

OPERATIONS RECORD BOOK

APPENDIX C-68

FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 1

*1750-0011 WE 4880-114 10W 144 IS 700
*1750-0011 WE 4880-114 10W 144 IS 700

FOR THE MONTH OF APRIL 19 45.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4/5-45	Lancaster III "A" - MS339	Gen. J. 8798 P/O Thomas, W.A.	Captain	1825	0334	MESSERSBURG (Luna) Attacked primary at 2232.5 hrs. from 19,000 ft. heading 137 deg. true at 130 mph IAS. 10/10th medium cloud, tops 12,000 ft. good visibility above. Bombed the centre of Wanganui. A fair glow of fires was seen on the S/W side of the T/A and an explosion was seen at 2251 hrs. Skymarking was late and the M/B was not heard to give any bombing instructions. A very hard attack to assess. Bomb load: 1 x 4,000 lb. H.C. bomb. 3 x 500 lb. M.B. bombs. 4 x 250 lb. G.F. bombs.	A.1
4/5-45	Lancaster III "B" - MS343	Gen. J. 37478 P/O R.P. Film	Captain	1810	0332	MESSERSBURG (Luna) Attacked primary at 2257 hrs. from 18,700 ft. heading 137 deg. true at 172 mph IAS. 9/10th clouds, tops 8,000 ft., good visibility above. Bombed the glow of red and green T.L.'s. Markers appeared concentrated but the bombing was scattered. A large explosion was seen at 2254.5 hrs. which looked like a large oil fire. The M/B was heard clearly. This was not a concentrated attack. Bomb load was the same as aircraft "A" ref. A.1.	A.2
4/5-45	Lancaster I "C" - PA272	Gen. J. 15800 S/L H.W. Peterson	Master Bomber Captain	1802	0323	MESSERSBURG (Luna) Attacked primary at 2254.5 hrs. from 19,200 ft. heading 230 deg. true at 195 mph IAS. 10/10th cloud, tops 8,000 ft. Bombed the glow of fires underneath cloud as instructed by the Master Bomber. Bombing appeared very scattered. This is believed to have been a poor attack. PFF were late and no FI's were seen. Bomb load was the same as aircraft "A" ref. A.1.	A.3
4/5-45	Lancaster I "C" - PD209	Gen. J. 88905 P/O C.B. Andahl	Captain	1812	0313	MESSERSBURG (Luna) Attacked primary at 2256 hrs. from 18,000 ft. heading 193 deg. true at 177 mph IAS. 8/9/10th cloud, tops 10,000 ft. Bombed the centre of glow on clouds. No markers were seen at first no orbited ones. Skymarkers were seen then but had burned out by bombing time. Aircraft was slightly damaged by heavy flak over the target at 2255 hrs. This is not considered to have been a good attack. At 2240 hrs. over the target area at 18,000 ft. an enemy ME262 was seen 100 feet above, 500 yards starboard flying same heading. M/M fired but no strikes were seen and no claim is made. At 2248 hrs., 2120N 1203E, 18,000 ft. an unidentified aircraft came in from port, up. The rear gunner fired 30 rounds from 500 yards but no strikes were seen and no claim is made. Bomb load was the same as aircraft "A" ref. A.1.	A.4 See App. C.36 See App. C.71

www.bombercommand.com

16

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
4/5-45	Lancaster III "M" - MS537	Gen. J. 16119 R/L H.M. Barr	Captain	1826	0324	MESSERSCHMITT (Luna) Attacked primary at 2249.3 hrs. from 17,800 A.5 ft. heading 137 deg. true at 181 mph TAS. 9/10th cloud, tops 8-9,000 ft., good visibility above. Bombed the centre of a salvo of sky markers. Marking was late but concentrated. Bombing was very scattered. Impossible to fly at briefed height and stay out of cloud. This attack did not seem very successful. Bomb load was the same as aircraft "A" ref. A.1.	
4/5-45	Lancaster III "O" - MS734	Gen. J. 37953 R/O J.L. Nelson	Captain	1907	0315	MESSERSCHMITT (Luna) Attacked primary at 2248.2 hrs. from 19,000 A.6 ft. heading 137 deg. true at 180 mph TAS. 8-9/10th cloud, tops 8,000 ft., good visibility above. Bombed centre of two flares. M/B ordered bombing on T.I.'s at first then changed to sky markers. Red T.I.'s were seen right over the target but not on run up. Their position did not occur right that of our T. area. No explosions or other ground activity was seen because of clouds. This should be false if the markers were accurate. Bomb load same as aircraft "A" ref. A.1.	
4/5-45	Lancaster III "X" - MS540	Gen. J. 5872 R/L S.L.B. Warrington	Captain	1816	0329	MESSERSCHMITT (Luna) Attacked primary at 2252.6 hrs. from 14,700 heading 139 deg. true at 184 TAS. 8/10th cloud, tops 10-12,000 ft., good visibility above cloud. Bombed centre of 3 sky markers. PFF were late dropping markers. Bombing looked good and this appeared to be a good attack. Bomb load was 11 x 4000 lb. H.G. and 7 x 700 lb. M.C. bombs.	A.7
4/5-45	Lancaster III "Q" - MS536	Gen. J. 92072 R/O Turner, T.	Captain	1811	0327	MESSERSCHMITT (Luna) Attacked primary at 2251 hrs. from 18,400 ft. A.8 heading 128 deg. true at 210 TAS. 9/10th cloud, tops 4,000 ft., good visibility above. Bombed centre of sky marking on port side. No ground markers were seen and only two flares. M/B instructed bombing on sky markers. Orbited once as no markers were down on arrival. Bomb load was the same as aircraft "A" ref. "A" ref. A.1.	
4/5-45	Lancaster I "R" - MS701	Gen. J. 35547 R/O H.A.M. Humphries	Captain	1853	0304	MESSERSCHMITT (Luna) Attacked primary at 2245.2 hrs. from 13,100 A.9 ft. heading 141 deg. true at 178 TAS. 9/10th cloud, tops 7/8,000 ft., good visibility above. Bombed centre of red T.I.'s as instructed by the Master Bomber. Bombing looked good and bomb bursts were seen going across the circle formed by red markers. Two large explosions were seen at 2250 hrs. PFF were late but sky markers checked with T.I.'s when finally dropped. Bomb load was same as aircraft "R" ref. A.7.	

OPERATIONS RECORD BOOK

APPENDIX 0.68

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 2

FOR THE MONTH OF APRIL 19 45

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4/5-45	Lancaster I "B" - ME344	Gen. J. 88425 B/L W. Fikis	Captain	1814	0331	MISSION (Lunar) Attacked primary at 2233.3 hrs. from 17,900 ft. heading 138 deg. true at 200 KAS. 10/10th cloud tops 9,000 ft., good visibility above. Bombed the glow of ground marking and fires. No markers were visible on first run as orbited. Sky markers were then dropped but burned out before bombing time. A few scattered fires and bomb bursts were seen. Bomb load was the same as aircraft "A" ref. A.1.	A.10
4/5-45	Lancaster I "B" - ME207	Gen. J. 28715 B/O J. Martin	Captain	1827	0326	MISSION (Lunar) Attacked primary at 2233 hrs. from 17,900 ft. heading 131 deg. true at 196 kph TAS. 10/10th cloud, tops 6,000 ft. fair visibility above. Bombed the centre of glow running up on sky markers which faded before bombing. A large orange red explosion occurred at 2230 hours lasting from 3 to 5 seconds. Aircraft sustained slight damage to starboard wing and aileron when hit by heavy flak at 2246 hours, 17,900 ft. in the target area. Ran into vain which froze on, tried to climb above it but was still in cloud at 22,000 ft. so turned back and landed at Northolt. Bomb load was the same as aircraft "A" ref. A.1.	A.11
4/5-45	Lancaster III "B" - ME538	Gen. J. 14417 B/L, D.T. Magee	Captain	1913	0236	BARNSIDE - OSLO Mines were laid at 99054N 103748E at 2310.12 hrs. from 10,000 ft. heading 325 deg. true at 170 kph. Mines were released at 99054N 103803E, a point 171 deg., 4 N. miles from Masodden Peninsula which was identified by means of HES. 7-8/10ths cloud, tops 4-5,000 ft., good visibility above. A very good trip. The northern route is considered much better than having to go up and down the fjord from the South as it would eliminate many flak positions. Mine load: A.114 26316 Mk. IV 1,500 lb. A.114 26287 Mk. IV 1,500 lb. B.230 26095 1 day Q Res. Mk. IV 1,500 lb. B.230 37955 2 day Q Res. Mk. IV 1,500 lb. G.716 26578 Q Res. Mk. IV 1,500 lb. G.716 26146 Q Res. Mk. IV 1,500 lb.	B.1
4/5-45	Lancaster I "B" - PA225	Gen. J. 36200 B/L K.O. Powell	Captain	1917	0216	BARNSIDE - OSLO Mission was abandoned at 99054N 103748E at 2308 hrs. 10,000 ft. due to the HES unit becoming unserviceable. It was impossible to mine visually due to the cloud. 10/10th heavy cloud, tops 5,000 ft. clear and starlight above. All mines were brought back. Mine load: A.114 37952 Mk. IV 1,500 lb. A.114 26276 Mk. IV 1,500 lb. B.230 37950 Mk. IV 1,500 lb. 3 days Q Res. B.230 37920 Mk. IV 1,500 lb. 4 days Q Res. G.716 26204 Mk. IV 1,500 lb. Q Res. G.716 26211 Mk. IV 1,500 lb. Q Res.	B.2

