

# OPERATIONS RECORD BOOK

APPENDIX C-41

S.F. FORM 541

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE No. 1

11701-2111 WL 10280-1124 700 543 TA 700  
11702-2112 WL 10287-1124 1000 714 TA 700

FOR THE MONTH OF March 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
1-3-45	Halifax III "A" - NR196	Cen. J. 87398 Thomas, W.A.	Captain	1136	1846	MANHEIM. Attacked primary at 1515.8 hrs. from 17,000ft. heading 090 deg. true at 155 IAS. 10/10th cloud, tops 14,000 ft., good visibility above cloud. Bombed centre of cluster of 5 or 6 blue smoke puffs. The target was completely obscured. Sky markers were sufficient but appeared scattered. Markers were easily identified against the white cloud and the bombing was well concentrated on them. The Master Bomber was good. This attack should be successful if markers were accurate. Bomb load: 1 x 2,000 lb. H.C. bomb 12 x No. 14 Mk. IV clusters I.B.S. (106 x 4)	A.1
1-3-45	Halifax III "B" - MZ474	Cen. J. 87404 E/O R.V. James	Captain	1140	1848	MANHEIM. Attacked primary at 1516.2 hrs. from 18,000 ft. heading 093 deg. true at 155 IAS. 10/10th cloud, tops 7,000 ft., good visibility above cloud. Bombed slightly to starboard of smoke puffs. Markers drifted and also disappeared into the cloud. W/c formation came out of target too fast and aircraft could not keep up with them. Bomb load was the same as aircraft "A" ref. A.1.	A.2
1-3-45	Halifax III "C" - NR236	Cen. J. 14417 E/L Maggs, Magee, D.F.	Captain	1143	1847	MANHEIM. Attacked primary at 1516.5 hrs. from 19,000 ft. heading 091 deg. true at 155 IAS. 10/10th cloud, tops 10/12,000 ft., good visibility above. Bombed the centre of blue smoke puffs. No ground detail could be seen. The gaggle was very good, tactics were satisfactory and the Master Bomber was heard clearly. Bomb load was same as aircraft "A" ref. A.1.	A.3
1-3-45	Halifax III "D" - MZ337	Cen. J. 33730 E/O W.W. MacSwain	Captain	1138	1840	MANHEIM. Attacked primary at 1516.5 hrs. from 18,000 ft. heading 091 deg. true at 160 IAS. 10/10th cloud, tops 6-7,000 ft., good visibility. Bombed the centre of a cluster of four blue smoke puffs. Sky marking appeared scarce, scattered and somewhat late. The target was completely obscured. Bombing appeared fairly well concentrated on the markers. Gaggle concentration was good with ample fighter cover. Bomb load was the same as aircraft "A" ref. A.1.	A.4
1-3-45	Halifax III "J" - MZ 367	Cen. J. 37947 E/O L.H. Morrison	Captain	1141	1842	MANHEIM. Attacked primary at 1515 hours from 17,000 ft. heading 092 deg. true at 155 IAS. 10/10th. cloud, tops 6/8,000 ft., good visibility above. Bombed the centre of a rectangle of 5 smoke puffs. These could easily be seen against the white cloud. The Master Bomber was good and clear, gave instructions to bomb the smoke puffs. Sky markers were accurate this should be a fair attack. Fighter cover was good. Bomb load was the same as aircraft "A" ref. A.1.	A.5

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
1-3-45	Halifax III "B" - MZ478	Gen. J. 14905 R/L H.W. Sanderson	Captain	1134	1857	MANNHEIM Attacked primary at 1915 hours from 17,000 ft. heading 090 deg. true at 155 IAS. 10/10ths cloud, tops 10-11,000 ft. good visibility above. Bombed the centre of a concentration of 8 smoke puffs. The target area was completely obscured by cloud. The smoke puffs were somewhat scattered but well coloured and easily identified. Bombing appeared well placed on them. Tactics were good and the gaggle was not too crowded. Fighter cover was seen. Bomb load same as "A" ref. A.1.	A.6
1-3-45	Halifax III "B" - MZ482	Gen. J. 29736 R/O Cook, A.D.	Captain	1137	1845	MANNHEIM Attacked primary at 1915.4 hrs. from 18,500 ft. heading 090 deg. true at 155 IAS. 10/10th cloud, tops 13,000 ft. good visibility above the cloud. Bombed a single blue smoke puff when Master Bomber ordered to bomb nearest marker. The smoke puffs showed up clearly and if they were accurate this attack should be good. Tactics and gaggle were both very good. Bomb load was the same as aircraft "A" ref. A.1.	A.7
1-3-45	Halifax III "A" - LW370	Gen. J. 26131 R/O R.R. Jones	Captain	1147	1921	MANNHEIM Attacked primary at 1918.4 hrs from 18,000 ft. heading 091 deg. true at 155 IAS. 10/10th cloud, tops 10,000 ft. Bombed centre of two salves of blue smoke puffs as directed by the Master Bomber. Many bombs were seen going down on the smoke puffs and the raid should be effective if the markers were accurate. The gaggle was spread out over the target area. Bomb load was same as aircraft "A" ref. A.1.	A.8
1-3-45	Halifax III "B" - MZ946	Gen. G. 1037 W/C R.L. Bolduc	Captain	1132	1841	MANNHEIM Attacked primary at 1915.5 hrs from 19,000 ft. heading 091 deg. true at 155 IAS. 10/10th cloud, tops 10/12,000 ft. visibility good above. Bombed centre of blue smoke puffs. Some slight ground detail was seen just prior to reaching the target area but nothing was visible over the target. The Master Bomber was clearly heard directing the bombing on the blue smoke puffs. This should be a very good sky-marking effort. Bomb load same as aircraft "A" ref. A.1.	A.9
1-3-45	Halifax III "B" - LW360	Gen. J. 36347 R/O H.A.M. Humphries	Captain	1133	1844	MANNHEIM Attacked primary at 1915.3 hrs. from 18,500 ft. heading 092 deg. true at 155 IAS. 10/10th cloud, tops 10,000 ft. good visibility above cloud. Bombed the centre of blue smoke puffs. Nothing seen in target area. Rear gunner claims to have seen black smoke rising through clouds when about 20 miles from the target. Tactics were good and the gaggle formation was nicely executed. The Master Bomber was clearly heard. Bomb load same as aircraft "A" ref. A.1.	A.10

# OPERATIONS RECORD BOOK

APPENDIX C.41

A.F.  
FORM 541.

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**SECRET**

PAGE No. 2

10/10/41-1111 10/10/41-1111 10/10/41-1111 10/10/41-1111 10/10/41-1111 10/10/41-1111 10/10/41-1111 10/10/41-1111 10/10/41-1111 10/10/41-1111

FOR THE MONTH OF March 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
1-3-45	Halifax III "H" - NR230	Gen. J. 8172 P/L M.L.B. Warrington	Captain	1739	1852	<b>MAINHEIM</b> Attacked primary at 1816 hrs. from 19,000 ft. heading 091 deg. true at 177 IAS. 10/10th cloud, tops 13,000 ft. Bombed centre of 6 blue smoke puffs, which were clearly seen. Many bombs were seen going down at the same time although gaggle was a bit spread out over the target. At 4930N 0828E, 1516 hours, 18,000 ft. a piece of heavy flak passed through the pencepex in the midupper turret making a hole about one inch in <del>the</del> diameter. This attack appeared to be well concentrated and should be good if the sky markers were accurate. Bomb load same as aircraft "A" ref. A.1.	A.11
1-3-45	Halifax III "W" - NA201	Gen. J. 14099 P/L H.W. Macdonald	Captain	1131	1835	<b>MAINHEIM</b> Attacked primary at 1814-8 hrs. from 18,300 ft. heading 091 deg. true at 175 IAS. 10/10th cloud, tops 6,000 ft., unaided horizontal visibility. Bombed the centre of blue smoke puffs as directed by the Master Bomber. These markers were a bit scattered but were easily seen. Many bombs were seen going down over the target area and the attack appeared effective. The gaggle was well concentrated on route to the target but a little spread out at the target. Bomb load was the same as aircraft "A" ref. A.1.	A.12
1-3-45	Halifax III "X" - NR194	Gen. J. 16119 P/L H.M. Barr	Captain	1135	1858	<b>MAINHEIM</b> Attacked primary at 1816-2 hrs. from 18,200 ft. heading 092 deg. true at 170 IAS. 9/10th cloud, tops 11,000 ft. good visibility above cloud. Bombed the centre of blue smoke which stood out very clearly. Nothing could be seen over the target. The concentration of aircraft was very good as was the Master Bomber who was clearly heard. Bomb load was the same as aircraft "A" ref. A.1.	A.13
2-9-45	Halifax III "J" - PH367	Gen. J. 2382 P/L J.H. Greaser	Captain	0712	1302	<b>ONAGRE</b> Attacked primary at 1014-2 hrs. from 19,000 ft. heading 108 deg. true at 167 IAS. 4/10th cloud, tops 8,000 ft., visibility good through breaks. Bombed Pickwick on instructions from the Master Bomber. Only one blue smoke puff was seen on run up, as bombed the spread edge of smoke. Fires seemed scattered but confined to the city area. Tactics were good. At 3090N 0643E at 1021 hrs. 18,000 ft. an unidentified 4 engine aircraft was seen on fire 4 miles to starboard. It slowly descended and disappeared in the cloud. Six parachutes were seen. Cause of the loss is not known. Bomb load: 10 x 500 lb. ANM. 64 bombs. 6 x 250 lb. G.P. (Br.) bombs.	B.1.

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
2-3-45	Halifax III "H" - NR230	Cen. J.36200 P/L K.G. Powell	Captain	0718	1335	0910hrs Attacked primary at 1014.4 hrs. from 18,000 ft. heading 092 deg. true at 160 mph. Clear of cloud, slightly hazy. Bombed 200 yards short of Pickwick as ordered by the Master Bomber. No markers seen. Several bomb explosions and much smoke was seen. M/B was not very clear until close to the target when he was clearly heard. Fighter cover was excellent. At 0958W 0643E, 1021 hrs. 18,000 ft. an unidentified 4 engine aircraft was seen on fire 4 miles to starboard. It descended slowly and disappeared into the clouds. Six parachutes were seen. Bomb load same as aircraft "J" ref. B.1.	B-2
2-3-45	Halifax III "A" - NR196	Cen. J.87390 P/O Thomas, W.A.	Captain	0716	1259	0910hrs Attacked primary at 1014.5 hrs. from 17,000 ft. heading 093 deg. true at 165 kts. Clear, good visibility. Bombed 200 yds short of upwind edge of smoke as ordered. Bombing was well concentrated and the target was covered. with smoke. No large explosion was seen. This was a very successful attack. Bomb load same as aircraft "J" ref. B.1.	B-3
2-3-45	Halifax III "W" - LW933	Cen. J.40209 P/O J.L. Brown	Captain	0719	1308	0910hrs Attacked primary at 1011.7 hrs. from 17,500 ft. heading 105 deg. true at 160 kts. 5/10th cloud, tops 45,000 ft. good vertical visibility. Bombed concentrations of bomb bursts in the northern built up area of the city west of the river. M/B was heard ordering bombing on Pickwick but visual identifications was possible as bombs visually. Bombing was well concentrated. Tactics were good. Bomb load was the same as aircraft "J" ref. B.1.	B-4
2-3-45	Halifax III "C" - LW936	Cen. J.35730 P/O W.W. Robinson	Captain	0737	1306	0910hrs Attacked primary at 1011.2 hrs. from 18,000 ft. heading 090 deg. true at 155 kts. 4/10th scattered patchy cloud with tops at 30,000 ft. good visibility. Bomber was fully built up area. The target and river could be clearly seen. No markers were seen. Master Bomber was heard clearly. gave too many instructions and was confusing as a result. Unable to find the gaggle leader on way back. Tactics were satisfactory. Bomb load was same as aircraft "J" ref. B.1.	B-5
2-3-45	Halifax III "L" - LW934	Cen. J.14417 P/L D.F. Magee	Captain	0721	1309	0910hrs Attacked primary at 1016.3 hrs. from 18,000 ft. heading 092 deg. true at 155 kts. Clear, good visibility. Bombed a built up area, undershooting Pickwick by 200 yards as ordered by the Master Bomber. No markers were seen. The river was seen on run-up. Minor damage was done to the left wing by flak over the target at 1016.3 hrs. 18,000 ft. Tactics were good but gaggle appeared very scattered. Bomb load was the same as aircraft "J" ref. B.1.	B-6

# OPERATIONS RECORD BOOK

APPENDIX C-41

A.P. FORM 541

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**SECRET**

PAGE No. 3

FOR THE MONTH OF March 1945

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				UP	DOWN		
2-3-45	Halifax III "W" - NZ318	Capt J.4905 P/L M.W. Sanderson	Captain	0720	1338	0810HR Attacked primary at 1016 hrs. from 18,000 ft. heading 094 deg true at 160 mph. 7/10th cloud, 8-9,000 ft. good visibility through cloud. Bombed to undershoot upwind edge of smoke by 200 yards. One line smoke puff was seen. Bomb bursts were right in centre of the town and were well concentrated. 2 x 250 lb. bombs were hung up and jettisoned at 0927N 0913E at 1201 hrs. from 12,000 ft. clear below. Bomb load was the same as aircraft "J" ref. B.1.	B-7
2-3-45	Halifax III "X" - NZ194	Capt J.23102 P/L R.K. Mitchell	Captain	0714	1307	0810HR Attacked primary at 1012 hrs. from 17,000 ft. heading 093 deg true at 165 IAS. 6/10th cloud, tops 8-10,000 ft. good visibility. Bombed Pickwick as ordered. This seemed just north of aiming point seen visually on river. A number of sticks were seen bursting in the S/W built up area. A good, well concentrated raid with good fighter cover. At 0930N 0643E, 1021 hrs. 18,000 ft. an unidentified 4 engine aircraft was seen on fire about 4 miles to starboard. It descended slowly and disappeared in the cloud. Six parachutes were seen. Bomb load was the same as aircraft "J" ref. B.1.	B-8
2-3-45	Halifax III "Z" - NZ672	Capt J.38425 P/O W. Pitie	Captain	0722	1320	0810HR Attacked primary at 1013.7 hrs. from 17,500 ft. heading 096 deg true at 160 IAS. 8/10th cloud, tops 5,000 ft. east of the Rhine. Visibility good. Bombed upwind edge of smoke with slight undershoot. Two large explosions were seen which appeared to be oil type. Bombs were bursting in the centre of the city. 2 x 250 lb. bombs were hung up and jettisoned at 0921N 0706E, 1151.5 hrs. from 12,000 ft., clear below. A good attack. At 0930N 0643 E 1021 hrs. 18,000 ft. an unidentified 4 engine aircraft was seen on fire about 4 miles to starboard. It descended slowly and disappeared in the cloud. Six parachutes were seen. Cause of loss unknown. Bomb load was the same as aircraft "J" ref. B.1.	B-9
2-3-45	Halifax III "W" - NA201	Capt J.37072 P/L J.E. Rowe DMC	Captain	0715	1255	0810HR Attacked primary at 1014 hrs. from 18,500 ft. heading 089 deg true at 137 IAS. 5/10th cloud, tops 6,000 ft. heavy visibility. Bombed Pickwick as ordered. Target was easily identified visually. Aiming point was well bombed and was covered with smoke. No gaggle was in evidence but fighter cover was seen. At 0930N 0643E, 1021 hrs. 18,000 ft. an unidentified 4 engine aircraft was seen on fire about 4 miles to starboard. It descended slowly and disappeared in the cloud. Six parachutes were seen. Cause of loss is unknown. Bomb load was the same as aircraft "J" ref. B.1.	B-10

