

OPERATIONS RECORD BOOK

APPENDIX C.16

FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 1

(1791-011) WL 2222-111 700 811 T.S. 700
(1791-011) WL 2222-111 700 811 T.S. 700

FOR THE MONTH OF February 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
1-2-45	Halifax III "B" - ME274	Gen.J.87404 W/O R.W. James	Captain	1600	2252	MAINE. Attacked primary at 1935.5 hrs. from 20,000 ft. heading 075 deg. true at 135 mph. 9/10th thick cloud, tops 4,000 ft., good visibility. Bombed to overabundant red/green Wargami by one second. Flares were plentiful and well spaced. Incendiaries seemed very scattered when seen through a cloud break. Bomb load: 1 x 2,000 lb. H.C. bomb. 12 clusters No. 14 I.B.'s. (104 x 4)	A.1
1-2-45	Halifax III "C" - ME296	Gen.J.96974 W/L A.M. MacDonald	Captain	1758	2240	MAINE. Attacked primary at 1931.6 hrs. from 19,500 ft. heading 060 deg. true at 170 IAS. 9/10th cloud, tops 4,000 ft., fair visibility. Bombed the centre of Wargami flares. There were not sufficient sky markers. The incendiaries seemed scattered but too early on attack to assess their accuracy. Bomb load was the same as aircraft "B" ref. A.1.	A.2
1-2-45	Halifax III "B" - ME318	Gen.J.93134 W/O D.E. Williams	Captain	1557	2210	MAINE. Attacked primary at 1936.2 hrs. from 19,000 ft. heading 060 deg. true at 160 mph. 10/10th med. cloud, tops 10,000 ft., visibility good above. Bombed the centre of red/green Wargami. Nothing was visible over the target except the glow of I.I.'s, through the cloud. The 2,000 lb. bomb and 2 clusters were hung up over the target and were jettisoned safe at 2158 GDSR at 2132 hrs. from 9,000 ft. Tactics were quite good and not very accurate. A good bomber stream was seen over the target. Aircraft diverted to Lavenham due to shortage of petrol. Bomb load was same as aircraft "B" ref. A.1.	A.3
1-2-45	Halifax III "B" - ME278	Gen.J.96200 W/L K.O. Powell	Captain	1756	2304	MAINE. Attacked primary at 1930.5 hrs. from 18,500 ft. heading 060 deg. true at 160 IAS. 8/10th cloud, tops 3,000 ft., good visibility above. Bombed the edge of the glow of red I.I.'s. Both bombing and marking appeared scattered. In the target area at 1933 hours, 19,500 feet an unidentified single engine enemy aircraft was sighted about 6,000 feet below heading north-west out of the target area. Bomb load was the same as aircraft "B" ref. A.1.	A.4
1-2-45	Halifax III "B" - ME290	Gen.J.15600 S/L H.V. Peterson	MCBomber Captain	1545	2303	MAINE. Attacked primary at 1932 hrs. from 18,000 ft. heading 060 deg. true at 160 mph. 10/10th low cloud, tops 3,000 ft., visibility clear above. Bombed the centre of red and green Wargami. Flares appeared to be very scattered. Some incendiaries were burning but nothing else was seen. The raid appeared to be fairly scattered. The concentration of aircraft was fair. Bomb load was the same as aircraft "B" ref. A.1.	A.5

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
1-2-45	Halifax III "B" - ME482	Cmn.J.21849 R/L H.W. Walker	Captain	1557	2249	MAINE. Attacked primary at 1933 hrs. from 16,500 ft. heading 060 deg. true at 160 mph. 8/10th broken cloud, tops 7,000 ft., good visibility above. Bombed the centre of the glow of red T.I.'s. These were well concentrated and plentiful. Wagami was very scattered. A few I.B.'s were seen burning as well as a very few fires. Bomb load was same as aircraft "B" ref. A.1.	A.6
1-2-45	Halifax III "B" - ME303	Cmn.J.21848 R/O L.C. Moffatt	Captain	1556	2233	MAINE. Attacked primary at 1933.5 hrs. from 19,000 ft. heading 057 deg. true at 175 mph. 10/10th cloud, tops 8,000 ft., good visibility above. Bombed red/green Wagami. FFF was late but well concentrated. Fires were seen to cover the whole target area and the raid appeared effective. Tactics were O.K. but the weather was bad. Bomb load was the same as aircraft "B" ref. A.1.	A.7
1-2-45	Halifax III "B" - ME346	Cmn.G.26073 R/L H.J. Hogarth	Captain	1549	2244	MAINE. Attacked primary at 1931.2 hrs. from 19,500 ft. heading 063 deg. true at 160 mph. 7/10th cloud, tops 4,000 ft., very good visibility above. Bombed the centre of red T.I.'s. Two large explosions were noted on the edge of the target area. Navigational aids were u/s causing some confusion as to the identity of the target but T.I.'s went down at briefed time. What appeared to be an aircraft on fire was seen at 1857 hrs. 18,000 ft. at 4928N 0528E. It disappeared into the cloud and a large explosion occurred shortly after at a position where it could have struck. Bomb load was the same as aircraft "B" ref. A.1.	A.8
1-2-45	Halifax III "B" - ME860	Cmn.J.27054 R/O H.M. Agos	Captain	1551	2300	MAINE. Attacked primary at 1933 hrs. from 20,000 ft. heading 056 deg. true at 170 mph. 8/10th cloud, tops 4,500 ft., horizontal visibility very good. Bombed centre of red T.I.'s. FFF was late and scattered. Many bomb bursts were seen in the target area, also one large fire. Raid appeared very effective. Aircraft were well concentrated over the target. Bomb load was the same as aircraft "B" ref. A.1.	A.9
1-2-45	Halifax III "B" - ME387	Cmn.J.27009 R/L I.B. Benson	Captain	1547	2279	MAINE. Attacked primary at 1929.2 hrs. from 19,500 ft. heading 058 deg. true at 160 mph. 10/10th cloud, tops 6,000 ft., good visibility above the cloud. Bombed the edge of glow of red T.I.'s. Marking was late. Too early on attack to assess bombing results, although it appeared to be a concentrated attack. Bomb load was the same as aircraft "B" ref. A.1. What appeared to be an aircraft on fire was seen at 4928N 0526E at 1857 hrs. 18,000 ft. The fire disappeared in to the cloud and some minutes later a large explosion was noted on the ground where the aircraft may have struck. Another smaller explosion occurred at the same position.	A.10

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX G.14
A.P. FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 2

1075-4111 WL 4489-114 704 R41 T.S. 708
1170-4111 WL 4489-114 1904 114 T.S. 708

FOR THE MONTH OF February 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
1-2-45	Halifax III "A" - ME265	Gen. J. 29736 P/O A.D. Cook	Captain	1541	2307	MAINE. Attached primary at 1945 hrs. from 19,000 ft. heading 075 deg. true at 165 mph. 10/10th thick cloud, tops 6,000 ft., good visibility above. Bombed the centre of glow reflected on the cloud. Wagrami was scattered and meagre. Bombing was also scattered. Captain 122 lbs. incendiaries from 1625 hrs. so navigated completely on D.R. Bomb load was the same as aircraft "B" ref. A.1.	A.11
1-2-45	Halifax III "A" - ME201	Gen. J. 14947 P/L R.G. Chilton	Captain	1557	2231	MAINE. Attached primary at 1930.5 hrs. from 18,500 ft. heading 060 deg. true at 160 mph. 5/10th the patchy cloud, tops 5,000 ft., good visibility above. Bombed the concentrated of red F.I.'s. Sun up on Wagrami but bombed on directly dropped F.I.'s. Marking appeared plentiful and bombing on markers was well concentrated. Met was opposite to that briefed. Bomb load was the same as aircraft "B" ref. A.1. What appeared to be an aircraft on fire was seen at 4538N 0328E at 1937 hrs. at 15,000 ft. The aircraft disappeared into the cloud and some minutes later a large explosion was noted on the ground where the fire was seen to have fallen.	A.12
1-2-45	Halifax III "X" - ME194	Gen. H. 23102 P/L R.K. Mitchell	Captain	1554	2317	MAINE. Attached primary at 1932.5 hrs. from 18,000 ft. heading 060 deg. true at 160 mph. 10/10th cloud, tops 6,000 ft., good visibility above. Bombed the near side of glow of red F.I.'s. reflected on the cloud as instructed. Red F.I.'s were well concentrated and fires were seen to be burning brightly. Out corners over England on route home because of the failure of one engine, the port inner, which was feathered after leaving the target. Bombload was same as aircraft "B" ref. A.1.	A.13
1-2-45	Halifax III "Z" - ME272	Gen. J. 38425 P/O W. Fikis	Captain	1739	2247	MAINE. Attached primary at 1930.9 hrs. from 20,000 ft. heading 060 deg. true at 170 mph. 2/10th cloud, tops 6,000 ft. Bombed a red/green Wagrami flare. Incendiaries were seen taking hold on departure from the target. Severe icing was encountered at 4,000 ft. over U.K. Bomb load was the same as aircraft "B" ref. A.1.	A.14
2/3-2-45	Halifax III "A" - ME196	Gen. J. 87404 P/O R.F. Jones	Captain	2045	0203	MAINE. Attached primary at 2323.5 hrs. from 19,500 ft. heading 065 deg. true at 160 mph. 10/10th cloud, tops 20,000 ft., poor visibility. Bombed on sea. A large red glow was seen reflected on the cloud over the area and a large explosion occurred in the target area at 2326 hrs. Set course late as had to cut corners off course to make up time. Bomb load: 10 x 200 lb. H.I. bombs. 6 x 250 lb. G.P. bombs.	B.1

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
2/3-45	Halifax III "B" - 4275	Cen. J. 3674 R/L A.M. Macdonald	Captain	2039	0209	WARR-S-1000. Attacked primary at 2313.8 hrs. from 19,500 ft. heading 090 deg. true at 160 mph. 10/10th cloud, tops 20,000 ft. Bombed on sea film. Nothing could be seen due to the cloud. Tactics were good but had to cut corners off course to make up for late take-off. Bomb load was the same as aircraft "A" ref. B.1.	B.2
2/3-45	Halifax III "B" - 4237	Cen. J. 2384 R/L L.G. MacFurt	Captain	2042	0157	WARR-S-1000. Attacked primary at 2313.5 hrs. from 19,500 ft. heading 090 deg. true at 160 mph. 10/10th cloud, tops 20,000 ft. Bombed the large reflection of fires on the cloud. Two large explosions were seen at 2314 hrs. No fire was seen at target area. Cut corners off course to make up for late take off and incorrect alt. Bomb load was same as aircraft "A" ref. B.1. At 2308 05328 at 2340 hrs. 14,000 ft. on the homeward route a large aircraft was seen on fire at about 16,000 ft. It descended and exploded on impact with the ground.	B.3
2/3-45	Halifax III "B" - 4278	Cen. J. 3620 R/L K.O. Powell	Captain	2040	0210	WARR-S-1000. Attacked primary at 2314.8 hrs. from 20,000 ft. heading 090 deg. true at 130 mph. 10/10th cloud, tops 20,000 ft. Bombed the large red glow reflected on the clouds. Many bomb bursts were seen reflected on the cloud. 1 x 500 lb. bomb was hung up and jettisoned at 2308 03008 at 0040 hrs. from 20,000 ft. Aircraft sustained slight damage when hit by flak at 2308 0643 at 2310 hrs. 20,000 ft. Cut course to make up for late take-off. Tactics were O.K. providing fuel was correct. Bomb load was the same as aircraft "A" ref. B.1.	B.4
2/3-45	Halifax III "B" - 4230	Cen. J. 16309 R/L G.S. Pope	Captain	2046	0228	WARR-S-1000. Attacked primary at 2322.4 hrs. from 18,000 ft. heading 105 deg. true at 180 mph. 10/10th cloud, tops 20,000 ft. visibility poor. Bombed near edge of glow of red fire and fires. A compact glow of fires was reflected on the cloud as well as several bomb flashes. Cut course to make up for late take off. Bombed 1,000 ft. lower than briefed owing to the effort of making up time. Bomb load was the same as aircraft "A" ref. B.1.	B.5
2/3-45	Halifax III "B" - 4267	Cen. J. 40208 R/O John Brown	Captain	2047	0241	WARR-S-1000. Attacked primary at 2326.4 hrs. from 18,500 ft. heading 090 deg. true at 155 mph. 10/10th cloud, tops 20,000 ft. visibility heavy above cloud. Bombed the centre of red glow from T.L.'s. Ran up to target on sea. Bomb flashes were very concentrated and one large white explosion was seen in the target area at 2321 hrs. 2 x 500 lb. bombs were hung up and jettisoned at 2322 05108 at 0109 hrs. from 19,500 ft. Late take off and oxygen trouble enroute interfered with the timing. Bomb load was the same as aircraft "A" ref. B.1.	B.6

OPERATIONS RECORD BOOK

APPENDIX C.16

A.F.
FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 3

11201-0111 W1 0000-1114 Form 541 T.S. 700
11200-0111 01 1000-1114 Form 541 T.S. 700

FOR THE MONTH OF February 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
2/3-45	Halifax III "M" - MZ482	Cano-J-12499 P/L D.W. Walkley	Captain	2038	0136	WARR-BEARN. Attacked the primary at 2314.8 hrs. from 19,000 ft. heading 085 deg. true at 175 mph. 10/10th heavy cloud, tops 20,000 ft., good visibility above. Bombed a slight glow on the cloud which checked with Gee. Two huge yellowish explosions were seen on the target at 2315.5 and 2316 hrs. Out corners off course to make up for lost time in late take off. Concentration of aircraft over the target was fairly good. Bomb load was the same as aircraft "A" ref. B.1.	B.7
2/3-45	Halifax III "M" - MZ946	Cano-G-26079 P/L H.J. Hogarth	Captain	1957	0132	WARR-BEARN. Attacked primary at 2315.3 hrs. from 20,000 ft. heading 083 deg. true at 175 IAS. Bombed on Gee. One group of F.L's seen to fall into cloud. A few reflections of bomb bursts could be seen on the clouds. Aircraft were well concentrated over the target. Tactics used were not good for the weather encountered. Weather was 10/10th cloud, tops 20,000 ft. with heavy visibility above. At 2316 07008 at 2327 hrs. 10,000 ft. a large aircraft was seen on fire. It spiralled to the earth and exploded on impact. No parachutes were seen. Bomb load was the same as aircraft "A" ref. B.1.	B.8
2/3-45	Halifax III "M" - MZ993	Cano-J-27054 P/O M.W. Ages	Captain	2050	0216	WARR-BEARN. Attacked primary at 2317.5 hrs. from 18,500 ft. heading 165 deg. true at 155 mph. 10/10th cloud, tops 20,000 ft., visibility very heavy. Bombed the centre of red glow on cloud. Run-up was started on Gee but it went w/s at the target. Run was altered slightly to bomb on the glow. The glow of the target could be seen for 20 miles after leaving it. At 2318 06228 at 2339 hrs. 15,000 ft. an unidentified twin engine aircraft was sighted 300 yards below and ahead crossing from starboard to port. No action was taken. Bomb load was the same as aircraft "A" ref. B.1.	B.9
2/4-45	Halifax III "A" - MZ196	Cano-J-23134 P/O D.E. Williams	Captain	1729	2340	WARR-BEARN. Attacked primary at 2101.3 hrs. from 17,500 ft. heading 060 deg. true at 160 mph. 10/10th cloud, tops 10,000 ft., visibility fair above cloud. Bombed the central red glow reflected on the cloud. Two or three fairly large white explosions were seen in the target area at 2100 hrs. Tactics were good and the bomber stream well concentrated over the target. 1 x 500 lb. bomb was hung up and jettisoned safe at 2101 07008 at 2205 hrs. from 7,000 ft. Bomb load: 8 x 500 lb. G.F. bombs. 8 x 250 lb. G.F. bombs.	G.1

