

of pages used for day

Place	Date	Time		References to Appendices
KAIROUAN/ZINA N.W.A.			<p>At a conference held at Air Ministry in the middle of April, 1945, plans were made to reinforce the S.W.A.A.F. with a Wing composed of three Wellington Squadrons. This 331 Wing (R.C.A.F.) came into being with W/C. C.R. DUNLAP, as the Commanding Officer the Wing Headquarters. He made a hurried trip to LONDON to obtain all available information on its formation and to select some of the Wing officers. The three Squadrons appointed to the wing were 420 commanded by W/C. D. MCINTOSH, DFC., 424 commanded by W/C. H.M. CARSCALLEN, and 425 commanded by W/C. J. ST. PIERRE. W/C. CARSCALLEN, however, was on the verge of being promoted to the rank of Group Captain so the command of 424 was given to S/L now W/C. G. ROY, formerly a flight commander of 425 Squadron. W/C. CARSCALLEN, assisted in the selection of crews to be retained in the squadron.</p> <p>The day following the selection of the squadrons, all O's.C. were called into LERMING to a conference and the information and instructions for preparing to move were given to them. Training of crews for the flight from the U.K. to NORTH AFRICA and other squadron preparations have been dealt with by each unit in their own 540's. In view of the expected new policy on the repatriation of ground crew, the squadrons had to review their records and screen from overseas posting all who had been overseas for eighteen months or more. Revised nominal rolls were obtained from each squadron, which were then taken to Records, who proceeded to fill all vacancies. 425 Squadron was affected greatly, as a good percentage of their personnel had gone to the U.K. with 110, 112, and No.1 Sqdns.</p> <p>S/L. JANNIN, who had been appointed to the post of Squadron Leader Admin., paid a visit to the embarkation depot at WEST KIRBY to inquire into kitting and embarkation procedure. It was finally decided that all personnel of the wing which was to form at WEST KIRBY, would be kitted, etc., at that unit. Squadron personnel were to be kitted at DISFORTH by the West Kirby Equipment</p>	

SECRET

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OPERATIONS RECORD BOOK

NO. 331 WING, R.C.A.F.

No. of pages used for day

Place	Date	Time	SECRET	References to Appendices
KAIROUAN/ZINA N.W.A.				
<p>STRENGTH: As at disbarbation in N.Africa:</p> <p>R.A.F. Officers 20 R.A.F. Airman 115</p> <p>R.A.F. Officers 11 R.A.F. Airman 7</p> <p>20 122</p> <p>commanded by W/O D. MOLLINS, D.F.C., 425 Squadron, and 425 commanded by W/O J. ST. PIERRE. W/O GARGALLEN, however, was on the verge of being promoted to the rank of Group Captain so the command of 424 was given to S/L now W/O G. ROY, formerly a flight commander of 425 Squadron. W/O GARGALLEN, assisted in the selection of crews to be retained in the squadron.</p> <p>The day following the selection of the squadrons, all O's.G. were called into LEBENING to a conference and the information and instructions for preparing to move were given to them. Training of crews for the flight from the U.K. to NORTH AFRICA and other squadron preparations have been dealt with by each unit in their own 540's. In view of the expected new policy on the repatriation of ground crew, the squadrons had to review their records and screen from overseas posting all who had been overseas for eighteen months or more. Revised nominal rolls were obtained from each squadron, which were then taken to Records, who proceeded to fill all vacancies. 425 Squadron was affected greatly, as a good percentage of their personnel had gone to the U.K. with 110, 112, and No.1 Sqdns.</p> <p>S/L JANNIN, who had been appointed to the post of Squadron Leader Admin., paid a visit to the embarkation depot at WEST KIRBY to inquire into kitting and embarkation procedure. It was finally decided that all personnel of the Wing which was to form at WEST KIRBY, would be kitted, etc., at that unit. Squadron personnel were to be kitted at DISFORTH by the West Kirby Equipment</p>				