www.bombercommandmuseum.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4/5-45	Lancaster I "J" - 48343	Cen. J. 37347 P/O L.H. Morrison	Captain	1914	0221	GABRIELE - OSLO Mines were laid at 59242N 109800E at 2258 hrs. from 10,000 ft. heading 352 deg. true at 168 kph TAS. Mines were released at 5924N 109742E, a point 2.5 N. miles, 052 deg. from the southern tip of Basto Island, which was identified by means of H2S. 9/10th cloud, tops 7,000 ft. Route and tactics were good. A very successful attack. Mine load: A.114 37824 Mk. W 1,500 lb. A.114 26312 Mk. W 1,500 lb. B.230 26137 Mk. W 1,500 lb. 1 day Q Res. B.230 26080 Mk. W 1,500 lb. 2 day Q Res. G.716 26206 Mk. W 1,500 lb. Q Res. G.716 26203 Mk. W 1,500 lb. Q Res.	B.3
4/5-45	Lancaster I "R" - 48273	Cen. J. 21848 W/L L.C. Moffet	Captain	1916	0210	GABRIELE - OSLO Mines were laid at 59242N 10980E at 2258.42 hrs. from 10,000 ft. heading 350 deg. true at 170 kph. Mines were released at 5924N 109742E, a point 3.3 N. miles 052 deg. from the southern tip of Basto Island which was identified by means of H2S. 9/10th cloud, tops 7,000 ft. with good visibility above. Mines could not be dropped visually due to cloud but H2S was very good. A very easy trip. Mine load: A.114 26314 Mk. W 1,500 lb. A.114 26318 Mk. W 1,500 lb. B.230 39931 Mk. W 1,500 lb. 3 days Q Res. B.230 37932 Mk. W 1,500 lb. 4 days Q Res. G.726 80513 Mk. W 1,500 lb. Q Res. G.726 80513 Mk. W 1,500 lb. Q Res.	B.4
8/9-45	Lancaster III "A" - 48339	Cen. J. 87398 P/O W.A. Thomas	Captain	1929	0130	HAMBURG Attacked primary at 2233.5 hrs. from 18,400 ft. heading 190 deg. true at 130 kph. 10/10th cloud, tops 3/4,000 ft. hazy above. Bombed green T.I.'s and Wargami. The M/B was not heard. Many well concentrated bomb bursts were seen with one red explosion at 2233 hours. The markers checked with H2S. The aircraft stream was well formed and closely grouped landing was achieved. A very good attack. Bomb load: 1 x 4,000 lb. H.O. bomb. 15 x 500 lb. M.C. bombs.	C.1
8/9-45	Lancaster I "D" - 48571	Cen. J. 37478 P/O R.P. Fike	Captain	1919	0124	Aircraft landed at Moreton Valence due to not at base. HAMBURG Attacked primary at 2237.2 hrs. from 19,000 ft. heading 190 deg. true at 210 TAS. 10/10th cloud, tops 4,000 ft. good visibility above. Bombed centre of Wargami as ordered by the M/B who was clearly heard. Markers were accurate and well concentrated. One bright explosion was seen at 2239 hrs. but no ground detail was seen due to cloud. This seemed like a very good attack. Bomb load was the same as aircraft "A" ref. C.1.	C.2

www.bombercommand.com

16

OPERATIONS RECORD BOOK

APPENDIX Q-68

A.F.
FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. **3**

1945-1946 (1945) No. 429-1945, New York, N.Y. 100
1945-1946 (1945) No. 429-1945, New York, N.Y. 100

FOR THE MONTH OF April, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
8/9-4-45	Lancaster I "W" - FA274	Can J.88805 P/O G. E. Ardahl	Captain	1923	0140	HAMBURG. Attacked primary at 2234.7 hrs. from 17,600 ft., heading 192 deg. true at 178 kph TAS. 10/10th cloud, tops 2/3,000 ft., good visibility above. Bombed on bomb flasher as M/B could not be heard, and nothing else could be seen below. Impossible to make any assessment of bombing results. Landed at Morton Valence due to unfavourable weather at base. Bomb load was the same as aircraft "A", ref. C.I.	C.3
8/9-4-45	Lancaster III "W" - ME337	Can J.41819 P/O D. G. Faulkner	Captain	1924	0135	HAMBURG. Attacked primary at 2236.1 hrs. from 19,000 ft., heading 188 deg. true at 173 kph TAS. 9-10/10th cloud, tops 7,000 ft. Bombed centre of sky marking. No glow of fires was seen, but explosions of bombs were seen and were fairly well concentrated. Marking was good. A large explosion was seen at 2238H0930E. Landed at Morton Valence due to unfavourable weather at base. Bomb load: 1 x 4,000 lb. H.C. bomb. 9 x 500 lb. M.C. bombs. 6 x 250 lb. G.P. bombs.	C.4
8/9-4-45	Lancaster III "W" - ME334	Can J.37973 P/O J. L. Nelson	Captain	1931	0132	HAMBURG. Attacked primary at 2234.3 hrs. from 18,700 ft., heading 190 deg. true at 177 kph TAS. 10/10th cloud, tops 2,000 ft., good visibility. Bombed centre of 3 flares as ordered by the M/B who was clearly heard on Marconi. Could not assess bombing results due to cloud, but this should be a good raid if the markers were accurately placed. Landed at Morton Valence due to poor weather at base. Bomb load was the same as aircraft "A", ref. C.I.	C.5
8/9-4-45	Lancaster III "W" - ME340	Can J.41441 P/O S. F. Avia	Captain	1927	0127	HAMBURG. Attacked primary at 2235.5 hrs. from 18,400 ft., heading 188 deg. true at 215 kph TAS. 10/10th cloud, tops 2/4,000 ft., visibility good above. Bombed on D.R. run plus sky marking as bombsight was w/s. Sky marking was very good and well concentrated. M/B was clear. If markers were accurate, this should be a good attack. Bomb load was the same as aircraft "W", ref. C.I.	C.6
8/9-4-45	Lancaster III 3rd - ME 536	Can J.28715 P/O J. Martin	Captain	1933	0139	HAMBURG. Attacked primary at 2235.2 hrs. from 18,000 ft., heading 186 deg. true at 135 kph. 10/10th cloud, tops 2,000 ft., fair visibility above. Bombed centre of red and green T-I's. No ground detail was seen but bomb bursts were well concentrated. A large explosion occurred at 2235.7 hrs. and appeared to be right in the centre of the target. This is believed to have been a successful attack. An unidentified aircraft was seen on fire disappearing into the cloud at 2239 hrs, 16,000 ft. over the target area. No parachutes were seen. Aircraft landed at Morton Valence due to poor met at base. Bomb load was the same as aircraft "A", ref. C.I.	C.7

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
8/9-45	Lancaster I "H" - FA273	Can. C 937 S/L F. H. Douglas	Captain	1955	0126	HAMBURG Attacked primary at 2234.7 hrs. from 18,100 ft., heading 193 deg. true at 179 kph TAS. 10/10th. cloud, tops 5,000 ft., good visibility above. Bombed sky marker as ordered by the M/B. A large red explosion was seen at 2234 hrs, lighting up the whole area. A glow was seen below, but no other activity seen because of cloud. A fair raid if the markers were good. Landed at Morton Valence due to unfavourable weather at base. Bomb load was the same as aircraft "A", ref. C.1.	C.8
8/9-45	Lancaster I "S" - RR207	Can C.26079 S/L H. J. Hogarth	Captain	1921	0127	HAMBURG Attacked primary at 2234.5 hrs. from 18,700 ft., heading 190 deg. true at 176 kph TAS. 10/10th cloud, tops 5,000 ft., good visibility above. Bombed red T.I.'s as instructed by the M/B. Bombing appeared to be well concentrated. A good trip and successful attack. Bomb load was the same as aircraft "H", ref. C.4. Aircraft landed at Morton Valence due to weather at base.	C.9
8/9-45	Lancaster I "T" - NK701	Can J. 36547 W/O H.A.M. Humphries	Captain	1920	0125	HAMBURG Attacked primary at 2234.3 hrs. from 17,800 ft., heading 140 deg. true at 132 kph TAS. Bombed southern edge of red and green T.I.'s as ordered by M/B. Bomb height was w/s. Bomb bursts appeared to be very well concentrated. A large explosion was seen at 2232 hrs. The raid was well concentrated and should be successful. Aircraft landed at Morton Valence due to wet at base. Bomb load was the same as aircraft "H", ref. C.4.	C.10
8/9-45	Lancaster I "U" - NR344	Can J.88425 E/L W. Fikie	Captain	1954	0121	HAMBURG Attacked primary at 2234.3 hrs. from 17,300 ft., heading 190 deg. true at 179 TAS. 10/10th cloud, tops 2/3,000 ft., good visibility above. Bombed centre of red T.I.'s. The M/B was heard but could not hear his instructions. The bombing was very well concentrated and marking was good. A large explosion was seen at 2238 hrs. which lit up the whole sky. This looked to be a very good attack. Landed at Morton Valence due to poor wet at base. Bomb load was the same as aircraft "A", ref. C.1.	C.11
9/10-45	Lancaster III "R" - MR343	Can J.56200 E/L K. G. Powell	Captain	1938	0026	MINES - KUM Mines were laid at 544000N:1042E at 2236.13 hrs. from 12,000 ft., heading 013 deg. true at 170 kph. Mines released at 544030N:104413E, a point 3 miles 134 deg. from 544312N:1042E which was identified by EES. Visibility was clear above; slight haze below. Good tactics and trip. Orbed once to check identification of area. Mines laid: F.6428 29989, F.6428 29948, [All Q. Has. F.6428 24096, F.6428 24022 Mk. VI, 1,800 lb. F.6428 24029, F.6428 24026, mines]	D.1