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
2-3-45	Halifax III "O" - NZ755	Can. J. 29736 P/O A.D. Obeck	Captain	0723	1236	001000H Attacked primary at 1013.7 hrs. from 19,000 ft. heading 095 deg. true at 177 IAS. Clear, light haze. Bombed a marshalling yard at the southern end of the smoke. One blue Wagoner seen on run up. No T.I.'s were visible. The most southern bridge is believed hit and a large explosion was seen at 1013 hrs. in the rail yards and what appeared to be an oil car was blazing furiously. The target was well blasted judging by results observed. The bomb load was the same as aircraft "J" ref. B.I.	B.11
2-3-45	Halifax III "T" - DW860	Can. J. 36247 E/O H.A.M. Humphries	Captain	0710	1303	001000H Attacked primary at 1018.8 hrs. from 18,000 ft. heading 080 deg. true at 160 IAS. 2-3/10ths cloud, tops 7/8,000 ft., good visibility. Bombed centre of upwind edge of smoke as ordered. The target was well bombed and covered with smoke. A very good attack. Aircraft was hit by flak at 1017.3 hrs. 17,500 ft. over the target and some damage was done to the port fin, starboard wing flap and front of rear turret. Bomb load same as aircraft "J" ref. B.I.	B.12
2-3-45	Halifax III "V" - LW370	Can. J. 26131 P/O R.H. Jones	Captain	0717	1304	001000H Attacked primary at 1018.4 hrs. from 17,000 ft. heading 100 deg. true at 163 IAS. Clear, good visibility. Bombed 200 yards upstream of centre of upwind edge of smoke as ordered. No T.I.'s were seen. The attack was well concentrated and the target was obscured by smoke. A good attack. At 0908 0645 hrs. 18,000 ft. an unidentified 4 engine aircraft was seen on fire about 4 miles to starboard. It descended slowly and disappeared in the smoke cloud. Six parachutes were seen. Bomb load was the same as aircraft "J" ref. B.I.	B.13
2-3-45	Halifax III "U" - NP957	Can. J. 16119 P/O H.M. Barr	Captain	0713	1316	001000H Attacked primary at 1015.1 hrs. from 17,800 ft. heading 085 deg. true, 160 IAS. Clear, good visibility. Bombed Pickwick as ordered by Master Bomber. Target was obscured by heavy smoke. A fire which may have been oil was burning near Pickwick at 1015 hrs. Tactics could be well followed but no gaggle formed. A good raid. Bomb load was the same as aircraft "J" ref. B.I.	B.14
3-3-45	Halifax III "G" - NB256	Can. J. 14099 P/L H.W. Macdonald	Captain	0010	0547	040000H - CHRISTIANLAND Laid mines on aiming point 15, 9809N 0802.4E at 0331.2 hrs. from 14,000 ft. heading 157 deg. true at 168 IAS. Clear visibility. Did a run up to garden area on H23 but identified garden by means of a visual drum point 280.878 0803.17E. Sighting angle of 42 deg. was used. Tactics were good. Mine load: 3 x F.638/26 Q Res. Mk. VII Mines (1,000 lb.) (1 - 1 day, 1 - 3 days, 1 - 5 days) 1 x B.244 PD.M.3 Q Res. Mk. VII (1,000 lb.) 1 x B.244 PD.M.5 Q Res. Mk. VII (1,000 lb.)	C.1

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PAGE No. 4

(1974-1975) WL 2222-111, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720

FOR THE MONTH OF March 19 45

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
5/6-3-45	Halifax III "D" - MZ318	Can. J. 87398 R/O W.A. Thomas	Captain	1634	0132	<p><b>OPERATION</b> Attacked primary at 2144.9 hrs. from 17,000 ft. heading 157 deg. true at 155 IAS. 10/10th cloud, tops 12-14,000 ft., good visibility above cloud. Bombed red/green flares with 12 second overshoot as ordered by Master Bomber. FFW was good and seemed well placed. Bomb burst appeared well concentrated. 2 x 500 lb. bombs were hung up and brought back. Aircraft diverted to Tarrant Runton for petrol on return. Bomb load: 8 x 500 lb. AMB 64 bombs.</p> <p>4 x 250 lb. G.F. bombs.</p> <p>At 2144 hrs. 17,000 ft. over the target a 4 engine aircraft was seen going down through the cloud with both wings on fire.</p>	D.1
5/6-3-45	Halifax III "C" - NR256	Can. J. 87404 R/O R.V. James	Captain	1645	0149	<p><b>OPERATION</b> Attacked primary at 2149.7 hrs. from 16,500 ft. heading 157 deg. true at 155 IAS. 10/10th cloud, tops 10,000 ft., visibility poor above. Bombed to overshoot centre of sky markers by 12 seconds as ordered by the Master Bomber. The marking was very good and bombing appeared quite concentrated. Ran into moderate icing at 10,000 ft. Landed at Tarrant Runton due to shortage of petrol. Bomb load was the same as aircraft "D" ref. D.1.</p>	D.2
5/6-3-45	Halifax III "D" - MZ357	Can. J. 87947 R/O L.H. Morrison	Captain	1644	0116	<p><b>OPERATION</b> Attacked primary at 2145 hrs. from 16,000 ft. heading 159 deg. true at 160 IAS. 10/10th cloud, tops 8-9,000 ft., slight haze above. Overshot centre of 3 flares by 12 seconds as ordered by the Master Bomber. Complete cloud cover made assessment of bombing impossible but the marking was good and an intense glow was seen. Aircraft diverted to Ford for petrol on return. At 2128-1228, 15,000 ft. 2152 hrs. an unidentified aircraft was seen to burst into flame and go straight down. Bomb load was same as "D" ref. D.1.</p>	D.3
5/6-3-45	Halifax III "B" - PW367	Can. J. 8982 R/L J.S. Crooper	Captain	1647	0155	<p><b>OPERATION</b> Attacked primary at 2131 hrs. from 15,500 ft. heading 154 deg. true at 160 IAS. 10/10th cloud, tops 6-8,000 ft., good visibility above. Bombed to overshoot a concentration of flares by 12 seconds on orders from the Master Bomber. Markers were good and bomb bursts seemed well concentrated on the glow of the target. The following unidentified aircraft were seen falling in flames: At 2052N 0933E, 2040 hrs. 17,000 ft., 5 miles off port bow; at 2103N 1007E, 2049 hrs. 17,000 ft., 10-15 miles off starboard beam; at 2143N 1132E, 2116 hrs., 17,000 ft., 5-8 miles to starboard quarter; in the target area at 2130 hrs., 15,000 ft. and at 2130N 1253E at 2139 hrs. at 15,000 feet. Aircraft diverted to Tarrant Runton on return due to shortage of petrol. Bomb load was the same as aircraft "D" ref. D.1.</p>	D.4

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5/6-3-45	Halifax III "K" - DF996	Gen-J.14905 W/L H.W. Sanderson	Captain	1632	---	<p><del>SECRET</del> This aircraft failed to return. The members of the crew were as follows:</p> <table border="1"> <thead> <tr> <th></th> <th>Trips</th> <th>hrs.</th> <th>lbs.</th> </tr> </thead> <tbody> <tr> <td>Pilot W/L H.W. Sanderson (J.14905)</td> <td>5</td> <td>31.40</td> <td>17</td> </tr> <tr> <td>Nav. WO2 Nesit, J.F. (R.18077)</td> <td>4</td> <td>25.05</td> <td>14</td> </tr> <tr> <td>A/B W/S Prince, H.H. (R.186399)</td> <td>14</td> <td>22.55</td> <td>44</td> </tr> <tr> <td>W/S P/O W.R. Stradd (J.91014)</td> <td>3</td> <td>20.15</td> <td>10</td> </tr> <tr> <td>W/S Gossard, A.S. (R.230521)</td> <td>3</td> <td>20.15</td> <td>10</td> </tr> <tr> <td>W/S Caldwell, A.S. (R.231867)</td> <td>3</td> <td>20.15</td> <td>10</td> </tr> <tr> <td>W/S Gossard, P.F. (R.231965)</td> <td>3</td> <td>20.15</td> <td>10</td> </tr> </tbody> </table> <p>Bomb load was the same as aircraft "P" ref. D.I.</p>		Trips	hrs.	lbs.	Pilot W/L H.W. Sanderson (J.14905)	5	31.40	17	Nav. WO2 Nesit, J.F. (R.18077)	4	25.05	14	A/B W/S Prince, H.H. (R.186399)	14	22.55	44	W/S P/O W.R. Stradd (J.91014)	3	20.15	10	W/S Gossard, A.S. (R.230521)	3	20.15	10	W/S Caldwell, A.S. (R.231867)	3	20.15	10	W/S Gossard, P.F. (R.231965)	3	20.15	10	D.5
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Pilot W/L H.W. Sanderson (J.14905)	5	31.40	17																																				
Nav. WO2 Nesit, J.F. (R.18077)	4	25.05	14																																				
A/B W/S Prince, H.H. (R.186399)	14	22.55	44																																				
W/S P/O W.R. Stradd (J.91014)	3	20.15	10																																				
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W/S Gossard, P.F. (R.231965)	3	20.15	10																																				
5/6-3-45	Halifax III "K" - ME823	Gen-J.14417 W/L D.F. Magee	Captain	1648	0120	<p><del>SECRET</del> Attacked primary at 2149.5 hrs. from 15,500 ft. heading 173 deg. true at 160 IAS. 10/10th cloud; tops 7,000 ft., good visibility. Bombed centre of Wagram on orders from the Master Bomber to overshoot 12 seconds. Markers were very good and bombing appeared well concentrated. A very good trip. At 2151 hrs. 15,500 ft. in the target area a jet aircraft was seen one mile to port with long flashes behind it. No attack was made. Directed to Yungmann on return for petrol. Bomb load was same as aircraft "P" ref. D.I.</p>	D.6																																
5-3-45	Halifax III "K" - DF993	Gen-J.129904 WO2 Wald, K.L.	Captain	1649	2338	<p><del>SECRET</del> Attacked primary at 2147.2 hrs. from 16,000 ft. heading 177 deg. true at 177 IAS. 10/10th cloud; tops 8-10,000 ft., poor visibility. Bombed centre of two sky markers. The Master Bomber was heard faintly. Bomb bursts appeared well concentrated in centre of the glow. Aircraft was forced to divert and land at Juvinocourt, France, due to shortage of petrol. Bomb load was same as aircraft "P" ref. D.I.</p>	D.7																																
5/6-3-45	Halifax III "K" - ME802	Gen-J.27136 W/O A.B. Cook	Captain	1652	0130	<p><del>SECRET</del> Attacked primary at 2147.9 hrs. from 16,500 ft. heading 177 deg. true at 160 mph. 10/10th cloud; tops 11,000 ft., moderate visibility. Bombed centre of glow on cloud. The target was completely obscured by cloud. Markers were seen but burned out just at bombing time. The Master Bomber was heard fairly clearly. Met heavy fog on return trip. Diverted to Terrant Buxton on return for petrol. Bomb load was the same as aircraft "P" ref. D.I.</p>	D.8																																
5/6-3-45	Halifax III "K" - DF942	Gen-J.93134 W/O D.S. Williams	Captain	1646	0145	<p><del>SECRET</del> Attacked primary at 2150.6 hrs. from 17,000 ft. heading 173 deg. true at 173 IAS. 10/10th cloud; tops 14,000 ft. Fair visibility above. Bombed a red/green flare with 12 second overshoot. The glow below was quite intense and covered a large area. Marking appeared obscure and Master Bomber called for more flares. A fair effort if marking was well placed. Landed at Terrant Buxton for petrol on return journey. Bomb load was same as aircraft "P" ref. D.I.</p>	D.9																																

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# OPERATIONS RECORD BOOK

APPENDIX C-41

A.F.  
FORM 541

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE No. 5

11794-0111 W.L. 2222-1114 704 842 U.S. 700  
11794-0111 W.L. 2222-1114 1204 1142 U.S. 700

FOR THE MONTH OF March 19 45

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
3/6-3-45	Halifax III 83 - NP946	Can. C. 26079 S/L H.J. Hogarth	Captain	1633	0115	<del>CHRONICLE</del> Attacked primary at 2130.7 hrs. from 16,300 ft. heading 133 deg. true at 133 IAS. 10/10th cloud, tops 8,000 ft., good visibility above. Bombed to overshoot sky markers by 12 seconds as instructed by the Master Bomber. Marking was very good and a very large glow of what appeared to be concentrated fires was seen. Just before reaching the target area at 2130 hours, 13,500 ft., a 4 engine aircraft was seen with starboard engine on fire. The fire was extinguished but shortly after this air to air tracer was seen and it went down in flames. At 2138 hrs. just after target area at 13,500 ft., air to air tracer was seen fired from above at an unidentified aircraft which burst into flames and went down through the cloud. It looked like a fighter. Aircraft diverted to Tangmere on return for petrol. Bomb load was the same as aircraft "P" ref. D.I.	D.10
3/6-3-45	Halifax III 71 - NP957	Can. J. 2172 B/L E.L.B. Warrington	Captain	1633	2339	<del>CHRONICLE</del> Attacked primary at 2138.7 hrs. from 16,000 ft. heading 134 deg. true at 160 IAS. 10/10th cloud, tops 8-10,000 ft., good visibility above. Bombed centre of red flares with green stars. A VERY large glow of fires was seen below the cloud and smoke was coming up through it. Impossible to fly at briefed heights because of icing in the cloud. Aircraft was landed at Juvincourt, France because of shortage of petrol. Bomb load was the same as aircraft "P" ref. D.I.	D.11
3/6-3-45	Halifax III 74 - NP941	Can. J. 36547 B/O H.A.M. Humphries	Captain	1631	0147	<del>CHRONICLE</del> Attacked primary at 2139.3 hrs. from 15,500 ft. heading 133 deg. true at 160 IAS. 10/10th cloud, tops 8,000 ft., good visibility above. Bombed position where markers had just burned out. Several bomb bursts were seen through the clouds and the glow of fires appeared well concentrated. In the target area at 1238 hrs. 13,000 ft., an unidentified aircraft was seen to explode in the air with red/green flares and other varied flares bursting around it. Landed at Farrant Rushton on return due to shortage of petrol. Bomb load was the same as aircraft "P" ref. D.I.	D.12