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4-2-45	Halifax III "B" - ME377	Com-J.3730 W/O W.W. McSwen	Captain	1735	2328	OSWEGONIA Attacked primary at 2101.8 hrs. from 17,000 ft. heading 076 deg. true at 160 mph. 10/10ths cloud, tops 3,000 ft., clear above cloud. Bombed the centre of glow which checked with Gee. Bomb flashes were fairly concentrated and one large white explosion was seen at 2101 hrs. This appeared to be a good attack. Bomb load same as aircraft "A" ref. G.1.	G.2
4-2-45	Halifax III "C" - ME478	Com-J.3748 W/O R.F. Pike	Captain	1731	2349	OSWEGONIA Attacked primary at 2105 hrs. from 17,000 ft. heading 019 deg. true at 175 IAS. 10/10ths cloud, tops 6,10,000 ft., good visibility above. Bombed the centre of glow of red T.I.'s. Bomb flashes were fairly well together. Tactics were good. At 2126N 0420E at 2202 hrs. 12,000 ft. an aircraft was seen coded by 4 searchlights. It was followed by heavy flak and was seen to explode in the air. Bomb load was the same as aircraft "A" ref. G.1.	G.3
4-2-45	Halifax III "H" - NR230	Com-J.19500 S/L H.A. Peterson	W/O Captain	1730	2330	OSWEGONIA Attacked primary at 2101 hrs. from 18,300 ft. heading 070 deg. true at 170 mph. 10/10th cloud, tops 6,000 ft., medium visibility, haze at bombing height. Bombed on Gee fix. No assessment of results possible due to cloud. Tactics were quite good. Aircraft sustained minor damage from heavy flak over the target area at 2100 hrs. 18,300 ft. Bomb load was the same as aircraft "A" ref. G.1.	G.4
4-2-45	Halifax III "J" - FR367	Com-J.8388 W/L R.E. Creeper	Captain	1732	2330	OSWEGONIA Attacked primary at 2103 hrs. from 14,500 ft. heading 030 deg. true at 150 mph. 10/10ths cloud, tops 6,000 ft., good visibility above. Bombed the centre of dull red glow on cloud. No markers were seen so bombed the glow. Lost the use of the port inner engine at 2,300 ft. outward and had difficulty in climbing to 14,500 ft. Had to cut course to make up for time lost because of the left engine. Bomb load was the same as aircraft "A" ref. G.1.	G.5
4-2-45	Halifax III "L" - MW994	Com-J.16119 W/L R.H. Barr	Captain	1728	2348	OSWEGONIA Attacked primary at 2103 hrs. from 15,000 ft. heading 070 deg. true at 160 IAS. 9/10th cloud, tops 8/10,600 ft., good visibility above. Bombed on Gee as briefed. No T.I.'s were seen. The reflected glow from bombs appeared to be concentrated. The port inner engine became w/s 15 minutes prior to arrival at the target. 1 x 500 lb. bomb was hung up and jettisoned at 2213N 0303E at 2213 hrs. from 3,500 ft. safe. Bomb load was the same as aircraft "A" ref. G.1.	G.6

OPERATIONS RECORD BOOK

APPENDIX 4.16

C.A.F.
FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 4

17754-5511 (1) 11/1/44-11/1/44 T.S. 700
17754-5511 (1) 11/1/44-11/1/44 T.S. 700

FOR THE MONTH OF February 19 45

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4-2-45	Halifax III "A" - DF993	Cen.J.40208 E/O J.L. Brown	Captain	1738	2342	OSTERFIELD Attacked primary at 2100.1 hrs. from 18,000 ft. heading 090 deg.true at 160 mph. 10/10th cloud, tops 5,000 ft., visibility haze. Bombed the glow of red T.I. through the cloud. The markers were well concentrated and good fires were going. A large red explosion was seen at 2055 hrs. The attack seemed very effective. Bomb load was the same as aircraft "A" ref. G.I.	G.7
4-2-45	Halifax III "A" - DF946	Cen.J.29736 E/O A.B. Cook	Captain	1737	2325	OSTERFIELD Attacked primary at 2100.3 hrs. from 18,000 ft. heading 066 deg.true at 160 mph. 10/10th thick cloud, tops 5,000 ft., fair visibility above. Bombed near the edge of glow of red T.I. Several large yellow flashes occurred which are considered to have been explosions. Very hard to assess this attack but from the series of glows on the cloud it would appear that it was scattered. Tactics were quite alright. Bomb load was the same as aircraft "A" ref. G.I.	G.8
4-2-45	Halifax III "A" - ME285	Cen.J.27009 E/L I.B. Benson	Captain	1739	2345	OSTERFIELD Attacked primary at 2102.1 hrs. from 18,500 ft. heading 078 deg.true at 170 mph. 10/10th cloud, tops 5,000 ft., visibility haze above. Bombed on G.I. There was a large white glow on the cloud. Bomb flashes were scattered. Two large explosions occurred at 2106 hrs. Tactics were poor in that it was necessary to climb to bombing height too close to the target. Route was good. Bomb load was the same as aircraft "A" ref. G.I.	G.9
4-2-45	Halifax III "A" - ME285	Cen.J.37072 E/L J.B. Rowe	Captain	1733	2318	OSTERFIELD Attacked primary at 2100.5 hrs. from 19,000 ft. heading 065 deg.true at 155 mph. 10/10th cloud, tops 5,000 ft., visibility haze above. Bombed on G.I. Nothing was seen but a large whitish glow on the cloud. No assessment is possible. Tactics were good but not as poor and no markers were seen. Bomb load was the same as aircraft "A" ref. G.I.	G.10
4-2-45	Halifax III "A" - ME194	Cen.J.28425 E/O W. Fikis	Captain	1733	2318	OSTERFIELD Attacked primary at 2100.5 hrs. from 19,000 ft. heading 078 deg.true at 155 mph. 10/10th cloud, tops 12,000 ft., good visibility above. Bombed near the edge of glow of red T.I. Orange flashes; not believed bomb flashes; lit up the cloud at intervals of 5 to 10 seconds. No assessment of the raid is possible. Bomb load same as aircraft "A" ref. G.I.	G.11
4-2-45	Halifax III "A" - ME318	Cen.J.67424 E/O G.J.S. Walker HQ (424 Squadron)	Captain	1738	2333	OSTERFIELD Attacked primary at 2059.5 hrs. from 18,500 ft. heading 077 deg.true at 155 mph. 10/10th cloud, tops 4,000 ft. clear above. Bombed centre of glow of red T.I.'s reflected on cloud. Bombed too early to assess attack. A fair sized explosion was seen at 2058 hrs. Tactics were good. Bomb load was the same as aircraft "A" ref. G.I.	G.12

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4-2-45	Halifax III "B" - MZ474	Capt J. 36200 R/L K.O. Powell	Captain	1701	2221	MINER - WILKINSON Mines were laid at position 5346N 081130E at 1939 hrs. from 15,000 ft. heading 174 deg. true at 195 mph. Wind was 317 deg. 31 mph. 10/10ths cloud. tops 3,500 ft. visibility good above. Mines were released at 534624N 081034E, after flying 13.8 miles. 094 deg. from 534730N 075100E which was identified by means of H2S. Mining run was good and tactics were satisfactory. Mine load: 1 each, G.538/22 29749 Q Res. Mk. VI 1,800 lb. G.706 32029 Q Res. Mk. VI 1,800 lb. G.706 32215 Q Res. Mk. VI 1,800 lb. G.718 32940 Q Res. Mk. VI 1,800 lb.	D.1
4-2-45	Halifax III "G" - MZ276	Capt J. 36974 R/L A.M. MacDonald	Captain	1721	2236	MINER - WILKINSON Mines were laid at aiming point No. 3 at 200101 hrs. from 15,000 ft. heading 184 deg. true at 195 mph. Wind was 341 deg. 27 mph. 10/10ths cloud, tops 7,000 ft.; visibility haze. Mines were released at 534424N 080326E after flying 9.3 miles 210 deg. from the western tip of Wangeroy Island. Tactics were very good. Mine load: 1 each, G.706 31979 Q Res. Mk. VI 1,800 lb. G.706 31964 Q Res. Mk. VI 1,800 lb. G.706 32044 Q Res. Mk. VI 1,800 lb. G.508 40718 Q Res. Mk. VI 1,800 lb.	D.2
4-2-45	Halifax III "W" - MZ482	Capt J. 34999 R/L B.W. Wilkey	Captain	1708	2231	MINER - WILKINSON Mines were laid at 534348N 080413E at 201315 hrs. from 15,000 ft. heading 184 deg. true at 195 mph. Wind 318 deg. 35 mph. 10/10ths cloud at aiming height, visibility poor. Mines were released 534424N 080326E after flying 210 deg. 9.3 miles from the western tip of Wangeroy Island which was identified by H2S. Tactics were good. Mine load: 1 each, G.706 31969 Q Res. Mk. VI 1,800 lb. G.706 31969 Q Res. Mk. VI 1,800 lb. G.718 32333 Q Res. Mk. VI 1,800 lb. G.508 40718 Q Res. Mk. VI 1,800 lb.	D.3
4-2-45	Halifax III "B" - MZ139	Capt J. 34099 R/L H.W. MacDonald	Captain	1712	2232	MINER - WILKINSON Mines were laid at 534600N 081130E at 200230 hrs. from 15,000 ft. heading 174 deg. true at 195 mph. Wind 326 deg. 60 mph. 10/10ths cloud, tops 2/3,000 ft. good visibility above with some slight haze. Mines were released 15.8 miles 179 deg. from the western tip of Wangeroy Island which was identified by H2S. Tactics were good and this is believed to have been a good mining operation. Mine load: 1 each, G.706 32125 Q Res. Mk. VI 1,800 lb. G.706 32014 Q Res. Mk. VI 1,800 lb. G.718 32900 Q Res. Mk. VI 1,800 lb. G.508 40693 Q Res. Mk. VI 1,800 lb.	D.4

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX 016

R.A.F.
FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 5

11/21/44 (11) W.L. 4480-1111 700 Hal. T.S. 700
11/21/44 (11) W.L. 4480-1111 700 Hal. T.S. 700

FOR THE MONTH OF February 19 45.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
4-2-45	Halifax III "B" - ME201	Gen-J.14047 W/L E.C. Chubbton	Captain	1710	2218	MINE - WILMANSBAY Mines were laid on aiming point No. 2 at 200240 hrs. from 15,000 ft. heading 174 deg true at 1957 hrs. Wind 225 deg. 60 mph. 10/10th cloud, tops 3,6,000 ft. Visibility above was slightly hazy. Mines were released at 204600H 081094H after proceeding 13.8 miles 094 deg. from 204718H 073102H which was identified by means of H2X. Tactics were good and weather was satisfactory. Good mining run. Mine load: 1 each, G.706 31970 Q Res. Mk. VI 1,800 lb. G.308 40718 Q Res. Mk. VI 1,800 lb. G.308 40719 Q Res. Mk. VI 1,800 lb. G.308 40715 Q Res. Mk. VI 1,800 lb.	2 D, 3
4-2-45	Halifax III "A" - ME272	Gen-J.23102 W/L R.K. Mitchell	Captain	1638	2228	MINE - WILMANSBAY Mines were laid on aiming point No. 3 at 200200 hrs. from 15,000 ft. heading 124 deg true at 1947 hrs. Wind 214 deg. 75 mph. 10/10th cloud, tops 2,300 ft. haze above cloud. Mines were released at 204400H 080262H after flying 110 deg. 9.5 miles from 204718H 073102H which was identified by H2X. Bomb point and tactics were good. Mine load: 1 each, G.706 16968 Q Res. Mk. VI 1,800 lb. G.308 40747 Q Res. Mk. VI 1,800 lb. G.308 40745 Q Res. Mk. VI 1,800 lb. G.308 40666 Q Res. Mk. VI 1,800 lb.	3 D, 6
7/8-2-45	Halifax III "A" - ME196	Gen-J.37478 W/O W.P. Pike	Captain	1839	0215	SOON Abortive sortie over the target. 10/10th cloud, tops 5,000 ft., good visibility above. The target could not be identified and at 2225 hrs. the Master Bomber gave order to cease bombing so returned to base with full bomb load. Bomb load: 2 x 500 G.P. bombs.	E.1
7/8-2-45	Halifax III "B" - ME474	Gen-J.87404 W/O R.N. Janna	Captain	1907	0200	SOON Abortive sortie over the target. The Master Bomber gave the order to cease bombing at 2223.5 hours as the target could not be identified. Aircraft was landed at base with full bomb load. 10/10th cloud, tops 6,000 ft. at the target. Good visibility above clouds. Bomb load was the same as aircraft "A" ref. E.1.	E.2
7/8-2-45	Halifax III "B" - ME296	Gen-L.36974 W/L A.M. Macdonald	Captain	1857	0124	SOON Turned back at 2130H 0742H at 2224 hrs. 10,000 ft. when the Master Bomber called the raid off. All bombs were brought back to base. Bomb load was the same as aircraft "A" ref. E.1.	E.3
7/8-2-45	Halifax III "B" - ME337	Gen-J.35750 W/O W.H. Robinson	Captain	1933	0139	SOON Sortie was abortive over the target area. Turned back at 2227 hrs. 11,500 ft. without bombing as the Master Bomber was not heard. 10/10th cloud, tops 3/4,000 ft., clear above. Quite a large pink glow was seen on the cloud. All bombs were brought back. Bomb load same as aircraft "A" ref. E.1.	E.4

