

OPERATIONS RECORD BOOK

(Unit or Formation) No. 44 Squadron R.C.A.F.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References by Appendix
TRULSHORPE	1.8.43		<p>Clubell exercises were held today at 09.30 hours for Protestants and 11.00 hours for R.C.'s with W/Lt. L.O. Scott G.3657 and W/Lt. F.H.E. Johnson G.14501 in charge of their respective flights. The afternoon at both exercises was voluntary and a greatly number turned out. Flying training continued with eight aircraft over the bombing range at Stranmillis and two others on local flying. Another crew consisted of J.46305 W/O Donaldson G.C. pilot J.1780 W/O Elms G.F. Navigator, 1382260 Sgt Hill R.A. A/B, 906648 Sgt Edd R. W/AB, 1339476 Sgt Davies S. A/B, R.66191 Sgt Bailey W.G. W/AB and 1633117 Sgt Harris W.T. Flt/Eng. They arrived on posting from 1668. Conversation Unit bringing our crew strength to 24.</p>		
TRULSHORPE	2.8.43		<p>Flying training continued with S/Lt R.A. Malcolm G.1637 and W/O F.C. Lord J.6029 giving each other dual instruction in a Tiger Moth. It is expected that they will apply for a conversion course from A.D. Holtfusse to Tiger Moth any day now. Operational flying history was made this evening when A.J. Squadron made its first effort in the form of four aircraft detailed for a sea search. Aircraft 1 for London in charge of W/Lt. H.N. Thomson J.3528 and crew took off at 17.00 hours followed by aircraft 2 in charge of Sgt R.E. Ellis R.12822 and crew at 17.45 hours, aircraft 3 in charge of Sgt R.D. Harrison and crew (1706448) at 17.55 hours and aircraft 4 in charge of W/Lt F.J. Piper R.82175 and crew at 17.40 hours. This movement was undertaken on short notice late in the afternoon and under difficult circumstances. The last two aircraft to take off were redirected at the last minute and were successful in locating a single ship at sea in the North Sea and circled it for 12 hours until A.S.R.S. aircraft arrived. The other two crews covered their search area but did not see anything except two small unidentified boats which they reported. All our aircraft returned safely to base having completed the Squadron's first operational effort without mishap. The crew of the first aircraft of A.J. Squadron to take off on operations consisted of W/Lt. H.N. Thomson J.3528, Pilot, Sgt R.P. Hardy R.107127 Navigator, Sgt R.V. Miller R.153026 Bomb Aimer, Sgt R.P. Ballingham 121244, W/AB, Sgt E.J.G. Plourffe R.102077 A/B, Sgt U.G. Hughes R.104432 Sgt and Sgt J.E. Malcolm 973272 Flt/Eng. Sgt R. Green 1096500 and crew and W/Lt. J.E. Hooley J.4562 and crew did local flying, and W/O H.K. Dunn J.16318 and crew and W/Lt. J.H. Leaver R.74333 and crew took part in Night Bombing practice at Stranmillis. The weather turned out late in the evening causing cancellation of further flying. Another Free service was put on by the Y.R.C.A. in the Airmen's mess and was well attended.</p>		
TRULSHORPE	3.8.43		<p>Our flying crew strength jumped again today with the arrival on posting from 1668 Crew Unit of R.17924 Sgt Harrison S. Pilot, R.14878 Sgt Napton A.F. Navigator, R.137516 Sgt Inwood R.B. A/B, 126226 Sgt Fincher A. W/AB, R.156234 Sgt Boucher J.S. A/B, R.486641 Sgt Davies J.S. W/AB, 1700096 Sgt Paly R. Flt/Eng and R.98396 Sgt Tovey H pilot, R.114527 Sgt Standen A.B. Nav., R.446248 Sgt Jackson A.B. W/AB, R.472490 Sgt Macdonald G. A/B, R.173933 Sgt Douglas R.L. W/AB. Flying training continued with Sgt J.H. Smalgrave R.114510 and crew and W/O Lord J.6029 and crew on cross country flying; W/Lt R.A. Malcolm G.1637 and crew, and Sgt R. Green 1096500 and crew on air tests. This evening Sgt J.H. Smalgrave R.114510 and crew, Sgt J.T. Clary A crew, Sgt R.A. Pratt R.100220 A crew, Sgt R. Green 1096500 and crew, Sgt R.S. Harrison R.106648 and crew, Sgt F.H. Leaver R.74333 and crew, W/Lt J.E. Hooley J.4562 A crew and Sgt R.E. Ellis R.12822 A crew were detailed for a dual's eye exercise. The aircraft in charge of Sgt J.H. Smalgrave R.114510 and W/Lt. J.E. Hooley J.4562 proved W/S but the others completed the details. The weather settled in during the night and the crews were diverted to East Moor. Our Squadron Post Office reported a heavy traffic today.</p>		