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
6/3-45	Halifax III "W" - NA201	Can-J-37072 E/L J.R. Rowe <u>REG</u>	Captain	1630	0131	<u>CHRONICLE</u> Attacked primary at 2159.2 hrs. from 15,000 ft. heading 133 deg true at 160 IAS. 10/10th cloud, tops 8,000 ft., good visibility above. Bombed to overshoot centre of flares by 12 seconds. The target was completely obscured but attack should be successful if the markers were accurate. The Master Bomber was heard quite clearly. At 2158 hrs. 15,000 ft. in the target area an unidentified aircraft was seen exploding in the air with illuminating red/green flares bursting around it. Diverted to Farrant Runston due to shortage of petrol. Bomb load was the same as aircraft "W" ref. D.I.	D.13
3/6-3-45	Halifax III "X" - NR194	Can-J-23102 E/L R.K. Mitchell <u>REG</u>	Captain	1646	0133	<u>CHRONICLE</u> Attacked primary at 2159 hrs. from 15,000 ft. heading 133 deg true at 160 IAS. 10/10th cloud, tops 8,000 ft., good visibility above cloud. Bombed to overshoot centre of sky markers by 12 seconds as instructed by the Master Bomber. Glow of fires seemed very big and it would appear that bombing was somewhat scattered. At 2156 hrs. a large explosion was seen followed by black smoke which came up through the cloud. A good attack. In the target area at 2158 hrs. 15,000 ft. an unidentified aircraft was seen to explode in the air with illuminating flares, red and green stars and other varied flares bursting around it. Aircraft was diverted to Farrant Runston for petrol on return. Bomb load was same as aircraft "W" ref. D.I.	D.14
7/8-3-45	Halifax III "A" - NR196	Can-J-129904 WO2 Wald, K.L.	Captain	1840	0042	<u>CHRONICLE</u> Attacked primary at 2202.5 hrs. from 12,000 ft. heading 200 deg true at 165 IAS. No cloud, very good visibility. Bombed centre of cluster of 3 green F.I.'s. Some markers were scattered and the target seemed to be poorly hit. No fires or explosions were seen. In the target area at 2200 hrs. 11,000 ft. air to air tracer was seen. An unidentified aircraft burst into flames and exploded on the ground just outside the ring of markers. Bomb load: 12 x 500 lb. M.G. bombs.	E.1
7/8-3-45	Halifax III "B" - ME474	Can-J-87404 E/O James, R.W.	Captain	1845	0027	<u>CHRONICLE</u> Attacked primary at 2200 hrs. from 11,500 ft. heading 235 deg true at 165 IAS. Heavy, visibility fair. Bombed a concentration of green F.I.'s. The Master Bomber was not heard because of interference. Too early to assess attack. One aircraft was seen to bomb about two miles to port of the target. Bomb load same as aircraft "A" ref. D.I.	E.2

# OPERATIONS RECORD BOOK

APPENDIX C-41

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE No. **6**

1944-45: 101-102 103-104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200

FOR THE MONTH OF **March** 19**45**

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
7/8-3-45	Halifax III "M" - ME357	Cen. J.35730 P/O W.W. McSwain	Captain	1844	0029	<b>REMARKS:</b> Attacked primary at 2201.5 hrs. from 11,000 ft. heading 235 deg. true at 165 IAS. 1/10th thin, broken cloud to 11,000 ft. Bombed centre of a concentration of green T.L.'s. If the markers were accurate this should be a good attack. A big explosion was seen at 2203.5 hrs. followed by dull red flame. Bomb load same as aircraft "A" ref. E.1	E.3
7/8-3-45	Halifax III "S" - ME623	Cen. J.35134 P/O D.K. Williams	Captain	1842	0106	<b>REMARKS:</b> Attacked primary at 2201.8 hrs. from 10,500 ft. heading 235 deg. true at 165 IAS. Clear, good visibility. Bombed centre of 3 green T.L.'s as ordered by the Master Bomber who was clearly heard. EFP appeared scattered but plentiful. Bombed early in attack. Bomb bursts and fires were seen after leaving the target. At 2448H 1010H, 2142 hrs. 10,500 ft. an enemy Me210 or Me210 was sighted to port on reciprocal course. At 2433H 0757H, 2221 hrs. 4,000 ft. an unidentified aircraft was seen to be coded by searchlights and engaged by flak. It burst into flames and exploded on impact. Bomb load was the same as aircraft "A" ref. E.1.	E.4
7/8-3-45	Halifax III "J" - PH367	Cen. J.37947 P/O L.H. Morrison	Captain	1849	0039	<b>REMARKS:</b> Attacked primary at 2205.9 hrs. from 10,000 ft. heading 215 deg. true at 165 IAS. Clear, good visibility. Bombed slightly port of centre of 3 green T.L.'s. Markers were plentiful but scattered. A large explosion was seen at 2210 hrs. Tactics were good but they did not agree with weather conditions. At 2430H 0900H, 2230 hrs. 8,000 ft. what resembled a barrage balloon was seen about 500 yards off the starboard beam. It seemed to follow the aircraft at the same speed for about 3 or 4 minutes through turns as well as in straight flights. This was seen by six members of the crew. Bomb load same as aircraft "A" ref. E.1.	E.5
7/8-3-45	Halifax III "M" - DW933	Cen. J.40208 P/O J.L. Brown	Captain	1843	0046	<b>REMARKS:</b> Attacked primary at 2202.3 hrs. from 10,500 ft. heading 220 deg. true at 165 IAS. Thin cloud to 13,000 ft., very good visibility. Bombed centre of 3 green T.L.'s as instructed by the Master Bomber. The markers seemed well placed and the attack appeared well concentrated. One large red fire was burning brightly. Bomb load was the same as aircraft "A" ref. E.1.	E.6
7/8-3-45	Halifax III "M" - ME482	Cen. J.29736 P/O A.D. Cook	Captain	1845	0030	<b>REMARKS:</b> Attacked primary at 2202.8 hrs. from 11,000 ft. heading 230 deg. true at 165 IAS. No cloud; good visibility. Bombed centre of 3 green T.L.'s to port of yellow T.L. The target was very well marked. The Master Bomber was not clearly heard until right over the target. A very good trip. At 2200 hrs. 11,000 ft. in the target area, air to air tracer was seen and an unidentified aircraft burst into flames and exploded on the ground just outside the ring of markers. Bomb load was the same as aircraft "A" ref. E.1.	E.7

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
7/8-3-45	Halifax III "X" - NR194	Can. J. 37933 W/O J.L. Nelson	Captain	1848	0038	REMISSIONS. Attacked primary at 2202 hrs. from 11,500 ft. heading 273 deg. true at 165 IAS. Clear, good visibility. Bombed centre of yellow T.I. Bombing appeared rather scattered between the green and yellow T.I.'s. The Master Bomber was not heard. Tactics were very good and aircraft were well concentrated over the target but attack itself was rather disappointing. Bomb load same as aircraft "A" ref. R.I.	E.8
7/8-3-45	Halifax III "R" - DF967	Can. J. 21848 W/O L.C. Moffat	Captain	1846	0041	REMISSIONS. Attacked primary at 2202.3 hrs. from 12,000 ft. heading 285 deg. true at 165 IAS. Very thin cloud, tops 17,200 ft., good visibility. Bombed centre of three green T.I.'s, as ordered by the Master Bomber. No fires or explosions or other bombing results seen. At 2433N 0757R 2221 hrs., 4,000 ft. a few searchlights appeared to be coming from unidentified aircraft and predicted flash was observed. The aircraft burst into flames and exploded on impact. Bomb load was the same as aircraft "A" ref. R.I.	E.9
7/8-3-45	Halifax III "W" - DF946	Can. J. 1057 W/O E.L. Bolduc	Captain	1838	0031	REMISSIONS. Attacked primary at 2202 hrs. from 11,500 ft. heading 290 deg. true at 165 IAS. 2-3/10th cloud, bases 12,000 ft. good visibility. Bombed yellow T.I. as ordered by the Master Bomber. Markers were scattered and no fires were observed. The yellow T.I.'s and illuminating flares were somewhat confusing. Attack seemed fairly well concentrated. At 2433N 0757R, 2221 hrs., 4,000 ft. an unidentified aircraft was seen come by searchlights and fired on by predicted flash. It burst into flames and exploded on impact with the ground. Bomb load was the same as aircraft "A" ref. R.I.	E.10
7/8-3-45	Halifax III "Y" - DF941	Can. J. 16119 W/O H.M. Barr	Captain	1830	0036	REMISSIONS. Attacked primary at 2201.9 hrs. from 11,000 ft. heading 240 deg. true at 165 IAS. No cloud, good visibility. Bombed green T.I.'s to port of yellow T.I. as ordered by the Master Bomber. Bomb flashes were observed but no fires or explosions. The attack appeared to be good. At 2201N 0912R, 2130 hrs., 11,000 ft. an unidentified enemy aircraft appeared from port to starboard slightly above. The rear gunner opened fire with 100 rounds and the enemy aircraft broke off and disappeared. No strikes were seen and no claim made. Bomb load was same as aircraft "A" ref. R.I.	E.11 See App. C.67

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# OPERATIONS RECORD BOOK

APPENDIX C-41

A.F.  
FORM 541

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE No. 7

FOR THE MONTH OF March 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
7/8-3-45	Halifax III "W" - NA201	Comd J-37072 W/L J.E. Rowe DFC	Captain	1841	0037	<del>RECONSTRUCTED</del> Attacked primary at 2202.9 hrs. from 15,500 ft. heading 290 deg. true at 165 IAS. Heavy, good visibility. Bombed centre of concentration of yellow f.l.'s and visually on a large building. The Master Bomber was rather garbled and not heard until during the run up to the target. Not many bomb bursts seen. Seemed to be an uncertain attack. At 5430N 0757W, 2221 hrs, 4,000 ft. an unidentified aircraft was seen come and fired on by predicted flak. It burst into flames and went down exploding on impact. In the target area at 2200 hrs, 11,000 ft. air to air tracer was seen and an unidentified aircraft burst into flames and exploded on the ground just outside the ring of markers. Bomb load was the same as aircraft "A" ref. E.1.	E.12
7/8-3-45	Halifax III "H" - NA230	Comd H-14417 W/L D.F. Magee	Captain	1839	0115	<del>RECONSTRUCTED</del> Attacked primary at 2205 hrs. from 10,000 ft. heading 273 deg. true at 160 mph. No cloud but slight haze. Bombed the centre of green f.l.'s which were well concentrated. Concentrated and explosions and black smoke was seen in the target area. At 5430N 0745E, 2223 hrs, 8,000 ft. an aircraft was seen to come down into the sea in flames. Owing to failure of brake pressure aircraft was diverted to Gurney where it landed. Bomb load was the same as aircraft "A" ref. E.1.	E.13
7/8-3-45	Halifax III "Z" - ME272	Comd J-38425 W/L W. Fikis	Captain	1846	0026	<del>RECONSTRUCTED</del> Attacked primary at 2202.6 hrs. from 12,000 ft. heading 285 deg. true at 165 IAS. Heavy, visibility fairly good. Bombed green f.l.'s to port of yellow. Markers and bombing were very scattered and no fires or explosions were seen. A very poor attack. Bomb load same as aircraft "A" ref. E.1.	E.14
7/8-3-45	Halifax III "Q" - W942	Comd J-27094 W/O H.H. Agos	Captain	1850	0104	<del>RECONSTRUCTED</del> Attacked primary at 2205 hrs. from 11,500 ft. heading 180 deg. true at 165 IAS. No cloud; very good visibility. Bombed centre of yellow f.l. Markers were very scattered on first run so omitted. Halfway through orbit an attack was made by an enemy Me410. When 300 yds. head astern the rear gunner ordered a coarscrew and opened fire. After 250 rounds all four of his guns jammed. The Me410 opened fire at the same time as the rear gunner. It then broke away and the mid-upper gunner opened fire with 800 rounds. Strikes were seen on the Me410 but no claim is made. The Halifax was hit by cannon shell in the starboard side. It cut the heating line and exploded in the pilot's cockpit breaking the wind screen. None of the crew were injured. Owing to this attack no accurate description of the target can be given. Bomb load was same as aircraft "A" ref. E.1.	E.15