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
7/8-2-45	Halifax III "B" - ME218	Cen. J. 93134 E/O D.K. Williams	Captain	1836	0139	SOON Abortive sortie over the target area. The target was completely obscured by cloud and could not be identified. 10/10th cloud, tops 67,000 ft., good visibility above. Master Bomber ordered cease bombing at 2224 hrs as returned to base with full bomb load as briefed. Bomb load was the same as aircraft "A" ref. E.1.	E.5
7/8-2-45	Halifax III "B" - ME478	Cen. J. 36800 E/L K.O. Powell	Captain	1836	0142	SOON Sortie was abortive. Turned back at 2138 0528 at 2225 hrs. 10,000 when the raid was cancelled by the Master Bomber. All bombs were brought back to base. Bomb load was the same as aircraft "A" ref. E.1.	E.6
7/8-2-45	Halifax III "B" - PE367	Cen. J. 8382 E/L E.S. Creeper	Captain	1901	0133	SOON Sortie was abortive at the target and turned back at 2227 hrs. 11,000 ft. on the Master Bomber's instructions. 10/10th cloud, tops 67,000 ft. good visibility above. A few bomb flashes were reflected on the cloud. All bombs were brought back. Tactics were good although there was not enough restriction on the use of obscures of the day. One that appeared to be a collision in the air at 2100 0428 at 2227 hrs. 8,000 ft. Two burning masses fell to the ground with two resultant explosions. Bomb load was same as aircraft "A" ref. E.1.	E.7
7/8-2-45	Halifax III "B" - DF993	Cen. J. 40208 E/O J.L. Brown	Captain	1900	0219	SOON Abortive over target area. Turned back at 2224 hrs. 10,000 ft. when the raid was discontinued by the Master Bomber. All bombs were brought back. Bomb load was the same as aircraft "A" ref. E.1.	E.8
7/8-2-45	Halifax III "B" - ME482	Cen. J. 12499 E/L D.W. Holkey	Captain	1852	0131	SOON Abortive sortie over the target. Turned back at 2229 hrs. 4,500 ft. when the raid was cancelled by the Master Bomber. Visibility good below cloud base at 3,500 ft. The fire outline of houses could be seen but no fires were visible. What appeared to be yellow flames were lying on the ground. All bombs were brought back. Bomb load was the same as aircraft "A" ref. E.1.	E.9
7/8-2-45	Halifax III "B" - ME194	Cen. J. 14099 E/L H.W. MacDonald	Captain	1852	0132	SOON Abortive sortie over the target. Turned back at 2227.2 hrs. 10,500 ft. when the Master Bomber called off the raid. Tactics were satisfactory. Bomb load was brought back. At 2138 0528 at 2227 hrs. 9,000 ft. a large aircraft was seen illuminated by searchlights with heavy flak cooperating. It burst into flames and disintegrated in the air. Columns of the day were fixed but the ground firing continued. At 2100 0428 2227 hrs. 8,000 ft. there appeared to be a collision in the air. Two burning masses fell to the ground with two resultant explosions. Bomb load was the same as aircraft "A" ref. E.1.	E.10

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX C.16

A.F.
FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 6

(1476-0-11) WL 1199-111, 708 813 T.S. 708
(1700-0-11) WL 1087-111, 1304 1314 T.S. 708

FOR THE MONTH OF February 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				UP	DOWN		
7/8-2-45	Halifax III "B" - W967	Capt. J. 21848 P/L L.C. Moffatt	Captain	1855	0157	800H Abortive over the target. Turned back at 2227 hrs. 5,000 ft. when the Master Bomber called the raid off. 10/10th cloud, base 5,000 ft., visibility haze below. Bombs were all brought back. Factions were O.K. Bomb load was the same as aircraft "A" ref. E.1.	E.11
7/8-2-45	Halifax III "B" - W946	Capt. J. 16119 P/L H.M. Barr	Captain	1905	0206	800H Abandoned mission over the target area at 2226 hrs. 11,000 ft. on instructions of the Master Bomber. 10/10th cloud, tops 7,000 ft., clear above. Bomber stream was well concentrated and factions were satisfactory. At 2100H 0458 2000 hrs. 9,000 ft. a large aircraft was seen lit up by searchlights with heavy fire supporting. It burst into flames and exploded in the air. Explosions were seen as portions of the aircraft struck the ground. At 2100H 0458, 2229 hrs. 8,000 ft. there appeared to be a collision in the air. Two burning masses fell to the ground with two resultant explosions. Bomb load was same as aircraft "A" ref. E.1. and all were brought back to base.	E.12
7/8-2-45	Halifax III "B" - W230	Capt. J. 3654 P/O H.A.M. Humphries	Captain	1922	0213	800H Abandoned the mission over the target at 2227 hrs. 2,000 ft. on instructions of the Master Bomber. 10/10th cloud, base 2,000 ft., fair visibility below cloud. FFF marking seen on run up but was obscured on arrival. Six fires were seen burning. All bombs were brought back. At 2100H 0458 at 2229 hrs., 8,000 ft. there appeared to be a collision in the air. Two burning masses fell to the ground with two resultant explosions. Bomb load was the same as aircraft "A" ref. E.1.	E.13
7/8-2-45	Halifax III "B" - W2285	Capt. J. 2009 P/L I.S. Bannan	Captain	1850	0214	800H Abandoned mission over target area. 10/10th cloud, tops 8,000 ft., good visibility above. The target could not be identified and the Master Bomber cancelled the bombing at 2224 hrs. All bombs were brought back. At 2100H 0458 at 2229 hrs., 8,000 ft. there appeared to be a collision in the air. Two burning masses fell to the ground with two resultant explosions. Bomb load was the same as aircraft "A" ref. E.1.	E.14
7/8-2-45	Halifax III "B" - W2065	Capt. J. 3702 P/L J.R. Rowe	Captain	1902	0212	800H Abortive sortie over target area. 10/10th cloud, tops 7,000 ft., good visibility above. The Master Bomber ordered cease bombing at 2227.5 hrs. so returned to base with bomb load. Very accurate aim and searchlights seen on our own lines, the lights flashing different letters. At 2100H 0458 at 2229 hrs., 8,000 ft. there appeared to be a collision in the air. Two burning masses fell to the ground with two resultant explosions. Bomb load was same as aircraft "A" ref. E.1.	E.15

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
7/8-2-45	Halifax III "W" - M201	Gen. J. 29736 W/O A.D. Cook	Captain	1913	0150	<p>GOOD Abandoned mission over the target area at 2224 hrs. 11,000 ft. on instructions of Master Bomber. 10/10ths cloud tops 3,000 ft., visibility nil through the cloud. The target could not be identified. Tactics were very poor. Own searchlights ignored colours of the day. Bomb load was brought back to base. At 2120W 0542E at 2235 hrs. 9,000 ft. air to air action was seen in the bomber stream. A large aircraft burst into flames and exploded on the ground. What appeared to be red and green T.I.'s were seen bursting in the sky. No parachute was noted. At 2125W 0542E at 2243 hrs. 9,000 ft. a large aircraft was lit up by searchlights with which heavy flak was cooperating. It burst into flames and exploded in the air. Colours of the day were fired by several aircraft but the ground firing continued. At 2100W 0438E at 2259 hrs. 8,000 ft. there appeared to be a collision in the air. Two burning masses fell to the ground with two resultant explosions. Bomb load was the same as aircraft "A" ref. E.1.</p>	E.16
7/8-2-45	Halifax III "W" - M202	Gen. J. 26131 W/O R.E. Jones	Captain	1912	0218	<p>GOOD Abortive sortie over target area. Turned back at 2125W 0542E at 2224 hrs. 12,000 ft. when the raid was called off by the Master Bomber. All bombs were brought back. The Master Bomber was late and hardly audible. Tactics were satisfactory. Bomb load was the same as aircraft "A" ref. E.1.</p>	E.17
13/14-2-45	Halifax III "A" - M216	Gen. J. 5118 W/L P.F. Robb	Captain	1813	0225	<p>GOOD Attacked primary at 2208 hrs. from 18,500 ft. heading 337 deg. true at 175 mph. 10/10th thick cloud, tops 16,000 ft., visibility fair. Bombed near the edge of the glow of green T.I.'s. Nothing could be seen but the scattered glow of red and green T.I.'s. Tactics were satisfactory but the concentration of aircraft over the target was poor. Bomber aircraft was diverted to Great Ashfield due to shortage of petrol. Bomb load: 8 x 500 lb. M.G. bombs. 4 x 250 lb. S.F. bombs.</p>	F.1
13/14-2-45	Halifax III "W" - M238	Gen. J. 29134 W/O B.K. Williams	Captain	1814	0234	<p>GOOD Attacked primary at 2206 hrs. from 19,500 ft. heading 165 deg. true at 175 mph. 10/10th cloud, tops 12,000 ft., visibility fair. Bombed near the edge of the glow of green T.I.'s. Several concentrated bomb flashes were noted as well as a large red glow on the cloud. Tactics and work were generally good and as briefed. The Master Bomber was clearly heard on the Marconi and was fair on the 1196. Aircraft diverted to Great Ashfield for refueling. Bomb load was 1 x 1,600 lb. M.G. bomb. 10 x 500 lb. M.G. bombs.</p>	F.2

OPERATIONS RECORD BOOK

APPENDIX C-16

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 7

13/14-4511 13/14-4512 13/14-4513 13/14-4514 13/14-4515 13/14-4516 13/14-4517 13/14-4518 13/14-4519 13/14-4520

FOR THE MONTH OF February 19 45.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
13/14-2-45	Halifax III "B" - NZ478	Cen-J.1500 S/L H.V. Peterson W. Chisholm Captain		1812	0212	BOMBING Attacked primary at 2205 hrs. from 19,000 ft. heading 7.3 089 deg. true at 175 mph. 9/10ths cloud, tops 6/8,000 ft. good visibility above. Bombed the near edge of the largest green glow of F.I.'s on the Master Bomber's instructions. Markers were punctual and plentiful but scattered. No bombing results could be seen. A very large explosion occurred at 2209 hrs. Diverted to Great Ashfield for petrol but could have reached base without refueling. Bomb load was the same as aircraft "A" ref. F.I.	
13/14-2-45	Halifax III "B" - NZ478	Cen-J.17478 B/O M.F. Pike	Captain	1814	0210	BOMBING Attacked primary at 2207.5 hrs. from 18,300 ft., heading 088 deg. true at 175 mph. 10/10ths cloud, tops 5,000 ft., fair visibility. Bombed short of the centre of glow of green F.I.'s. Two columns of smoke and a large explosion was seen at 2211 hrs. The markers at Dresden could also be seen. Ground detail was obscured by the dense cloud over the target area. The aircraft was diverted and landed at Hamble for refuelling. Bomb load was the same as aircraft "A", ref. F.I.	F.4
13/14-2-45	Halifax III "C" - FW367	Cen-J.8382 B/L J.S. Creeper	Captain	1815	0200	BOMBING Attacked primary at 2204.5 hrs. from 18,000 ft., heading 113 deg. true at 160 IAS. 10/10ths cloud, tops 8/10,000 ft., good visibility above. Bombed the centre of green glow on cloud from F.I.'s. No spotting was seen. Ground markers were very scattered but was punctual. A few scattered bomb flashes were seen. Master Bomber was very clear. Tactics were good but attack was poor because of the scattered marking. Diverted to Great Ashfield for petrol. Bomb load was the same as aircraft "A" ref. F.I.	F.35
13/14-2-45	Halifax III "L" - W994	Cen-J.14417 B/L D.J. Magee	Captain	1810	0227	BOMBING Attacked primary at 2206.5 hrs. from 17,300 ft., heading 084 deg. true at 160 mph. 7/10ths cloud, tops 6/10,000 ft., visibility good above. Bombed the edge of green glow on cloud as ordered by the Master Bomber. FFF was very scattered and few. Tactics were O.K. Several explosions were seen on the run up. Diverted to Great Ashfield for petrol. Bomb load was same as aircraft "A" ref. F.I.	F.46

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
13/14-2-45	Halifax III "M" - 1F993	Cmn-J.40208 B/O J.L. Brown	Captain	1816	0207	BOHEM Attacked primary at 2207 hrs. from 17,000 ft. heading 060 deg. true at 160 mph. 10/10th cloud, tops 5,000 ft. Fair visibility above. Bombed near the edge of glow of green T.I. on cloud. The W/B was not clearly heard but did get instruction to bomb the green T.I. which were widely scattered. Diverted to Great Ashfield owing to shortage of petrol. Bomb load same as aircraft "A" ref. F.2.	F.87
13/14-2-45	Halifax III "M" - M2482	Cmn-J.29736 B/O A.B. Cook	Captain	1809	0216	BOHEM Attacked primary at 2207.5 hrs. from 17,500 ft. heading 170 deg. true at 160 mph. 10/10th cloud. tops 1/8,000 ft. Bombed near edge of green glow as instructed by the Master Bomber. The glow was scattered. A large orange explosion was seen at 2207 hrs. 2 x 500 lb. bombs were hung up and jettisoned alive at 2208 hrs. at 2230 hrs. from 18,000 ft. Aircraft sustained minor damage when hit by flak over the target at 2201 hrs. 18,500 ft. Diverted to Great Ashfield for petrol. Bomb load same as "B" ref. F.2.	F.87
13/14-2-45	Halifax III "M" - 1F996 (427 Sqn.)	Cmn-J.14699 B/L H.W. Macdonald	Captain	1830	0220	BOHEM Attacked primary at 2208 hrs. from 18,000 ft. heading 064 deg. true at 160 mph. 10/10th cloud, tops 4,000 ft., excellent visibility above. Bombed near edge of largest glow on Master Bomber instructions. Marking on time but very scattered. Bomb flashes widely scattered. No other results were seen. Tactics good but attack appeared to be poor. Diverted to Great Ashfield for refueling. Bomb load same as aircraft "A" ref. F.1. Bombed burst from target. aircraft was attacked by a single engine enemy aircraft. Combat manoeuvre was given and both gunners opened fire. Fighter broke away starboard up, and was not seen again. Gunners think some hits were registered, but make no claim.	F.87 C.23
13/14-2-45	Halifax III "M" - 1F967	Cmn J 21848 B/L L. G. Macfarlane	Captain	1808	0226	BOHEM Attacked primary at 2207.6 hrs. from 18,500 ft. heading 077 deg. true at 155 mph. 10/10th cloud, tops 9,000 ft., good visibility above. Bombed the edge of green glow of numbers on the cloud, as instructed by the Master Bomber. A large explosion occurred at 2208 hrs. The attack on Bomber was seen to be taking place. W/B was not concentrated, but tactics were good. Diverted to Great Ashfield for petrol. Bomb load was the same as aircraft "A" ref. F.1. Outward bound at 2050 hrs. a No 265 passed on a reciprocal course at 205 yds to port and at 19,000 ft. No action was taken. At 2208 hrs., 18,500 ft. over the target, two FW190's were seen on reciprocal course, one below at 18,500 ft., and the other at 18,000 ft. above. No action was taken and they were lost.	F.10