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Place	Date	Time	Summary of Events	References to Appendices
			<p style="text-align: right;">SECRET.</p> <p>Section. In the meantime all personnel were medically and dentally examined at their parent units. Very few were found unfit. S/L. JANNIN, however, had to undergo an operation and was removed from the draft. He was replaced by S/L. D.S. MCCANN on the 19th May, just before the date set for the embarkation, who flew over with G/O. DUNLAP and S/L. W. BOGGS, the Wing Engineering Officer.</p> <p>S/L. I. MacLachlin, the wing M.O., did his best to obtain information on conditions and medical requirements for NORTH AFRICA. There was very little he could learn and only a small percentage of that proved of any value. However, he did get two of the Squadron M.O.'s posted to a short course in tropical medicine. He also arranged for the supply, packing and shipment of essential medical stores.</p> <p>The personnel establishment also provided for an auxiliary Services officer and AEN MCADAM of the I.M.C.A. was selected. As soon as he was informed, he began collecting sports gear, reading and writing material and other comforts for the personnel of the Wing. By the time they unit was ready to sail, he had obtained four tons of such equipment packed into 65 cases, 61 of which arrived intact. One of the main items, a 16mm. film projector arrived in a slightly damaged condition but is still operating. It might be said here that the wing is very fortunate in having the projector as it is the only one in the district. Two films are supplied each week through the courtesy of the U.S. Special Services officer, and occasionally, one is received from A.N.S.A. MR. MCADAM in return, shows these to other units in the neighborhood. These picture shows form the greatest source of entertainment.</p> <p>All wing equipment, and transport and tentage for the Squadrons and Wing, were arranged for and shipped by Air Ministry. Squadron equipment was packed by the squadrons and shipped by freight to the docks. It was understood that all equipment would be on the convoy preceding the troopships, or in the troopship convoy, in order that there would be no delay in setting up the aerodromes and be ready to commence operations.</p>	

OPERATIONS RECORD BOOK

of (Unit or Formation) NO. 331 WING, R.C.A.F.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	1948		<p>The Wing formed at WEST KIRBY on the 7th May, but all officers and some airmen were given additional leave and instructed to report on the 10th May. Attached hereto is a list of the officers who reported to WEST KIRBY. The Protestant padre, F/L. H. ASHFORD, was taken sick with malaria and was still hospitalized when the draft embarked. However, he was discharged from hospital shortly thereafter and flew to NORTH AFRICA with one of the squadrons. Another Wing Officer, F/L. BELL (Wing Navigation Officer), flew over with 425 Squadron. The staff at WEST KIRBY were most helpful and co-operative, especially F/L. COTTRELL, who was in charge of officers' Movements. So secret was the formation and movement that, with few exceptions, none of the airmen knew they were part of No. 331 Wing, R.C.A.F.</p> <p>On the morning of the 15th of May, embarkation orders were issued and the draft proceeded by train to LIVERPOOL and boarded "THE DUCHESS OF YORK" at noon. Also on board were the ground crews of 424 Squadron with S/L. W. ALLISON, RFC., in charge, and 425 Squadron with S/L. O. HERBERT, in charge. The ground crew of 426 Squadron with S/L. A. MCCARTHY in charge were in the same convoy but on the "SAMARIA". The following day AIR MARSHAL H. EDWARDS, accompanied by AIR COMMODORE WAITT and a party of Canadian Officers, visited the ship and addressed all ranks. The ship sailed at approximately 1800 hrs., on the 16th of May, and arrived in the Clyde, just off GURROCH, the following morning. The ship sailed from there on the evening of 19th May and arrived in ALGIERS on the morning of 27th May. The voyage was very pleasant, no rough weather having been encountered, and the meals were excellent.</p> <p>The Air Force personnel disembarked in the afternoon and in groups of 100 were marched to No. 1 BASE PERSONNEL DEPOT, at HUSSEIN DEY, which was about 4 1/2 miles from the docks. Not being used to such hot weather, it was most trying hike and nearly everyone had had enough for one day, but this was not to be. There wasn't enough room for the personnel of the three squadrons who had to march</p>		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			back and board a train for BANFARIK. Two Squadrons, 420 and 424 were billeted in a winery and a girls' school respectively, in the town, but 425 Squadron personnel had another march of 8 1/2 miles to their quarters. The Wing personnel were accommodated at the Hippodrome Racetrack in pup-tents and marquees, and slept on the ground.		
			GROUP CAPTAIN DUNLAP, SQUADRON LEADER MC.CANN, and SQUADRON LEADER BOGGS were already in NORTH AFRICA, having flown over on the 21st of May and had met the Staff Officers of N.A.A.F. and N.A.S.A.F. No site had been selected for the aerodrome, so nothing had been done to make ready for the incoming aircraft, crews and camp equipment at that time. All assistance possible was given by N.A.A.F. and N.A.S.A.F. to GROUP CAPTAIN DUNLAP who, selected the aerodrome sites and, aided by an American Engineering Unit, had the runways, perimeter track and roads made. The site for one aerodrome was a level piece of plain overgrown with thistles about 22 kilometres South-west of KAIROUAN on the road to PAVILLIER, bordered on the north by a highway and the railway from SOUSSE to TELERGMA. The nearest station, which is at the head of the road leading into the camp, was BEN ZINA. The second aerodrome was located about 15 kilometres farther down the railway line towards PAVILLIER and approximately 4 kilometres north-east of that town. This site was also bordered by the railroad on the north, but had the added attraction of an olive grove and a tall cactus hedge. At least there was some "green". The runways, perimeter tracks, dispersals and roads were made by merely cutting down the thistles and smoothing off the bumps with a bull dozer. Water was obtained from PAVILLIER but owing to its scarcity had to be used sparingly. At the outset, each person was allowed one water bottle full for drinking purposes daily and enough to fill his tin helmet. This latter had to be used for washing and laundry.		
			GROUP CAPTAIN DUNLAP, who was staying at CONSTANTINE, paid a visit to the wing and Squadrons on the 29th May, and had F/Lt. P. HENAUIC, F/Lt. MCCOMBS, F/O. GREEN, and		

