEN) Attacked primary at 2340 hrs. from 19,500 ft. heading 177 deg. true at 155 mph. 10/10th thick cloud, tops 12,000 ft., good visibility above. Bombed red and yellow Wagrami. A large glow of fires could be seen on the clouds and scattered bomb flames were noted. Bombs up markers were slow in dropping. Aircraft were well concentrated. It was difficult to assess the value of the raid due to the cloud. Diverted to Deanthorpe due to shortage of fuel. Bomb load was the same as aircraft "A" ref. K.1.	K-9

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
28/29-1-45	Halifax III "3" - NF946	Gen. G. 1057 W/G R.L. Bolduc	Captain	1904	0229	STUART (ZUPFERHAUSEN) Attacked primary at 2340.5 hrs. from 20,000 ft., heading 140 deg. true at 170 mph. 10/10th cloud, tops 9,000 ft. Bombed concentration of incendiaries in target area. Very scattered glows seen reflected on clouds. Sky markers were seen to go down after bombing run but none visible at bombing time. Out course to save for time lost due to high winds. The concentration of aircraft over the target was very poor. Diverted to Deanthorpe because of lack of fuel. Bomb load was the same as aircraft "A" ref. K.1.	K.10
28/29-1-45	Halifax III "4" - NF860	Gen. J. 3657 B/O H.A.M. Humphries	Captain	1931	0225	STUART (ZUPFERHAUSEN) Attacked primary at 2336.1 hrs. from 18,000 ft., heading 180 deg. true at 160 mph. 10/10th cloud, tops 9,000 ft., some small scattered cloud above. Bombed centre of a concentration of red with yellow Wagonami. These were very scattered. A few scattered I.B.'s were seen taking hold. Late on target due to incorrect met winds. Bombing did not appear concentrated. An enemy aircraft was seen astern in the target area at 2336 hrs. 18,000 ft. but no action was taken. Diverted to Deanthorpe due to petrol shortage. Bomb load was the same as aircraft "A" ref. K.1.	K.11
28/29-1-45	Halifax III "4" - NZ285	Gen. J. 27009 B/L I.B. Benson	Captain	1925	0257	STUART (ZUPFERHAUSEN) Attacked primary at 2349 hrs. from 18,500 ft., heading 175 deg. true at 160 mph. 10/10th cloud, tops 8,000 ft. Bombed the reflection of red I.B.'s seen on the cloud. A large white explosion was seen at 2348 hrs. and also a large glow on the cloud. Wind forecasts were all incorrect causing lateness at target. Aircraft diverted and landed at Deanthorpe due to shortage of petrol. Bomb load was the same as aircraft "A" ref. K.1.	K.12
28/29-1-45	Halifax III "4" - NZ285	Gen. J. 37072 B/O J.B. Rowe	Captain	1914	0228	STUART (ZUPFERHAUSEN) Attacked primary at 2336.6 hrs. from 19,000 ft., heading 177 deg. true at 153 mph. 10/10th cloud, tops 12,000 ft., visibility very good above. Bombed red and yellow Wagonami. The marking appeared to be very scattered but it was hard to assess the value of the raid due to the clouds. Aircraft were well concentrated and some incendiaries were seen burning. Diverted to Deanthorpe due to lack of petrol. Bomb load was same as aircraft "A" ref. K.1.	K.13

# OPERATIONS RECORD BOOK

APPENDIX G.1

A.F. FORM 561

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE No. 14

1270-1111 WL 4220-1224 700 1/4 1.5 700  
12700-1111 WL 4220-1224 1200 1/4 1.5 700

FOR THE MONTH OF January 19 45

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
28/29-1-45	Halifax III W - 46241	Cen. J. 14047 P/M R.G. Charlton	Captain	1918	0225	<p><b>STUTTGART (ZUPPENHAUSEN)</b> Attacked primary at 2336.6 hrs. from 19,500 ft. heading 174 deg. true at 155 mph. 10/10th thin cloud tops 9,000 ft., visibility good with some scattered cloud. Bombed red and yellow Wagonai flares. There was a good concentration of aircraft and also of bomb flashes. Incendiaries would be seen burning. The green and red flares were very scattered. Met winds were much higher than briefed. Diverted to Deenthorpe because of lack of petrol. Bomb load was the same as aircraft "A" ref. K.1. While on the homeward journey at 4843H 0800Z at 2334 hrs., 19,000 ft., cannon and tracer fire were seen but no results were observed.</p>	K.14
28/29-1-45	Halifax III W - 46872	Cen. J. 38425 P/O W. Fikis	Captain	1917	0230	<p><b>STUTTGART (ZUPPENHAUSEN)</b> This sortie was abortive over the target area at 2345 hrs., 20,000 ft. 10/10th heavy cloud tops 8,000 ft., visibility good above. Owing to the adverse met winds aircraft was about 7 or 8 miles to starboard of track in as far as Karlsruhe. Proceeded from there to the target but on arrival all the flares had burned out so did not bomb because of instructions as briefed. A large glow of fires was observed. Owing to lack of petrol was not able to reach the briefed jettisoning area so jettisoned 1 x 2,000 lb bomb safe, visually at 5037H 0045Z at 0145 hrs. from 12,000 ft. The incendiaries were brought back to base. While on the homeward journey at 4903H 0715Z at 0010 hrs. 18,000 ft. an Hal09 was seen on starboard quarter above. Corrective action was taken and both gunners opened fire at 250 yds. firing 200 rounds each. The enemy aircraft broke away to port quarter down and was lost to sight. No claim is made. Diverted to Deenthorpe due to shortage of petrol.</p>	K.15  See App. G.15.

www.bombercommandmuseum.com