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
8/9-3-45	Halifax III "A" - NR196	Cen. E. L. 29904 WD2 Weld, K.L.	Captain	1821	0027	HAMBURG. Attacked primary at 2129 hrs. from 18,000 ft. heading 170 deg. true at 175 IAS. 8/10th cloud, tops 6-8,000 ft., fair visibility. Mined two widths of gridline to starboard of green F.I.'s. The markers covered a large area but were well concentrated. Mine load: 1 each, B-294 80373 Mk. W 1,500 lb. (2 days) B-294 80374 Mk. W 1,500 lb. (3 days) D-416 8025 Mk. W 1,500 lb. (2 days) D-416 80098 Mk. W 1,500 lb. (4 days)	F.1
8/9-3-45	Halifax III "B" - NR337	Cen. J. 14099 P/L H.W. Macdonald MRC	Captain	1815	0009	HAMBURG. Attacked primary at 2126.9 hrs. from 17,800 ft. heading 167 deg. true at 155 IAS. 8/10th cloud, tops 4-5,000 ft. thin cloud above. Mined two widths of gridline to starboard of green F.I.'s. If markers were accurate the mining should be good. Target was not seen visually. At 5438-000E, 2947-3 hrs., 2,000 ft. a mass of white lights which looked like a boat lit up, was seen a mile astern. Mine load: 1 each, B-294 80370 Mk. W 1,500 lb. (2 days) B-294 80446 Mk. W 1,500 lb. (3 days) D-416 80062 Mk. W 1,500 lb. (2 days) D-416 79904 Mk. W 1,500 lb. (4 days)	F.2
8/9-3-45	Halifax III "B" - NR229	Cen. J. 15600 S/L H.W. Peterson MRC	Captain	1820	0018	HAMBURG. Attacked primary at 2129 hrs. from 16,500 ft. heading 220 deg. true at 170 IAS. 8/10th cloud, tops 5,000 ft. fair visibility. Bombed to starboard of green F.I.'s as briefed. Quite a lot of bombing was seen in the marked area. The Master Bomber was heard to direct bombing on the green F.I. Sky marking seemed scattered. A hard raid to assess. Mine load: 1 each, B-294 80124 Mk. W 1,500 lb. (4 days) B-294 80396 Mk. W 1,500 lb. (4 days) D-416 80073 Mk. W 1,500 lb. (2 days) D-416 80040 Mk. W 1,500 lb. (4 days)	F.3
8/9-3-45	Halifax III "H" - NR238	Cen. J. 93134 P/O D.S. Williams	Captain	1819	0036	HAMBURG. Attacked primary at 2128.7 hrs. from 18,000 ft. heading 172 deg. true at 174 IAS. 8/10th cloud, tops 8,000 ft., visibility fair to good. Mined visually as briefed. The whole area was well lit up by flares and no trouble was experienced in identifying the target. Should be a success. Mine load: 1 each, B-294 79797 Mk. W 1,500 lb. (4 days) D-416 80019 Mk. W 1,500 lb. (3 days) D-416 80010 Mk. W 1,500 lb. (3 days) D-416 80014 Mk. W 1,500 lb. (3 days)	F.4

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# OPERATIONS RECORD BOOK

APPENDIX C-41

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE No. 8

FOR THE MONTH OF March 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
8/9-45	Halifax III "M" - DW993	Comd J. 37478 P/O RZF. Pike	Captain	1822	0023	<p><b>HAMBURG</b> Attacked primary at 2129.5 hrs. from 18,000 ft. heading 175 deg. true at 154 IAS. 5/10th cloud, tops 7,000 ft. visibility good. Mined visually slightly to port of the river junction. T.I.'s were seen about 1 1/2 miles to port. Too early to assess results of attack. A good trip. At 5400N 0710E, 2212 hrs. 13,000 ft. an amber light was seen at aircraft height about 200-250 yds off port beam. 50 rounds were fired and the light seemed to break into particles and disappear. No claim made.</p> <p>Mine load: 1 each, B-234 80452 4 days Mk. IV 1,500 lb. B-416 80022 2 days Mk. IV 1,500 lb. D-416 80039 4 days Mk. IV 1,500 lb. D-416 80045 4 days Mk. IV 1,500 lb.</p>	P.5
8/9-45	Halifax III "R" - DW967	Comd J. 21848 P/L L.C. Moffat	Captain	1818	0021	<p><b>HAMBURG</b> Attacked primary at 2129.5 hrs. from 18,000 ft. heading 161 deg. true at 154 IAS. 9/10th cloud, tops 6,000 ft. good visibility above. Mined width of 2 1/2 gratitudes to starboard of green F.L. A small stretch of clear water was seen on run up, otherwise the target was obscured. Wagonai was scattered and only one ground mark was seen. Master bomber was clearly heard. This is considered a successful attack. At 5400N 0210E, 1934 hrs. 2,000 ft. a Halifax aircraft was seen 1200 yards to starboard. It dropped astern and jettisoned its bomb load. It then appeared to be signalling with a nose lamp and turned slowly for England.</p> <p>Mine load: 1 each, B-234 80381 2 days Mk. IV 1,500 lb. B-234 80401 3 days Mk. IV 1,500 lb. D-416 79985 2 days Mk. IV 1,500 lb. D-416 79972 4 days Mk. IV 1,500 lb.</p>	P.6
8/9-45	Halifax III "W" - DW941	Comd J. 26079 S/L H.J. Hogarth	Captain	1817	0044	<p><b>HAMBURG</b> Attacked primary at 2130.1 hrs. from 14,000 ft. heading 169 deg. true at 155 IAS. 6/10th cloud, tops 6,000 ft. very good visibility. Mined visually on ground detail. Docks were seen right after release. Green F.L. was seen 1500 yards to port. A large explosion was seen in the target area. A fair attack. At 3940N 0852E, 2152 hrs. 12,000 ft. a cone of fire was seen circling aircraft about 2,000 ft. above. It is believed to have been a jet aircraft.</p> <p>Mine load: 1 each, B-234 80378 Mk. IV 1,500 lb. (2 days) B-234 80569 Mk. IV 1,500 lb. (3 days) D-416 79982 Mk. IV 1,500 lb. (2 days) D-416 79968 Mk. IV 1,500 lb. (4 days)</p>	P.7

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
8-9-45	Halifax III "X" - NR194	Cann J-5382 P/L J.E. Cropper	Captain	1816	0117	<b>HAMBURG</b> Attacked primary at 2127.5 hrs. from 18,000 ft. heading 172 deg. true at 135 TAS. 7/10th cloud; tops 10,000 ft. good visibility. Canal on right and network of water was in bomb sight when mines were dropped. The run up was good and mine should have landed in the water. 1 mine, D.416 80077 was hung up due to electrical failure and was brought back to base. Mine load: 1 each, B.294 80283 4 days Mk. IV 1,500 lb. D.416 80077 3 days Mk. IV 1,500 lb. D.416 80007 3 days Mk. IV 1,500 lb. D.416 79977 3 days Mk. IV 1,500 lb.	F.8
8-9-45	Halifax III "X" - NR474	Cann J-40208 P/O J.L. Brown	Captain	1834	2345	<b>MINES - HAMBURG</b> Mines laid at 5401N 0817E at 2128.24 hrs. from 15,000 ft., heading 180 deg. true at 193 mph, TAS. Wind 011 deg. at 85 mph. Mines were released at 540116N 081447E a point 17.9 miles 125 deg. from the centre of Haligoland which was identified by means of H2S. 7-8/10th thin cloud; tops 3,800 ft. good visibility. A successful attack with no difficulty experienced. Mine load: 1 each, G.308 40882 Q Res. Mk. VI 1,800 lb. D.410 32733 Q Res. Mk. VI 1,800 lb. G.706 17196 Q Res. Mk. VI 1,800 lb. G.706 17801 Q Res. Mk. VI 1,800 lb.	G.1
8-9-45	Halifax III "X" - NR276	Cann J-37947 P/O L.H. Morrison	Captain	1855	2355	<b>MINES - HAMBURG</b> Laid mines at 5401N 0817E at 2135.45 hrs. from 15,000 ft., heading 185 deg. true at 205 TAS. Wind 007 deg. at 84 mph. Mines released at 540216N 081447E a point 17.9 miles 125 deg. from Haligoland which was identified by H2S. Route and tactics were good. Mine load: 1 each, G.308 40885 Q Res. Mk. VI 1,800 lb. D.410 32729 Q Res. Mk. VI 1,800 lb. G.706 32848 Q Res. Mk. VI 1,800 lb. G.718 32381 Q Res. Mk. VI 1,800 lb.	G.2
8-9-45	Halifax III "X" - NR346	Cann J-23102 P/L R.K. Mitchell W/O	Captain	1835	2342	<b>MINES - HAMBURG</b> Laid mines at 5401N 0817E at 2132.30 hrs. from 15,000 ft., heading 185 deg. true at 199 TAS. Wind 007 deg. at 80 mph. Some haze below, good visibility. Mines released at 540216N 081447E a point 17.9 miles 125 deg. from Haligoland which was identified by H2S. A good hit. Mine load: 1 each, G.308 40887 Q Res. Mk. VI 1,800 lb. D.410 32734 Q Res. Mk. VI 1,800 lb. G.706 32839 Q Res. Mk. VI 1,800 lb. G.718 32396 Q Res. Mk. VI 1,800 lb.	G.3

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# OPERATIONS RECORD BOOK

APPENDIX G-41

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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

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PAGE No. 9

FOR THE MONTH OF March 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
8-3-45	Halifax III "B" - HA201	Cann. J. 37072 W/L J.E. Rowe RMC	Captain	1831	2338	<p><b>MINES - BLINK</b> Laid mines at 5400N 0800E at 213130 hrs. from G.4 15,000 ft., heading 218 deg. true at 193 TAS. Wind 240 deg. at 60 mph. Clear visibility with a slight haze. Mines were released at 5401N 080020E a point 12 3/4 miles, 157 deg. from Heligoland which was identified by H2S. Tactics were very good and this attack should be successful.</p> <p>Mine load: 1 each, G.308 40884 Q Res. Mk. VI 1,800 lb.                      D.410 32748 Q Res. Mk. VI 1,800 lb.                      G.705 32054 Q Res. Mk. VI 1,800 lb.                      G.718 32338 Q Res. Mk. VI 1,800 lb.</p>	
8-3-45	Halifax III "B" - HA272	Cann. J. 29736 W/O A.D. Cook	Captain	1832	2331	<p><b>MINES - BLINK</b> Laid mines at 5400N 0800E at 2138 hrs. from G.5 15,000 ft., heading 220 deg. true at 190 TAS. No cloud, medium visibility. Released mines at 5401.09N 0800.80E on heading 220 deg., 12.6 miles 157 deg. from Heligoland which was identified by means of H2S. A good trip.</p> <p>Mine load: 1 each, G.308 40883 Q Res. Mk. VI 1,800 lb.                      D.410 32743 Q Res. Mk. VI 1,800 lb.                      G.705 17122 Q Res. Mk. VI 1,800 lb.                      G.718 32383 Q Res. Mk. VI 1,800 lb.</p>	G.5
9/10-3-45	Halifax III "A" - HA196	Cann. J. 93134 P/O D.R. Williams	Captain	1725	0055	<p><b>MINES - OSLO</b> Laid mines at 592N 1057.30E at 2133.24 hrs. from 15,000 ft., heading 132 deg. true at 198 TAS. Released mines at 5923.10N 1056.38E a point 321 deg. 4 miles from the tip of Hovden Peninsula with an overshoot of 90 sec. Datum point was identified by means of H2S. No cloud, good visibility. At 0900E on track at 2213 hrs., 4,000 ft. red air to air tracer was seen. Active Flak ship at 5900N 1040E.</p> <p>Mine load: 1 each, B.230 25133 Q Res. Mk. III 1,300 lb. (3 days)                      B.230 25136 Q Res. Mk. III 1,300 lb. (3 days)                      G.716 25454 Q Res. Mk. III 1,300 lb. (no set)                      G.716 25574 Q Res. Mk. III 1,300 lb. (no set)</p>	H.1
9/10-3-45	Halifax III "B" - HA274	Cann. J. 34417 W/L D.T. Magee	Captain	1725	0059	<p><b>MINES - OSLO</b> Laid mines at 5924.45N 1051.18E at 2144 hrs. from 15,000 ft., heading 197 deg. true at 197 TAS. Released mines at 5926N 1051.08E, 174 deg. 3.4 miles from Hovden Island making good a track of 311 deg. Nil cloud, good visibility. Tactics and timing run were both very good. No difficulties.</p> <p>Mine load: G.308 40886 Q Res. Mk. VI 1,800 lb. (1 day)                      G.308 40881 Q Res. Mk. VI 1,800 lb. (2 days)                      G.705 17127 Q Res. Mk. VI 1,800 lb. (1 day)                      G.705 17197 Q Res. Mk. VI 1,800 lb. (2 days)</p>	H.2

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
9/10-3-45	Halifax III "C" - NR256	Cen. J. 1560 S/L H.W. Peterson DFCR Captain		1721	0102	<p>MINRE - OSIO Laid mines at 5926N 1031.08E at 2138 hrs. from H.3 15,000 ft. heading 197 deg. true at 198 TAS. Good visibility, no clouds. Released mines at 5929N 1031E, 174 deg. 3.4 miles from Hølen Island on heading of 197 deg. true. Tactics were very good. Due to poor H2S reception on the first run it was necessary to orbit. Visibility was good enough to have dropped the mines visually.</p> <p>Mine load: G.308 4080L Q Res. Mk. VI 1,800 lb. (3 days) G.308 40689 Q Res. Mk. VI 1,800 lb. (4 days) G.706 17119 Q Res. Mk. VI 1,800 lb. (3 days) G.706 17181 Q Res. Mk. VI 1,800 lb. (4 days)</p>	
9/10-3-45	Halifax III "D" - NR357	Cen. J. 40208 P/O J.L. Brown	Captain	1729	0105	<p>MINRE - OSIO Laid mines at 5932N 1057.30E at 2135.30 hrs. H.4 from 15,000 ft. heading 160 deg. true at 197 TAS. No clouds, good visibility. Released mines at 5931.10N 1056.38E, 321 deg. 4 miles from Nesodden peninsula which was identified by H2S. Orbits once to make sure of position. Mining run was good. See coverage was excellent.</p> <p>Mine load: B.230 26083 Q Res. Mk. III 1,500 lb. (7 days) B.230 26097 Q Res. Mk. III 1,500 lb. (7 days) G.716 26377 Q Res. Mk. III 1,500 lb. (no set.) G.716 26661 Q Res. Mk. III 1,500 lb. (no set.)</p>	
9-3-45	Halifax III "J" - PR367	Cen. J. 8382 W/L J.B. Creeper DFC	Captain	1727	2349	<p>MINRE - OSIO Abandoned mission at 6007N 0620E at 2047 hrs. H.5 15,000 ft. due to the H2S unit becoming unserviceable. It was serviceable over base but a resistor in ballast had been burned out after it was turned on. Mine load was brought back to base.</p> <p>Mine load: B.406 97103 Q Res. Mk. III 1,500 lb. (no set.) B.230 26138 Q Res. Mk. III 1,500 lb. (1 day) B.230 26096 Q Res. Mk. III 1,500 lb. (2 days) G.716 26378 Q Res. Mk. III 1,500 lb. (no set.)</p>	
9/10-3-45	Halifax III "E" - NR482	Cen. J. 29736 P/O A.D. Cook	Captain	1735	0124	<p>MINRE - OSIO Laid mines at 59054N 1057.48E at 2130.20 hrs. H.6 from 15,000 ft. heading 167 deg. true at 198 TAS. Released mines at 5932.06N 1056.54E, 216 deg. 4 miles from Nesodden peninsula; then a third run for 3.1 miles. The target point was identified by H2S. No cloud or haze. It would have been better to have mined visually. Missed the release point on the first run owing to the strong winds and had to orbit. Just after mines were released it was necessary to feather the port outer engine and return on three engines.</p> <p>Mine load: B.230 26066 Q Res. Mk. III 1,500 lb. (1 day) B.230 26041 Q Res. Mk. III 1,500 lb. (2 days) G.716 26469 Q Res. Mk. III 1,500 lb. (no set.) G.716 26462 Q Res. Mk. III 1,500 lb. (no set.)</p>	