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THORNDYKE	3.8.43	Continued.	when 104 packages of cigarettes were received. S/Ldr R.A. McEwan G.1637 left this evening for Wynnewald where he will be serving as a member of a COURT MARTIAL COURSE. P/Lt. H. Curry 121543 Navigation Leader left for a Navigation Leader's course at R.T.U., Upwood, Grantham Lodge.		
THORNDYKE	4.8.43		Last night's bull's eye flying activity carried on into this morning when the Squadron received a sudden call to provide three aircraft for another Sea Search. W/O P.O. Lord J. 6029 & crew P/O S.H. Dunn J.16318 & crew and Sgt G. Lytle E.124019 & crew were based at 02.30 hours. The first two crews mentioned took off, but the third A/C was unserviceable. The search was unsuccessful as nothing important was sighted. The only other flying today was the evening of two aircraft to have from East Moor. Our Post Office reported another heavy day, receiving 77 parcels and nearly 1500 letters. A new arrival to-day was P/Lt. A.T. Littlewood G.4684, Protestant Padre, on posting to this Squadron for Chaplain duties. He is a veteran of the last Great War and his home is in Saskatoon, Sask., Canada. P/Lt. J.C. Garton 133261 Squadron Summary Leader and a Malta veteran left to-day on a well earned leave. Another free movie put on by the I.M.C.A., featuring the well known comedians Abbott and Costello in "Side 'em Cowboy" was enjoyed by a large audience of all ranks.		
THORNDYKE	5.8.43		Flying today was confined to one air test by S/Lt. J.E. Glary G.88266, R.C.A.F., attached R.C.A.F. for the purpose of finishing his tour of ops. W/O G.L. Harvey, J.17265 reported back to the Squadron after a 4 weeks Summary Leader course at C.G.S., Sutton Bridge. The new Squadron Account Officer, W/O J.E. Rantala, G.17482, reported on posting from S.M.O., Croft. An extra movie sponsored by the Y.M.C.A. and entitled "Airforce" played to capacity audiences of all ranks.		
THORNDYKE	6.8.43		Another air test flight by S/Lt. J.E. Glary G.88266, and crew, with S/Lt. R. Holmes, G.1640, Squadron Engineer Officer, as a passenger was the only flying today. A conference was held at Station H.Q. today by W/O R.G. Gordon, G.135, with W/O G.L. Harvey, G.17265, W/O P.O. Littlewood, S.P.O. G.765, and S/Lt. R.A. Brown, when matters of Station policy were discussed. W/O Miller, Senior Engineer Officer from No. 6 Group H.Q. spent some time here today with Station and Squadron Engineer Officers. Our Squadron Post Office reported another heavy mail with a large number of parcels and many letters. The weather was poor with low clouds and rain.		
THORNDYKE	7.8.43		Training today consisted of local flying and air to sea flying exercises by seven pilots and their crews. The weather continued bad with low cloud and frequent showers of rain. This afternoon the Adjutant, P/Lt. G.P. Buchanan, G.2829, attended at Base H.Q., Linton, along with the Adjutant of 433 Squadron and the S.I.A. and Adjutant of Thorndyke Station, presumably for the purpose of being included in a picture of Base personnel but nothing materialized and the Thorndyke contingent returned here late in the afternoon having spent a full half day. W/O G.L. Harvey, G.17265, landed at Linton, Station Officers Base at noon today with the Lt. Col. Sir Archibald Stirling, Under Secretary of State for Air, 4/11. G.18284, A.C.S., No. 6 Group, H.Q. and many other high ranking R.A.F. and R.C.A.F. officers.		
THORNDYKE	8.8.43		Stunt parties were held today for R.C.'s at 1100 hrs. with P/Lt. F.H. B. Bennett, G.14601, officiating and for Protestants at 1400 hrs. with P/Lt. L.G. Scott, G.3627 of 433 Sqn. and P/Lt. A. Littlewood, G.3288 of 433 Squadron conducting a joint service. Both stunt parties were voluntary and were well attended. W/O R.G. Gordon, G.135, recently arrived from Canada in a visitor at our Station and Squadron over the weekend. W/O G.L. Harvey, H.Q., S.P.O., G.60,		

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Place	Date	Summary of Events	SECRET Reference to Appendix
TWOCHOPPE	12.8.43.	<p>Early today we were advised by No. 6 Group that the Sqdn. had been placed on the Ops. programme of H.Q. for tonight so there has been plenty of flying hours all day long as everyone endeavours to get everything in first class operational shape. Just to help things along on a busy day, Base H.Q. requested the presence of the Squadron C.O. and W/O at 1300 hrs. today for a photograph which was actually taken without any undue delay for a change. A photographer from Eastern Base H.Q. later visited the Sqdn. and took pictures of several crews for Sqdn. records. Ground tanks were being installed all day so it looks like a real long trip tonight but of course the actual target is a deep dark secret although doubtless full details would be obtained easily in the local pubs. Starting promptly at 2135 hrs. the following crews and A/C took off in 12 minutes which is mighty good going for the first fully loaded and bunched up effort. W/O J.W.K. Tyler, 111486 and crew in A/C "B", W/Lt. J. McManis, 10068, and crew in "C"; P/O R. A. H. Smith, 116388, and crew with Sgt. H. Greening, 112217, as 2nd pilot in "D"; W/O G. R. Harris, 37870, and crew in "E"; W/Lt. R. Thomson, 11354, and crew in "F"; Sgt. B. Harrison, 1106618 and crew in "G"; Sgt. H. Green, 109680, and crew in "H"; W/O I. L. Colquhoun, 117038, and crew in "I"; Sgt. T. Sheild, 111697, and crew in "J"; and P/O G. P. Foster, 14534, and crew with P/O G. Lord, 11689, and 2nd pilot in "K". It is twenty-two months since this Squadron started to come from scratch on a half completed station and going from nothing to a full fledged ops. effort in that time is no mean achievement and due entirely to the energy and enthusiasm displayed by all ranks in overcoming almost insuperable obstacles. Here's hoping these 10 A/C and 72 bombs will smash the enemy hard and arrive back here safely by daylight tomorrow morning. W/Lt. J. G. McCall, 67282, Public Relations Officer of No. 6 Group, H.Q. and P/O R. J. S. Hirst, 68226, Public Relations Officer of No. 5 District H.Q., York., arrived late this evening to be in hand tomorrow morning when our circuit returns from ops.</p>	
TWOCHOPPE	11.8.43.	<p>The first A/C to return after last night's operational take-off was "I" in charge of Sgt. B. Harrison, 1106618, and crew who touched down at 0646 hours and reported that they landed back at the base without the 5th lines from their main load tanks would not function. W/O J. Tyler, 111486, and crew in A/C "F" returned at 0615 hrs. followed by W/Lt. J. E. Hockley, 10468, and crew in "B" at 0642 hrs. and W/O G. R. Harris, 37870, and crew in "E" at 0647 hrs. They all reported an uneventful but long and tiring trip over the Alps and back to Milan with little or no enemy opposition in evidence. W/Lt. R. Thomson, 11354, and crew in "G" landed at Bard on the way home because of petrol shortage. P/O I. L. Colquhoun, 117038, and crew in "H" landed at Middle Valley with one engine W/S and another engine in bad shape. P/O G. P. Foster, 14534, and crew with W/O P. G. Lord, 11689, as 2nd Pilot in "J" landed at West Helling due to gasoline shortage after a splendid effort, having made the trip under great difficulties due to "E" going W/S shortly after take-off but being able to complete the ops. detail thanks to splendid work by the Navigator, P/O H. G. Tucker, 11774. P/O R. A. H. Smith, 116388, and crew with Sgt. H. J. Greening, 112217 as 2nd pilot in A/C "D" landed at Sherburn in flight due to petrol shortage and poor weather. Sgt. H. Green, 109680, and crew in "C" landed at Great Ashfield due to petrol shortage and for the same reason Sgt. T. E. Sheild, 111697, and crew in "A" put down at Middle Valley. Ten A/C and crews off the deck last evening and all ten back to earth safely this morning with 9 having reached and bombed the target provided a fine tonic for the Squadron and all ranks were in high spirits today. Only one case of bomb "hang-up" was reported and very little trouble with equipment was experienced by the crews which was encouraging to our hard working ground crews. During the morning A/C "I", "H", "G" and "F" were returned to Base by their pilots and crew but "E" could not return until an engine change was made. Crews that were not on last night's ops. carried on today with flying training. Lack of sufficient serviceable A/C prevented the Squadron from placing sur on a Bull's Eye exercise tonight so everyone got a well earned rest.</p>	