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX C.68

FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE NO. 4

14780-10710 (M) 1944-1114 (M) 1000 (M) 1000
14780-10710 (M) 1944-1114 (M) 1000 (M) 1000

FOR THE MONTH OF April, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
9/10-4-45	Lancaster III "B" - MB538	Can J.14417 P/L D. T. Magee	Captain	1936	0115	MINER - KIEL. Laid mines at 544100N:1044E at 2245.30 hrs. From 12,000 ft., heading 013 deg. true at 174 kph. Slight haze. Mines released at 5440.30N:1044.1E, a point 3 miles 154 deg. from 5443.12N:1042E which was identified by means of H2S. Orbiting once to check identification. Tactics and route good and mines were laid without difficulty. Mine load: F.642B, 29954; F.642B, 29994; F.642C, 24086; F.642C, 24030; F.642C, 24014; F.642C, 24072. -all Q Res., Mk VI, 1,800 lb. mines.	D.2
9/10-4-45	Lancaster I "C" - PA272	Can J.37072 P/L J. E. Romo, H2S	Captain	1940	0127	MINER - KIEL. Laid mines at 544100N:1044E at 2245.06 hrs. From 12,000 ft., heading 012 deg. true at 173 TAS. Released at 5440.30N:1044.1E, a point 154 deg. and 3 miles from 5443.12N:1042E which was identified by means of H2S. 10/10th low cloud or fog with good visibility above. Tactics were good and trip appeared successful. Mine load: F.642B, 29964; F.642B, 29933; F.642C, 24048; F.642C, 24133; F.642C, 29978; F.642C, 24104. -all Q Res., Mk VI, 1,800 lb. mines.	D.3
9/10-4-45	Lancaster III "P" - MB540	Can J.21848 P/L L. C. Moffat	Captain	1935	0120	MINER - KIEL. Laid mines at 544100N:1044E at 2249 hrs. from 12,000 ft., heading 013 deg. true at 172 TAS. Released at 5440.30N:1044.1E, a point 154 deg. and 3 miles from the datum point (5443.12N:1042E) (Forna Cliff) which was identified by H2S. Made orbit to make sure of identification, as range of H2S was poor. Tactics were good and mines were laid in the proper area. Visibility was heavy below, good above. Mine load: F.642B, 29917; F.642B, 29963; F.642C, 29998; F.642C, 24040; F.642C, 24143; F.642C, 24160. - all Q Res., Mk VI, 1,800 lb. mines.	D.4
10-4-45	Lancaster III "A" - MB539	Can J.87398 P/O W. A. Thomas	Captain	1331	2122	BRITZEL. Attacked primary at 1800 hrs. from 16,500 ft., heading 159 deg. true at 170 kph TAS. No cloud, good visibility. Bombed centre of red FI. M/A not heard due to electrical failure. Marking very good and was well concentrated on the aiming point. Fighter cover was good and the attack was excellent. Large volume of smoke rising to 12/15,000 ft. A Halifax was seen hit by flak in T/A at 1758 hrs., and went down in flames. 1 Lancaster also went down in flames over T/A at 1800 hrs. No chutes seen in either case. Bomb load was: 1 x 4,000 lb. H.C. bomb. 9 x 500 lb. G.P. bombs. 2 x 500 lb. M.C. bombs.	E.1

www.bombercommand.com

6

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
10-4-45	Lancaster III "B" - NR543	Can J 17600 S/L H.V. Peterson	Captain	1323	2131	<p>LEPZE Attacked primary at 1800.5 hrs. from 16,800 ft., heading 125 deg. true at 175 TAS. Clear, good visibility. Bombed visually on the M/Yds. T.I.'s. were excellent, right on the aiming point. Bomb bursts were seen right across the yards. A very good effort, excellent bombing. Two aircraft went down in flames. A Lancaster at 1757 hrs., at 5126N:1213E, and a Halifax at 1758 hrs. in the target area. No chutes were seen. Bomb load same as aircraft "A", ref. E.1.</p>	E-2
10-4-45	Lancaster I "D" - RA571	Can J 88805 E/O G. E. Andahl	Captain	1317	2142	<p>LEPZE Attacked primary at 1800 hrs. from 15,800 ft., heading E.3 121 deg. true at 175 TAS. Clear, visibility unlimited. Bombed M/Yds. visually. Own bombs were seen to straddle the western end of yards. All markers were on the yards. An excellent concentration of aircraft was maintained. Fighter cover was very good. An excellent bombing effort. A Lancaster was seen to burst into flame and spiral down at 1757 hrs., at 5126N:1213E, and a Halifax went down in flames when hit by flak at 1758 hrs. in the T/A. No chutes were seen. Bomb load was the same as aircraft "A", ref. E.1.</p>	
10-4-45	Lancaster I "F" - PA274	Can J 41819 E/O D. G. Faulkner	Captain	1327	2133	<p>LEPZE Attacked primary at 1759.2 hrs. from 16,500 ft., heading 125 deg. true at 175 kph TAS. No cloud, good visibility. Bombed red T.I.'s to port, which were on A/P. The M/B was heard throughout. Bombing and marking were very good. Aircraft received one flak hole between starboard inner and outer engines. A Lancaster was seen hit by flak and it burst into flames and spiralled down at 1757 hrs. at 5126N:1213E; and a Halifax went down on fire at 1758 hrs. over the target area. No chutes were seen. Bomb load was the same as aircraft "A", ref. E.1.</p>	E-4
10-4-45	Lancaster I "J" - NR343	Can J 37947 E/O L. H. Morrison	Captain	1321	2137	<p>LEPZE Attacked primary at 1759.3 hrs. from 16,800 ft., heading 120 deg. true at 178 TAS. No cloud, good visibility. Bombed repair shops south of A/P visually. Ground detail was very clear. PFF marking was adequate and accurate. Forced to turn slightly on bombing run to avoid other aircraft, so could not bomb T.I.'s as ordered. A great column of smoke was seen rising to 10,000 ft. Aircraft sustained slight damage when hit by flak over the target at 1759 hrs. 1 x 300 lb. bomb was hung up and jettisoned safe at 5244N:0500E at 2031 hrs., from 16,800 ft. Clear below. Two Lancasters were seen going down in flames in the T/A at 1757 hrs. and 1800 hrs. No chutes were seen. Bomb load same as aircraft "A", ref. E.1.</p>	E-5

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX C.68

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 5

1254-1011 W. 1254-1111 1254-1211 1254-1311 1254-1411 1254-1511
1254-1611 1254-1711 1254-1811 1254-1911 1254-2011 1254-2111

FOR THE MONTH OF April, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
10-4-45	Lancaster I "W" - NR133	Can J 92699 P/O D. R. Gant	Captain	1337	2151	<p>LANEYER Attacked primary at 1900 hrs. from 16,800 ft., heading E.6 120 deg. true at 176 kph TAS. No cloud, good visibility. Bombed centre of marshalling yards visually. The M/B was not heard, W/T receiver u/s. Bombing was very well concentrated and six cookies were seen to hit sheds and tracks. A very good attack. A Lancaster went down in flames when hit by flak at 1757 hrs. at 126N:121E, and a Halifax also was hit and went down in flames over the target at 1758 hrs. No chutes were seen. Bomb load was the same as aircraft "A", ref. E.1.</p>	
10-4-45	Lancaster I "L" - ND967	Can J 85111 P/O A. H. Baird	Captain	1345	2130	<p>LANEYER Attacked primary at 1759.3 hrs. from 16,200 ft., heading 120 deg. true at 135 kph TAS. Clear, slight haze below. Bombed centre of M/Yds which were clearly visible on run-up. T.I's went down just as bombs did. The M/B was unintelligible due to jamming. This appeared to be a very successful attack. Several aircraft were seen firing red flares which was somewhat confusing. A Lancaster was hit by flak and burst into flames and spiralled down at 1757 hrs. at 126N:121E. One parachute was seen at 5,000 ft. A Halifax went down in flames over the target area at 1758 hrs. when hit by flak. Bomb load was: 1 x 4,000 lb. H.C. bomb. 11 x 500 lb. M.C. bombs.</p>	E.7
10-4-45	Lancaster III "W" - NR337	Can J 28715 P/O J. Martin	Captain	1333	2147	<p>LANEYER Attacked primary at 1800 hrs. from 16,500 ft., heading 132 deg. true at 174 TAS. No cloud, good visibility. Bombed to overshoot a concentration of red f.l's by 1 second. The M/B was clearly heard. Ground detail was very clear and marking was good. Bombing seemed very concentrated and accurate. Large column of smoke seen rising to 6/10,000 ft. A Lancaster was hit by flak and went down in flames at 1757 hrs. at 126N:121E, and a Halifax was also hit and went down on fire at 1758 hrs. over the target area. No chutes seen in either case. Bomb load was the same as aircraft "A", ref. E.1.</p>	E.8
10-4-45	Lancaster III "O" - NR334	Can J 37933 P/O J. L. Nelson	Captain	1335	2133	<p>LANEYER Attacked primary at 1800 hrs. from 16,500 ft., heading 128 deg. true at 177 kph TAS. No cloud, excellent visibility. Bombed the centre of M/Yds. Red f.l's were right on the aiming point and well concentrated. Bombs were seen right on the W/T M/B was heard to say "Bang-on-prang". A very good attack. A Lancaster was seen hit by flak. The starboard and inner engine commenced to smoke and then burst into flames. The aircraft spiralled down on fire. Bomb load was the same as aircraft "A", ref. E.1.</p>	E.9