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX G-16

U.S. AIR FORCE
FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. **8**

(1100-011) (1100-011) (1100-011) (1100-011) (1100-011)

FOR THE MONTH OF **February**, 19**45**

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
13/14-2-45	Halifax III "T" - LV860	Com J36547 R/O H.M. Hampton	Captain	1807	0803	<p>Attached primary at 2206.8 hrs., from 19,000 ft., heading P.11 060 deg. true at 130 mph. 10/10th cloud, tops 12,000 ft., good visibility above. Bombed the edge of glow of green T.I's as Master Bomber's instructions. Several bomb flashes were observed fairly well concentrated about the T.I's ahead of us. Owing to cloud cover, assessment of the raid is difficult, but it appeared very well-timed. Tactics were good. Diverted to Great Ashfield for petrol. Bomb load same as aircraft "T", ref. P.2.</p>	
13/14-2-45	Halifax III "U" - W2285	Com J 27094 P/O E. M. Jones	Captain	1806	0817	<p>Attached primary at 2207.8 hrs., from 19,300 ft., heading P.12 055 deg. true at 130 IAS. Bombed near the edge of green glow on the Master Bomber's instructions. Marking was unusual, but very scattered. Bombing appeared fair well placed on two groups of markers. At 2214 a large royal blue explosion was seen. Although tactics were good, the raid was poor. Diverted to Great Ashfield for petrol. Bomb load was the same as aircraft "T", ref. P.2.</p>	
13/14-2-45	Halifax III "W" - W2201	Com J 16119 R/L E. M. Jones	Captain	1800	0822	<p>Attached primary at 2207.7 hrs. from 20,000 ft., heading P.13 060 deg. true at 130 mph. 10/10th cloud, tops 9/10,000 ft., good visibility above. Bombed near edge of the glow of green T.I's. Red and green T.I's were dropped all over. It appeared as if the enemy were using dummys. A large red explosion occurred at 2208.5 hrs. A large glow of fire which may have been from the Dresden area was seen. Hard to assess the raid, but it is believed not very well concentrated. Diverted to Great Ashfield for petrol. Bomb load was the same as aircraft "A", ref. P.1. At 2208 hrs., 19,500 ft. in the target area, an enemy FW190 came in from starboard to port 300 ft. below, no action was taken and the FW 190 passed from view.</p>	
13/14-2-45	Halifax III "X" - W2194	Com J 26131 R/O E. M. Jones	Captain	1804	0811	<p>Attached alternative target (Dresden) at 2220.5 hrs., P.14 from 17,000 ft., heading 127 deg. true at 160 mph. 10/10th thin cloud, tops 9/9,000 ft. Bombed centre of concentration of red and green T.I's. FFF was concentrated and well backed up. This appeared to be a good raid. H2S and Gee were u/s, so flew on D.R. and overshoot primary target, so bombed alternative. 1 x 500 lb. bomb was hung up and jettisoned safe at 2228:0228 at 0832 hrs., from 12,000 ft. Diverted to Great Ashfield for refuelling. Bomb load was the same as aircraft "T", ref. P.2.</p>	

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
14/15-2-45	Halifax III "B" - 82474	Cen J 87404 P/O E. V. Jones	Captain	1651	0124	<p>CHERWICK. Attacked primary at 2105.8 hrs. from 20,000 ft., heading 030 deg. true at 170 mph. 7/10th cloud in layers up to 15,000 ft. Bombed centre of concentration of green T.I.s. Incendiaries which were very scattered were starting to take hold. Many bomb bursts were seen in the target area. Tactics and Master Bomber were good. Over the target at 2107 hrs., 20,000 ft., an unidentified enemy aircraft was seen attacking a four-engine bomber. Air to air tracer was seen and strikes were made on the enemy before it was lost to view in the clouds. Bomb load: 1 x 2,000 lb. H.C. Bomb. 8 No. 14 Mk. I clusters I.B's.</p>	G.1.
14/15-2-45	Halifax III "B" - 82479	Cen J 85425 P/O W. Fikie	Captain	1652	0139	<p>CHERWICK. Attacked primary at 2105.3 hrs. from 18,500 ft., heading 325 deg. true at 160 IAS. 10/10 thin cloud, tops 12,000 ft., clear in lane with cloud above. Bombed the centre of 5 or 6 red T.I.s as the cloud was thin enough to identify the markers on the ground. The Master Bomber was heard ordering M/B 2 ordering him to drop markers. He was calling him by the Main Force call sign. Tactics were satisfactory, but Master Bomber was confusing. Bomb load was the same as aircraft "B", ref. G.1.</p>	G.2
14/15-2-45	Halifax III "B" - 82946	Cen C 1057 W/C E.L. Balduz	Captain	1645	0131	<p>CHERWICK. Attacked primary at 2105 hrs. from 19,500 ft., heading 055 deg. true at 170 IAS. 9/10th cloud, tops 19,500 ft., good visibility above. Bombed centre of salvo of green T.I.s on the ground. Master Bomber was heard infrequently, but his instructions were somewhat confusing in that he called to bomb sky markers which were not there, then ground markers. Could not follow tactics as briefed on return, but flew at cloud tops around 10,000 ft. as against 7,000 ft. as briefed. Bomb load was the same as aircraft "B", ref. G.1.</p>	G.3
14/15-2-45	Halifax III "B" - 82929	Cen J 86203 P/L K. G. Ford	Captain	1802	0035	<p>CHERWICK - BOMBING. Missions were laid in the similar point 16 at 210210 hrs. from 15,000 ft., 187 deg. true at 200 mph. Wind 290 deg. 60 mph. Missions were released at 210300H/190050E after flying 12.5 miles, 354 deg. from 7474 2119050E which was identified by H.M. Tactics used were satisfactory. At 2107H/1220E, at 15,000 ft., an unidentified aircraft was seen to be hit by H.M., caught fire and exploded in the clouds. It spiralled to the ground and was seen to hit. One parachute was seen at 12,000 ft. At 210805H/1220E, at 7,000 ft., 2352 hrs., H.M. bursted the cloud with H.M. above. Then a bright orange glow developed and fired through the cloud. A large explosion was seen on target. Bomb load: 3,400 5712 U H.C. Mk. IV 1,500 lbs. 6,725 5075 U H.C. Mk. IV 1,500 lbs. 3,250 2507 U H.C. Mk. IV 1,500 lbs. (7 days) 3,250 2507 U H.C. Mk. IV 1,500 lbs. (7 days)</p>	H.1.

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX G-16

A.F.
FORM 541

DETAIL OF WORK CARRIED OUT

By **No. 429 Squadron, R.C.A.F.**
FOR THE MONTH OF **February**, 19**42**

SECRET

PAGE No. **9**

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES																																			
				Up	Down																																					
14/13-2-42	Halifax III 90 - 10225	Crew J 26974 R/L A. W. MacDonald	Captain	1722	0106	<p>SARAWAK - WILLOW I Mines were laid on abeam point 15 at 2111Z hrs., from 15,000 ft., heading 136 deg. true at 200 fms. Wind 230 deg. 45 mph. 10/10th cloud, tops 11,000 ft., visibility good. Mines were released at 2405Z/211304Z on a point 345 deg. 11.2 miles from 2406Z/211304Z which was identified by HSR. Shocks were very good, except that the aircraft was very low over the Danish coast on return. At 2227Z/212208 at 2101 hrs., 15,000 ft., an unidentified a/s was seen hit by flak. It caught fire, exploded and spiralled to the ground. One parachute was seen at 12,000 ft. At 2300Z/211208 at 2028 hrs., 15,000 ft., horizontal white tracer was seen. An unidentified a/s was seen on fire and exploded on impact with the ground. At 2405Z/211304Z at 2232 hrs., 7,000 ft., four bursts of flak were seen above the starboard. A bright orange glow developed and fired through the cloud. A large explosion was seen on impact.</p> <p>Mine load: B-406 97109 U res. M: W 1,300 lb. G-726 60273 U res. M: W 1,300 lb. B-230 26022 U res. M: W 1,300 lb. (1 day) B-230 26022 U res. M: W 1,300 lb. (3 days)</p>	H-2																																			
14/13-2-42	Halifax III 90 - 10225	Crew J 14047 R/L R. G. Chastlen	Captain	1809	---	<p>SARAWAK - WILLOW I This aircraft failed to return. The members of the crew were as follows:-</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td>Pilot</td> <td>J 14047 R/L R.G. Chastlen</td> <td>17</td> <td>prev. trips, 112.23 hrs.,</td> <td>65 pts.</td> </tr> <tr> <td>Nar.</td> <td>J 27159 R/O R.A. Thomas</td> <td>26</td> <td>prev. trips, 175.23 hrs.,</td> <td>99 pts.</td> </tr> <tr> <td>A/E</td> <td>J 09943 R/O R.S. McCallum</td> <td>30</td> <td>prev. trips, 166.63 hrs.,</td> <td>107 pts.</td> </tr> <tr> <td>R/E</td> <td>20251 Sgt Fekowich, W.</td> <td>15</td> <td>prev. trips, 101.05 hrs.,</td> <td>57 pts.</td> </tr> <tr> <td>W/AB</td> <td>J 24009 R/O E.H. Hutchins</td> <td>15</td> <td>prev. trips, 101.05 hrs.,</td> <td>57 pts.</td> </tr> <tr> <td>W/AB</td> <td>226777 R/O Burns, G.J.</td> <td>15</td> <td>prev. trips, 101.05 hrs.,</td> <td>57 pts.</td> </tr> <tr> <td>A/G</td> <td>20251 R/O Hutchins, G.S.</td> <td>15</td> <td>prev. trips, 101.05 hrs.,</td> <td>57 pts.</td> </tr> </table> <p>Mine load was: B-406 97109 U res. M: W 1,300 lb. G-726 60273 U res. M: W 1,300 lb. B-230 26022 U res. M: W 1,300 lb. (3 days) B-230 26022 U res. M: W 1,300 lb. (1 day)</p>	Pilot	J 14047 R/L R.G. Chastlen	17	prev. trips, 112.23 hrs.,	65 pts.	Nar.	J 27159 R/O R.A. Thomas	26	prev. trips, 175.23 hrs.,	99 pts.	A/E	J 09943 R/O R.S. McCallum	30	prev. trips, 166.63 hrs.,	107 pts.	R/E	20251 Sgt Fekowich, W.	15	prev. trips, 101.05 hrs.,	57 pts.	W/AB	J 24009 R/O E.H. Hutchins	15	prev. trips, 101.05 hrs.,	57 pts.	W/AB	226777 R/O Burns, G.J.	15	prev. trips, 101.05 hrs.,	57 pts.	A/G	20251 R/O Hutchins, G.S.	15	prev. trips, 101.05 hrs.,	57 pts.	H-3
Pilot	J 14047 R/L R.G. Chastlen	17	prev. trips, 112.23 hrs.,	65 pts.																																						
Nar.	J 27159 R/O R.A. Thomas	26	prev. trips, 175.23 hrs.,	99 pts.																																						
A/E	J 09943 R/O R.S. McCallum	30	prev. trips, 166.63 hrs.,	107 pts.																																						
R/E	20251 Sgt Fekowich, W.	15	prev. trips, 101.05 hrs.,	57 pts.																																						
W/AB	J 24009 R/O E.H. Hutchins	15	prev. trips, 101.05 hrs.,	57 pts.																																						
W/AB	226777 R/O Burns, G.J.	15	prev. trips, 101.05 hrs.,	57 pts.																																						
A/G	20251 R/O Hutchins, G.S.	15	prev. trips, 101.05 hrs.,	57 pts.																																						
14/13-2-42	Halifax III 90 - 10227	Crew J 25108 R/L R. K. Mitchell	Captain	1720	0113	<p>SARAWAK - WILLOW I Mines were laid on abeam point 15 at 2116.3 hrs., from 15,000 ft., heading 136 deg. 205 fms. Wind 315 deg. 45 mph. 10/10th cloud to 5,000 ft. Mines were released at 2405Z/211304Z, on point 11.2 miles bearing 345 deg. true from the datum point (2) at 2406Z/211304Z which was identified by HSR. Tactics were good. At 2227Z/212208 at 2101 hrs., 15,000 ft., an unidentified a/s was seen to be hit by flak. It caught fire, exploded and was seen to hit the ground. One parachute was seen at 12,000 ft. At 2300Z/211208 at 2028 hrs., 15,000 ft., white horizontal tracer was seen. An unidentified aircraft was seen on fire, and exploded on impact.</p> <p>Mine load was: B-406 97109 U res. M: W 1,300 lb. G-726 60273 U res. M: W 1,300 lb. B-230 26022 U res. M: W 1,300 lb. (3 days) B-230 26022 U res. M: W 1,300 lb. (3 days)</p>	H-4																																			

www.bombercommandbase.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
15/16-2-45	Halifax III "B" - ME474	Gen. J. 36200 W/L K.O. Powell	Captain	1640	0004	<p>BARBICINE - 0810 Laid mines on aiming point 32 at 992430N 104220E at 2037:40 hrs. from 6,000 ft. heading 193 deg. true at 190 FAS. Wind 340 deg. 15 mph. Released mines at 9730.12N 104220E, a position 6.45 miles 005 deg. from the Southern tip of Jeloy, which was identified by H2S. Tactics were good but run in to release point was too short.</p> <p>Mine loads: B-230 26031 Q Res. Mt. W 1,500 lb. (8 days) G-226 80738 Q Res. Mt. W 1,500 lb. D-406 97116 Q Res. Mt. W 1,500 lb. D-406 97117 Q Res. Mt. W 1,500 lb.</p> <p>Landed at Charter Hall due to weather at base.</p>	J.1
15/2/45	Halifax III "C" - ME256	Gen. J. 16499 W/L H.W. MacDonald	Captain	1637	2355	<p>BARBICINE - 0810 Laid mines on aiming point 31 at 992430N 103845E at 2025:18 hrs. from 10,150 ft. heading 377 deg. true at 190 FAS. Wind 343 deg. 23 mph. 10/10th cloud, tops 4,000 ft., good visibility above. Released mines at 992400N 1038248E a point 0.94 deg. 4.2 miles from 992430N 1038308E which was identified by H2S. Tactics were satisfactory. Landed at Charter Hall due to weather at base.</p> <p>Mine loads: B-230 26051 Q Res. Mt. W 1,500 lb. (7 days) G-226 80782 Q Res. Mt. W 1,500 lb. D-406 97123 Q Res. Mt. W 1,500 lb. D-406 97122 Q Res. Mt. W 1,500 lb.</p>	J.2
15-2-45	Halifax III "B" - ME250	Gen. J. 25102 W/L F.J. Mitchell	Captain	1652	2586	<p>BARBICINE - 0810 Mines were laid on aiming point 31, 992430N 103845E at 2025:30 hrs. from 10,000 ft. heading 377 deg. true at 197 FAS. Wind 355 deg. 32 mph. 10/10th cloud, tops 27,000 ft. Released mines at a point 4.2 miles, bearing 054 deg. from 992430N 1038308E which was identified by H2S. Tactics and met forecast were good. Landed at Charter Hall because of weather at base.</p> <p>Mine loads: B-406 97105 Q Res. Mt. W 1,500 lb. B-406 97126 Q Res. Mt. W 1,500 lb. D-406 97115 Q Res. Mt. W 1,500 lb. D-406 97113 Q Res. Mt. W 1,500 lb.</p>	J.3
17-2-45	Halifax III "B" - ME196	Gen. J. 5118 W/L F.J. Robb	Captain	1130	1733	<p>WARR. Abortive sortie. Turned back at 11:27N 0620E at 1305 hrs. 17,000 ft. 10/10th cloud tops above 17,000 ft. Nil visibility. Nothing could be seen. Full bomb load was brought back to base. Bomb loads: 8 x 500 lb. G.P. bombs. 4 x 250 lb. G.P. bombs.</p>	K.1
17-2-45	Halifax III "B" - ME482	Gen. J. 93134 R/O D.M. Williams	Captain	1200	1740	<p>WARR. Abortive. Turned back over the target when the Master Bomber ordered the mission abandoned. 10/10th cloud, poor visibility. Jettisoned bomb load at 1552 hrs. at 9217N 0518E from 7,000 ft. note because of defective bombs. Bomb load was the same as aircraft "A" ref. K.1. Aircraft landed at Middleton St. George due to unfavourable weather at base.</p>	K.2