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OPERATIONS RECORD BOOK

of (Unit or Formation) 8th Bombr Squadron R.C.A.F.

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TWOLOHOPPE	8.8.43	Continued	<p>of Mission Base No. 6 conferred here this afternoon with Station and Squadron Officers with regard to aircraft serviceability and operational possibilities. Air test flying and air to sea firing exercises by 10 pilots and crews comprised the flying program for today. Cloudy skies and frequent rain storms were the weather highlights.</p>		
TWOLOHOPPE	9.8.43.		<p>There is great activity in all sections today as every effort is made to be ready for our first real operational effort tomorrow night when the squadron has been obligated to provide 8 aircraft and crews if required. Flying training consisted of 11 aircraft and crews on day and night bombing exercises, air to sea firing exercises, airtesting and cross country flying. Sgt. Johnson was a passenger in A/G No. piloted by W/O. K.L. Colquhoun, J. 6038, a second hour man with R.L.F.P.O. experience. He was allowed to change places with the pilot for a while and it is assumed that the crew are more than ready for their experience. Our first complete G report was put in tonight with 8 out of 20 aircraft fully ready for operations and two others that will be ready within 24 hours. Another free movie put on by the Y.M.C.A. was enjoyed by a large audience of all ranks.</p>		
TWOLOHOPPE	10.8.43.		<p>There has been great activity in all sections today as we are slated to put 6 A/G and crews on the Squadron's first full fledged operational effort tonight. Ground crews have been working at top speed since early morning installing overhead tanks and putting all equipment in tip top shape. A "Squadron Battle Order" detailed the following A/G and flying personnel for operation: W/O. Colquhoun, 57076, and crew in A/G No. 1; W/O. Schuchman, 56638, and crew in A/G No. 2; W/O. G.H. Potts, 14538, and crew with W/O. F.O. Leonard, J. 6039, as 2nd pilot in A/G No. 3; Sgt. Johnson, 109626, and crew in A/G No. 4; Sgt. K.L. Harrison, J. 20018, and crew in A/G No. 5; Sgt. Johnson, J. 16318, and crew with Sgt. H. Finlayson, R. 121177, as 2nd pilot in A/G No. 6; and W/O. Schuchman, J. 6038, and crew in A/G No. 7. Pilots and crews spent a busy day checking and rechecking everything on their A/G. W/O. G.H. Potts, 57878, was the busiest man on the station and seemed to be everywhere at once, being repeatedly called to the telephone for Base No. 6 Group or R/G calls. Our Sgt. Engineer Officer S/L. Holman, G. 1040, did not even take time out for tea or supper. Briefing was scheduled for 2000 hrs and when A/G O.H. Nelson, M.O., D.P.O. G. 66, of Mission Base No. 6 arrived with several other senior officers, it looked like the real thing however, the bubble burst soon after 2000 hrs when it was announced that the Squadron effort had been postponed by the Base, on hearing that there were some minor but important equipment shortages in the section with the overhead tanks. The let-down was terrific and as we some of the language but we are hoping for better luck next time. An escape lecture was given here today by W/O Turner who recently returned from Germany and his experiences proved very interesting to a large audience of 434 and 433 Sgts. personnel. S/Ldr. R.A. McCann, G. 1657, left on a week's leave to Portsmouth, Wales, today.</p>		
TWOLOHOPPE	11.8.43.		<p>There was a general stand down announced early today but flying training went on as 7 A/G and crews took the air. The weather was poor today with dark heavy low hanging clouds, rain and wind during the day but clearing off nicely in the evening. W/O. G.H. Potts, 57878, gave a talk on quantity over the Tommy system warning all Sgts. personnel not to talk or write to anyone regarding service matters. An interesting lecture was given to 434 and 433 Sgts. aircraft by Major A.L. Stephens from No. 6 Group Intelligence on the subject of "Flak". Sgt. Penttila, J. 1011, R. 5787 (WA/AG) was posted to 127 (R.C.A.F.) Sgts. reporting 12th August, 1943, and is being replaced by Sgt. Angier, J.R., WA/AG 92101, from 127 Sgts. who reports have been received. Another free movie put on by the Y.M.C.A. was enjoyed by a large audience of all ranks in the Airman's Mess. Another member of our Sgts. joined the ranks of the "Bandits" when W/O. G.H. Potts, 57878, married Miss Eileen Mary Howard yesterday at Ayisham, Norfolk.</p>		