www.bombercommand.ca

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
10-4-45	Lancaster III "3" - MS336	Can C 937 S/L P. H. Douglas	Captain	1335	2133	LEPZEE Attacked primary at 1800.5 hrs. from 16,200 ft., heading 122 deg. true at 176 kph TAS. No cloud, good visibility. Bombed one second overshoot on rad FI on furthest side of yards. The bombing was very concentrated and the attack was very good. Good route, tactics and a very good gaggle formation. A Lancaster was seen hit by flak and went down on fire at 1757 hrs. at 5216N, 1215E, and a Halifax went down in flames at 1758 hrs., when hit by flak over the target. Bomb load was the same as aircraft "A", ref. E.1.	E.10
10-4-45	Lancaster I "R" - FA273	Can J 14099 S/L H.W. MacDonald, DFC	Captain	1319	2144	LEPZEE Attacked primary at 1800 hrs. from 16,300 ft., heading 127 deg. true at 168 TAS. Clear, visibility unlimited. Bombed rad FI and WYds. The markers were right on the A/P and the target was obliterated by the bombing which was very well concentrated. Tactics were excellent and the gaggle was very successful. Bomb load was the same as aircraft "A", ref. E.1. A Lancaster was hit by flak at 1726N, 1215E at 1757 hrs., and went down on fire. A Halifax was also hit over the target at 1758 hrs. and went down in flames, exploding on impact. No chutes were seen from either aircraft.	E.11
10-4-45	Lancaster I "S" - RP207	Can C 135 W/C E. H. Evans	Captain	1329	2148	LEPZEE Attacked primary at 1800 hrs. from 16,900 ft., heading 112 deg. true at 183 kph TAS. No cloud, excellent visibility. Bombed slightly past of rad FI's with an overshoot of 1 second. Bombing was very good and well concentrated. The attack seemed mostly in the western part of the yards. A great deal of smoke was seen. A very good route, tactics and gaggle. A Lancaster was seen going down on fire after having been hit by flak, at 1757 hrs., at 526N, 1215E; and a Halifax also went down on fire when hit by flak over the target area at 1758 hrs. Bomb load was the same as aircraft "A", ref. E.1.	E.12
10-4-45	Lancaster I "W" - NN701	Can J 36547 S/O H.A.M. Humphries	Captain	1315	2132	LEPZEE Attacked primary at 1800.3 hrs. from 16,200 ft., heading 120 deg. true at 133 kph TAS. Clear, visibility slightly hazy. Bombed centre of rad FI with 3 seconds overshoot. The WYds and autobahn were clearly visible. Could map read right into the target. There was a very good concentration of bombs and fires. The W/B was heard clearly and was very pleased. A very successful raid. A Lancaster was seen to go down in flames at 1726N, 1215E at 1757 hrs., after being hit by flak. A Halifax also went down on fire when hit by flak over the target, at 1758 hrs. No chutes were seen from either. Bomb load was the same as aircraft "A", ref. E.1.	E.13

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX G.68

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 6

11/10/41-11/11/41 WE 429-1114 700 811 7.5 700
11/10/41-11/11/41 WE 429-1114 1200 712 7.5 700

FOR THE MONTH OF April, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
10-4-45	Lancaster I "M" - NR344	Can J 92072 W/O T. Turner	Captain	1325	2145	<p> REFE Attacked at 1900 at 1900 hrs. from 16,500 ft., heading 125 deg. true at 160 TAS. No cloud, very good visibility. Bombed centre of rail yards and workshops. Green dots were very clear and bombing was accurate and concentrated. Many fires were seen with a great column of smoke rising to at least 10,000 ft. Tactics were good and the gaggle formation was well formed. A Lancaster was seen hit by flak at 1220:1230, at 1757 hrs., and spiralled down on fire. A Halifax was also hit by flak at 1758 hrs. over the target area and went down in flames. No chutes were seen from either. Bomb load was the same as aircraft "A", ref. E.1. </p>	E.14
13/14-4-45	Lancaster I "L" - NR567	Can J 85111 W/O Bainard, A. S.	Captain	2015	0231	<p> KML Attacked at 2329 at 2329.5 hrs. from 16,100 ft., heading 162 deg. true, at 180 TAS. 10/10th. cloud, tops 4,000 ft., visibility fair. Two sets of marking practically together, each well concentrated. Bombed centre of port set of red T.I. M/B not heard at any time. Some bombs seen bursting, seemed scattered. Too early on target, and no marking down, so orbit was necessary. Bombing seemed quite scattered and early. Would assess attack as fair to poor. Camera did not operate. Tactics good. Diverted to Basingbourne. Bomb load: 1 x 4,000 lb. H.C. Nose Inst. 4 x 1,000 lb. H.C. T.B. .025. 8 x 500 lb. H.C. T.B. .025. </p>	
13/14-4-45	Lancaster III "M" - NR537	Can E 129904 W/O Wald, K. L.	Captain	2021	0219	<p> KML Attacked at 2331 at 2331.8 hrs. from 16,200 ft., heading 170 deg. true at 140 TAS. 10/10 stratus cloud, tops 6,700 ft., visibility fair above. Green T.I's were seen cascading at 2325 and 2326 hrs. Bombed centre of these. Bomb explosions were all that could be seen, but these were quite concentrated. M/B was loud and clear, instructing to bomb centre of green T.I's. Aircraft sustained a flak hole in the bomb door over the target area at 2332 hrs., at 16,200 ft. Raid was hard to assess, but if P.P.P., which was sufficient and well grouped, was in correct place, the raid should be good. Diverted to Basingbourne. Bomb load same as aircraft "L", ref. F.1. </p>	
13/14-4-45	Lancaster III "M" - NR534	Can C 937 S/L Douglas, P. E.	Captain	2017	0215	<p> KML Attacked at 2332 at 2332 hrs. from 16,400 ft., heading 216 deg. true, 138 kph. Bombed left hand edge of green glow. Deop. to the north-east was operative and was shooting out sporadic reds. Bomb bursts only in target area. A small red glow just off the green T.I's might have been a fire starting up. M/B clearly heard: "Portland 1". "Bomb greens" "Time check". No assessment of raid possible at that stage. Tactics satisfactory, not wind off. Diverted to Basingbourne. Bomb load same as aircraft "L", ref. F.1. </p>	

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
13/14-4-45	Lancaster III "Q" - MS336	Can J.8798 P/O Thomas, W. A.	Captain	2023	0205	KRM. Attacked primary at 2331.6 hrs., 16,700 ft., heading 210 deg. true, 175 KAS. Bombed centre of glow of red F.I. 10/10th. stratus clouds, tops 3/4,000 ft., good visibility above. On run in, illuminating flares were seen, also cascading red and green F.I.'s. on ground part of green F.I. glow. M/B not heard until after bombing, interference bad. A few bomb bursts seen, but nothing further. Route and tactics good. Concentration of aircraft good. Should be a fair effort, if fighters placed well. Diverted to Basingbourne. Bomb load same as aircraft "L", ref. P. 1.	P.4
13/14-4-45	Lancaster I "P" - NF701	Can J.96547 P/L Humphries, H.A.M.	Captain	2000	0130	KRM. Attacked alt. alt. alt. at 2328.1 hrs., from 16,700 ft., heading 201 deg. true, 155 kph. 10/10th. stratus cloud, tops 5,000 ft., visibility good above. Bombed centre of green F.I.'s. Several good bomb bursts, well concentrated, were seen. At 2329.5 hrs a large red explosion was seen which lasted for about 30 to 40 seconds. M/B loud and clear: "Bomb alternative target" Do not drop illuminating flares" "Time check" "Bomb green F.I.'s". 1 x 500 lb. H.C. bomb hung up in No. 1 position and brought back. The F.F.F. were well grouped, and if correct, raid should have been very good; assessment is difficult due to cloud cover. Diverted to Basingbourne. Bomb load same as aircraft "L", ref. P. 1.	P.3
13/14-4-45	Lancaster I "U" - NF344	Can J.11819 P/O Palkner, D.S.	Captain	2025	0225	KRM. Attacked alt. alt. alt. at 2333.5 hrs., from 16,400 ft., heading 210 deg. true, 181 KAS. 10/10th. stratus cloud, tops 6,000 ft., visibility good above. Bombed slightly to port of cascading green F.I.'s and green glow. M/B heard clearly: "Bomb alternative target" "Stand by for further instructions" "2331 hrs" "Bomb centre of brightest green F.I.'s." Bomb bursts seen, and fire glow. Difficult to assess effectiveness of raid. F.F.F. bombed good. Tactics very good. Made an orbit outside target area to waste time and get a good run in. Fair concentration of aircraft. Straight and level bomb run. Route D.S. should be a fair effort if backing accurate. Diverted to Basingbourne. Bomb load same as aircraft "L", ref. P. 1.	P.6
13/14-4-45	Lancaster III "B" - MS543	Can J.14417 P/L Mages, D. T.	Captain	2004	0200	KRM. Attacked alt. alt. alt. at 2330.5 hrs. from 15,700 ft., heading 243 deg. true, at 150 kph. 10/10th stratus cloud, tops 5,000 ft., visibility very good above. Bombed centre of green F.I.'s. A few bomb bursts and illuminating flares were seen. M/B was very clear on WSP. "Time check" "Assessment flight plan" "Bomb secondary target" "Bomb the cascading green" "Bomb centre of greens" "Do not drop illuminating flares". Flak leading edge of starboard wing on stbd. side of inboard engine, 2331 hrs, 15,700 ft., over target area. Just before reaching Danish coast, our stbd. inner engine became W/S and was feathered. Assessment cannot be made of attack, but believe it might turn out fairly well. Good tactics. Met. winds may off. Diverted to Basingbourne. Bomb load same as aircraft "L", ref. P. 1.	P.7