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX G.16

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 10

17-2-45 17-2-45 17-2-45 17-2-45 17-2-45 17-2-45 17-2-45 17-2-45 17-2-45 17-2-45

FOR THE MONTH OF February, 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
17-2-45	Halifax III "C" - NZ478	Can J 37478 P/O R. F. Pike	Captain	1132	1746	WESSEX Abortive. Turned back from 2127H:0618E when the Master Bomber called off the attack at 1700 hrs. All bombs were brought back. Route and tactics were O.K., but mist was off. Bomb load was the same as aircraft "A", ref. K.1. Landed at Middleton St. George because of poor visibility at base.	K. 3
17-2-45	Halifax III "J" - PR367	Can J 37947 P/O L. H. Morrison	Captain	1132	1732	WESSEX Abortive. Turned back over the target area when the Master Bomber ordered the aircraft to abandon the mission. 10/10th cloud, tops 17,000 ft., good visibility above the clouds. Bomb load was brought back. Aircraft landed at Middleton St. George due to mist visibility at base. Bomb load was the same as aircraft "A", ref. K.1.	K. 4
17-2-45	Halifax III "L" - LV934	Can J 14417 P/L D. T. Magee	Captain	1127	1729	WESSEX Abandoned the mission over the target at 1509 hrs., 16,000 ft., on the Master Bomber's orders. 10/10th cloud, tops 17,000 ft., visibility very poor. 4 x 250 lb. G.P. bombs were jettisoned safe at 1601 hrs. from 17,000 ft. at 2127H:0318E, because of the unsafe condition of the bombs. The remainder of the load was brought back. Bomb load was the same as aircraft "A", ref. K.1.	K. 5
17-2-45	Halifax III "M" - LV933	Can J 35730 P/W W. M. McGowan	Captain	1141	1736	WESSEX Abortive. The Master Bomber called the attack off at 1502 hrs., so turned back at 2134H:0630E. Jettisoned safe 1 x 500 lb. bomb at 2129W:0323E at 1547 hrs. from 9,000 ft. 5-10/10th cloud, poor visibility. Landed at Middleton St. George (with remainder of bombs) because of poor weather at base. Bomb load same as aircraft "A", ref. K.1.	K. 6
17-2-45	Halifax III "R" - LV939	Can J 27094 P/O H. W. Agos	Captain	1143	1727	WESSEX Abortive. Was instructed to abandon the mission and return with bomb load by the Master Bomber. Turned back over the target. 10/10th cloud, tops 17,000 ft., nil visibility. Landed at Middleton St. George due to weather at base. Bomb load was the same as aircraft "A", ref. K.1.	K. 7
17-2-45	Halifax III "R" - LV967	Can J 21848 P/L L. G. MacFlett	Captain	1134	1803	WESSEX Abortive. Mission abandoned at 1501 hrs., over the target on orders from the Master Bomber. 10/10th cloud, tops 19,000 ft., poor visibility. 1 x 500 lb. L.D. bomb was jettisoned safe at 1752 hrs., at 2211H:0313E from 9,000 ft. Landed at Middleton St. George due to weather at base. Bomb load was the same as aircraft "A", ref. K.1.	K. 8
17-2-45	Halifax III "S" - NR946	Can G 1057 W/O R. L. Boldue	Captain	1125	1731	WESSEX Abortive. Received instructions from the Master Bomber K. 9 at 1502 hrs. to abandon mission over the target. Whole bomb load was brought back. Aircraft landed at Middleton St. George due to poor visibility at base. Bomb load was: 8 x 500 lb. H.G. bombs. 2 x 250 lb. G.P. bombs.	K. 9

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
17-2-45	Halifax III "A" - 17960	Cen J 36547 R/O H.A.M. Humphries	Captain	1138	1733	MISSION Abortive. The heavy cloud caused mission to be abandoned. The Master Bomber gave orders to abandon mission at 1301 hrs., over the target. 10/10th cloud, tops 18,000 ft., good visibility above cloud. Jettisoned 1 x 500 lb. L.D. bomb safe at 1357-9 hrs. from 14,000 ft. at 521700N103328E as ordered. Remainder of bombs brought back. Landed at Middleton St. George because of poor visibility over base. Bomb load was same as aircraft "A", ref. K.1.	K.10
17-2-45	Halifax III "W" - 18205	Cen J 8172 R/L E.L.N. Warrington	Captain	1146	1739	MISSION Abortive. Mission abandoned on Master Bomber's orders at 1305 hrs., over the target area. Bomb load was brought back. Landed at Middleton St. George because of weather at base. Bomb load was the same as aircraft "A", ref. K.1.	K.11
17-2-45	Halifax III "C" - 18194	Cen J 26131 R/W E. E. Jones	Captain	1134	1742	MISSION Abortive. Mission abandoned on Master Bomber's orders at 1301 hrs., over the target. The bomb load was brought back. Aircraft diverted to Middleton St. George due to weather at base. Bomb load was the same as aircraft "C", ref. K.9.	
17-2-45	Halifax III "Z" - 18232	Cen J 88429 R/O W. Fiske	Captain	1136	1745	MISSION Abortive. Received orders to abandon mission on arrival K.13 in the target area. 10/10th cloud, tops 17/19,000 ft. Jettisoned 1 x 500 lb. L.D. bomb, safe, at 1359 hrs. at 0904E 3222N from 9,000 ft. Remainder of load brought back. Bomb load same as aircraft "A", ref. K.11. Landed at Middleton St. George due to poor visibility at base.	
18-2-45	Halifax III "Q" - 18236	Cen J 3118 R/L F. F. Webb	Captain	1393	2206	GARDINGEN - BOMBERSHAVER Mines were laid on aiming point No. 20, 572300N10366E at 190108 hrs. from 10,000 ft., heading 180 deg. true at 202 TAS. Wind 316 deg. 21 mph. Mines were released at 572300N103550E, a point 186 deg., 22.1 miles from 57440N103950E, which was identified by HES. 10/10th cloud above 10,000 ft. Tactics were good. Mine load: 2x410 32489 U Ess. Mk. VI 1,800 lb. G.308 40207 U Ess. Mk. VI 1,800 lb. (6 hrs.) G.706 32048 U Ess. Mk. VI 1,800 lb. (4 hrs.) G.718 32366 U Ess. Mk. VI 1,800 lb. (5 hrs.)	L. 1
18-2-45	Halifax III "A" - 18994	Cen J 14417 R/L Hague, D. T.	Captain	1545	2203	GARDINGEN - BOMBERSHAVER Laid mines on aiming point No. 20 L: 2 at 193054 hrs. from 10,000 ft., heading 180 deg. at 202 TAS. Wind 272 deg., 18 mph. 10/10th cloud, nil visibility in cloud. Mines were released at 572300N103550E, a point 186 deg. 22.1 miles from aiming point 57440N103950E which was identified by HES. Tactics were satisfactory. Mine load: 2x410 32489 U Ess. Mk. VI 1,800 lb. G.308 40207 U Ess. Mk. VI 1,800 lb. (6 hrs.) G.706 32048 U Ess. Mk. VI 1,800 lb. (4 hrs.) G.718 32366 U Ess. Mk. VI 1,800 lb. (5 hrs.)	

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX C.16

A.F.
FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 11

10765-0111 W.L. 1000-1000 700 700
10765-0111 W.L. 1000-1000 1000 1000

FOR THE MONTH OF February 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
20/21-2-45	Halifax III "B" - MK26 32777	Gen J. 40208 R/O J.L. Brown	Captain	2201	0451	MISSION Attacked primary at 0145.4 hrs. from 14,000 ft. heading 295 deg. true at 150 IAS. 10/10th cloud, tops 34,000 ft., good visibility above clouds. Bombed centre of glow of red T.I.'s. The marking was concentrated and sufficient and bombing was well concentrated around markers. Black smoke was seen rising through the clouds. Tactics were satisfactory. Bomb load: 8 x 500 lb. G.P. bombs. 4 x 250 lb. G.P. bombs.	M.1
20/21-2-45	Halifax III "A" - MK196	Gen J. 3118 R/L F.F. Robb	Captain	2155	0444	MISSION Attacked primary at 0142.9 hrs. from 15,000 ft. heading 295 deg. true at 150 IAS. 10/10th cloud, thin, tops 3,000 ft., excellent visibility above clouds. Bombed centre of glow of red T.I.'s. Marking was sufficient and concentrated. Excellent concentration over target. Tactics were good. At 0148 0610H, 0155 hrs. 15,000 ft. tracer was seen and an unidentified aircraft exploded and fell to the ground in three parts. At 0102H 0740H, 0135 hrs. 15,000 ft. air to air tracer was seen 2 to 3 miles ahead. Then an unidentified aircraft burst into flames, broke in mid-air and crashed to the ground. Bomb load was the same as aircraft "B" ref M.1.	M.2
20/21-2-45	Halifax III "C" - MK26	Gen J. 36974 R/L A.M. MacDonald	Captain	2155	0453	MISSION Attacked primary at 0141.8 hrs. from 16,000 ft. heading 299 deg. true at 150 IAS. 10/10th cloud, tops 34,000 ft., good visibility above. Bombed near edge of red glow on cloud reflected from red T.I.'s. A large explosion seen at 0142 hrs. in the target area. Impossible to assess bombing results. Tactics were good. At 0102H 0740H, 0135 hrs. 15,000 ft. air to air tracer was seen 2 to 3 miles ahead. An unidentified aircraft burst into flames, broke in mid-air and crashed to the ground. At 0102H 0912H at 0052 hrs. 16,000 ft. an unidentified aircraft was seen 3 miles off port quarter, to burst into flames. It maintained height for a short time then spiralled down and exploded on the ground. Bomb load was the same as aircraft "B" ref M.1.	M.3
20/21-2-45	Halifax III "B" - MK318	Gen J. 35730 R/O W.W. McQueen	Captain	2200	0441	MISSION Attacked primary at 0144 hrs. from 14,500 ft. heading 278 deg. true at 150 IAS. 10/10th cloud, 3/4,000 ft. Bombed centre of concentration of red glow of red T.I.'s. The markers were well concentrated and bomb bursts were seen in the target area. Tactics were very good and many colours of the day were seen fired near English coast. Bomb load was same as aircraft "B" ref. M.1. At 0102H 0640H, 0146 hrs. 14,500 ft. an unidentified single engine aircraft came in from port quarter. It passed in front, banked and disappeared to starboard. No action was taken. At 0102H 0707H, 0141 hrs. 14,500 ft. an unidentified single engine aircraft came in from port quarter level. The MI/MS fired 50 rounds at 250 yds. and the enemy aircraft broke off the engagement. No claim is made.	M.4 G.30
						At 0102H 0720H, 0137 hrs. 14,500 ft. an enemy Me109 was seen coming in from port quarter level, 200 yds. away. It passed to rear and the rear gunner opened fire with 200 rounds at 150 yds. Stripes were seen on the nose and fuselage. The Me109 followed the Halifax down as it coasted down. The MI/MS opened fire with 100 rounds when the Me109 was 200 yds. away and stripes were seen on the fuselage. The enemy aircraft was then lost. No claim is made.	See App. G.31

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
20/21-2-45	Halifax III "B" - W2470	Capt. R. 129904 W02 Wald, E.L.	Captain	2156	0714	MONSIEUR Attacked primary at 0147.6 hrs. from 15,000 ft. heading 290 deg true at 175 mph. 10/10th cloud, tops 45,000 ft., visibility good above cloud. Bombed centre of main side of glow of red F.I.'s. The marking was concentrated and a large white explosion was seen at 0147 hours. Bomb load was the same as aircraft "B" ref. M.I.	M.5
20/21-2-45	Halifax III "B" - W2230	Capt. J. 16903 W/L G.S. Pope	Captain	2203	0438	MONSIEUR Attacked primary at 0142.5 hrs. from 16,000 ft. heading 292 deg true at 165 mph. 10/10th cloud, tops 39,000 ft., good visibility above. Bombed near edge of glow of F.I.'s on the cloud. The target was completely obscured by cloud but the red glow was complete. Bombing appeared well centred on the glow. A terrific explosion occurred at 0142 hrs. Tactics were good. At 0128 0740H, 0133 hrs. 15,000 ft. air to air tracer was seen 2 to 3 miles port quarter ahead. An unidentified aircraft burst into flames, broke in mid-air and crashed to the ground. Bomb load was same as aircraft "B" ref. M.I.	M.6
20/21-2-45	Halifax III "B" - W2967	Capt. J. 37947 W/O L.H. Morrison	Captain	2204	0434	MONSIEUR Attacked primary at 0144 hrs. from 15,500 ft. heading 290 deg true at 175 mph. 10/10th cloud, tops 4,000 ft., excellent visibility above. Bombed centre of red glow from F.I.'s. Marking was satisfactory and concentrated. Tactics were satisfactory but bombing speed was too slow to take any evasive action. At 0048 0750H at 0056 hrs. 15,500 ft. See App. C.32 a 5/E enemy aircraft was sighted flying on reciprocal 600 yds to port beam down. It climbed, circled and came in from port quarter level. Halifax circled to port. The ME/MS fired a short burst while the rear gunner fired three bursts. The enemy aircraft broke off and was lost. NO claim in sight. Bomb load was the same as aircraft "B" ref. M.I.	M.7
20/21-2-45	Halifax III "B" - W2994	Capt. J. 26131 W/O R.E. Jones	Captain	2157	0157	MONSIEUR Abandoned mission and turned back at 0028 0420H 0048 hrs., 8,000 ft. due to impossibility of carrying on to the target with 3 engines against adverse winds. At 5030H 0000H, 2335 hrs. the port outer engine became unserviceable and was feathered. It was impossible to catch up with the bomber stream so turned back. Jettisoned bomb load safe at 0136.5 hrs. from 4,000 ft. at 0109 0155H. Clear below. Landed at Hamilton on return. Bomb load was the same as aircraft "B" ref. M.I.	M.8