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OPERATIONS RECORD BOOK

of (Unit or Formation) - No. 433 Squadron R.C.A.F.

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
THORCHOFF	14.8.43		<p>Flying training today consisted of fighter affiliation, bombing and air to sea firing.</p> <p>A photographer from Linton Station photographic section came over here today by arrangement and took pictures of a number of our crews which are to be used for a Sqdn. record. The Sqdn. Post Office reported a heavy inflow of mail including 60,000 cigarettes and 70 packets of honey dips are here again. Our first accident occurred today when L.A.C. G.H. Lewis, E.15876, a G.S. employed as a runner in the Sqdn. Orderly Room, while riding a bicycle along the perimeter track on duty, collided head-on with a contractor's vehicle. He is now in York Military Hospital with a broken leg. The Station softball team, which consists largely of Sqdn. personnel went to No. 6 Group H.Q. this evening and played a team there winning a first half played game by 8 to 3. Capt. Levi, Jewish Padre, was on the Station late this afternoon and Sqdn. personnel of that faith conferred with him at Station H.Q.</p>		
THORCHOFF	15.8.43		<p>Church services were held today by Rev. F.H.D. McEwen, C.14601, for R.C.'s in the Mess building at 0900 hrs. and by W/Lt. L.G. Scott, G.3657, and W/Lt. A.E. Littlewood, C.1428, for Protestants in the Airman's Mess at 1400 hrs. and both services were well attended. A meeting of all Sqdn. aircrew was held in the Briefing Room at 1600 hrs. by W/O G.E. Harris, 37878, and lasted about an hour during which a number of service and personal topics were discussed. There were many complaints regarding lack of cleanliness and the poor quality of food and the way it was being cooked in all three messes. These matters are being brought to the attention of Station H.Q. at once. A photographer from Linton Station came over this afternoon and took pictures of six of our crews for Squadron records. W/Sgt. L.A. Jones, 10377, from the R.C.A.F. Overseas Film Unit, Public Relations Dept. of R.C.A.F. Operations, H.Q. London, was here today taking Technicolor motion pictures of Halifax in flight as part of an A.T.C. film being produced by the National Film Board of Canada. W/Lt. Shannon, J.358, and crew in A/O 2nd carried W/Sgt. L.A. Jones, 10377, and the movie camera, while W/O. F. Elliott, J.1829, and crew in "X" went through fighter affiliation movements with a Spitfire piloted by W/Lt. S.S. Anderson, J.17243, from nearby Station aerodrome. The weather was ideal for photography with plenty of cumulus clouds and the photographer expressed himself as confident that some very fine pictures had been obtained. Cross Country flying and a Bull's eye started for tonight were scrubbed at the last minute because of adverse weather.</p>		
THORCHOFF	16.8.43		<p>There was no flying today because of continuous very poor weather so considerable ground activity was in evidence as aircrew put in hours of gen. work under Section Leaders and also assisted the ground crew in checking over the A/O to see that everything was O.K. in anticipation of another ops. trip at any early date. A free movie in the Airman's Mess was enjoyed by a large audience of all ranks, Sgt. C.G. Burgess, 1229288, Dev., Sgt. A. Ramsey, R.82565, A/O, Sgt. G.H. Sedman, R.69281, W/O, Sgt. V. McLean, E.132350, W/A, and Sgt. S.G. Young, E.107380, A/O, were interviewed by the Station Commander today in regard to their recent applications to be appointed to commissioned rank.</p>		
THORCHOFF	17.8.43		<p>Our aircrew strength jumped again as another crew consisting of J.16730, W/O R.V. Gorman, pilot E.147399, Sgt. F.C. Abington, Navigator, 1175048, Sgt. G.W. Berry, W/O, 1344416, Sgt. J. Collins, W/O, J.37608, W/O R.D. South, W/O, E.147836, Sgt. Macdonald, A/O, and 146224, Sgt. R.V. Haridam, E.A.C. arrived on posting from 1609 Conversion Unit. The pilot is a former S.F.T.S. instructor with many hundreds of flying hours, and even the A.P.M. ribbon. The Sqdn. is detailed for ops. again tonight and all is hustle and bustle to get everything in readiness. Five airtest flights of short duration were</p>		