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PAGE No. 10

11700-1011 WL 4490-1141 NW 841 T.S. 700  
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FOR THE MONTH OF March 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
9/10-3-45	Halifax III 429 - 14767	Comd. J. 21848 R/L L.G. Moffat	Captain	1728	0109	MINIE - OSLO Laid mines at 5926.24N 1029.32E at 2206 hrs. from 15,000 ft. heading 200 deg. true at 199 TAS. Released mines at 5927.51N 1029.40E, 348 deg. 5.2 miles from the north tip of Basto Island which was identified by HES. Visibility was clear and attacks seemed successful. Mine load: B.406 97124 Q Res. Mk. III 1,500 lb. (no act) B.230 35504 Q Res. Mk. III 1,500 lb. (no act) B.230 26076 Q Res. Mk. III 1,500 lb. (no act) G.716 26467 Q Res. Mk. III 1,500 lb. (no act)	H.7
9/10-3-45	Halifax III 429 - 14946	Comd. G. 1057 W/G R.L. Bolduc	Captain	1722	0053	MINIE - OSLO Laid mines at 5930.54N 1027.48E at 2132.24 hrs. from 15,000 ft. heading 165 deg. true at 197 TAS. Released mines at 5932.06N 1026.96E, 316 deg. 4 miles from Hadden Point, then a timed run of 3.1 miles. True track 162 deg. Clear, excellent visibility. A very successful operation. Mine load: B.230 26067 Q Res. Mk. III 1,500 lb. (3 days) B.230 26084 Q Res. Mk. III 1,500 lb. (4 days) G.716 26475 Q Res. Mk. III 1,500 lb. (no act) G.716 26767 Q Res. Mk. III 1,500 lb. (no act)	H.8
9/10-3-45	Halifax III 429 - 14994	Comd. J. 21772 R/L J.S. Howe DMC	Captain	1730	0057	MINIE - OSLO Laid mines at 5926.40N 1029.50E at 2203.3 hrs. from 15,000 ft. heading 200 deg. true at 198 TAS. Released mines at 5927.21N 1029.40E, 384 deg. 5.2 miles from Basto Island which was identified by HES. Clear visibility. Mine load: B.230 35509 Q Res. Mk. III 1,500 lb. (3 days) B.230 35516 Q Res. Mk. III 1,500 lb. (5 days) G.716 26210 Q Res. Mk. III 1,500 lb. (no act) G.716 26571 Q Res. Mk. III 1,500 lb. (no act)	H.9
9/10-3-45	Halifax III 429 - 14972	Comd. J. 23102 R/L R.K. Mitchell DMC	Captain	1726	0033	MINIE - OSLO Laid mines at 5926.24N 1029.32E at 2240.30 hrs. from 15,000 ft. heading 200 deg. true at 197 TAS. Released mines at 5927.51N 1029.40E, 348 deg. 5.2 miles from the northern tip of Basto Island. Visibility was good. Partips were very good, particularly the change of route coming in from the north. Mine load: B.230 35582 Q Res. Mk. III 1,500 lb. (no act) B.230 37173 Q Res. Mk. III 1,500 lb. (4 days) G.716 26583 Q Res. Mk. III 1,500 lb. (no act) G.716 26531 Q Res. Mk. III 1,500 lb. (no act)	H.10

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				Up	Down		
11-3-45	Halifax III "A" - NR36	Gen. A. 129904 Wald, K.L.	Captain	1136	1818	<p>ATTACKED primary at 1518 hrs. from 17,700 ft. heading 046 deg. true at 160 IAS. 10/10th cloud, tops 6,000 ft. good visibility above. Bombed two blue smoke puffs before Master Bomber had given instructions to bomb another blue puff to port. Marking was good but M/B was not very clear. A large explosion occurred at 1920 hrs. with several smaller ones immediately after. If the sky marking was accurate this should be a good attack. Bomb load was 16 x 500 lb. G.P. bombs.</p>	J.1.
11-3-45	Halifax III "Q" - NR236	Gen. J. 19600 S/L H.V. Paterson DFC & Bar	Captain	1123	1745	<p>ATTACKED primary at 1518.5 hrs. from 18,300 ft. heading 043 deg. true at 155 IAS. 10/10th cloud, tops 6,000 ft. clear visibility above. Bombed one red smoke puff which had just gone down. No smoke could be seen. Bomber stream seemed to be slightly seaward but on a good heading. Tactics were very good. Stream seemed preferable to a puff as there was not as much target area firing bombs. Bomb load was the same as aircraft "A" ref. J.1.</p>	J.2
11-3-45	Halifax III "B" - NR474	Gen. J. 85111 R/O Aube, Bernard	Captain	1137	1759	<p>ATTACKED primary at 1525.1 hours from 17,900 ft. heading 042 deg. true at 155 IAS. 10/10th cloud, tops 7,8,000 ft. very good visibility. Bombed a red smoke puff as ordered by the Master Bomber. Marking was insufficient but bombing appeared well concentrated and if the markers were accurate this should be a very good attack. There was a solid mass of aircraft over the target. Had to orbit once due to an aircraft directly below in bomb path. Bomb load was the same as aircraft "A" ref. J.1.</p>	J.3
11-3-45	Halifax III "J" - FR367	Gen. J. 97947 R/O L.H. Morrison	Captain	1124	1733	<p>ATTACKED primary at 1518.7 hrs. from 18,200 ft. heading 046 deg. true at 155 IAS. 10/10th cloud, tops 7-8,000 ft. good visibility above. Bombed a red smoke puff as ordered by the Master Bomber. Marking seemed inadequate but the attack should be very good if they were accurate. No part of the target was visible due to the cloud. Bomb load was the same as aircraft "A" ref. J.1.</p>	J.4
11-3-45	Halifax III "M" - LW993	Gen. J. 374478 R/O R.P. Pike	Captain	1129	1746	<p>ATTACKED primary at 1518.5 hrs. from 17,500 ft. heading 046 deg. true at 160 IAS. 10/10th cloud, tops 5,000 ft. clear above cloud. Bombed one blue smoke puff as ordered by the Master Bomber. The bomber stream appeared concentrated and on heading. Tactics were good and stream much preferred to puff. Bomb load same as aircraft "A" ref. J.1.</p>	J.5

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
11-3-45	Halifax III "A" - NR136	Gen. L. 29904 Wald, K. L.	Captain	1126	1818	<p>ASSEM Attacked primary at 1518 hrs. from 17,700 ft. heading 046 deg. true at 160 IAS. 10/10th cloud, tops 6,000 ft. good visibility above. Bombed two blue smoke puffs before Master Bomber had given instructions to bomb another blue puff to port. Marking was good but M/B was not very clear. A large explosion occurred at 1920 hrs. with several smaller ones immediately after. If the sky marking was accurate this should be a good attack. Bomb load was 16 x 500 lb. G.P. bombs.</p>	J.1.
11-3-45	Halifax III "V" - NR236	Gen. J. 15600 3/L H. V. Peterson R/O & Sgt. Captain	Captain	1123	1745	<p>ASSEM Attacked primary at 1518.5 hrs. from 18,700 ft. heading 043 deg. true at 155 IAS. 10/10th cloud, tops 6,000 ft. clear visibility above. Bombed orange smoke puff which had just gone down. No smoke could be seen. Bomber stream seemed to be slightly scattered out on a good heading. Tactics were very good. Stream seemed preferable to a gaggle as there was not as much danger of falling bombs. Bomb load was the same as aircraft "A" ref. J.1.</p>	J.2
11-3-45	Halifax III "B" - 105474	Gen. J. 89111 2/O A. W. Baird	Captain	1137	1733	<p>ASSEM Attacked primary at 1523.4 hours from 17,300 ft. heading 042 deg. true at 155 IAS. 10/10th cloud, tops 7,8,000 ft. very good visibility. Bombed a red smoke puff as ordered by the Master Bomber. Marking was insufficient but bombing appeared well concentrated and if the markers were accurate this should be a very good attack. There was a solid mass of aircraft over the target. Had to orbit once due to an aircraft directly below in bomb path. Bomb load was the same as aircraft "A" ref. J.1.</p>	J.3
11-3-45	Halifax III "J" - FR367	Gen. J. 97947 2/O L. H. Morrison	Captain	1124	1733	<p>ASSEM Attacked primary at 1518.7 hrs. from 18,200 ft. heading 046 deg. true at 155 IAS. 10/10th cloud, tops 5,000 ft. good visibility above. Bombed a red smoke puff as ordered by the Master Bomber. Marking seemed inadequate but the attack should be very good if they were accurate. No part of the target was visible due to the cloud. Bomb load was the same as aircraft "A" ref. J.1.</p>	J.4
11-3-45	Halifax III "M" - 14933	Gen. L. 374478 2/O R. F. Pike	Captain	1129	1746	<p>ASSEM Attacked primary at 1518.5 hrs. from 17,300 ft. heading 046 deg. true at 160 IAS. 10/10th cloud, tops 5,000 ft. clear above cloud. Bombed one blue smoke puff as ordered by the Master Bomber. The bomber stream appeared concentrated and on heading. Tactics were good and stream much preferred to gaggle. Bomb load same as aircraft "A" ref. J.1.</p>	J.5

# OPERATIONS RECORD BOOK

APPENDIX C.41

J.A.P.  
FORM 541

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**SECRET**

PAGE No. 11

11704-0111 W.L. 4222-1111 706 811 7.5 700  
11704-0111 W.L. 4222-1111 1304 1111 7.5 700

FOR THE MONTH OF March 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
11-3-45	Halifax III "S" - NP946	Capt. J. 26079 S/L H.J. Hogarth	Captain	1122	1731	BSSEW Attacked primary at 1518.3 hrs. from 18,800 ft heading 046 deg. true at 155 IAS. 10/10th cloud, tops 4,000 ft. good visibility above. Bombed slightly down wind of centre of red smoke puffs. Heavy aircraft seemed to be on heading and if the smoke puffs were accurate the attack should be very good. Tactics were good and well carried out. Bomb load was the same as aircraft "A" ref. J.1.	J.6
11-3-45	Halifax III "V" - LV941	Capt. J. 21848 E/L L.G. Moffat	Captain	1131	1741	BSSEW Attacked primary at 1518.8 hrs from 17,000 ft heading 046 deg. true at 160 IAS. 10/10th cloud, tops 6,000 ft. clear above. Bombed one red smoke puff as instructed by the Master Bomber. Marking was good and easily identified. The bomber stream was very concentrated over the target and the attack should have been very successful. There appeared to be a great turbulence below the cloud. Tactics were very good. Fighter cover was seen both in and out of the target. Bomb load was the same as aircraft "A" ref. J.1.	J.7
11-3-45	Halifax III "W" - NA201	Capt. J. 37072 E/L J.S. Rowe DMC	Captain	1127	1736	BSSEW Attacked primary at 1518.5 hrs. from 18,500 ft heading 046 deg. true at 155 IAS. 10/10th cloud, tops 7,000 ft. good visibility above. Bombed cloud over the target area which was a dark colour as though from clouds of smoke. No markers were seen at bombing time but a few blue smoke puffs were seen just prior. Aircraft were well concentrated and FFV kept the aiming point regularly marked. Bomb load was the same as aircraft "A" ref. J.1.	J.8
11-3-45	Halifax III "X" - NR194	Capt. J. 27034 E/O M.M. Agas	Captain	1133	1739	BSSEW Attacked primary at 1518.8 hrs. from 18,200 ft heading 046 deg. true at 155 IAS. 10/10th cloud, tops 6-8,000 ft. good visibility above. Bombed one red smoke puff as ordered by the Master Bomber although run up was made on blue puffs. Marking was good and bombing appeared accurate and concentrated. A very successful raid which was well directed by the M/S. 3 x 500 lb. bombs were hung up and jettisoned late at 2245H 0900H at 1640 hrs. from 8,000 ft. Bomb load was the same as aircraft "A" ref. J.1.	J.9
11-3-45	Halifax III "Z" - NZ872	Capt. J. 88423 E/L W. Fikis.	Captain	1133	1738	BSSEW Attacked primary at 1518.7 hrs. from 17,900 ft heading 046 true at 160 IAS. 10/10th cloud, tops 6,000 ft. good visibility above. Bombed blue smoke puffs. The marking was weak but well concentrated. The Master Bomber was heard asking for more sky markers. Aircraft were very well concentrated and this seemed to be a very good attack. Bomb load was the same as aircraft "A" ref. J.1.	J.10