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX C.16

A.F.
FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 12

(1970-8511) WL 6889-1114 700 1/4 TA 700
(1970-8511) WL 6889-1114 1204 1/4 TA 700

FOR THE MONTH OF February 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
20/21-2-43	Halifax III "B" - 1W370	Cen.J.27054 P/O H.M. Agos	Captain	2138	0433	MISSION Attacked primary at 0146 hrs. from 84,500 ft. heading M.9 303 deg true at 160 IAS. 10/10th light cloud, tops 3,000 ft. Bombd centre of concentration of red fl's. A large yellow explosion was seen at 0143.30 hrs. as well as bomb bursts in the target area. Aircraft were well concentrated over the target. Tactics good. Bomb load was same as aircraft "B" ref. M.I.	
20/21-2-43	Halifax III "B" - 1W967	Cen.J.21846 P/L L.G. Moffatt	Captain	2138	0443	MISSION Attacked primary at 0143.5 hrs. from 14,000 ft. heading 289 deg true at 160 IAS. 10/10th cloud, tops 3,000 ft., clear above. Bombd near edge of glow of red fl's. Marksmen were plentiful and concentrated. Yellowish explosions were seen at 0143 and 0143 hrs. Tactics were good as was the concentration of aircraft. At 0143 06-48, 14,500 ft. 0150 hrs. an aircraft was seen spiralling down in flames to the rear. It exploded at 4,000 ft. and fell to the ground. Two parachutes were seen to open up while the aircraft was on fire and before the explosion. Bomb load was the same as aircraft "B" ref. M.I.	M.10
20/21-2-43	Halifax III "B" - 1W946	Cen.J.28942 P/O W. Fitis	Captain	2202	0430	MISSION Attacked primary at 0142.5 hrs. from 14,000 ft. heading 290 deg true at 173 mph. 10/10th med. cloud, tops 3,000 ft. good visibility above. Bombd concentrated fl's. There were some small bursts in the cloud. Three big explosions were seen on bombing run. Bomb sight was 1/2 sec past on brief sighting angle and 7 degrees port drift. Bomb load was the same as aircraft "B" ref. M.I.	M.11
20/21-2-43	Halifax III "B" - 1W860	Cen.J.36547 P/O H.A.M. Rumphries	Captain	2148	0438	MISSION Attacked primary at 0146 hrs. from 15,500 ft. heading M.12 283 deg true at 173 IAS. 10/10th cloud, tops 3,000 ft. good visibility above cloud. Bombd centre of glow of red fl's on this cloud. Marking was concentrated and sufficient. 3 large orange explosions were seen at 0142.5 hrs. and more at 0143 hrs. At 0148 06-48 0150 hrs., 14,500 ft. as aircraft was seen spiralling down in flames. It exploded at 7,000 ft. and fell to the ground. Two parachutes were seen to open prior to the explosion, while the aircraft was on fire. Bomb load was the same as aircraft "B" ref. M.I.	M.12
20/21-2-43	Halifax III "B" - 1W201	Cen.J.2872 P/L E.L. Harrington	Captain	2137	0435	MISSION Attacked primary at 0144.5 hrs. from 15,000 ft. heading M.13 282 deg true. 10/10th cloud, tops 4,000 ft., good visibility above cloud. Bombd centre of red glow was reflected on cloud. Fl's were well concentrated and the bombing appeared well timed as there were 4 explosions seen on bombing run. What appeared to be a rocket projectile was seen following about 150 yds astern at 0148 0630H 0151 hrs., 15,000 ft. Reactive action was taken and the projectile disappeared. Bomb load was the same as aircraft "B" ref. M.I.	

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
20/21-2-45	Halifax III "A" - ME272	Gen.J.23102 P/L R.K. Mitchell	Captain	2139	0440	<p>WORMS Attached primary at 0144 hrs. from 14,700 ft. heading N.14 284 deg true at 175 kts. 18/10th cloud, tops 5,000 ft., good visibility above. Bombed near side of glass of red T.I.'s. Markers were well concentrated and flashes indicate that the bombing was well placed. Explosion seen at 0146 hours. Consider that fighter escort should have been provided in view of the brilliant moon and low clouds. Many aircraft were seen firing colours to the sky at English coast on route home. Bomb load was the same as aircraft "A" ref. N.I.</p>	N.14
21-2-45	Halifax III "A" - ME196	Gen.J.3118 P/L P.F. Robb	Captain	1628	2345	<p>WORMS Attached primary at 2039.5 hrs. from 17,000 ft. heading N.1 055 deg true at 160 IAS. Clear, good visibility. Bombed centre of a concentration of fires. This appeared to be a very successful attack. The target was clearly marked and the bombing well concentrated. EFP were 2.5 minutes late. Bomb load: 1 x 2,000 lb. H.G. bomb; 8 clusters No. 15 I.L.'s.</p>	N.1
21-2-45	Halifax III "B" - ME474	Gen.J.37404 P/O R.V. James	Captain	1642	2338	<p>WORMS Attached primary at 2038.3 hrs. from 17,300 ft. heading N.2 090 deg true at 170 IAS. Clear of cloud, good visibility. Bombed centre of a concentration of green T.I.'s. The target was clearly marked and bombing was well concentrated. Many fires were burning well. Aircraft were very congested over the target. Bomb load same as aircraft "A" ref. N.I.</p>	N.2
21-2-45	Halifax III "B" - ME296	Gen.J.37478 P/O R.P. Price	Captain	1625	2358	<p>WORMS Attached primary at 2040.5 hrs. from 18,000 ft. heading N.3 040 deg true at 155 IAS. Hill cloud, slight ground haze, very good visibility above. Bombed red T.I.'s. These were sufficient and well concentrated although 15 minutes late. The target was burning over a two mile square area and visible for 60 miles away. Aircraft were well concentrated over the target. Bomb load was the same as aircraft "A" ref. N.I.</p>	N.3
21-2-45	Halifax III "B" - ME357	Gen.J.35730 P/O W.W. McSweeney	Captain	1646	2358	<p>WORMS Attached primary at 2038.30 hrs. from 18,300 ft. heading N.4 051 deg true at 165 IAS. Clear visibility. Bombed the centre of a concentration of green T.I.'s. The EFP concentration was good but red markers were 3 minutes late. Flashes were very good and if the markers were accurate this should be a very good attack. Bomb load same as aircraft "A" ref. N.I.</p>	N.4
21-2-45 22-2-45	Halifax III "B" - ME318	Gen.J.37947 P/O L.H. Morrison	Captain	1648	0004	<p>WORMS Attached primary at 2043 hrs. from 19,000 ft. heading N.5 045 deg true at 157 IAS. Clear, smoky. Bombed centre of green T.I.'s. Target was clearly marked and bombing was good. Numerous fires developed rapidly. At 2050N 0630E, 2107 hrs. an unidentified enemy aircraft came into 300 yds from port quarter up. Halifax corkscrew and both gunners fired 150 rounds each. The enemy aircraft broke away. No claim. Bomb load was the same as aircraft "A" ref. N.I.</p>	N.5 C-34

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX C-16

A.F. Form 541

DETAIL OF WORK CARRIED OUT

By No. 429 Squadron, R.C.A.F.
FOR THE MONTH OF February, 1945.

SECRET

Page No. 13

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
21-2-45	Halifax III "B" - 42478	Gen J 36200 B/L K. O. Powell	Captain	1636	2339	WINGS Attacked primary at 2039 hrs. from 18,500 ft., heading N.6 049 deg. true at 175 mph. Nil cloud, visibility good. Bombed the centre of concentration of green and red T.I.s. Marking was well concentrated and sufficient. Bombing was also very concentrated, and many fires were started. Two large explosions were seen at 2036 hrs. and 2037 hrs. At 2043 hrs., 15,500 ft., at 4921N:0620E on port quarter down, an aircraft was seen starting to burn, then crashed to earth with green T.I.s spreading over a large area. Bomb load was the same as aircraft "A", ref. N.I.	
21/22-2-45	Halifax III "H" - 42230	Gen J 16309 B/L G. S. Pope	Captain	1640	0006	WINGS Attacked primary at 2038 hrs. from 18,000 ft., heading N.7 049 deg. true at 170 IAS. Slight haze, good visibility. Bombed centre of concentration of red T.I.s. FIRE were well concentrated. Markers were plentiful and many bomb bursts were seen around them. This appeared to be a very good attack. The river Rhine could be seen. At 2038 hrs., 18,000 ft., over the target the rear gunner reported 3 enemy aircraft aloft in from 2000m App. at 900 yds. One was identified as a FW190 when it opened fire at 600 yds. The rear gunner opened fire immediately, and at 450 yds. Halifax overcrossed. Strikes were seen on the FW190 also a burst of flame. The MW/MS joined in and more strikes were seen. The enemy pilot baled out and his aircraft exploded in the air. The FW190 is claimed as destroyed. At 4940N:0700E, 2042 hrs., 15,000 ft., an unidentified aircraft about 20 miles out of target was seen to explode in the air and crash to the ground. Bomb load same as aircraft "A", ref. N.I.	See C-5
21/22-2-45	Halifax III "B" - 42993	Gen R129904 W/2 Wald, K. L.	Captain	1638	0003	WINGS Attacked primary at 2039.5 hrs. from 17,500 ft., heading N.8 055 deg. true at 160 IAS. Nil cloud, good visibility but some haze. Bombed centre of concentration of red T.I.s. Markers were well concentrated but bombs appeared to be short of markers in some cases. At 2038 hrs., 17,500 ft., in the target area a Halib was sighted crossing from starboard to port at 9,000 ft. At 4938N:0610E, 2007 hrs., 17,500 ft., an outward trail of smoke with sparks was seen descending to ground about 3 miles to starboard. A large explosion was seen at ground level.	
21/22-2-45	Halifax III "B" - 42367	Gen J 14417 B/L D. F. Magon	Captain	1644	0002	WINGS Attacked primary at 2038.4 hrs. from 17,000 ft., heading N.9 065 deg. true at 160 IAS. Clear, good visibility. Bombed to overshoot green T.I.s by 1/2 second. FIRE were late but marking was good. Numerous fires were developing and the attack appeared successful. In the target area, at 2040 hrs., 16,500 ft., air to air tracer was seen. Then an unidentified aircraft burst into flames and fell to earth. Bomb load was the same as aircraft "A", ref. N.I.	

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
21/22-2-45	Halifax III *# - LW139	Can J 4118 W/O E. M. Scott	Captain	1630	0001	WINGS Attacked primary at 2039 hrs., from 17,500 ft., heading N.10 047 deg. true at 170 KAS. Nil cloud, clear visibility. Bombed centre of concentration of red T.I.s. The markers were accurate and well concentrated. The bombing was accurately placed on the T.I.s. A large yellow explosion was seen in the target area at 2039 hrs. Adverse winds made the timing difficult. At 4928H; 0630H, 2039 hrs., 10,500 ft., an unidentified twin engine aircraft came in from starboard quarter above and opened fire at 500 yds. Halifax outmaneuvered to port and the W/O fired a burst, but no claim is made. Bomb load same as aircraft "A", ref. Nil.	See App C-36
21-2-45	Halifax III *# - LW967	Can J 8172 W/L E.L.S. Harrington	Captain	1630	2348	WINGS Attacked primary at 2037.30 hrs. from 18,000 ft., heading N.11 055 deg. true at 175 KAS. Clear of cloud, visibility unlimited. Bombed centre of red T.I.s. There were well concentrated with many bomb bursts around them. Tactics very good and the attack also appeared to be very good. At 4948H:0800H, 2040 hrs., 16,000 ft., a large aircraft, about 10 miles E.S.E. was seen to burst into flames, explode in three pieces and fall to the ground. Bomb load was the same as aircraft "A", ref. Nil.	
21-2-45	Halifax III *# - W946	Can C 1057 W/O E.L. Bolduc	Captain	1634	2328	WINGS Attacked primary at 2032.5 hrs., from 18,500 ft., heading N.12 044 deg. true at 175 KAS. Nil cloud, good visibility with slight ground haze. Bombed centre of compact concentration of red T.I.s. Marking was plentiful and accurate and the bombing was well centred on the markers, in a built up area. A big explosion was seen at 2033 hrs. Aircraft were met at tactics point E at 2145 hrs. coming directly against our stream. Had it not been for bright moonlight, many collisions could have occurred. All these offending aircraft were burning navigation lights. Bomb load was the same as aircraft "A", ref. Nil.	
21-2-45	Halifax III *# - W960	Can J 35547 W/O H.A.M. Humphries	Captain	1643	2333	WINGS Attacked primary at 2034 hrs., from 19,000 ft., heading N.13 045 deg. true at 175 KAS. Nil cloud, slight ground haze but clear above. Bombed the centre of red T.I.s. The marking was 3 minutes late but was concentrated and plentiful and the bombing was accurately placed on them. Many fires were seen in the aiming point. A very good attack with a good concentration of aircraft over the target. At 4948H:0800H, 2040 hrs., 16,000 ft., a large aircraft about 10 miles E.S.E. was seen to burst into flames, explode in three pieces and fall to the ground. Bomb load was the same as aircraft "A", ref. Nil.	