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THORNTON	17.8.43	Continued.	made in the afternoon. Main briefing took place from 1900 to 200 hours and then the crews were off to dispersal points. A/O "P" in charge of Sgt. E. Harrison, R.106618, and crew took off at 2112 hours, followed by B/Sgt. F.J. Piper, R.81136, and crew in "Q" at 2113 hrs. P/O F.O. Gilders, J.6829, and crew in "R" at 2114 hrs., Sgt. A.W. Austin, 65823L, and crew in "S", Sgt. G.M. Johnson, R.98845, and crew in "T" at 2116 hrs., P/O I.L. Colquhoun, F.6032, and crew in "U" at 2117 hrs., 2nd Lieut. J.T. Gray, 6089269, and crew in "V" at 2118 hrs., Sgt. J. Smalgrave, R.114518, and crew in "W" at 2120 hrs., P/Lt. W.M. Thomson, J.3528, and crew in "X" at 2121 hrs., and Sgt. Leaver, F. 8.74333, and crew in "Y" at 2122 hrs. without mishap and soon disappeared in the darkening sky. P/O Huppell, G., J.14385, and Sgt. J.H. Pollard, R.121650, were second pilots in A/O "P" and "Q" respectively. P/Sgt. Leaver, F.M., R.74333, and crew in A/O "W" returned and landed here at 2140 hrs., reporting the electrical system as unserviceable.		
THORNTON	18.8.43.		Many of us were up before 0600 hrs. today to welcome our crews on returning from ops only to learn that all A/O had been diverted to Newmarket because of poor weather conditions here. However P/Lt. Thomson, J.3528, and crew in "W" landed here at 0456 hrs. shortly after. Sgt. J.M. Smalgrave, R.114518, and crew in "X" had touched down at 0442 hrs. and a few minutes later at 0455 hrs., P/O Lord, F.C., J.8023, and crew in "Y" also landed safely. A/O "U", "V", and "W" landed at diversion bases and returned here later in the day. The following A/O and crews did not return and have been reported as missing on the Portsmouth operation: "P" HK250, in charge of P/O I.L. Colquhoun, J.6032 Pilot, Sgt. J. B. Rubin, R.122633 Navigator, Sgt. G.P. Fitzpatrick, R.80915 N/A, P/O W.R. Beesjak, 7.16574, WO/MS, Sgt. D.A. Young, 1600095, WO/MS, P/Sgt. J.F. Lapointe, R.108441, WO, Sgt. P.S. Owen, 1428866. "Q" HK250 in charge of P/Sgt. F.J. Piper, R.81136, Pilot, P/O A.H. Wotter, J.21285, Nav., Sgt. R.C. Jordan, R.137388, N/A, Sgt. G.R. Gomer, R.114877, WO/MS, Sgt. C.A. Brown, R.106507, WO/MS, Sgt. F.L. Robinson, R.82098, Nav., Sgt. G.S. Irving, R.80503, P/N. "R" HK270 in charge of Sgt. G.M. Johnson, R.98845, Pilot, P/O J.S. Armstrong, J.22478, Nav., Sgt. G. Collins, 1391600, N/A, P/O J.C. Morrison, 114665, WO/MS, P/Sgt. I.M. Christie, R.80115, WO, P/Sgt. B.H. Lebell, 1722 WO/MS, Sgt. K.V. Brown, 576881 N/A. We have expected losses but had hoped for better luck than to lose one third of our effort. The returning crews report a most satisfactory and very concentrated attack that could not help but practically wipe out the target. Another free sortie was put on by the T.M.C.A. tonight.		
THORNTON	19.8.43.		Our aircrew strength went up again today as three new crews arrived on posting from No. 1652 Conversion Unit. The new crews consisted of Sgt. J.H. Kuhn, R.137728 Pilot, Sgt. E.E. O'Connor, R.117036, Nav., P/O W.L. Roberts, J.21724, N/A, Sgt. Nicholas, J.H. 131661, WO/MS, Sgt. G.H. Saunders, R.190567, WO/MS, Sgt. Simpson, G.H., R.126170, A/O, Sgt. W.B. Todd, R.82728, P/N, Sgt. L.S. Davis, R.126021 Pilot, Sgt. G.P. Simpson, R.114388, Nav., Sgt. E.J. Coppock, R.54352, N/A, Sgt. B.L. Woolley, 131778, WO/MS, Sgt. W.L. Kendall, R.180327, WO/MS, Sgt. Brown, C.V.R. 83255, A/O, Sgt. A.S. Day, 1831305 P/N, P/O P.L. Carter, J.13993, Pilot, Sgt. Jenkins, R.H., R.112866, Nav., Sgt. Goodfellow, R.G., R.121319, A/O, Sgt. E. Perds, 654331, WO/MS, Sgt. J.W. Woods, R.167615, A/O, Sgt. J.W. Wheeler, R.112884, A/O, Sgt. J.S. Hammond, R.12594, P/N. A visitor to the Squadron today was P/O L.S. Gillies, G.13128, R.D.F. Officer from Rochester who is also acting in that capacity for Thornton. Questions scheduled for tonight were "scrubbed" early in the evening and plans made for night flying training but these were also cancelled because of adverse weather conditions demanding. Sgt. G.H. Davies, R.82388, P/N, was interviewed by the Linton Base Commander today in regard to his application for a commission. Notification was received by mail today that Sgt. G.M. Johnston, R.98845 Pilot, reported missing on the night of 17/18-8-43 had been appointed to P/O rank, No. J.18087, as of Jan. 2nd, 1941. There was another free sortie in the aircrew's mess hall tonight, a new ballroom arrived by A.T.C. today.		