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				Up	Down		
12-3-45	Halifax III "A" - NR196	Cqn. E. 129904 WO2 Wald, K.L.	Captain	1308	1940	<p> <u>Bartmond</u> Attacked primary at 1648 hrs. from 16,500 ft. heading 031 deg. true at 160 IAS. 10/10th cloud, tops 6,000 ft., clear visibility above. Bombed the centre of blue smoke puffs. There were not enough markers down but those down were well concentrated. A dark patch which came up very fast appeared to be a very large explosion. 1 x 500 lb. bomb was hung up and jettisoned safe at 5215N 0314W at 1804 hrs. from 8,000 ft. in clear visibility.  Bomb load: 10 x 500 lb. AMM. 64 bombs.  6 x 250 lb. G.P. bombs. </p>	K.1
12-3-45	Halifax III "D" - NZ357	Cqn. J. 93134 P/O D.S. Williams	Captain	1244	1921	<p> <u>DORELAND</u> Attacked primary at 1648.7 hrs. from 17,100 ft. heading 031 deg. true at 155 IAS. 10/10th cloud, tops 10,000 ft., very good visibility above. Bombed the centre of three green smoke puffs as directed by the Master Bomber who was clearly heard. The bombing appeared to be well centred on the markers. A large black circle up on the cloud indicated that smoke was rolling up. Some bomb flashes were seen in the target area on the runway. Fighter cover and tactics were good. Bomb load was the same as aircraft 'A' ref. K.1. </p>	K.2
12-3-45	Halifax III "H" - NR270	Cqn. J. 81111 P/O A.S. Baird	Captain	1315	1926	<p> <u>DORELAND</u> Attacked primary at 1647.5 hrs. from 17,400 ft. heading 031 deg. true at 155 IAS. 10/10th cloud, tops 6,000 ft., clear above. Bombed a green smoke puff. There were not enough smoke puffs dropped to keep the target well marked. Top of cloud formed a dark circle of black smoke about five miles across. Route and tactics good but concentration of aircraft over the target was too heavy for good bombing. Too much altitude for a good bombing run. Bomb load was the same as aircraft 'A' ref. K.1. </p>	K.3
12-3-45	Halifax III "M" - LV933	Cqn. J. 97947 P/O L.H. Morrison	Captain	1259	1925	<p> <u>DORELAND</u> Attacked primary at 1647.9 hrs. from 17,700 ft. heading 031 deg. true at 155 IAS. 10/10th cloud, tops 6,000 ft. good visibility above. Bombed one green puff of smoke as directed by the Master Bomber. PFF was good, plenty of markers and all well concentrated. A black circle was seen which appeared to be smoke coming up through the cloud. A very great turbulence was noted. This should be a very good attack if the marking was accurate. A four engine aircraft in the target area at 1649 hrs. 17,400 ft. was seen to suddenly turn over on its back and go down in a slow spiral. Smoke was seen coming from its starboard inner and the port wing tip was folded up. No parachutes were seen. Bomb load was the same as aircraft 'A' ref. K.1. </p>	K.4

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# OPERATIONS RECORD BOOK

APPENDIX C-61

J.A.P.  
FORM 541

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**SECRET**

PAGE No. 12

12745-1011 W.L. 12745-1011 12745-1011 12745-1011  
12745-1011 W.L. 12745-1011 12745-1011 12745-1011

FOR THE MONTH OF March 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
12-3-45	Halifax III "W" - LV957	Gen. J. 8172 B/L E.L.B. Warrington	Captain	1902	1928	<del>DESTROYED</del> Attacked primary at 1649.1 hrs from 18,000 ft. heading 031 deg. true at 155 IAS. 10/10th cloud, tops 5,000 ft., good visibility above. Bombed 20 green smoke puffs of green puffs by 5 seconds as ordered by the Master Bomber. Marking was well concentrated and easily distinguished. Smoke seemed to be up to 8,000 ft. forming a ten mile circle. If the markers were accurate this target was very well bombed. In the target area at 1648 hrs., a four engine aircraft was seen about four miles ahead to go down in a spiral out of control. Bomb load was same as aircraft "A" ref. K.1.	K.5
12-3-45	Halifax III "W" - LV860	Gen. J. 29736 B/O A.B. Cook	Captain	1247	1920	<del>DESTROYED</del> Attacked primary at 1648.3 hrs from 18,000 ft. heading 031 deg. true at 155 IAS. 10/10th cloud, tops 6,000 ft., clear above. Bombed centre of green smoke puffs as directed. The Master Bomber was very clear. He broke into the announcement 'This is the Overseas Service of the BBC from London'. From the appearance of the cloud colour there must have been a terrific concentration of bombing. Bomb load was the same as aircraft "A" ref. K.1.	K.6
12-3-45	Halifax III "W" - LV941	Gen. J. 27054 B/O M.J. Agos	Captain	1906	1924	<del>DESTROYED</del> Attacked primary at 1647.6 hrs from 17,000 ft. heading 028 deg. true at 155 IAS. 10/10th cloud, tops 9,000 ft., clear above. Bombed two green smoke puffs. Marking was very good. There was a great turbulence of the cloud over the target from the bombing. No assessment is possible because of the cloud but it should be a successful attack. Bomb load was the same as aircraft "A" ref. K.1.	K.7
12-3-45	Halifax III "W" - NA201	Gen. G. 26679 B/L H.J. Hogarth	Captain	1245	1905	<del>DESTROYED</del> Attacked primary at 1647.5 hrs from 17,400 ft. heading 031 deg. true at 155 IAS. 10/10th cloud, tops 5-6,000 ft., good visibility above. Bombed centre of blue and green puffs. Marking was excellent. Disturbance at target created a definite turbulence in the cloud. No assessment possible due to cloud. A good attack if markers accurate at 1649 hrs. in the target area a 4 engine aircraft suddenly turned over and went down in a slow spiral. No parachutes seen. Bomb load the same as aircraft "A" ref. K.1.	K.8
12-3-45	Halifax III "X" - NR194	Gen. J. 88425 B/L W. Pixis	Captain	1310	1917	<del>DESTROYED</del> Attacked primary at 1648 hrs from 17,100 ft. heading 031 deg. true at 160 IAS. 10/10th cloud, tops 6,000 ft., very good visibility. Bombed one blue smoke puff. Target was completely obscured by cloud but sky markers were plentiful and bombing was well concentrated on them. A large black area developed on the cloud around the markers. Bomber stream was well concentrated outward but was congested at bombing time. Bomb load same as aircraft "A" ref. K.1.	K.9

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
12-3-45	Halifax III "B" - MZ474	Gen. J. 14417 P/L D.T. Magee	Captain	1736	2234	GARDNER - HESSLE Laid mines on mining point (No. 11) 5550N 1101E at 2102.30 hrs. from 8,000 ft. heading 225 deg. true at 198 TAs. Released mines at 5550.40N 1101.30E, 329 deg. 4.8 miles from datum point 5550N 1101E which was identified by HES. No cloud out here. Good tactics. Mine load: F.642/23B 29937 U Res. Mc. VI 1,300 lb. F.642/23B 29998 U Res. Mc. VI 1,300 lb. F.642/23B 29989 U Res. Mc. VI 1,300 lb. F.642/23B 29988 U Res. Mc. VI 1,300 lb.	L-1.
12-3-45	Halifax III "C" - MZ256	Gen. J. 23102 P/L R.K. Mitchell DEC	Captain	1735	2339	GARDNER - HESSLE Laid mines at 5550N 1101E at 2105.12 hrs. from 8,000 ft. heading 225 degrees at 198 TAs. Released mines at 5550.40N 1101.30E, 329 deg. and 4.8 miles from the N.W. tip of Syla Island which was identified by HES. 4/10th cloud, tops 8-10,000 ft., vertical visibility poor. A very good trip with satisfactory tactics. At 2114.5 hrs. 5542N 1025E, 6,000 ft. a large aircraft was seen encountered by Flak about 5 miles astern. It took fire and went down in flames and continued to burn on the ground. Mine load: F.642/23B 29916 U Res. Mc. VI 1,300 lb. F.642/23B 29890 U Res. Mc. VI 1,300 lb. F.642/23B 29889 U Res. Mc. VI 1,300 lb. F.642/23B 29910 U Res. Mc. VI 1,300 lb.	L-2
12-3-45	Halifax III "D" - MZ823	Gen. J. 2382 P/L J.S. Creeper DEC	Captain	1738	0027	GARDNER - HESSLE Abandoned mission at 5550N 1130E at 2109 hours, 7,000 feet, due to unserviceability of HES unit. Conditions were unsatisfactory for visual mining so brought all mines back to base. 5/10th cloud, base 3,000 ft. very poor visibility. Mine load: F.642/23B 29894 U Res. Mc. VI 1,300 lb. F.642/23B 29898 U Res. Mc. VI 1,300 lb. F.642/23B 29808 U Res. Mc. VI 1,300 lb. F.642/23B 29889 U Res. Mc. VI 1,300 lb.	L-3
12-3-45	Halifax III "A" - MZ196	Gen. J. 37478 P/O R.P. Pike	Captain	1248	1848	MURPHY Attached primary at 1610.8 hrs. from 18,500 ft. heading 030 deg. true at 160 TAs. 10/10th cloud, tops 15,000 ft., good visibility above. Bombed on Gee dix, Ruhr chain 0942-0950. No aircraft were visible. Master bomber was heard directing bombing on blue smoke puffs but not well seen. PFF appeared to be very accurate. Bombers were well concentrated and fighter cover was in evidence. Bomb load: 1 x 2,000 lb. H.C. bomb. 6 x No. 15 clusters incendiaries (158 x 4) 3 x No. 14 clusters incendiaries (106 x 4)	M-1

# OPERATIONS RECORD BOOK

APPENDIX C-41

A.F.  
FORM 541

DETAIL OF WORK CARRIED OUT

By No. 423 Squadron, R.C.A.F.

**SECRET**

PAGE No. 13

(1945-451) WL 2289-114 7th Ed. T.S. 700  
(1945-451) WL 2289-114 1944 Ed. T.S. 700

FOR THE MONTH OF March 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
13-3-45	Halifax III "D" - 122357	Cen. J. 2633 P/O Gent, D.N. K	Captain	1245	1851	UNSUCCESSFUL. Attacked primary at 1609 hrs. from 13,800 ft. heading 076 deg. true at 160 IAS. 10/10th cloud, tops 14,000 ft. very good visibility above. Bombed centre of blue smoke puffs. The Master Bomber was not heard. Reflection of red T.I.'s was seen on the clouds. The red smoke puff burned out so bombed the blue. A very good trip. Bomb load was the same as aircraft "A" ref. M.1.	M.2
13-3-45	Halifax III "H" - 18290	Cen. J. 8111 P/O A.E. Baird	Captain	1245	1855	UNSUCCESSFUL. Attacked primary at 1612 hrs. from 15,500 ft. heading 076 deg. true at 160 IAS. 8/10th cloud, tops 14,000 ft., clear above. Bombed red smoke puff. The bombing was very concentrated in the widest part of the city. Four 'cookies' were seen to explode in the city centre. Incendiaries were scattered throughout the city. One very large fire was seen. Tactics were good and the attack was very successful. Bomb load was the same as aircraft "A" ref. M.1.	M.3
13-3-45	Halifax III "J" - 18367	Cen. J. 15608 S/L H.V. Peterson REG & B	Captain	1246	1831	UNSUCCESSFUL. Attacked primary at 1609 hrs. from 19,400 ft. heading 093 deg. true at 155 IAS. 8/10th cloud, tops 6,000 to 13,000 ft., very good visibility above. Bombed centre of red smoke puffs as ordered. A built-up area was seen through a brief cloud gap. A large column of smoke was seen rising from the centre of the target. The attack appeared quite concentrated. Bomb load same as aircraft "A" ref. M.1.	M.4
13-3-45	Halifax III "M" - 18933	Cen. J. 40208 P/O J.L. Brown	Captain	1250	1845	UNSUCCESSFUL. Attacked primary at 1610.7 hrs. from 19,700 ft. heading 076 deg. true at 155 IAS. 10/10th cloud, tops 6,000 ft. unlimited visibility above. Bombed one red smoke puff. This was the only marker seen and the only instructions from the Master Bomber was to try to get a good picture. Impossible to assess bombing because of cloud. Bomb load was the same as aircraft "A" ref. M.1.	M.5
13-3-45	Halifax III "N" - 12482	Cen. J. 16119 P/L H.M. Barr	Captain	1244	1838	UNSUCCESSFUL. Attacked primary at 1609 hrs. from 20,000 ft. heading 077 deg. true at 155 IAS. 8/10th cloud, tops 10,000 ft., good visibility above. The Master Bomber gave orders to bomb blue smoke puffs but none were seen so bombed on bomb bursts in a built-up area. This attack is considered a success. Bomb load was the same as aircraft "A" ref. M.1.	M.6
13-3-45	Halifax III "R" - 12967	Cen. J. 21848 P/L L.C. Moffat	Captain	1255	1839	UNSUCCESSFUL. Attacked primary at 1609.8 hrs. from 20,000 ft. heading 054 deg. true at 155 IAS. 10/10th cloud, tops 7,000 ft. Visibility clear above. Bombed one red smoke puff, the only marker down and it checked with G6. One fairly large fire was seen through a break in the cloud. If markers were correctly placed this should be a good attack. Bomb load was the same as aircraft "A" ref. M.1.	M.7

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
13-3-45	Halifax III "T" - LV860	Gen J.27054 B/O M.H. Agas	Captain	1252	1841	<b>WUPERTAL</b> Attacked primary at 1608.9 hrs from 19,700 ft. heading 075 deg true at 155 IAS. 7/10th cloud, tops 6,000 ft., good visibility above. Bombed starboard edge of red smoke puff as ordered. A break in the cloud revealed a built-up area and bomb bursts and incendiaries burning. The B/O saw the marshalling yards clearly and own bombs were seen going into the central area of erection. A very good attack. Bomb load was the same as aircraft "A" ref. M.1.	M.8
13-3-45	Halifax III "L" - LV994	Gen J.38805 B/O C.E. Andeal	Captain	1842	1844	<b>WUPERTAL</b> Attacked primary at 1610 hrs from 19,400 ft. heading 075 deg true at 155 IAS. 9/10th cloud, tops 9,000 ft., clear above. Bombed red smoke puff, the only one seen. Bomb flashes could be seen but could not estimate the effect of the attack. At 1630 hrs. 19,400 ft. 5048N 0640E a four engined aircraft 10 miles eastern was seen losing height very fast with smoke coming from one of the port engines. Bomb load was the same as aircraft "A" ref. M.1.	M.8-9
13-3-45	Halifax III "H" - NP957	Gen J.8172 B/L Richard Warrington	Captain	1251	1846	<b>WUPERTAL</b> Attacked primary at 1609.5 hrs from 19,000 ft. heading 076 deg true at 155 IAS. 8/10th cloud, tops 10,000 ft. good visibility above. Bombed visually on Puffs as two smoke puffs seen on run up had faded out at bombing time. Bombed through a thin break in the cloud. PFF marking was poor and the raid seemed to be scattered. An uncertain effect. Bomb load was the same as aircraft "A" ref. M.1.	M.10
13-3-45	Halifax III "B" - M2474	Gen J.92972 B/O T. Turner	Captain	1254	1850	<b>WUPERTAL</b> Attacked primary at 1610 hrs from 18,900 ft. heading 076 deg true at 150 IAS. 9/10th cloud, tops 7,000 ft. fair visibility above. Bomb a single red smoke puff. The Master Bomber said to bomb blue but it was out when target was reached. Bombing was well concentrated and some bomb bursts were seen on the ground. Bomb load was the same as aircraft "A" ref. M.1.	M.11
13-3-45	Halifax III "H" - M2201	Gen J.14099 B/L H.W. Macdonald	Captain	1347	1837	<b>WUPERTAL</b> Attacked primary at 1609.1 hrs from 18,500 ft. heading 076 deg true at 160 IAS. 10/10th cloud, tops 6,000 ft., unobscured visibility above. Bombed a red smoke puff, the only one seen. The blues had faded on arrival. Aircraft were well concentrated over the target but no ground detail could be seen. Bomb load was the same as aircraft "A" ref. M.1.	M.12
13-3-45	Halifax III "X" - M1094	Gen J.35425 B/L W. Potts	Captain	1240	1826	<b>WUPERTAL</b> Attacked primary at 1610.3 hrs from 18,800 ft. heading 076 deg true at 160 IAS. 9/10th cloud, tops 10,000 ft. good visibility. Bombed one red puff as ordered. It was the only one seen. There was a fair concentration of aircraft over the target and enroute. This should be a good bombing effort if the markers were accurate. Bomb load was the same as aircraft "A" ref. M.1.	M.13