OPERATIONS RECORD BOOK

APPENDIX C.68

R.A.F.
Form 561

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 7

13/14-4411 WL 4289-1141 700 811 T.S. 700
13/14-4411 WL 4289-1141 700 811 T.S. 700

FOR THE MONTH OF April 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
13/14-4-45	Lancaster I "S" - RP207	Can C.153 W/C Byrne, E. H.	Captain	2007	0229	KIM. Attacked at 2311 hrs. from 17,000 ft., heading 202 deg. true, at 162 kph. 10/10th. cloud, tops 5,000 ft., visibility good. Bomb pattern of green T's. Ground marking well concentrated, but only glow visible. Green colour not so good, think red would be better. Many bomb explosions seen on ground. Difficult to assess due to cloud. Near-collision with Lancaster aircraft which was apparently orbiting. Good concentration of aircraft. Camera run uncertain due to near collision as above. Tactics good. Many red and some green Very cartridges shot off by other aircraft near English coast. Diverted to Bassingbourne. Bomb load same as aircraft "L", ref. P. 1.	
13/14-4-45	Lancaster I "D" - RA57A	Can J.14099 B/L H. MacDonald, MC2	Captain	2009	0241	GARDINER - KIM. Laid mines at 54230N:103200E, at 2321.50 hrs., from 12,000 ft., heading 139 deg. true at 164 kph. Released mines at 542630N:103042E, 6.1 nautical miles, 266 deg. true from Plugge, the datum point identified by H2S. 10/10th. cloud, tops 2,000 ft., visibility unlimited above. Excellent effort, no doubt but that mines laid right on. No particular difficulties. Diverted to Bassingbourne. Mine load: 1 x P.642 24042; 1 x P.638 23090; 1 x D.410 32950; 1 x D.410 33011; 1 x G.706 17329; 1 x D.410 33013; 1 x G.706 17329.	G.1
13/14-4-45	Lancaster III "S" - MR738	Can J.93134 P/O Williams, D.S.	Captain	2002	0232	GARDINER - KIM. Laid mines at 543600N:103430E, at 2330 hrs., from 12,000 ft., heading 132 deg. true at 168 kph. Released mines at 543630N:1032930E, 9.4 N. miles, 137 deg. true from Gultar Klent, the datum point identified by H2S. 9-10/10th. low thin stratus cloud, visibility fair to good above cloud. Tactics very good. Mining run was good and considered successful. Diverted to Bassingbourne. Mine load: 1 x P.642 24194; 1 x D.410 32949; 1 x D.410 33006; 1 x G.706 17334; 1 x G.706 17306; 1 x G.706 17323. --all "Q" res. Mark VI mines.	G.2
13/14-4-45	Lancaster I "IT" - MR343	Can J.37947 P/O Morrison, L.H.	Captain	2005	0256	GARDINER - KIM. Laid mines at 543600N:103430E at 2342.38 hrs. G.3 from 12,000 ft., heading 132 deg. true at 168 kph. Released mines at 543630N:1032930E, 9.4 N. miles, 137 deg. true from Gultar Klent, the datum point identified by H2S. 9/10th. low stratus cloud, good visibility above. One mine was released prematurely (2319.22 hrs.) due to misunderstanding between Engineer and A/B. Good trip. All other mines O.K. No difficulty encountered. Diverted to Bassingbourne. Mine load: 1 x P.642 24183; 1 x P.638 23099; 1 x D.410 33147; 1 x D.410 33107; 1 x G.706 17260; 1 x D.410 33157; 1 x G.706 17260.	G.3

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
13/14-4-45	Lancaster I "K" - FR203	Can J.40208 F/L Brown, R. L.	Captain	2019	0245	GARHEINE - KING. Laid mines at 543600N:105430E, at 2326 hrs., G.4 from 12,000 ft., heading 132 deg. true at 167 kph. Released mines at 543630N:105230E, 9.4 N. miles, 137 deg. true from Gulstar Klent, the datum point identified by H23. 10/10th. stratus cloud, tops 6,000 ft., visibility good above. A very good trip. Tactics quite satisfactory. Met were even lower than their usual standard. Diverted to Bassingbourne. Mine load: 1 x F.642 24178; 1 x F.638 25019; 1 x B.410 33002; 1 x B.410 33114; 1 x G.706 17362; 1 x G.706 17303. -all "Q" res., Mark VI mines.	
13/14-4-45	Lancaster I "M" - FA273	Can J.21848 F/L Maffat, L. G.	Captain	2013	0239 0207	GARHEINE - KING. Laid mines at 543600N:105430E, at 2330 hrs., G.3 from 12,000 ft., heading 132 deg. true at 167 kph. Released mines at 543630N:105230E, 9.4 N. miles, 137 deg. true from Gulstar Klent, the datum point, identified by H23. 9/10th. stratus cloud, tops 2,500 ft., visibility above was fairly good. An orbit was made to ensure that we were on the correct position. Tactics were quite satisfactory. Diverted to Bassingbourne. Mine load: 1 x F.642 26193; 1 x F.638 22; 1 x B.410 33009; 1 x B.410 32985; 1 x G.706 17331; 1 x G.706 17362. -All "Q" res., Mark VI mines.	
13/14-4-45	Lancaster I "N" - EE233	Can J.37072 F/L Romm, J. B., JRC	Captain	2011	0207	GARHEINE - KING. Laid mines at 542700N:105200E, at 2323 hrs., G.6 from 12,000 ft., heading 138 deg. true at 165 kph. Released mines at 542620N:105042E, 4.9 N. miles, 141 deg. true from datum point, identified by H23. 10/10th. some low stratus cloud tops 3,000 ft., visibility good. Good trip, no difficulty encountered. Tactics very good. Mine laid in area allotted. Diverted to Bassingbourne. Mine load: 1 x F.642 24096; 1 x F.638 25004; 1 x B.410 33136; 1 x B.410 33101; 1 x B.410 33023; 1 x G.706 17363. -All "Q" res., Mark VI mines.	

www.bombercommandmuseum

OPERATIONS RECORD BOOK

APPENDIX C-68

R.A.F.
Form 561

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 8

7104-1011 W. 1440-1111 700 1/11 1/1 700
7104-1011 W. 1440-1111 700 1/11 1/1 700

FOR THE MONTH OF April, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
16/17-4-45	Lancaster III "A" - MS339	Can R.129904 W/D Wald, K. L.	Captain	2302	0807	SCHWANDORF Attacked primary at 0404 hrs., from 12,200 ft., heading 105 deg. true, at 140 kph TAS. Thin hazy cloud, tops 6,000 ft., visibility fairly good. Bombed centre of red and green T.I's. The target area was well covered with dense smoke rising to 6,000 ft. Many bomb burst which appeared to be on top of one another, were seen. A faint glow of fires was reflected through the clouds, but no assessment of their size can be given. M/B was very good on the 1177 but could not be heard on the VHF. He instructed us to "Bomb centre of red T.I's" We also heard him saying "Bomb centre of green T.I's" "Bomb 200 yds. to starboard of red". Believed to be a splendid attack. Tactics very good. The M/B did a creditable job. At 0007:06:00Z, 0238 to 0239 hrs, sighted what appeared to be a mid-air collision. Two explosions were seen in quick succession, and then two flaming masses fall to earth, exploding again on impact, 1 to 1 mile apart. Fires and explosions from the burning masses were visible until 0245 hrs. No parachutes were seen. Bomb load was: 1 x 4,000 H.C. Nose Inst. 7 x 500 G.P. M.64 TD.025 4 x 500 M.C. TD.025.	H.1
16/17-4-45	Lancaster I "D" - PA272	Can J.35200 P/L K.S. Powell, W/D	Captain	2321	0747	SCHWANDORF Attacked primary at 0403.5 hrs., from 11,700 ft., heading 102 deg. true, 166 TAS. Clear, visibility good. Bombed centre of red and green T.I's. P.P.P. marking very good. All bombs were going into T.I's. M/B loud and clear. There were two oil explosions at 0407 hrs, thick heavy smoke and dust covered the entire area. Route and tactics excellent. An excellent effort, by all indications. At 0007:06:00Z, 0238 to 0239 hrs., sighted what appeared to be a mid-air collision. Two explosions were seen in quick succession, and then two flaming masses fall to earth, exploding again on impact, 1 to 1 mile apart. Fires and explosions from the burning masses were visible until 0245 hrs. No parachutes were seen. Bomb load same as aircraft "A", ref. H.1.	H.2
16/17-4-45	Lancaster I "D" - RA571	Can J.14417 P/L D. T. Magee	Captain	2317	0812	SCHWANDORF Attacked primary at 0406.1 hrs., from 11,400 ft., heading 096 deg. true, 135 kph. Slight haze to 1,300 ft., visibility good above. On the run-up, the River Lab was identified, also we could see the built-up area of the town. Bombed centre of smoke, which obscured red and green glow just prior to bombing. A very successful attack from all appearances. Master Bomber deserves to be congratulated on the manner in which he directed the raid. Tactics were good and met. satisfactory. Bomb load was the same as aircraft "A", ref. H.1.	H.3