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THOLCHOPH	20.8.43.		<p>SECRET.</p> <p>Our squadron Messing staff was riddled by posting today as W/O. E. Labelle, R.66128, was posted to Levinge for duty at Skipton-on-Swale and Sgt. F.D. McKee, R.98451, was posted on a cover detail Gurney Independent course to No. 1 A.S. Messing leaving only 2/Sgt. G. G. G. Brown, Can. 9985, at present on leave and 3 corporals to handle all the multitudinous day and night problems and duties on this recently formed and already operational squadron located on a partly completed station that still has many internal organizational problems of its own to solve. He objected strenuously to both 6 Group, R.C. and to Messing, Gloucester, regarding the posting of a key man like the Squadron W/O who has only been here about two months and is just beginning to get things running smoothly. However, the only result was to be told that we could not expect to hold a W/O on a 2/Sgt. establishment which is a weak argument in view of the fact that several other R.C. Messing Squadrons in No. 6 Group are carrying W/O's in similar posts, it looks as if the "Big Stick" was wielded to give the youngest R.C.A.F. squadron a rather surly look. Some of these "officer executives" should try running an operational squadron for a while on next to nothing in the way of equipment and staff. A "Dull's Eye" flying program scheduled for tonight was cancelled 1450 this afternoon because of adverse weather conditions. A photographer from Milton came over this afternoon and took pictures of 4 more crews for our Squadron records. All aircrew personnel attended a lecture on "Pigeons" in the crew room at 1500 hours today. Another new A/C arrived today.</p>	References to Appendices
THOLCHOPH	21.8.43.		<p>The weather was very poor today and flying activities consisted of only one aircraft flight. Sgt. Lane, 25470, W/O, Sgt. Long, R.16790, A/O, and Sgt. Kerr, R.68136, W/O, were attached to Levinge Base W/O for the day. An hour's notice was received for an interview regarding their applications for commissioning. The day crew arrived on posting from 166 Conversion Unit, Canby, consisting of Sgt. R.P. Brown, R.130703, Pilot, Sergeant G.Y.E. Lee, R.9008, W/O, Sgt. J.M. Smith, 141761, W/O, Sgt. V.L. Maxwell, R.138700, W/O, Sgt. J.H. Martin, 128228, A/O, Sgt. R. Fisher, 167776, W/O, and Sgt. W.F. Kooft, R.17150, W/O, Sgt. L.T. Ollivier, R.134460, Pilot, Sgt. R. Brown, R.13772, W/O, Sgt. F. Frisby, 123637, W/O, Sgt. S.D. White, R.132118, A/O, Sgt. F.H. Sullivan, R.136292, A/O, Sgt. S.H. Stone, 120451, W/O, Sgt. G.W. Sutherland, R.133888, W/O. Entertainment was provided tonight in the form of an amateur night put on by Station Personnel and was enjoyed by a large audience of all ranks. The usual Saturday night Liberty bus was carried a full load of passengers to Barrington and from all reports everyone had a fine time. Another new A/C arrived today.</p>	
THOLCHOPH	22.8.43.		<p>We are on ops again tonight as all sections have been very busy in preparation for a full squadron effort. The weather has been very unsettled all day with several short but heavy rainstorms. However it cleared up considerably about 2000 hours and the following 13 aircraft took off in 19 minutes with full bomb load. "A" in charge of Sgt. R.H. Harrison, R.136618 and crew with Sgt. W.L. Baker, R.134551, as 2nd Pilot with first off at 2120 hours, followed by "B" in charge of W/O G. Foster, 145288, and crew with Sgt. R. Harrison, R.119508, as second pilot, "C" in charge of Sgt. P. Leaver, R.74337, and crew, with W/O G.M. Appleton, J.15709, as second pilot, "D" in charge of Sgt. D.H. Ellis, R.136882, and crew "E" in charge of W/O F.A. Williams, G.1437, and crew, "F" in charge of W/O J.F. Shoult, R.136407, and crew "G", in charge of W/O J.C. Gray, 139288, R.C.A.F., and crew, with W/O J.H. Carter, J.13983, as second pilot, "H" in charge of Sgt. G. Lytle, R.124019, and crew, "I" in charge of W/O J.W. Tyler, 121460, and crew with Sgt. J.H. Brown, R.133788, as second pilot, "K" in charge of Sgt. R.H. Pratt, R.100808, and crew, "L" in charge of Sgt. L. Green, 109688, and crew with Sgt. J.H. Tovey, R.99296, as second pilot, and "M" in charge of Sgt. A.W.G. Austin, 628201, and crew. The target is still a closely guarded secret for security reasons but some point in Holland is in for a lot of hell before dawn. Work fast and good luck.</p>	<p style="text-align: right;">1/111 w/c</p>

OPERATIONS RECORD BOOK

of (Unit or Formation) 254th Bomber Squadron (R.C.A.F.)