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# OPERATIONS RECORD BOOK

APPENDIX G-41

A.F.  
Form 541

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE No. 14

11750-11111 WL 4882-1112 700 414 T.A. 700  
11750-11111 WL 4882-1112 1300 114 T.D. 700

FOR THE MONTH OF March 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
14-3-45	Halifax III "A" - NR196	Can. B.129904 WO2 Wald, K.L.	Captain	1635	2326	ZWISBROCKM Attacked primary at 2018.3 hrs. from 14,000 ft. heading 087 deg. true at 167 IAS. Visibility heavy. Bombed centre of smoke. Run up was made on T.I.'s but these were obscured by smoke just prior to bombing. Markers were plentiful and well placed. Smoke rose to 3-4,000 ft. and was a dark brown colour. Tactics were excellent and attack appeared very good. Bomb load: 8 x 500 lb. G.P. bombs. 6 x 250 lb. G.P. bombs.	N.1
14-3-45	Halifax III "B" - NR474	Can. J.37478 F/O R.F. Pike	Captain	1633	2345	ZWISBROCKM Attacked primary at 2018.7 hrs. from 13,700 ft. heading 088 deg. true at 160 IAS. Good visibility. Bombed centre of smoke on Master Bomber's instructions. Marking at beginning of the attack was good and bombing was very concentrated. One large explosion was seen in the centre of target. The bombs seemed to land within an area of a square mile. Bomb load was the same as aircraft "A" ref. N.1.	N.2
14-3-45	Halifax III "C" - NR236	Can. J.19500 S/L H.V. Peterson RFG & B	Captain	1627	2333	ZWISBROCKM Attacked primary at 2023.4 hrs. from 13,400 ft. heading 085 deg. true at 165 IAS. Slight haze, very good visibility above. Bombed centre of smoke. Had to make an orbit to avoid a collision and T.I.'s had burned out by their so bombed smoke. Plenty of T.I.'s were seen. A built-up area was clearly seen with bomb bursts well concentrated in it. Two large explosions were seen. Appeared to be an excellent attack. One explosion threw debris into the air up to 2,000 ft. Bomb load was the same as aircraft "A" ref. N.1.	N.3
14-3-45	Halifax III "D" - NR357	Can. J.92639 F/O D.R. Gant	Captain	1625	2339	ZWISBROCKM Attacked primary at 2019.1 hrs. from 13,100 ft. heading 090 deg. true at 163 IAS. Good visibility. Bombed centre of green T.I.'s which were in the centre of fires. Markers were plentiful and bombing was very concentrated. The attack appeared very good. Bomb load was same as aircraft "A" ref. N.1.	N.4
14-3-45	Halifax III "E" - NR290	Can. J.83111 F/O A.E. Bednard	Captain	1636	0002	ZWISBROCKM Attacked primary at 2018.7 hrs. from 12,800 ft. heading 088 deg. true at 160 IAS. No cloud, good visibility, Bombed centre of red and green T.I.'s which circled the smoke and fires. Marking was excellent. Bombing was very well concentrated. Smoke was rising to 8,000 feet and what appeared to be an oil explosion was seen at 2020 hrs. Two large fires were seen at the base of two plumes of smoke. An unidentified fighter was sighted at 4919N 0617E, 12,000 ft. at 2007.5 hrs.; dead astern. It approached to within 250 yards, evasive action was taken and it broke off. At this time it could be identified as an enemy Me109. Neither aircraft opened fire. Bomb load was the same as aircraft "A" ref. N.1.	N.5 SRB APP C.26

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
14-3-45	Halifax III "M" - F2367	Cen J. 93134 F/O D.S. Williams	Captain	1632	2328	<p>ATTACKED primary at 2018.2 hrs. from 12,000 ft. heading 087 deg. true at 170 IAS. No cloud, some haze, good visibility. Bombed centre of smoke over target and several markers were well concentrated as was the bombing. Several "T.I." explosions were seen in the target area. A very good bombing effort. Bomb load was the same as aircraft "A" ref. N.1.</p>	N.6
14-3-45	Halifax III "M" - LW910	Cen J. 83309 F/O D.S. Anstahl	Captain	1634	2337	<p>ATTACKED primary at 2018.1 hrs. from 12,300 ft. heading 086 deg. true at 170 IAS. Clear cloud, visibility good. Bombed centre of red and green T.I. - fires were somewhat scattered in a large circle but the main weight of the attack was in the centre of markers. The target could be seen 120 miles away. This looked like an excellent attack. Bomb load was the same as aircraft "A" ref. N.1.</p>	N.7
14-3-45	Halifax III "M" - M2482	Cen J. 16119 F/O H.M. Barr	Captain	1623	2339	<p>ATTACKED primary at 2018.7 hrs. from 12,500 ft. heading 089 deg. true at 165 IAS. No cloud, good visibility. Bombed green T.I.'s and centre of smoke and fires. Bombing was very concentrated and at 2020 hrs. a large explosion lit up the sky. A very good attack. Bomb load was the same as aircraft "A" ref. N.1.</p>	N.8
14-3-45	Halifax III "M" - LW967	Cen J. 2072 F/O T. Turner	Captain	1641	2349	<p>ATTACKED primary at 2019.8 hrs. from 12,800 ft. heading 083 deg. true at 170 IAS. No cloud, good visibility. Bombed the upwind edge of smoke over the target. Marking could not have been better and the railway line could be seen visually. Several bomb bursts were seen on the edge of the smoke which was rising to 5,000 feet. A very good attack. Bomb load was the same as aircraft "A" ref. N.1.</p>	N.9
14-3-45	Halifax III "M" - LW960	Cen J. 36947 F/O H.M. Humphries	Captain	1624	2329	<p>ATTACKED primary at 2018.3 hrs. from 12,400 ft. heading 096 deg. true at 160 IAS. No cloud, good visibility. Bombed centre of fires and smoke, overshooting 2 seconds. Ran up on T.I.'s but these became obscured by smoke. Bombing was well centred on the markers and smoke was seen up to 7-8,000 feet. One very large red explosion occurred at 2025 hours. A very successful attack. Bomb load was the same as aircraft "A" ref. N.1.</p>	N.10
14-3-45	Halifax III "M" - LW941	Cen J. 26131 F/O H.S. Jones	Captain	1639	2334	<p>ATTACKED primary at 2019.7 hrs. from 12,700 ft. heading 084 deg. true at 165 IAS. No cloud, good visibility. Bombed centre of green T.I. which were well concentrated. Bombs were seen bursting right on the target. Tactics were good and this seemed to be a very good attack. Bomb load was the same as aircraft "A" ref. N.1.</p>	N.11

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# OPERATIONS RECORD BOOK

APPENDIX C-41

A.F.  
FORM 541

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE No. 15

11700-10111 W. 4840-1114 700 1111 1111 1111  
11700-10111 W. 4840-1114 1111 1111 1111 700

FOR THE MONTH OF March 19 45.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
14-3-45	Halifax III "W" - NA201	Gen. J. 28425 P/L W. Fikis	Captain	1629,	2322	<del>ZELERBROCKEN</del> Attacked primary at 2013.6 hrs. from 14,000 ft. heading 087 deg. true at 160 IAS. Slight haze, good visibility above. Bombed centre of smoke as ordered. T.I.'s were plentiful but were becoming obscured by the smoke. Some ground detail was seen and some well grouped bomb bursts. This attack is considered to have been quite successful. Bomb load was the same as aircraft "A" ref. Nil.	N.12
14-3-45	Halifax III "X" - NR194	Gen. J. 23102 P/L H.K. Mitchell <del>W/O</del>	Captain	1630	2324	<del>ZELERBROCKEN</del> Attacked primary at 2019 hrs. from 13,700 ft. heading 087 deg. true at 165 IAS. Clear, very good visibility. Bombed centre of red and green T.I.'s. The target area was a mass of fire and covered by smoke and could be seen for 80 miles away. Bombing was well concentrated in the centre of fires. Bomb load was same as aircraft "A" ref. Nil.	N.13
14-3-45	Halifax III "L" - DN994	Gen. J. 29736 P/O A.D. Cook	Captain	1631	2332	<del>ZELERBROCKEN</del> Attacked primary at 2021.15 hrs. from 13,100 ft. heading 088 deg. true at 165 IAS. Nil cloud, good visibility. Bombed centre of black smoke which obscured the markers. This position also checked by Gee. The attack looked very good as the bombing was very concentrated. Large explosions were seen followed by smoke and fire. Bomb load was the same as aircraft "A" ref. Nil.	N.14
15-3-45	Halifax III "A" - NR196	Gen. J. 57398 P/O W.A. Thomas	Captain	1237	1836	<del>CASPER-BALLER</del> Attacked primary at 1601 hrs. from 19,000 ft. heading 033 deg. true at 155 IAS. Clear, very good visibility. Bombed on a ascending red P.I. as directed by the M/B. Several small explosions were seen prior to a large one at 1603 hrs. Smoke was rising to 14,000 feet. Bombing was well concentrated. The gaggle was poor but the leader was good. An excellent raid. Bomb load: 5 x 500 AHM-64 bombs. 2 x 500 M.C. bombs. 6 x 250 G.P. bombs.	O.1
15-3-45	Halifax III "B" - MZ474	Gen. J. 36200 P/L K.O. Powell	Captain	1242	1848	<del>CASPER-BALLER</del> Attacked primary at 1602.30 hrs. from 18,400 ft. heading 033 deg. true at 155 IAS. Clear with slight haze. Bombed a mass of black smoke as ordered by the M/B. The target was saturated with bombs in a very effective attack. A large explosion occurred at 1601.30 hrs. The gaggle was well concentrated over the target. An excellent raid. The aircraft sustained minor damage when hit by heavy flak in the target area at 1600 hrs., 18,400 ft. Bomb load was the same as aircraft "A" ref. O.I.	O.2

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
15-3-45	Halifax III "G" - NR256	Can. J. 15600 S/L H.W. Peterson <del>WFO</del>	Captain	1235	1838	CASTLE-BAILEY. Attacked primary at 1602 hrs. from 18,100 ft. heading 090 deg. true at 165 IAS. Clear visibility, slight haze. Bombed the oil plant visually after checking by Rca. Bombing was well concentrated and two large red explosions were seen with smoke rising to 15,000 feet. Fusties were good and the gaggle well concentrated. The M/B was heard giving a time check at 1546 hours but was not heard again until 1602 hours. No F.I.'s were seen. Bomb load was the same as aircraft "A" ref. O.I.	0.3
15-3-45	Halifax III "H" - NR230	Can. J. 32639 E/O D.R. Gant	Captain	1239	1930	CASTLE-BAILEY. Attacked primary at 1602.1 hrs. from 17,800 ft. heading 090 deg. true at 155 IAS. Clear, visibility fair. Bombed to starboard of 'Pickwick' as ordered by the M/B. Large fires were burning in the centre of the target with smoke rising to 8-10,000 feet and visible from 40 to 60 miles away. Landed at Drifton Underwood as a diversion signal was received. A very good trip and an excellent raid. Bomb load was the same as aircraft "A" ref. O.I.	0.4
15-3-45	Halifax III "J" - RW367	Can. J. 38805 E/O C.H. Andahl	Captain	1240	1842	CASTLE-BAILEY. Attacked primary at 1602.1 hrs. from 18,100 ft. heading 090 deg. true at 155 IAS. Slight haze, good visibility. Bombed the starboard edge of red F.I.'s as ordered. The river and built-up areas were clearly seen on the run-up but were obscured by smoke at bombing time. One large explosion was noted at 1601 hours with smoke rising to 12,000 feet. The aircraft sustained damage to the starboard wing and fuselage when hit by heavy flak in the target area at 1601 hrs. 18,100 ft. This attack should be a real success. Bomb load was the same as aircraft "A" ref. O.I.	0.5
15-3-45	Halifax III "K" - MZ482	Can. J. 16119 E/L H.M. Barr	Captain	1234	1855	CASTLE-BAILEY. Attacked primary at 1602.8 hrs. from 17,500 ft. heading 055 deg. true at 175 IAS. Clear, visibility fine. Bombed slightly starboard of 'Pickwick' as ordered by M/B. Bomb flashes were seen in the centre of smoke which rose to 10-12,000 feet, and could be seen from 150 miles away. The M/B was pleased with the bombing. The gaggle was good. This looked like an excellent attack. Bomb load was the same as aircraft "A" ref. O.I.	0.6
15-3-45	Halifax III "L" - MW367	Can. J. 32072 E/O T. Burns	Captain	1238	1851	CASTLE-BAILEY. Attacked primary at 1603.3 hrs. from 17,200 ft. heading 055 deg. true at 180 IAS. Clear, good visibility. Bombed to starboard of 'Pickwick' 30 seconds before bombing there was a direct hit on what appeared to be the distillation plant and a terrific explosion and mass of flame shot up. All bombs were seen to burst in the target. The smoke could be seen for 150 miles. A very good attack which should wipe the target out. Bomb load was the same as aircraft "A" ref. O.I.	0.7

# OPERATIONS RECORD BOOK

APPENDIX C-41  
FORM 541

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE NO. 16

11755-1011 (11) 11-1949-114 (10) 11-1949-114 (10) 11-1949-114 (10)