www.bombercommand.com

16

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
13/17-4-45	Lancaster I "Y" - NR333	Can J.41819 W/O D. G. Paulmer	Captain	2313	0811	SCHWANDER Attacked primary at 0407 hrs., from 10,800 ft., heading 104 deg. true, 140 kph TAS. 9/10th. very thin cloud, tops 3,000 ft., visibility fairly clear above. Bombed centre of fire glow and green T.I's. A heavy path of black smoke was 6,000 ft., and completely covered the target area. One large explosion at 0406 hrs., was bright orange red. M/B was clear and directed the bombing with good instructions. The attack appeared to be well concentrated and should be successful. Tactics were good. Approximately 500H:0630H, 0238 to 0239 hrs., sighted what appeared to be a mid-air collision. Two explosions were seen in quick succession, and then two flaming masses fell to the earth, exploding again on impact, about 1/2 to 1 mile apart. Fires and 15 parachutes were visible until 0245 hrs. Bomb load was: 1 x 4,000 H.C. Nose Inst. 3 x 300 H.C. M.54 TD .025. 8 x 300 H.C. TD .025.	H.4
16/17-4-45	Lancaster I "J" - NR343	Can J.29736 W/L A. D. Cook	Captain	2311	0757	SCHWANDER Attacked primary at 0404.9 hrs. from 10,500 ft., heading 110 deg. true, 164 TAS. Bombed centre of column of smoke, with glow of red and green T.I's. Marking very good, the best concentration as yet. M/B was very clear, and concise with instructions. Attack looked good. One large explosion noted at 0410 hrs., with volume of black smoke to 7/8,000 ft., immediately afterwards. Good trip, and the purpose carried out, if marking was on, as it seemed to be. Tactics good. Bomb load was the same as aircraft "A", ref. H.1.	H.5
16/17-4-45	Lancaster I "W" - PA252	Can J.88805 W/O G. E. Andahl	Captain	2320	0806	SCHWANDER Attacked primary at 0404.4 hrs. from 11,000 ft., heading 078 deg. true, 165 TAS. Heavy, visibility fair. Bombed starboard edge of green glow. The target was practically obscured by smoke and only the glow of T.I's could be seen. Bombing was all inside. Marking considered excellent. Several explosions in area at 0409 hrs. Raid looked good. Tactics very good. At 500H:0630H, 0238 to 0239 hrs., 3,000 ft., sighted what appeared to be a mid-air collision. Two explosions were seen in quick succession, and then two flaming masses fell to earth, exploding again on impact, about 1/2 to 1 mile apart. Fires and explosions from the burning masses were visible until 0245 hrs. No parachutes were seen. Bomb load was the same as aircraft "A", ref. H.1.	

www.bombercommandmu.com

OPERATIONS RECORD BOOK

APPENDIX C.68

R.A.F.
FORM 561.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE NO. 9

1700-1511 W/L 4444-114 700 H/L 7.5 700
1700-1511 W/L 4444-114 1300 H/L 7.5 700

FOR THE MONTH OF April, 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
16/17-4-45	Lancaster I "L" - NR967	Cen J. 35111 E/O A. R. Baird	Captain	2307	0819	SCHWADDER Attacked primary at 0406.6 hrs., from 10,100 ft., heading 092 deg. true, 186 TAS. Hazy, visibility fair. Bombed centre of green glow. M/B heard loud and clear, and very good. Marking excellent, target covered with smoke, bombing all within marked area. Smoke rose to 76,000 ft., could be seen for 60 miles. An excellent effort, by indications. At 500N:0630E, at 0238 to 0239 hrs., 5,000 ft., sighted what appeared to be a mid-air collision. Two explosions were seen in quick succession, and then two flaming masses fell to the earth, exploding again on impact, about 1/4 to 1/2 mile apart. Fires and explosions from the burning masses were visible until 0245 hrs. No parachutes were seen. Bomb load was the same as aircraft "A", ref. H. 1.	H.7
16/17-4-45	Lancaster III "N" - MR337	Cen J. 16119 E/L H. M. Barr	Captain	2309	0814	SCHWADDER Attacked primary at 0405.3 hrs., from 12,000 ft., heading 103 deg. true, 169 TAS. Identified target visually by the river and town, and the cascading T.I.'s. Bombed red T.I.'s. Markers well placed and plentiful. M/B clearly heard giving instructions. Several explosions noted in target area, and smoke was rising to 67,000 ft. Attack was successful, if markers were accurate. Tactics quite good, trip satisfactory. At 500N:0630E, 0238 to 0239 hrs., 5,000 ft., sighted what appeared to be a mid-air collision. Two explosions were seen in quick succession, and then two flaming masses fell to earth, exploding again on impact, about 1/4 to 1/2 mile apart. Fires and explosions were visible until 0245 hrs. No parachutes were seen. Bomb load was the same as aircraft "A", ref. H. 1.	H.8
16/17-4-45	Lancaster III "O" - MR334	Cen J. 37933 E/O J. L. Nelson	Captain	2326	0755	SCHWADDER Attacked primary at 0404.3 hrs., from 11,700 ft., heading 093 deg. true, 168 TAS. Nil cloud, visibility very good. Bombed centre of concentration of red and green T.I.'s. F.W.F. marking was plentiful and well concentrated. M/B was heard clearly, and directed the raid very well. Many bomb flashes seen among the T.I.'s. At 0402 hrs., one fairly large explosion was seen in the target area; much grayish black smoke was billowing up over the target on leaving. Tactics good, trip very satisfactory. At 500N:0630E, 0238 to 0239 hrs., 5,000 ft., sighted what appeared to be a mid-air collision. Two explosions were seen in quick succession, and then two flaming masses fell to earth, exploding again on impact, about 1/4 to 1/2 mile apart. Fires and explosions from the burning masses were visible until 0245 hrs. No parachutes were seen. Bomb load was the same as aircraft "V", ref. H. 4.	H.9

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
16/17-4-45	Lancaster III "P" - MS540	Can J.14099 P/L H.W. Macdonald, DFC	Captain	2315	0751	SCHWANDERF Attacked primary at 0404.3 hrs., from 11,400 ft., heading 098 deg. true, 163 TAS. Hazy, visibility fair. Bombed contra of red and green T.I's, which were well concentrated. Bomb bursts seen west in the T.I's, but dense heavy and dark smoke concealed areas. One large explosion was seen in the centre of the T.I's, and one smaller one to starboard. M/B was very good. P.F.F. were good and markers were in good quality. Should be an excellent raid if markers were on. Tactics ideal. Looked like a gun raid. At 000N:0630E, at 0238 to 0239 hrs., 5,000 ft., sighted what appeared to be a mid-air collision. Two explosions were seen in quick succession, and then two flaming masses fell to earth, exploding again on impact, $\frac{1}{2}$ to $\frac{1}{4}$ miles apart. Fires and explosions from the burning masses were visible until 0245 hrs., no parachutes were seen. Bomb load was the same as aircraft "V", ref. H. 4.	H.10
16/17-4-45	Lancaster III "Q" - MS536	Can J.21843 P/L L. C. Moffat	Captain	2329	0745	SCHWANDERF Attacked primary at 0405.3 hrs., from 11,100 ft., heading 100 deg. true, 140 kph. Thin haze cloud, tops 5,000 ft., visibility clear above. Bombed mixed glow of T.I's and fires. On the run up, the M/B said to bomb the green T.I's, but these were completely obscured just before bombing by clouds of thick black smoke. Some small fires were seen and several fairly large explosions between 0400 and 0402 hrs. The attack appeared to be quite a success. P.F.F. marking was plentiful, and well grouped. The M/B was excellent. Tactics quite satisfactory. At 000N:0630E, at 0238 to 0239 hrs., 5,000 ft., sighted what appeared to be a mid-air collision. Two explosions were seen in quick succession, and then two flaming masses fell to earth, exploding again on impact, $\frac{1}{2}$ to $\frac{1}{4}$ miles apart. Fires and explosions from the burning masses were visible until 0245 hrs. No parachutes were seen. Bomb load was the same as aircraft "V", ref. H. 4.	H.11
16/17-4-45	Lancaster I "S" - RM207	Can C.937 S/L P. H. Douglas	Captain	2327	0801	SCHWANDERF Attacked primary at 0405 hrs., from 10,800 ft., heading 060 deg. true, 170 TAS. 4/10th stratus thin cloud, tops 4,000 ft., visibility fair above cloud. Bombed green glow, just previously the T.I's were partially obscured by smoke. At 0403 a large explosion, giving out black oily smoke, was seen. Attack appeared well concentrated. Consider it would have been better to increase speed on leaving target due to proximity of L/P defences. Sweeping searchlights in Frankfurt area failed to illuminate the aircraft. Bomb load was the same as aircraft "V", ref. H. 4.	H.11