OPERATIONS RECORD BOOK

No. 351 WING, R.C.A.F.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
			<p>P/O Handford return to CONSTANTINE with him. These staff officers proceeded to the aerodrome locations near KAIROUAN.</p> <p>A few days later, SQUADRON LEADER BOGGS, who had been in the KAIROUAN district trying to locate Maintenance Units, Air Stores Parks, and Repair and Salvage Units, arrived in ALGIERS, to assist in the move of the equipment from the convoy to the aerodromes.</p> <p>Shortly after his arrival at KAIROUAN, F/L HENADLT became ill with dysentery and was taken to hospital where he remained until 16th June.</p> <p>In the meantime W/L MCCOMBE and F/O's GREEN and HANDFORD assisted the Group Captain in selecting domestic and Headquarters sites and bomb and petrol dumps and arranging for the supply of bombs and petrol. F/O GREEN and F/O HANDFORD also made plans for their respective sections to commence operations as soon as the equipment arrived.</p> <p>The equipment however, was not in the personnel convoy and did not arrive in ALGIERS until the 4th June. Unloading commenced on 3 docks on the 5th June, and 1 officer and an N.C.O. were stationed at each dock to see that our equipment was looked after. Permission had been obtained from the Officer i/c Personnel Depot to store the equipment at the racetrack until we were ready to convey it to our aerodromes. As the transport was nearly the last to come off and required servicing trucks and drivers were loaned by the Army for hauling from the dock to the racetrack. To hasten our own transport M.T. personnel from the wing and Squadrons worked long hours at the M.T. Servicing centre at Rivet in carrying out the maintenance.</p> <p>The aircraft and crews arrived in NORTH AFRICA on the 4th June and remained at TELERUMA. Had the equipment been despatched from the U.K. as originally planned all would have been in readiness for the immediate movement of the aircraft and crews to KAIROUAN and operations would have commenced that much sooner. As it was, they had a stay of approximately 2 weeks in TELERUMA.</p>	<p>SECRET.</p>

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<p>On 6th June, S/L. MacLachlin proceeded to CONSTANTINE AND stayed a week getting first-hand information on conditions in the KAIROUAN district. He also visited a number of camps to obtain information on sanitation facilities. He visited the KAIROUAN AERODROME twice and appointed sites for latrines and cookhouses. Most of his time was spent at TELERGMA looking after the medical welfare of the aircrew. He moved to the aerodrome on 14th June and supervised the digging of latrines.</p> <p>The first convoy of 31 vehicles and 100 personnel from the wing and Squadrons with W/Lt. J.F. HAMMETT in charge carrying tentage and barrack equipment, left ALGIERS on the morning of 12th June and arrived at the camp site on the evening of 14th June. They travelled via SETIF, TEBESSA, THELIEPE, and KASSERINETO KAIROUAN. All vehicles completed the trip but one in which the transmission ceased to function. It was towed to TELERGMA and left there for repairs. The day after their arrival the erecting of tents and digging of latrines commenced and continued for three days. One mess, now the site of 420 Airmen's Mess was set up. The second convoy of 60 vehicles and 3 motorcycles left ALGIERS on 15th June and arrived 17th June. A dispatch rider was injured when thrown from his motorcycle and was taken to an American hospital. Only one vehicle was left behind when the transmission became unserviceable. A few non-serious accidents occurred when trucks passing transports in convoy of the first and eight Armes brushed each other. There were other minor breakdowns which were soon repaired and the vehicles arrived with the convoy.</p> <p>On the same morning that the second road convoy set out approximately 400 men of the Squadrons left SOUF/HRK by rail. Only sufficient personnel were retained to load the rest of the equipment and act as drivers of the remaining transport. All the equipment that could not be carried by transport was loaded on a freight train that had been provided. Personnel train arrived in TUNIS on 18th June and the freight train on the 19th and in the next two days all personnel and</p>		