FOR THE MONTH OF March 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
15-3-45	Halifax III "B" - 14946	Can. J. 25102 F/L R.K. Mitchell <del>DMC</del>	Captain	1241	1843	<b>CASBROE-BALLEN</b> . Attacked primary at 1603.2 hrs. from 17,200 ft. 0.8 heading 033 deg. true at 163 IAS. Very slight haze, good visibility. Bombed centre of starboard edge of "TICKWICK" as ordered by the M/B who was clearly heard. The river was clearly seen, also a built-up area. Just before bombing a huge red explosion occurred right where the markers were placed and a column of black smoke rose to 2,000 feet obscuring the <del>markers</del> . This attack appeared to be an outstanding success. Bomb load was the same as aircraft "A" ref. 0.1.	
15-3-45	Halifax III "A" - 14960	Can. J. 36547 B/O H.A.M. Humphries	Captain	1235	1840	<b>CASBROE-BALLEN</b> . Attacked primary at 1603.2 hrs. from 17,300 ft. 0.9 heading 032 deg. true at 159 IAS. Nil cloud, good visibility. Bombed starboard edge of a column of smoke. Two signals to port of the target were sighted. A large explosion occurred just before reaching the target, and great sheets of flame were clearly seen. The gaggle formation was good. This was an excellent attack. Bomb load was same as aircraft "A" ref. 0.1.	
15-3-45	Halifax III "A" - 14943	Can. J. 26131 B/O R.R. Jones	Captain	1236	1830	<b>CASBROE-BALLEN</b> . Attacked primary at 1603.3 hrs. from 17,300 ft. 0.10 heading 039 deg. true at 155 IAS. No cloud, fair visibility. Bombed centre of column of smoke over the target as ordered. Several large explosions with columns of black city smoke rising to 10,000 feet and visible for 70 miles. This was an excellent attack. The aircraft sustained 6 to 8 small holes in the wings and fuselage when hit by heavy flak at 1622-0718, 1602 hours; 17,300 feet. Bomb load was the same as aircraft "A" ref. 0.1.	
31-3-45	Lancaster I "A" - FA272	Can. J. 17600 S/L H.V. Peterson <del>DMC</del>	Captain	0610	1204	<b>HAMBUR</b> . Attacked primary at 0905.2 hrs. from 19,000 ft. heading 033 deg. true at 180 TAS. 10/10th cloud, tops 5-6,000 ft.; good visibility above. Bombed slightly to port of centre of red smoke puffs. No Master Bomber heard. Target was poorly marked, no assessment of damage is possible due to cloud. Leader of gaggle did two dog-legs causing aircraft to arrive 9-10 minutes late over the target. 3 Lancs and 1 Halifax were seen to go down in the T/S at 0903 hrs. to 0908 hrs. 11 parachutes were seen. South of Heligoland at 0948 hrs. 16,000 ft. 2 bombers collided. One exploded; the other went into the sea in flames. Fire parachutes were seen. Bomb load: 6 x 1,000 lb. H.C. bombs. 10 x 500 lb. G.P. (inc.) bombs.	P.1

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
31-3-45	Lancaster I "D" - RA571	Gen.R.129904 W02 Wald, K.L.	Captain	0606	1214	<p>HAMBURG. Attacked primary at 0903.8 hrs. from 19,000 ft. heading 090 deg. true at 198 FAS. 10/10th cloud, tops 10,000 ft. good visibility above. Bombed the centre of stale red smoke puffs. W/B had left target and marking was very poor. Not many Mustangs were seen. Attacked from port beam down at 0903 hrs. over the target area by a ME262. The ME262 opened fire and the fighter broke away. No claim is made. Another ME262 was seen on starboard quarter at 0908 hrs. by the rear gunner who fired a short burst and the fighter broke away. No claim is made. Between 0903 and 0905 hrs. 5 Lancs and 1 Halifax were seen to go down in the target area. 4 Lancs were on fire. 5 parachutes were seen from the other side and 7 parachutes were seen from the Halifax. Losses due to risk and jet fighters. Bomb load was the same as aircraft "C" ref. P.1</p>	P.2 See App. C.59 See App. C.60
31-3-45	Lancaster I "C" - FD209	Gen.J.37478 W/O R.P. Pike	Captain	0604	1203	<p>HAMBURG. Attacked primary at 0905 hrs. from 18,700 ft. heading P.3 029 deg. true at 198 FAS. 10/10th cloud, tops 8,000 ft. fair visibility. Bombed the centre of red puffs. No ground detail was seen and the W/B was not heard. It is not felt that this attack was very successful. A 500 lb. bomb was hung up and jettisoned safe and visually at 0910 hrs. from 15,000 ft. Over Hamburg at 0910 hrs. 18,700 ft. an ME262 was seen attacking another Lanc. Both our gunners opened fire. When the ME262 came in to attack the W/B gunners fired again. The ME262 went into an uncontrollable dive with smoke streaming from the fuselage and is claimed as probably destroyed. Between 0903 and 0905 hrs. over the 1/4 A 4 Lancs. were seen to go down in flames. One other Lanc. went down also and five parachutes were seen. A Halifax also went down and seven parachutes were seen. At 0948 hrs. South of Heligoland two bombers collided and burst into flames. One exploded while the other spiralled down into the sea. Five parachutes were seen. Bomb load was the same as aircraft "C" ref. P.1.</p>	See App. C.61
31-3-45	Lancaster III "W" - ME557	Gen.J.5172 W/L E.L.B. Warrington	Captain	0619	1802	<p>HAMBURG. Attacked primary at 0904.5 hrs. from 18,700 ft. heading P.4 029 deg. true at 198 FAS. 10/10th cloud, tops 15,000 ft. good visibility above. Bombed one red puff while W/B was nearly gone. The W/B was heard to say that the raid was over and had gone. No assessment is possible due to the cloud. Single leader seemed inexperienced and wasted time dog-legging causing the aircraft to be late over the target. Between 0903 and 0905 hrs. over the target, 5 Lancs. and 1 Halifax went down. 4 Lancs were in flames. 5 parachutes left the other Lanc. and seven left the Halifax. At 0948 hrs. South of Heligoland two bombers collided and burst into flames. Five parachutes were seen. Bomb load was the same as aircraft "C" ref. P.1.</p>	P.4

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# OPERATIONS RECORD BOOK

APPENDIX G.61

P.A.F.  
FORM 541

DETAIL OF WORK CARRIED OUT

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

**SECRET**

PAGE No. 17

17255-5511 WL 2222-1121 200 2121 T.S. 700  
17255-5511 WL 2222-1121 200 2121 T.S. 700

FOR THE MONTH OF March 19 45.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
31-3-45	Lancaster III "Q" - ME334	Can. J. 37933 W/O J.L. Nelson	Captain	0602	1158	<b>HAMBURG</b> Attacked primary at 0904.5 hrs. from 18,400 ft. heading 029 deg. true at 193 TAS. 10/10th cloud, tops 12,000 ft. good visibility above. Bombed centre of two red smoke puffs which were somewhat faded. Due to cloud nothing could be seen but if marking was good bombing should be concentrated. W/B was gone when were reached target. Between 0903 and 0905 hrs. 4 Lancs. were seen going down on fire. One Lano. from which 3 parachutes escaped also went down. Seven parachutes were seen leaving a Halifax and it too went down. Losses were due to flak and jet fighters. Bomb load was the same as aircraft "Q" ref. P.1.	P-5
31-3-45	Lancaster III "P" - ME540	Can. J. 92072 P/O T. Turner	Captain	0612	1159	<b>HAMBURG</b> Attacked primary at 0905.6 hrs. from 18,400 ft. heading 029 deg. true at 183 mph TAS. 10/10th cloud, tops 7-10,000 ft., good visibility above cloud. Bombed one red smoke puff. Marking was very poor as puffs had been down for some time and would have drifted off target. Gaggles was like forming up because of visibility. Between 0903 hrs and 0905 hrs. 3 Lancs. (4 on fire) and 1 Halifax were seen going down. 3 parachutes were seen leaving the Lano. which was set on fire and 7 were seen leaving the Halifax. Losses were due to flak and jet fighters. Bomb load was the same as aircraft "Q" ref. P.1.	P-6
31-3-45	Lancaster I "S" - RP207	Can. J. 23102 W/L R.K. Mitchell <b>W/O</b>	Captain	0616	1151	<b>HAMBURG</b> Attacked primary at 0905.5 hrs. from 18,700 ft. heading 029 deg. true at 193 TAS. 10/10th cloud, tops 10,000 ft., good visibility above. Bombed on cloud by means of H2S as red smoke puff had disappeared during previous action on first bombing run. W/B was heard about 9 minutes before bombing but he had apparently left for home. No ground detail was visible at any time. Gaggles was 10 minutes late and leader was away south of track. Few fighters were giving cover. Considered a very poor attack. In enemy H2S2 came in to attack from dead astern at 0906 hrs. over the target. Both gunners fired but no claim is made. Between 0903 hrs. and 0905 hrs. 4 Lancs. were seen going down on fire. Another Lano. was seen to go down and 7 parachutes were seen leaving it. A Halifax also went down and 7 parachutes left it. At 0945 hrs. south of Haligoland two bombers collided and burst into flames. One exploded while the other spiralled into the sea. Five parachutes were seen. Bomb load was the same as aircraft "Q" ref. P.1. See App.G.62	P-7

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31-3-45	Lancaster III "Q" - ME736	Can.J.36547 W/O H.A.M. Humphries	Captain	0600	1147	HAMBURG. Attacked primary at 0904.3 hrs. from 18,700 ft. heading 027 deg.true at 206 TAS. 10/10th cloud, tops 5,000 ft., good visibility above. Bombed centre of red smoke puff. No ground detail was visible. Hard to assess this raid but it is not considered to have been a good effort. The engine was 9 1/2 minutes late. The M/B was heard from 0830 hrs. to 0831 hrs. but not after that time. The individual goggles were not close enough together causing the fighter cover to be insufficient. At the 2/3 of 0905.9 hrs. an ME262 was in attack. The W/O opened fire and gave continuous fire until 0905.9 hrs. but the ME262 got in a good burst at 30 yards and parts were seen to fall off the W/O's. It then dived out of control and the ME262. It is claimed as probably destroyed between 0905 hrs. and 0905 hrs. in the target area. 4 engines were seen going down on fire. Another went down and 5 parachutes were seen leaving it. Seven more parachutes left a Halifax which also went down. Bomb load same as aircraft "C" ref. P.1.	P.8																																																
31-3-45	Lancaster I "W" - ME345	Can.J.26131 W/O R.R. Jones	Captain	0614	---	HAMBURG. This aircraft failed to return. Members of the crew were as follows: <table border="1"> <thead> <tr> <th></th> <th>NAME</th> <th>NO.</th> <th>TRIPS</th> <th>HRS.</th> <th>PTS.</th> </tr> </thead> <tbody> <tr> <td>Pilot</td> <td>W/O R.R. Jones</td> <td>(Can.J.26131)</td> <td>12</td> <td>83.35</td> <td>41</td> </tr> <tr> <td>Nav.</td> <td>W/O E.H. Fisher</td> <td>(Can.J.40786)</td> <td>10</td> <td>71.30</td> <td>33</td> </tr> <tr> <td>A/B</td> <td>W/S Kennecourt, JAGG</td> <td>(Can.J.77257)</td> <td>10</td> <td>71.30</td> <td>33</td> </tr> <tr> <td>W/B</td> <td>Sgt Bailey, R.L.</td> <td>(1997210 RAF)</td> <td>10</td> <td>71.30</td> <td>33</td> </tr> <tr> <td>W/MS</td> <td>W/O Hooker, E.H.</td> <td>(Can.J.28792)</td> <td>10</td> <td>71.30</td> <td>33</td> </tr> <tr> <td>MU/MS</td> <td>W/O Ledoux, JEE</td> <td>(Can.R.56113)</td> <td>10</td> <td>71.30</td> <td>24</td> </tr> <tr> <td>R/W</td> <td>W/S Campbell, JLA</td> <td>(Can.R.56311)</td> <td>10</td> <td>71.30</td> <td>33</td> </tr> </tbody> </table> Bomb load was same as aircraft "C" ref. P.1.		NAME	NO.	TRIPS	HRS.	PTS.	Pilot	W/O R.R. Jones	(Can.J.26131)	12	83.35	41	Nav.	W/O E.H. Fisher	(Can.J.40786)	10	71.30	33	A/B	W/S Kennecourt, JAGG	(Can.J.77257)	10	71.30	33	W/B	Sgt Bailey, R.L.	(1997210 RAF)	10	71.30	33	W/MS	W/O Hooker, E.H.	(Can.J.28792)	10	71.30	33	MU/MS	W/O Ledoux, JEE	(Can.R.56113)	10	71.30	24	R/W	W/S Campbell, JLA	(Can.R.56311)	10	71.30	33	P.9
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31-3-45	Lancaster I "W" - ME266	Can.J.41441 W/O S.P. Aris	Captain	0608	1224	HAMBURG. Attacked primary at 0905.2 hrs. from 19,000 ft. heading 029 deg.true at 165 TAS. 10/10th cloud, tops 10-12,000 ft. fair visibility above. Bombed one red smoke puff which still remained. M/B had left before arrival. Nothing could be seen of the target. A very uncertain effort which could not have been good. 1 x 500 lb. bomb was hung up and jettisoned safe at 5407H 0430K at 1059 hrs. from 12,000 ft. Aircraft was attacked 4 times in the target area by enemy fighters. See App. Three ME262's attacked at 0903 hrs. Corkscrew was ordered G.64, G.65 and both gunners opened fire. Two W/O's broke away but one followed through and fired damaging the M/T turret. At 0904 hrs. another ME262 attacked. Both gunners opened fire at did the ME262. It then broke away at 150 yards. At 0908 hrs. still another ME262 attacked and at 800 yds. opened fire and gunners gave continuous port. At 600 yds. both gunners fired until the ME262 broke away to port, up. Another attack ensued at 0910 when a ME262 came in from below astern. Corkscrew was ordered and the fighter opened fire. Both gunners fired at (see left)	P.10																																																
						600 yards and the fighter broke away at 75 yards. It destroyed the starboard aileron and left a large hole in the starboard wing. No one was injured. No claims are made from any of these attacks. The bomb load was the same as aircraft "C" ref. P.1.																																																	

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