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX 0.16

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 14

17251-42111 W.L. 11229-1124 700 1141 T.A. 700
17251-42111 W.L. 11229-1124 1200 1141 T.A. 700

FOR THE MONTH OF February 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
21-2-45	Halifax III "W" - N4801	Capt J 27009 W/L I.B. Benson	Captain	1633	2343	WORMS. Attacked primary at 2031.8 hrs. from 18,500 ft. heading 040 deg. true at 180 IAS. Nil clouds, very good visibility. Bombed centre of red F.I.'s. Marking was 3 minutes late and concentrated and sufficient. Early on attack but bombing immediately concentrated about the markers. Fired upon by I.A.Z. at 4978 0618 at 2057 hrs. from 1,500 ft. The engagement lasted 2 1/2 to 3 minutes. I.A.Z. was turned on immediately and 40 degrees alteration in course made. Colours of the day not fitted. A/C was not damaged. Bomb load was the same as aircraft "A" ref. N.1.	N.14
21-2-45	Halifax III "Z" - M2372	Capt J 23102 W/L R.K. Mitchell	Captain	1639	2326	WORMS. Attacked primary at 2031.30 hrs. from 18,000 ft. heading 030 deg. true at 175 IAS. Slight haze. Bombed the centre of red F.I.'s which were well concentrated. Heavy bomb bursts were seen around the markers. A large explosion occurred at 2050 hrs. Positions were very good except for route home coast, many with their navigation lights on. At 2056 hrs. 18,000 ft. in the target area, a 4 engine aircraft was seen to break into flames and glide to earth landing 1 1/2 miles north of the target and exploding. Heavy flak was very active at the time. At 2058 hrs. 18,000 ft. in the target area an unidentified aircraft was seen come and fired on by heavy flak. It burst into flames, dived to the ground and exploded. At 2041 hrs. 18,500 ft. in the target area, a 4 engine aircraft was seen hit by flak. The starboard wing burst into flame and the aircraft went into a spin, making and flaming, and crashed to the earth. Bomb load was the same as aircraft "A" ref. N.1.	N.15
23-2-45	Halifax III "A" - M2196	Capt J 37947 W/O L.H. Morrison	Captain	1141	1813	WORMS. Attacked primary at 1709 hrs. from 15,000 ft. heading 045 deg. true at 175 IAS. 10/10th this cloud, tops 10,000 ft., good concentration of bombs was seen to cascade. The gaggle concentration was very good. Aircraft left gaggle on way home due to engine trouble. Bomb load: 1 x 2,000 lb. H.C. bomb. 12 clusters Nr. 14 T.B's. (106 x 4).	O.1
23-2-45	Halifax III "C" - M2256	Capt J 36974 W/L A.W. Macdonald	Captain	1145	1756	WORMS. Attacked primary at 1708.2 hrs. from 17,000 ft. heading 047 deg. true at 175 IAS. 10/10th this cloud, tops 20,000 ft., good visibility. Bombed on Gee co-ordinated Ruhr B-49, G-16, D4. No marking was seen. Bomb load was the same as aircraft "A", ref. O.1.	O.2

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
23-2-45	Halifax III "W" - ME377	Gen J 4118 R/O W. B. Scott	Captain	1148	1814	ESSN Attacked primary at 1908 hrs., from 16,500 ft., heading 043 deg. true at 160 IAS. 10/10th cloud, tops 10,000 ft., completely obscured the target. Bombed on sea, Ruhr chain C36.04 B3.42. At 1943:06:38, 16,500 ft., one Me410 was sighted one mile to starboard below on a reciprocal course. Bomb load was the same as aircraft "A", ref. G.I.	0.3
23-2-45	Halifax III "W" - ME318	Gen J 8118 R/L K. L. B. Warrington	Captain	1149	1815	ESSN Attacked primary at 1909 hrs., from 16,000 ft., heading 040 deg. true at 175 IAS. 10/10th cloud, tops 12,14,000 ft., fair visibility above. Bombed on sea, Rhina chain B3.82, C36.02. No markers were seen, due to the dense cloud. Gaggles was slow forming up but was good over target and on way home. Bomb load was the same as aircraft "A", ref. G.I.	0.4
23-2-45	Halifax III "T" - EW367	Gen J 8382 R/L J. S. Cropper	Captain	1143	1805	ESSN Attacked primary at 1908,7 hrs., from 15,000 ft., heading 048 deg. true at 160 IAS. 10/10th cloud, tops 6/8,000 ft., fair visibility. Bombed on sea, Ruhr chain B3.42, C36.04. Nothing could be seen through the cloud. The gaggle was straggly to the target, but prior the target it was good. Bomb load was the same as aircraft "A", ref. G.I.	0.5
23-2-45	Halifax III "M" - LW991	Gen H 129904 W/2 Wald, K. L.	Captain	1144	1816	ESSN Attacked primary at 1908,3 hrs., from 15,500 ft., heading 048 deg. true at 155 IAS. 10/10th cloud, tops 19,000 ft., very poor visibility. Bombed on sea coordinates, Ruhr C36.04, B3.42. Aircraft were well concentrated but no results could be seen. No assessment of results. Tactics were satisfactory. Gaggle appeared too loose until close to the target. The whole gaggle appeared to be ahead of time. Bomb load was the same as aircraft "A", ref. G.I.	0.6
23-2-45	Halifax III "M" - ME482	Gen J 16119 R/L H. M. Barr	Captain	1151	1800	ESSN Attacked primary at 1908,5 hrs., from 16,000 ft., heading 048 deg. true at 160 IAS. 10/10th cloud, tops 9/10,000 ft., medium cloud above. Bombed on sea, Ruhr chain C36.04, B3.72. The target was completely obscured by cloud and no markers could be seen. No assessment of results is possible, although this was probably a good area bombing. Tactics were quite good. Bomb load was the same as aircraft "A", ref. G.I.	0.7
23-2-45	Halifax III "W" - LW370	Gen J 27054 R/O E. M. Agee	Captain	1142	1807	ESSN Attacked primary at 1908 hrs., from 16,500 ft., heading 046 deg. true at 160 IAS. 10/10th cloud, tops 6,000 ft., poor visibility. Bombed on sea, Ruhr chain C36.04, B3.42 as no markers could be seen. No results were seen due to cloud. Tactics were satisfactory, but could have let down earlier on homeward route. Bomb load was the same as aircraft "A", ref. G.I.	0.8

OPERATIONS RECORD BOOK

APPENDIX G.16

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 13

11751-10111 WL 4490-1111 700 411 1.5 700
11751-10111 WL 4490-1111 1204 411 1.5 700

FOR THE MONTH OF February, 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
23-2-43	Halifax III "B" - 14967	Cen J 21848 R/L L. G. Moffat	Captain	1147	1800	ESSBN Attacked primary at 1708 hrs., from 17,000 ft., heading 049 deg. true at 175 IAS. 10/10th cloud, tops 10,12,000 ft., visibility poor. Bombed on Gee, Ruhr chain B3,42, C36,04. Nothing could be seen because of clouds. Tactics were good, but cloud prevented estimate of success of operation. Bomb load was the same as aircraft "A", ref. O.1.	
23-2-43	Halifax III "B" - 14274	Cen J 26547 R/O H.A.M. Humphries	Captain	1139	1733	ESSBN Attacked primary at 1707.7 hrs. from 16,500 ft., heading 049 deg. true at 175 IAS. 10/10th cloud, tops 10,000 ft., visibility not good. Bombed on Gee co-ordinates B3,42, C36,03. Many bombs seen ascending in one area, but nothing could be seen of bombing results. Gaggles over target appeared well concentrated. No smoke was seen from gaggles leader from points "C" to "D". Bomb load same as aircraft "A", ref. O.1.	
23-2-43	Halifax III "B" - 14946	Cen J 37072 R/L J.W. Ross, IIC	Captain	1140	1739	ESSBN Attacked primary at 1709.3 hrs., from 16,000 ft., heading 049 deg. true at 165 IAS. 10/10th cloud, tops 13,000 ft., fair visibility. Bombed on Gee, Ruhr co-ordinates C36,04, B3,42. No marking was seen. Other aircraft were seen bombing on arrival. Tactics were satisfactory but cloud interfered somewhat with the gaggle formation. Bomb load was same as aircraft "A", ref. O.1.	
23-2-43	Halifax III "B" - 14201	Cen J 27009 R/L L. B. Robson	Captain	1137	1733	ESSBN Attacked primary at 1708 hrs., from 15,500 ft., heading 049 deg. true at 160 IAS. 10/10th cloud, tops 16,00 ft., fair visibility above. Bombed on Gee, Ruhr chain B3,42, C36,04. Only one green smoke puff was seen. The aiming point was completely obscured by cloud. No assessment possible. Tactics were satisfactory except that lead aircraft was cruising too fast. That made it very difficult to form up. Lead aircraft was emitting smoke just above cloud and was hard to find. Bomb load was the same as aircraft "A", ref. O.1.	
23-2-43	Halifax III "B" - 14194	Cen J 26131 R/O R. E. Jones	Captain	1146	1811	ESSBN Attacked primary at 1708.30 hrs. from 15,000 ft., heading 049 deg. true at 175 IAS. 10/10th cloud, tops 10,000 ft., good visibility horizontally. Bombed on Gee B3,42, C36,04. A good concentration of bombs was seen to be falling. Not enough smoke puffs from leader, but a good concentration of aircraft over the target area. Bomb load was the same as aircraft "A", ref. O.1.	
23-2-43	Halifax III "B" - 14272	Cen J 28425 R/O W. Pike	Captain	1138	1800	ESSBN Attacked primary at 1709 hrs., from 15,500 ft., heading 049 deg. true at 160 IAS. 10/10th thick cloud, tops 5,000 ft., horizontal visibility fair. Bombed on Gee, Ruhr chain C36,04, B3,42. One green smoke puff seen far ahead on run up. Target was completely obscured by cloud. No assessment possible. Tactics were satisfactory, gaggle was well concentrated. Bomb load was the same as aircraft "A", ref. O.1.	

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
23-2-45	Halifax III "H" - NR270	Gen J 16309 P/L G. S. Pope	Captain	1136	1801	KAMSH Attacked primary at 19077 hrs. from 16,000 ft., heading 047 deg. true at 160 IAS. 10/10th cloud, tops 15,000 ft., horizontal visibility hazy. Bombed on Sea, co-ordinates E3-42, 035.04. Aircraft were well concentrated over the target. A large glow was seen on the cloud after bombing. Would have been much better without a gaggle in this type of weather, although the concentration over the target was very good. Bomb load was the same as aircraft "A", ref: O.1.	O.15
24-2-45	Halifax III "H" - NR560	Gen J 47404 P/O R.V. James	Captain	1318	1922	KAMSH Attacked primary at 16303 hrs. from 17,000 ft., heading 121 deg. true at 155 IAS. 10/10th thick cloud, tops 7,000 ft. good visibility above the cloud. Bombed on Sea on orders from the Master Bomber. The target was completely obscured by cloud. Bombing was very scattered. Tactics were satisfactory but the gaggle formation appeared difficult to keep up with. Bomb load: 8 x 500 lb. G.P. bombs. 8 x 250 lb. G.P. bombs.	P.1
24-2-45	Halifax III "H" - NR276	Gen J 14417 P/L Mogée, D.F.	Captain	1313	1999	KAMSH Attacked primary at 1649.3 hrs. from 16,500 ft., heading 130 deg. true at 155 IAS. 10/10th cloud, tops 8,000 ft. very good visibility above. Bombed on Sea, Main chain E3-14 035.90. No markers were seen. Master Bomber clearly heard giving orders to bomb on navigation side. Aircraft were very well concentrated over the target area and were bombing at the same time. Main gaggle appeared to be heading in to starboard of the release point but most aircraft turned to port before bombing time. No results could be seen. Bomb load was the same as aircraft "T" ref: P.1.	P.2
24-2-45	Halifax III "H" - NR357	Gen J 35750 P/O W.W. McEwan	Captain	1308	1938	KAMSH Attacked primary at 1630.1 hrs. from 16,000 ft., heading 119 deg. true at 165 IAS. 10/10th cloud, tops 7-8,000 ft., clear visibility. Bombed on Sea, Main chain E3-14 035.9. No markers were seen. Many aircraft seemed to be to starboard of the release point. Bomb not considered effective. There were too many short legs and sharp turns for a gaggle causing it to break up. Most aircraft seemed to be at top bombing level. Bomb load was the same as aircraft "T" ref: P.1.	P.3
24-2-45	Halifax III "H" - NR318	Gen J 129904 WO2 Wald, K.L.	Captain	1301	1933	KAMSH Attacked primary at 1630 hrs. from 15,500 ft., heading 118 deg. true at 155 IAS. 10/10th cloud, tops 8-10,000 ft. Bombed on Sea co-ordinates E3-17 035.99. Concentration of aircraft over the target was very good. Tactics were good but raid did not appear effective. At 1649 hrs. 15,500 ft. in the target area three W's 190 were sighted to starboard flying at 10,000 ft. on a reciprocal course. Bomb load was the same as aircraft "T" ref: P.1.	P.4

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX C.16

A.F.
FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 16

FOR THE MONTH OF February 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
24-2-45	Halifax III "U" - ME278	Gen. J. 14905 W/L M.W. Sanderson	Captain	1310	1942	KAMSH Attacked primary at 1630.9 hrs. from 15000 ft. heading 115 deg. true at 157 IAS. 10/10ths cloud, tops 7,000 ft. Bombed on Gee, B3.14 033.90. There appeared to be a good concentration of aircraft at the release point and also in the gaggle. Bombing was well concentrated. Bomb load was the same as aircraft "T" ref. P.1.	P.5
24-2-45	Halifax III "U" - ME230	Gen. J. 37947 W/O L.H. Morrison	Captain	1304	1937	KAMSH Attacked primary at 1649.5 hrs. from 17,000 ft. heading 118 deg. true at 155 IAS. 10/10ths cloud, tops 7,000 ft. good visibility above. Bombed on Gee fix B3.15 039.15. Nothing could be seen below the cloud. The gaggle was good until to target but afterwards spread out. Bomb load was the same as aircraft "T" ref. P.1.	P.6
24-2-45	Halifax III "U" - ME267	Gen. G. 10571 W/O R.L. Beldue	Captain	1257	1913	KAMSH Attacked primary at 1630.5 hrs. from 16,500 ft. heading 117 deg. true at 154 IAS. 10/10th cloud, tops 7,000 ft. excellent visibility above the cloud. Bombed on Gee, B3.14 035.9. Nothing could be seen at the target area. Went 3 miles to part of gaggle for bombing run with 23 other aircraft. Gaggle stretched over a large area and there were too many smoke paths from different areas. The Master Bomber was heard to order bombing done on navigational aids. Bomb load was the same as aircraft "T" ref. P.1.	P.7
24-2-45	Halifax III "W" - ME903	Gen. J. 37478 W/O R.P. Pike	Captain	1306	1948	KAMSH Attacked primary at 1651.4 hrs. from 16,000 ft. heading 120 deg. true at 155 IAS. 10/10th cloud, tops 8,000 ft. good visibility above cloud. Bombed on Gee, Ruhr chain B3.14 035.90. The target area was completely obscured by cloud. The Master Bomber was heard ordering the bombing on navigational aids. The gaggle appeared to be at least 1,000 yds to starboard of the target. Raid was scattered. Bomb load was the same as aircraft "T" ref. P.1.	P.8
24-2-45	Halifax III "W" - ME482	Gen. J. 16119 W/L H.M. Barr	Captain	1307	1928	KAMSH Attacked primary at 1630.1 hrs. from 15,500 ft. heading 120 deg. true at 155 IAS. 10/10th cloud, tops 9/10,000 ft. Bombed on Gee, B3.14 033.90. Several aircraft were seen releasing bombs to port. Aircraft and bombing appeared very scattered. Should bomb on a Gee line or targets of this kind. Gaggle was dispersed until reaching target. The Master Bomber was heard ordering bombing on navigational aids at 1645 hrs. Bomb load was the same as aircraft "T" ref. P.1. In the target area at 1649.2 hrs. 16,000 ft. a Halifax was seen at 15,000 ft. to be hit between the mid-upper turret and the pilots cockpit by what appeared to be a 250 lb. bomb. A sheet of flame was seen immediately and the aircraft plunged down out of control.	P.9