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET	References to Appendix
THORCHOP	24.8.43	Continued.	Sgt. F. Sheldon, R.171863, W/AF, and Sgt. R.H. Carter, 1180237, F/AF. Another "newly-arr" on our squadron, Sgt. F.G. Kearney, 934726, A/G, who was married on Wednesday, 18th August, 1943, at Hellingly Church, Sussex, to the former Miss. D.R. Guy.		
THORCHOP	25.8.43		The weather was poor today and flying of consisted of taking a new A/G 1K309 to Luton for inspection and an Air to Sea Firing exercise for 1 hour 30 minutes by F/O J.V. Tyler, 111498, and crew in A/G "B". An aircrew meeting was held in the briefing room at 1400 hours today and W/O G.R. Harrie, 37878, reviewed the squadron activities for the last week with special emphasis being placed on the necessity of every member of the squadron co-operating to the best of his ability. The subject of causes of operational turnbacks and non-starters was also covered at some length. Another free movie in the kitchen's mess was enjoyed by a large audience.		
THORCHOP	26.8.43		More aircrew personnel arrived on posting today, from 1664 Com. Unit including: F/O R.F. Fleming, J.22853, Pilot, F/O D.A. Caplan, J.14391, Nav. Sgt. H.A. Boston, R.115897, A/B, Sgt. G.G. Erickson, R.133823, A/G, Sgt. Sutton, M.A. 288888, W/AF, and from 1659 Com. Unit, we received P/Lt. L.H. Liddell, J.2934, Pilot, Sgt. A.K. Boston, Navigator, F/O H.A. Michals, J28170, A/B, Sgt. S.W.H. Taylor, 139522, W/AF, Sgt. G. Oliverwell, 964822, A/G, Sgt. F.J. Kinn, R.293170, W/AF, Sgt. F. Winder, R.180285, W/AF. The weather was better today and eleven day non-operational sorties were made for Air to Sea firing, bombing practice, fighter affiliations, and air testing purposes.		
THORCHOP	27.8.43		More aircrew arrived on posting from 1664 Com. Unit today, including Sgt. A.F. Fry, 1138828, Pilot, F/O R.P. Barr, J.14889, Nav., F/O J.J. Dunn, J.22617, A/B, Sgt. J.P. Gray, R.122965, W/AF, Sgt. R.R. Kelson, R.97267, A/G, Sgt. B. Shemley, 160020, W/AF, and P/O R.G. Small, J.2887, Pilot, F/O J.V. Tussotte, J.14224, Navigator, and F/O D.H. Macdonald, J22613, A/B, Sgt. R. Williams, 222666, W/AF, Sgt. W. Bainton, R.26072, A/G, Sgt. P. Bailey, 168776, W/AF, Sgt. G. Stelmacher, R.171510, W/AF. The squadron is an ops. again tonight so there has been much activity in all sections to get every possible A/G ready. Flying during the day consisted of air testing 9 aircraft. Briefing started at 1800 hours and take-off started at 2055 hours when A/G "B" in charge of W/L Hooby, and crew became airborne followed by A/G "D" in charge of Sgt. Lytle, R.126012, and crew, at 2102 hours, A/G "C" in charge of Sgt. Pratt, R.100827, and crew at 2103 hours, A/G "A" in charge of F/O Carter, J.13990, and crew at 2104 hours, A/G "E" in charge of F/O Dunn, J.16318, and crew, at 2105 hours, "F" in charge of Sgt. Shalgrove, R.114516, and crew at 2106 hours, "I" in charge of F/O Poplewell, J.16305, and crew, at 2107 hours, "G" in charge of F/O Fairs, J.15348, and crew at 2108 hours, "H" in charge of Sgt. Kite, R.12432, and crew at 2109 hours, and "J" in charge of Sgt. Thould, R.116437, and crew at 2110 hours. The aircraft off in ten minutes tonight was our best operational take off effort to date.		
THORCHOP	28.8.43		Our first A/G to return from ops this morning was "F" in charge of Sgt. Kite, R.12432, and crew, which landed at 0524 hours with port outer engine giving trouble. 8 other aircraft proceeded to the target which was Hamburg and landed as follows, reporting a very successful attack: "K" landed at Tangmere at 0404 hours, "B" at Ford at 0409 hours, "D" at Ford at 0413 hours, "A" at Silverstone at 0500 hours, "E" at base at 0515 hours, "I" at base at 0520 hours followed by "G" at 0523 hours and "H" at 0530 hours, "J" in charge of F/Sgt. R.F. Thould, R.116437, Pilot, Sgt. R. Calligraphy, R.113626, 2nd Pilot, F/O J. McCreedy, J.16179, Navigator, Sgt. K.V. Reid, R.124013, Bombardier, Sgt. R. Gray, 136743, W/AF, Sgt. V.M. Yarrant, R.113105, W/AF, Sgt. N.R. Legett,		