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX C.68

U.S.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 10

16/17-4-45 WE 429-1111 1111 1111 1111 1111 1111 1111 1111 1111 1111
1111 1111 1111 1111 1111 1111 1111 1111 1111 1111

FOR THE MONTH OF April, 1945,

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
16/17-4-45	Lancaster I "W" - NB344	Can J.28715 P/O J. Martin	Captain	2328	0800	SCHWADDER Attacked primary at 0410.3 hrs., from 10,300 ft., heading 084 deg. true, 180 TAS. 9/10th. thin layer cloud, tops 3,000 ft., visibility good. Bombed centre of green T.I.'s on M/B's instructions. Late on target, and big column of smoke to 3/6,000 ft. almost obscured T.I. on run-up. M/B had lost target by the time we arrived, but heard before quite clear and concise. Large explosion with billowing flames noted at 0408 hrs. Looked like a good attack. Bomb load was the same as aircraft "W", ref. H. 1/4.	H.13
16/17-4-45	Lancaster I "W" - RP273	Can J.37072 P/L J. H. Rowe, W/O	Captain	2323	0730	SCHWADDER Attacked primary at 0403.8 hrs., from 10,200 ft., heading 113 deg. true, 164 TAS. Nil cloud, visibility very good, slight haze. Bombed centre of red and green glow as instructed by M/B. P.F.F. marking was very plentiful. M/B was very good and heard clearly. Bombing appeared very good and well centred on T.I.'s. One good sized fire noted and a big billow of black smoke rising to 4,000 ft. was seen on leaving. Tactics good. At 000H:0630H, 0238 to 0239 hrs., 5,000 ft., sighted what appeared to be a mid-air collision. Two explosions were seen in quick succession, and then two flaming masses fell to earth, exploding again on impact, 1/2 to 3/4 mile apart. Fires and explosions from the burning masses were visible until 0245 hrs. No parachutes were seen. Bomb load was the same as aircraft "W", ref. H. 1/4.	H.14
16/17-4-45	Lancaster I "X" - RRL55	Can J.93134 P/O D. H. Williams	Captain	2230	0818	SCHWADDER Attacked primary at 0406.7 hrs., from 10,000 ft., heading 110 deg. true, 140 kph. 5/10th. low cloud, tops 3/4,000 ft., visibility fair above. Bombed centre of glow of green T.I.'s and smoke. Dense gray black smoke in a compact column rose to 4,000 ft., nothing could be seen in the target area but many burst of bombs. M/B was very clear. A very good attack considering the size of the target. The Master Bomber was one of the best ever heard. P.F.F. was plentiful and well backed up. Tactics were good, met. as briefed. At 000H:0630H, 0238 to 0239 hrs., 5,000 ft., sighted what appeared to be a mid-air collision. Two explosions were seen in quick succession, and then two flaming masses fell to earth, exploding again on impact, 1/2 to 3/4 mile apart. Fires and explosions from the burning masses were visible until 0245 hrs. No parachutes were seen. Bomb load was the same as aircraft "W", ref. H. 1/4.	H.15

www.bombercommand.com

E

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
21/22-4-45	Lancaster I "D" - RA571	Can-J.37947 P/O L.H. Morrison	Captain	2014	0222	MINER - THE SKAW Mines were laid at 575040N 104700E at 2348.32 hrs. from 10,000 ft. heading 017 deg.true at 156 kph true. H2S was unserviceable but visibility was good so mines were laid visually by means of a timed run of 6.75 miles, 2 min. 43 sec. from the Skaw. 2/10ths layered cloud, tops 8,000 ft. very good visibility. Believed to have seen Salborg airfield with red lights burning. Mine load: B-230 36184, 36189, 36180, 36183, 36081 all "Q" Res. Mk. IV 1,500 lb. mines. B-230 36181 Mk. IV 1,500 lb. mine.	J.1
21/22-4-45	Lancaster III "E" - MK38	Can-J.93134 P/O D.E. Williams	Captain	2015	0220	MINER - THE SKAW Mines were laid at 575040N 1047E at 2342.24 hrs. from 10,000 ft. heading 079 deg.true at 167 kph true. Mines released at 575020N 1047E a point 027 deg. and 6.5 miles from The Skaw which was identified by means of H2S. 7/10th patchy cloud above and below. Visibility moderate to good. Could have mined visually. Good mining run and tactics. Mine load: B-230 36082, 36087, 36010, 36019, 36017 and 36994 all "Q" Res. Mk. IV 1,500 lb. mines.	J.2
21/22-4-45	Lancaster III "E" - MK340	Can-J.14099 P/L H.W. Macdonald	Captain	2012	0210	MINER - THE SKAW Mines were laid at 575050N 105100E at 2341.32 hrs. from 9,900 ft., heading 060 deg.true at 165 kph true. Mines were released at 575050N 104930E, a point 8.4 miles 070 deg. from the Skaw which was identified by H2S. 7-6/10ths cloud, visibility excellent in all directions. H2S was good but could have mined visually. Tactics were good. At 3750N 1053E a line of four yellowish to amber coloured lights were seen evenly spaced in a line two to three miles apart at water level off starboard. One ship was identified by H2S 4 miles to starboard and three other ships were seen by silhouette at the same time off port bow. Mine load: B-230 35937, 36016, 26096, 35933, 35990 and 35929 all "Q" Res. Mk. IV 1,500 lb. mines.	J.3
21-22-4-45	Lancaster III "Q" - MK36	Can-J.27054 P/L M.M. Agas	Captain			MINER - THE SKAW Mines were laid at 575050N 105100E at 2345.30 hrs. from 10,000 ft. heading 060 deg.true at 165 TAS. Mines were released at 575030N 104930E a point 040 deg. and 8.4 N. miles from The Skaw which was identified by H2S. 5-6/10ths thin cloud, tops about 12,000 ft. Route and tactics were very good. H2S was fair to poor. Mine load: B-230 36009, 26078, 35998, 36096, 36084 and 36083 all "Q" Res. Mk. IV 1,500 lb. mines.	J.4

www.bombercommandhistory.com

5

OPERATIONS RECORD BOOK

APPENDIX C-68

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 11

12755-5511 (M.L. 4889-114) 700 814 T.S. 700
12755-5511 (M.L. 4889-114) 1304 174 T.S. 700

FOR THE MONTH OF APRIL 19 45

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
21/22-4-45	Lancaster I "W" - RP273	Cen-J-37072 P/L J.E. Rowe <u>MC</u>	Captain	2010	0230	<u>MINES - THE SKAW</u> Mines were laid at 57500N 10510E at 23428 hrs. from 10,000 ft. heading 060 deg. TWS at 169 TAS. Mines released at 57500N 104930E a point 040 deg. and 8.4 N. miles from The Skaw which was identified by H2S. 4/10ths cloud, tops 13,000 ft. H2S reception was good was were the route and the tactics used. 1 mine was hung up due to a defective release unit and was jettisoned safe at 0311H 0224E at 0137 hrs. from 1,000 ft. in clear visibility. This was mine No. 26761. Mine load: B-230 26761, 2677B, 26799, 26802, 26785, and 26784 all "3" Nos. Mk. IV 1,000 lb. mines.	J-3
22-4-45	Lancaster I "C" - PA272	Cen-I-13600 S/L H.W. Peterson <u>MC</u>	Captain	1602	2119	<u>ABORTIVE</u> Abortive over target owing to inability to identify aiming point and nothing was heard from the Master Bomber after he gave a wind check at 1843 hours. 6/10ths cloud, tops 10,000 ft. good visibility above. 4 x 1,000 lb. bombs were jettisoned safe in the allotted area and the remainder were brought back to base. A good gaggle and trip but disappointing because of inability to bomb. Bomb load: 1 x 4,000 lb. H.C. bomb. 6 x 1,000 lb. H.C. bombs. 7 x 500 lb. H.C. bombs.	K-1
22-4-45	Lancaster I "G" - AA232	Cen-J-15417 P/L J.F. Magee	Captain	1557	2128	<u>ABORTIVE</u> Abortive over the target as unable to identify the aiming point visually and nothing was heard from the Master Bomber after a time check at 1842 hours. 7/10th cloud, tops 6-7,000 ft. totally obscured the aiming point. Only the north-west portion of the city could be seen. 1 x 4,000 lb. and 2 x 1,000 lb. bombs were jettisoned safe in allotted area and remainder was brought back to base. A good trip with excellent tactics and gaggle but results were disappointing. Bomb load was the same as aircraft "C" ref. K-1.	K-2
22-4-45	Lancaster I "V" - RS133	Cen-I-32639 P/O D.R. Gant	Captain	1617	2129	<u>ABORTIVE</u> Abortive over target owing to inability to identify aiming point visually. The Master Bomber was not heard. 6/10th cloud, tops 10,000 ft., good visibility above. 6 x 1,000 lb. bombs jettisoned safe in allotted area and all others were brought back to base. A good trip but very disappointing. Bomb load same as aircraft "C" ref. K-1.	K-3