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
24-2-45	Halifax III "Q" - 18970	Cmn.J.8172 W/L R.L.B. Warrington	Captain	1315	1931	KAMBI Attacked primary at 1649.7 hrs. from 15,000 ft. heading 113 deg true at 175 IAS. 10/10th cloud, tops 8,000 ft. good visibility above the cloud. Bombed on Gee, Ruhr chain B3.16 035.94. The target was completely obscured by cloud and the Master Bomber ordered the aircraft to descend and bomb on navigational aids. The raid was scattered. Bomb load was the same as aircraft "T" ref. P.1.	F.10
24-2-45	Halifax III "R" - 18967	Cmn.J.4118 W/O R.M. Scott	Captain	1314	1944	KAMBI Attacked primary at 1650.1 hrs. from 17,000 ft. heading 048 deg true at 175 IAS. 10/10th cloud, tops 10,000 ft. good visibility. Bombed on Gee, Ruhr chain B3.14 035.90. Nothing could be seen of bombing results. Bomb load was the same as aircraft "T" ref. P.1.	F.11
24-2-45	Halifax III "S" - 18201	Cmn.J.37072 W/L J.S. Rowe <u>MC</u>	Captain	1316	1920	KAMBI Attacked primary at 1649 hrs. from 16,500 ft. heading 114 deg true at 165 IAS. 10/10th cloud, tops 8,000 ft. good visibility above cloud. Bombed on Gee, Ruhr chain B3.14 035.90. No marking or results could be seen. Aircraft were well concentrated. Tactics were good. The main gaggle seemed to be to starboard of Gee co-ordinates. Bomb load was the same as aircraft "T" ref. P.1.	F.12
24-2-45	Halifax III "X" - 18194	Cmn.J.26131 W/O R.K. Jones	Captain	1305	1926	KAMBI Attacked primary at 1649.8 hrs. from 15,500 ft. heading 140 deg true at 160 IAS. 10/10th cloud, tops 6,800 ft. unlimited visibility above. Bombed on Gee, Ruhr chain B3.15 035.90. A very good concentration of aircraft but no markers or results could be seen. The gaggle stayed tight all the way. Went to port side of gaggle at the target as it appeared to be to starboard of the release point. The Master Bomber was clear except for the term 'basepoint flight plan'. Bomb load was the same as aircraft "T" ref. P.1.	F.13
24-2-45	Halifax III "Z" - 182872	Cmn.J.8382 W/L J.S. Creeper	Captain	1306	1926	KAMBI Attacked primary at 1649.5 hrs. from 15,500 ft. heading 128 deg true at 160 IAS. 10/10th cloud, tops 6-8,000 ft. good visibility above. Bombed on Gee, Ruhr chain B3.14 035.90 as ordered by the Master Bomber who was clearly heard. The target was completely obscured by cloud. Bombing was very scattered. The gaggle leader did not wait for gaggle to form and was ahead of time by 6 minutes at point "U". Bomb load was the same as aircraft "T" ref. P.1.	F.14

www.bombercommand.org.uk

OPERATIONS RECORD BOOK

APPENDIX C.16

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 17

11291-5111 WL 1222-1111 1204 1204 1204
11291-5111 WL 1222-1111 1204 1204 1204

FOR THE MONTH OF February 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES																																										
				Up	Down																																												
25-2-45	Halifax III "B" - MZ474	Capt. J.4417 P/L D.T. Magee	Captain	1701	2344	<p>GARDENIE - ARNDAL. Laid mines on aiming point No. 31, 3330108 083202Z at 201100 hrs. from 3,000 ft. heading 076 deg. true at 184 mph. Clear with excellent visibility. Mines were released after a visual timed run of 76 seconds from 3830H 0836Z making good a track of 080 deg. true. Drift was 040 deg. and sighting angle was 45 degrees. Tactics were good and the mining run satisfactory. An orbit was done in order to ensure proper position.</p> <p>Mine load: G.726 80675 Q Res. Mk. IV 1,500 lb. G.726 80698 Q Res. Mk. IV 1,500 lb. D.406 97112 Q Res. Mk. IV 1,500 lb. B.230 26040 Q Res. Mk. IV 1,500 lb. (3 days)</p>	Q.1																																										
25-2-45	Halifax III "C" - MZ276	Capt. J.43102 P/L E.M. Mitchell	Captain	1702	2321	<p>GARDENIE - ARNDAL. Laid mines on aiming point No. 41, 382835 084730 at 200345 hrs. from 3,000 ft. heading 248 deg. true at 184 TAS. Very clear visibility. Mines were released after a 34-second time run from 3826.08 0849 using 45 deg. sighting. Tactics were very good. Intruder aircraft were very helpful.</p> <p>Mine load: G.726 80689 Q Res. Mk. IV 1,500 lb. G.726 80688 Q Res. Mk. IV 1,500 lb. D.406 97099 Q Res. Mk. IV 1,500 lb. B.230 26288 Q Res. Mk. IV 1,500 lb. (6 days)</p>	Q.2																																										
25-2-45	Halifax III "B" - MZ432 (427 Sqn.)	Capt. J.27009 P/L I.B. Benson	Captain	1658	---	<p>GARDENIE - ARNDAL. This aircraft failed to return. The number of the crew were as follows:</p> <table border="0"> <tr> <td>Pilot</td> <td>P/L I.B. Benson</td> <td>(Can. J.27009)</td> <td>16</td> <td>prev. trips 109.05 hrs.</td> <td>73 pts.</td> </tr> <tr> <td>Nar.</td> <td>P/O W.B. Fleming</td> <td>(Can. J.40057)</td> <td>15</td> <td>" "</td> <td>102.10 " 54 "</td> </tr> <tr> <td>A/B</td> <td>P/S Buchanan, J.G.R.</td> <td>(Can. J.178336)</td> <td>14</td> <td>" "</td> <td>94.45 " 51 "</td> </tr> <tr> <td>P/E</td> <td>Sgt Baker, J.M.</td> <td>(1962003 RMP)</td> <td>13</td> <td>" "</td> <td>102.10 " 54 "</td> </tr> <tr> <td>WO/NO</td> <td>WO2 Fialda, W.R.</td> <td>(Can. R. 98996)</td> <td>15</td> <td>" "</td> <td>102.10 " 54 "</td> </tr> <tr> <td>M/NO</td> <td>P/S Flarry, R.F.</td> <td>(Can. R. 33010)</td> <td>15</td> <td>" "</td> <td>102.10 " 54 "</td> </tr> <tr> <td>A/W</td> <td>P/S Ains, R.R.</td> <td>(Can. R. 221876)</td> <td>14</td> <td>" "</td> <td>95.50 " 50 "</td> </tr> </table> <p>Mine load: G.726 80667 Q Res. Mk. IV 1,500 lb. G.726 80693 Q Res. Mk. IV 1,500 lb. D.406 97102 Q Res. Mk. IV 1,500 lb. B.230 26074 Q Res. Mk. IV 1,500 lb. (7 days)</p>	Pilot	P/L I.B. Benson	(Can. J.27009)	16	prev. trips 109.05 hrs.	73 pts.	Nar.	P/O W.B. Fleming	(Can. J.40057)	15	" "	102.10 " 54 "	A/B	P/S Buchanan, J.G.R.	(Can. J.178336)	14	" "	94.45 " 51 "	P/E	Sgt Baker, J.M.	(1962003 RMP)	13	" "	102.10 " 54 "	WO/NO	WO2 Fialda, W.R.	(Can. R. 98996)	15	" "	102.10 " 54 "	M/NO	P/S Flarry, R.F.	(Can. R. 33010)	15	" "	102.10 " 54 "	A/W	P/S Ains, R.R.	(Can. R. 221876)	14	" "	95.50 " 50 "	Q.3
Pilot	P/L I.B. Benson	(Can. J.27009)	16	prev. trips 109.05 hrs.	73 pts.																																												
Nar.	P/O W.B. Fleming	(Can. J.40057)	15	" "	102.10 " 54 "																																												
A/B	P/S Buchanan, J.G.R.	(Can. J.178336)	14	" "	94.45 " 51 "																																												
P/E	Sgt Baker, J.M.	(1962003 RMP)	13	" "	102.10 " 54 "																																												
WO/NO	WO2 Fialda, W.R.	(Can. R. 98996)	15	" "	102.10 " 54 "																																												
M/NO	P/S Flarry, R.F.	(Can. R. 33010)	15	" "	102.10 " 54 "																																												
A/W	P/S Ains, R.R.	(Can. R. 221876)	14	" "	95.50 " 50 "																																												
25-2-45	Halifax III "V" - EW367	Capt. J.8382 P/L J.S. Grasper	Captain	1646	2337	<p>GARDENIE - ARNDAL. Laid mines on aiming point No. 63, at 200406 hrs. from 3,000 ft. heading 165 deg. true at 184 TAS. Released mines visually after a 15-second timed run from the west edge of Laryk, on a course of 148 deg. true, using 45 deg. sighting angle. Weather was clear with good visibility. Tactics were satisfactory.</p> <p>Mine load: G.726 80690 Q Res. Mk. IV 1,500 lb. G.726 80979 Q Res. Mk. IV 1,500 lb. D.406 97105 Q Res. Mk. IV 1,500 lb. B.230 26049 Q Res. Mk. IV 1,500 lb. (5 days)</p>	Q.4																																										

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES																																										
				Up	Down																																												
25-2-45	Halifax III "A" - NA201	Gen J. 3702 E/L J.E. Rowe MRC	Captain	1705	2334	<p>SARDONIA - BORDAL Laid mines on aiming point No. 41, 3525.35 0847.30 at 2011.30 hrs. From 3,000 ft. heading 244 deg. true at 173 IAS. Visibility clear. Mines were released visually after a 34 second time run from 325.05N 0849.30. Tactics were good. 45 degree sighting angle was used.</p> <p>Mine load: G.726 80485 Q Res. Mk. IV 1,500 lb. G.726 80092 Q Res. Mk. IV 1,500 lb. D.406 97100 Q Res. Mk. IV 1,500 lb. S.230 26073 Q Res. Mk. IV 1,500 lb. (4 days)</p>	Q.5																																										
27-2-45	Halifax III "I" - 28347 (427 Sqn.)	Gen J. 4118 E/O R.M. Scott	Captain	1240	---	<p>MADE This aircraft commenced down the runway to take off at 1240 hrs. Near the end of the runway the starboard tire blew out causing the aircraft to crash and the bombs to explode. The aircraft was completely demolished and burned and the crew were all instantly killed with the exception of the rear gunner who was found near the crash after the bombs had exploded. He suffered second degree burns to his face and hands as well as lacerations to his face and hands. He was taken to the RAF Hospital at Northallerton for treatment. The members of the crew were as follows:</p> <table border="0"> <tr> <td>Pilot</td> <td>E/O R.M. Scott</td> <td>(Gen J. 4118)</td> <td>3</td> <td>prev. trips 32.30 hrs.</td> <td>17 pts.</td> </tr> <tr> <td>Nar.</td> <td>E/O S.F. Garson</td> <td>(Gen J. 40896)</td> <td>3</td> <td>" "</td> <td>10 "</td> </tr> <tr> <td>A/B</td> <td>E/O K.F. Whitehouse</td> <td>(Gen J. 40342)</td> <td>3</td> <td>" "</td> <td>10 "</td> </tr> <tr> <td>E/E</td> <td>Sgt Fisher, F.S.</td> <td>(Gen. 2273523)</td> <td>3</td> <td>" "</td> <td>10 "</td> </tr> <tr> <td>W/O</td> <td>W/O Mackie, A.</td> <td>(Gen. 219288)</td> <td>3</td> <td>" "</td> <td>10 "</td> </tr> <tr> <td>M/SE</td> <td>E/S Brewer, H.J.</td> <td>(Gen. 2212379)</td> <td>3</td> <td>" "</td> <td>10 "</td> </tr> <tr> <td>R/A/B</td> <td>E/S MacEachern, J.H.</td> <td>(Gen. 2254941)</td> <td>3</td> <td>" "</td> <td>10 "</td> </tr> </table> <p>Bomb load: 1 x 2,000 lb. H.G. bomb. 12 x No. 14 Mk. IV clusters Incendiaries (106 x 4)</p>	Pilot	E/O R.M. Scott	(Gen J. 4118)	3	prev. trips 32.30 hrs.	17 pts.	Nar.	E/O S.F. Garson	(Gen J. 40896)	3	" "	10 "	A/B	E/O K.F. Whitehouse	(Gen J. 40342)	3	" "	10 "	E/E	Sgt Fisher, F.S.	(Gen. 2273523)	3	" "	10 "	W/O	W/O Mackie, A.	(Gen. 219288)	3	" "	10 "	M/SE	E/S Brewer, H.J.	(Gen. 2212379)	3	" "	10 "	R/A/B	E/S MacEachern, J.H.	(Gen. 2254941)	3	" "	10 "	R.1
Pilot	E/O R.M. Scott	(Gen J. 4118)	3	prev. trips 32.30 hrs.	17 pts.																																												
Nar.	E/O S.F. Garson	(Gen J. 40896)	3	" "	10 "																																												
A/B	E/O K.F. Whitehouse	(Gen J. 40342)	3	" "	10 "																																												
E/E	Sgt Fisher, F.S.	(Gen. 2273523)	3	" "	10 "																																												
W/O	W/O Mackie, A.	(Gen. 219288)	3	" "	10 "																																												
M/SE	E/S Brewer, H.J.	(Gen. 2212379)	3	" "	10 "																																												
R/A/B	E/S MacEachern, J.H.	(Gen. 2254941)	3	" "	10 "																																												
27-2-45	Halifax III "A" - 1W967	Gen J. 21848 E/L L.O. Moffat	Captain	1239	1933	<p>MADE Attacked primary at 1531 hrs. from 18,000 ft. heading 100 deg. true at 160 IAS. 10/10ths cloud, tops 8-9,000 ft., visibility clear above. Bombed a green smoke puff as instructed by the Master Bomber. 3 or 4 green smoke puffs were seen and easily identified against the white cloud. The target was completely obscured and no assessment of the raid is possible. Tactics were satisfactory but the first wave of the gaggle seemed to arrive too early to enable them to bomb accurately on the aimmarking gaggle was well concentrated. Own fighter cover was good. Bomb load was the same as aircraft "I" ref. R.1.</p>																																											

www.bombercommand.com