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
TRULHOFER	28.8.43.	Continued.	R.105328, RAG, and Sgt. A.M. [unclear], 97290, W/Sgt. did not return and has been reported as missing on operations. During the day Sgt. F.A. Bartlett, 1359319, Pilot, Sgt. F.A. [unclear], 168881, Mar., Sgt. J.L. [unclear], R.159934, A/B, Sgt. H.J. [unclear], 1118060, W/Sgt., Sgt. G.S. [unclear], R.165948, A/C, Sgt. R.W. [unclear], 628372, W/Sgt., Sgt. Street, 1688809, W/Sgt., reported on parking from 1455. Conversation held for operational notice. We were scheduled for ops. again tonight but late in the afternoon, the programme was cancelled in the face of adverse weather forecasts which turned out to be absolutely correct. The usual night liberty run buses to Harrogate carried capacity loads as they left the Officers and Sergeants Messes at 1800 hours, returning about 24.00 hours.		
TRULHOFER	29.8.43.		The weather was very poor today with much rain and low lying clouds. The only flying consisted of bringing two of our aircraft over here from Linton Base. Ground services were held in the BASE at 1100 hours for R.A.F. by W/Lt. P.H. [unclear], R.14601, and in the cinema mess hall at 1400 hours for Frisco Club by W/Lt. A.C. [unclear], G.468, and both services were well attended in spite of very inclement weather. A free movie was provided by the Flicks in the Officers Mess and was enjoyed by a large audience. Several airmen ground crew left the squadron on overseas posting today.		
TRULHOFER	30.8.43.		The squadron is scheduled for ops again tonight as everyone has been very busy all day. The weather has cleared up and promises to be very favourable. Flying during the day consisted of several air tests and one air to sea firing exercise. Main briefing started at 2100 hours and take-off did not start until well after dark, when A/C "K" in charge of Sgt. M. [unclear], R.7333, and crew with Sgt. P. [unclear], 1239219, as 2nd Pilot became airborne at 2340 hours, followed by Sgt. A. [unclear], 65828 and crew in "B" at 2350 hours, W/O J. Tyler, 111498, and crew with Sgt. L. [unclear], R.131154, as 2nd Pilot in "A" at 2351 hours, W/O F. Carter, J. 3993 and crew in "A" at 2352 hours, W/Lt. H. [unclear], J. 3528, and crew in "B" at 2353 hours, W/O F. [unclear], J. 6823 and crew in "B" at 2354 hours and W/O H. [unclear], J. 16730, and crew in "A" at 2357 hours, "D" in charge of Sgt. J. [unclear], R.114518, and crew, and "E" in charge of Sgt. R.A. [unclear], R.124282, and crew were all ready for take off but when the pilot of "D" started up his engine, the brakes failed to hold and the aircraft rolled forward and collided with A/C "B", seriously damaging the tail assembly of the latter, and making both aircraft W/S. The rear gunner in "D" Sgt. L. [unclear], R.126460, had a miraculous escape, as the whirling propellers of "B" cut into the other aircraft. W/Lt. E.G. [unclear], G.71707, Public relations Officer of No. 6 Group, R.A.F. was on hand tonight to witness the take-off, and will be interviewing the returning crew in the morning. It is a wonderful clear starlit night and the astut navigators and gun photographers should have no difficulty in getting some good shots.		
TRULHOFER	31.8.43.		There were no early tumbrels among last night's starters and the first back from ops. was W/O H. [unclear], J.10730 and crew in "D" landing at Ford at 04.25 hours. W/O F. Carter, J.3993, and crew in "A" landed at base at 04.30 hours, followed by Sgt. A. [unclear], 65828, and crew in "B" at 04.35 hours. W/O J. Tyler, 111498, and crew in "A" at 04.40 hours, W/O F. [unclear], J. 6823, and crew, in "B" at 04.50 hours and W/Lt. H. [unclear], J. 3528, and crew in "B" at 05.00 hours and all reported a successful attack on Humber Gladbach. W/O H. [unclear], J.10730, and crew in "D" were attacked by enemy fighters and the W/S, Sgt. J. [unclear], 156616, was slightly wounded and the plane was damaged by shell fire, as well as A/A from ground defences. A/C "K" in charge of Sgt. F.H. [unclear], R.7333, Pilot, Sgt. F.A. Bartlett, 1359319, 2nd pilot, Sgt. G.S. [unclear], 1128288, Mar., Sgt. L.V. [unclear], R.80138, W/S, W/O H.V. [unclear], J.16723, W/Sgt.		

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OPERATIONS RECORD BOOK

of (Unit or Formation) No. 43 Squadron (R.C.A.F.)

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Place	Date	Time	Summary of Events	SECRET	References to Appendices																																																
TROUSERS	31.8.43	Continued	<p>Sgt. I. O. Patrick, R. 2543, M/AM, Sgt. S. G. Young, K107929, RAB, and Sgt. J. Ben, R. 29348, P/E. 614 not return and have been reported as missing on operations. The only flying during the day consisting of returning A/O "B" from Galtwhell and A/O "B" from Silverstone to base. The squadron is on ops again tonight but only a limited effort is possible because of lack of serviceable aircraft, which is becoming a real problem. Briefing started at 1800 hours and shortly after 1900 hours the crews were on their way to the aircraft dispersals. A/O "A" in charge of Sgt. R. Ellis, R. 124266, and crew, took off at 2020 hours, followed by P/O Lord, J. 6229 and crew in "B" at 2025 hours, P/O J. Hockley, J. 4562, and crew in "B" at 2029 and Sgt. A. Austin, 658281, and crew in "B" at 2035 hours. The last A/O to take off had to make two trips down the runway as on the first attempt the pilot whirled down and rolled to the far end of the runway when his engineer reported a strong odor of petrol. On examination it was found that the overload tank was not capped but a cap was soon secured and a take off accomplished on the second attempt. Our luck has not been good so we are about due to have all starters return safe and sound for a change. The squadron went on its first ops on the night of 12/13 August, 1943, and has since lost 7 crews and 3 second pilots for a total of 52 OFFICERS, and R.C.A.F.'s which is no mean contribution to the war effort from No. 6 Group's youngest squadron.</p>																																																		
<p><u>NUMERICAL STRENGTH AS AT 31st August, 1943.</u></p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="4">Aircraft</th> </tr> <tr> <th>R.C.A.F.</th> <th>U.S.A.A.F.</th> <th>R.A.A.F.</th> <th>R.A.F.</th> </tr> </thead> <tbody> <tr> <td>Officers</td> <td>41</td> <td>1</td> <td>-</td> <td>5</td> </tr> <tr> <td>Airmen</td> <td>115</td> <td>1</td> <td>1</td> <td>72</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="4">Groundcrew</th> </tr> <tr> <th>R.C.A.F.</th> <th>U.S.A.A.F.</th> <th>R.A.A.F.</th> <th>R.A.F.</th> </tr> </thead> <tbody> <tr> <td>Officers</td> <td>3</td> <td>1</td> <td>-</td> <td>-</td> </tr> <tr> <td>W.D. or U.S.A.A.F. (Officers)</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>Airmen</td> <td>26</td> <td>-</td> <td>-</td> <td>60</td> </tr> <tr> <td>W.D. or U.S.A.A.F.</td> <td>-</td> <td>-</td> <td>-</td> <td>38</td> </tr> </tbody> </table>							Aircraft				R.C.A.F.	U.S.A.A.F.	R.A.A.F.	R.A.F.	Officers	41	1	-	5	Airmen	115	1	1	72		Groundcrew				R.C.A.F.	U.S.A.A.F.	R.A.A.F.	R.A.F.	Officers	3	1	-	-	W.D. or U.S.A.A.F. (Officers)	-	-	-	-	Airmen	26	-	-	60	W.D. or U.S.A.A.F.	-	-	-	38
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