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
22-4-45	Lancaster I "A" - ND967	Can.J.37478 P/L R.P. Pike	Captain	1555	2131	MISSION Abandoned the mission over the target at 1832 hrs. due to failure to identify the aiming point either by F.I.I.'s or Master Bomber. 6/10th cloud, tops 6-8,000 ft. good visibility above cloud. Jettisoned all bombs in the allotted area at 2005 hrs. from 12,000 ft., safe. Gaggle formation was good and own fighter cover was in evidence. Bomb load was the same as aircraft "G" ref. K.I.	K.4
22-4-45	Lancaster III "B" - MS937*	Can.R.101891 W/O Sellar, H.A.	Captain	1605	2148	MISSION Abortive over target as unable to identify aiming point. Could have bombed dock area and N.W. section of city but not aiming point. 1 x 4,000 lb. and 5 x 1,000 lb. bombs were jettisoned safe in the allotted area and all others were brought back. Good tactics and gaggle. Bomb load was the same as aircraft "G" ref. K.I.	K.5
22-4-45	Lancaster III "C" - MS934*	Can.J.35097 P/O J.S.A. Burns	Captain	1604	2141	MISSION Abortive over target area due to inability to identify aiming point. The Master Bomber was not heard. Docks, river and town were seen but not the aiming point. 7/10th cloud tops 6-8,000 ft. excellent visibility above. Jettisoned 6 x 1,000 lb. bombs safe in allotted area at 2007 hrs. from 11,000 ft. All others were brought back to base. The gaggle spread slightly on run over target due to a couple of bursts of flak. Bomb load same as aircraft "G" ref. K.I.	K.6
22-4-45	Lancaster I "D" - PA273	Can.J.35730 P/O W.W. McSwain	Captain	1610	2127	MISSION Abortive over target as no markers were seen and the Master Bomber was not heard. The dock area and river were seen on the run up as well as the town itself. 6/10th cloud tops 6/7,000 ft. clear above. Jettisoned 6 x 1,000 lb. bombs safe in allotted area and brought remainder back to base. Bomb load was same as aircraft "G" ref. K.I.	K.7
22-4-45	Lancaster I "E" - RP207	Can.J.29736 P/L A.B. Cook	Captain	1601	2134	MISSION Abortive over target. Unable to contact Master Bomber or identify aiming point. 3/10th cloud, tops 6,000 ft., good visibility above. Jettisoned 5 x 1,000 lb. bombs safe in allotted area and brought remainder back to base. A disappointing effort. Suggest that a secondary target should have been provided. Bomb load was same as aircraft "G" ref. K.I.	K.8
22-4-45	Lancaster I "F" - NB344	Can.J.32072 P/O T. Turner	Captain	1556	2125	MISSION Abortive over target. No F.I.'s were seen and no instructions were received from the Master Bomber. 3/10th cloud, tops 6/9,000 ft. very good visibility above. The dock area and river were visible on the run-up. Consider that the attack could have been carried out with a run-in from the north. Tactics were good and the gaggle on time. 4 x 1,000 lb. and 2 x 500 lb. bombs were jettisoned safe in allotted area and all others were brought back. Bomb load was the same as aircraft "G" ref. K.I.	K.9

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX G.68

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 12

11/19/45-11/21/45 (11/19/45-11/21/45) Form 541, I.S. 700
11/19/45-11/21/45 (11/19/45-11/21/45) Form 541, I.S. 700

FOR THE MONTH OF April 19 45.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
22-4-45	Lancaster I "X" - E8135	Can-J.41441 P/O S.F. Avis	Captain	1600,	2146	REJECT Abortive over target. Could see city on the run-up but unable to identify aiming point. Master Bomber was heard but no bombing instructions were received. 7/10th cloud, tops 8,000 ft. good visibility through breaks. Gaggle, route and tactics were good. Jettisoned 4 x 1,000 lb. and 7 x 500 lb. bombs safe in allotted area at 2009 hrs. All others were returned to base. Bomb load was the same as aircraft "C" ref. K.1.	
25-4-45	Lancaster I "B" - M5963	Can-J.129904 W/O Weld, K.L.	Captain	1433	1952	WANDERBOERS Abortive over the target due to an apparent failure in circuit. Bomb load was jettisoned safe at 5422N 0628E from 11,600 ft. at 1744 hrs. Tactics were good but the raid looked very scattered. A disappointing trip. Bomb load was 13 x 1,000 lb. (USA) bombs.	L.1
25-4-45	Lancaster I "W" - E8135	Can-J.85111 P/O A.S. Baird	Captain	1456	1935	WANDERBOERS Attacked primary at 1722.8 hrs. from 10,200 ft. heading 114 deg. true at 187 kph TAS. Slight haze, tops 3,000 ft. good visibility above. Bombed the port side of the town which was clearly seen. No F.I.'s were visible. The eastern end of the island was obscured by smoke but the M/B's instructions were clearly heard. Gaggle was ragged until near the target when it became very compact. Tactics were satisfactory. Bomb load same as aircraft "B" ref. L.1.	L.2
25-4-45	Lancaster I "G" - FA252	Can-J.88805 P/O G.E. Andahl	Captain	1451	1931	WANDERBOERS Attacked primary at 1722.2 hrs. from 10,800 ft. heading 092 deg. true at 173 TAS K. 6/10th cloud, bases 12/14,000 ft. Heavy below. Bombed 'Pickwick' scattered. Bombing seemed to be to part of the aiming point but a lot of bombs went on the town and some in the water. The M/B was heard clearly but no F.I.'s were seen. Gaggle was scattered and was slow in forming. Bomb load same as "B" ref. L.1.	L.3
25-4-45	Lancaster I "H" - E8259	Can-J.92639 P/O D.R. Gant	Captain	1452	1938	WANDERBOERS Attacked primary at 1722.6 hrs. from 10,200 ft. heading 113 deg. true at 163 TAS K. Visibility was fair but haze. Bombed 'Pickwick' as ordered by the M/B who was loud and clear. Bombing was well concentrated and appeared to be on the aiming point although there was a heavy smoke cloud over the target. Route and tactics and gaggle were good. This seemed to be a very good attack. Two Lancasters were seen to collide at 3350N 0732E at 1715 hrs. 11,100 ft. The lower aircraft went into a flat spin emitting smoke while the other also lost height rapidly. Both were seen to hit the water. 6 or 7 chutes were seen from one aircraft but none from the other. This is also confirmed by aircraft "C", "H", "R", and "W". Bomb load was the same as aircraft "B" ref. L.1.	L.4

www.bombercommand.com

Handwritten initials

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
25-4-45	Lancaster III "M" - MS337	Can-J.16119 P/L H.M. Barr	Captain	1900	1942	WANDERBORN Attacked primary at 1722.8 hrs. from 10,500 ft. heading 112 deg. true at 162 TAS. No cloud, some haze, fair visibility. Bombed a big pall of smoke and bomb flashes as ordered by the M/B who was heard clearly. Target area was almost obscured by smoke. Most of the bombing was well concentrated and should be successful. A large explosion was seen at 1735.5 hrs. Gaggle was a little late with the result that aircraft were crowded over the target making a good bombing run difficult. Bomb load same as "B" ref. L.1.	L.5
25-4-45	Lancaster III "O" - MS354	Can-J.35730 P/O W.W. McSwain	Captain	1455	1933	WANDERBORN Attacked primary at 1722.5 hrs. from 10,300 ft. heading 036 deg. true at 170 TAS. Thick low haze, visibility fair. Bombed 'Pickwick' as ordered by the M/B. Bombs were seen bursting in centre of smoke which rose in a huge mass obscuring all detail. Some bombing occurred on the west end of the island. Raid looked very good. Tactics, route and gaggle were good. Bomb load was the same as "B" ref. L.1.	L.6
25-4-45	Lancaster I "R" - PA273	Can-J.83097 P/O J.S. Burns	Captain	1454	1936	WANDERBORN Attacked primary at 1722.6 hrs. from 10,300 ft. heading 109 deg. true at 162 TAS. No cloud, good visibility. Bombed the western edge of the town. The Master Bomber was not received. Bombing was well concentrated and seemed to be on the aiming point which was covered with smoke. The attack seemed to be very good. Gaggle appeared to be quite good. Bomb load was the same as aircraft "B" ref. L.1.	L.7
25-4-45	Lancaster I "S" - RP207	Can-J.27854 P/L M.M. Ages	Captain	1502	1921	WANDERBORN Attacked primary at 1723 hrs. from 10,800 ft. heading 111 deg. true at 166 TAS. No cloud, slight haze, excellent visibility. Bombed 'Pickwick' on M/B's instructions. Ground detail was very clear but no T.I.'s were seen. Bomb bursts appeared accurate but a few bombed very wide. Tactics were generally good. At 1740/N-0612Z, 1702 hrs. 11,100 ft. a Halifax was seen spinning down out of control 3 or 4 miles ahead. It hit the water and broke into pieces. 5 chutes were seen in the air and two in the water. A dingy was also seen with green sea markers visible. The cause is thought to have been a collision between two Halifax aircraft. Bomb load was same as aircraft "B" ref. L.1.	L.8

OPERATIONS RECORD BOOK

APPENDIX C.68

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 13

(*) 4121-0511 Wt. 4972-0105 256 18044 L.S. 780
 (*) 4121-0511 Wt. 4973-0105 2506 7145 L.S. 780

FOR THE MONTH OF April 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
25-4-45	Lancaster I "X" - RB233	Cn. J.37072 W/L J.E. Ross WIC	Captain	1450	1913	WARRSBOURNE Attacked primary at 1722 hrs. from 10,800 ft. heading 110 deg. true at 166 kph TAS. Slight haze, fair visibility. Bombed 'Pickwick' as ordered by W/B and also some buildings which were seen. The aiming point was obscured by smoke. The town appeared to be getting a severe bombing. The landing strip was clearly visible. The gaggle was very good until it was led over the wrong island west of the aiming point when it broke somewhat and considerable confusion was experienced. However before the run-in the gaggle was in good formation. The aiming point appeared to be well hit. Bomb load was the same as aircraft "B" ref. L.1	L.9
25-4-45	Lancaster I "X" - RB133	Cn. E.101071 W/O1 H.A. Saller	Captain	1458	2010	WARRSBOURNE Attacked primary at 1723 hrs. from 10,800 ft. heading 090 deg. true at 168 TAS. Low haze, good visibility. Bombed 'Pickwick' as ordered by the W/B. Aiming point was very crowded making a good bombing run difficult. Bombing was generally good and bombs were seen going into built up area in good concentration. No. 1's were seen but aiming point was obscured by smoke. Believed to have been a successful attack. Bomb load was same as aircraft "B" ref. L.1	L.10

www.bombercommandmuseum.com

16