OPERATIONS RECORD BOOK

of (Unit or Formation) NO. 331 WING, R.C.A.F.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices												
			<p>freight had been conveyed to MAIROUAN on 19th June. Permission could not be obtained to operate the 3 Squadrons and consequently No. 424 Sqn. RCAF, was moved on 17th June to the aerodrome now known as MAIROUAN (PAVILLIER). In view of this and the fact that they were not ready to take care of their aircraft and crews, the latter remained at TELERGMA. Those of 420 and 425 Sqdns., RCAF, arrived on the 19th. The Commanding Officer despatched a signal to RCAF Overseas H.Q. and to H.Q. N.A.S.A.F., advising that the wing would be ready to operate on 25th June. On the evening of 22nd June, however, a heavy rainstorm sprang up and in a very short time the roads were impassable. With the exception of the 3 tonners in four-wheel drive and low gear all transport was immobilized. The rain continued the following day but cleared late in the evening of the 23rd. H.Q. N.A.S.A.F. was advised that the aerodromes were unserviceable and were requested to hold 424 Sqn aircraft at TELERGMA. The message was not received by N.A.S.A.F. until 2 days later due to the poor signals communication and consequently the aircraft and crews of 424 Sqn., arrived on the 23rd. Fortunately none were damaged during the landing in heavy mud. The Wing was not called upon for the night of 25th June but commenced operating the following night, 26th June. Attached hereto is a detail of operations carried out during the month of June.</p> <p>Although a great number of the officers and airmen became ill with diarrhoea with a few cases of real dysentery, the spirits and morale of all remained high and everyone was enthusiastic over the coming Sicilian campaign.</p>														
			<p>STRENGTH: As at June 30th, 1943:</p> <table border="0"> <tr> <td>R.C.A.F. Officers</td> <td>20</td> <td>R.C.A.F. Airmen</td> <td>115</td> </tr> <tr> <td>R.A.F. Officers</td> <td>NIL</td> <td>R.A.F. Airmen</td> <td>7</td> </tr> <tr> <td></td> <td>20</td> <td></td> <td>122</td> </tr> </table>	R.C.A.F. Officers	20	R.C.A.F. Airmen	115	R.A.F. Officers	NIL	R.A.F. Airmen	7		20		122		
R.C.A.F. Officers	20	R.C.A.F. Airmen	115														
R.A.F. Officers	NIL	R.A.F. Airmen	7														
	20		122														

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NOMINAL ROLL OF OFFICERS EMBARKING ON 15th MAY, 1945.

Ship No.	Destination Letter.	Field Unit	Serial	A.P.O.
P.42	A.A.		A.9921	No.4340

Rank.	Name.	Parent Unit.	Remarks.
S/Ldr.	I. MacLachlan. (Med.)	West Kirby	
F/Lt.	T.D.McKee	" "	
F/Lt.	R.J.McCombe	" "	
F/Lt.	T.L.Doolittle	" "	
Rev.	J.R.H.Laplante	" "	
F/Lt.	J.E.Little	" "	
F/Lt.	P.S.H.Henault	" "	
F/Lt.	G.R.Muirro	" "	
F/O.	D.J.Neville	" "	Troopdeck Duties.ARR- ived r.of E.,A.M.ON 14.5.43.
P/O.	N.Green	" "	Troopdeck Duties.ARR- ived r.of E.,A.M.ON 14.5.43.
F/O.	C.G.Hendford	" "	
F/O.	H.R.Fair	" "	
F/Lt.	J.F.Hamnett	" "	
F/O.	W.A.Bentley	" "	
F/Lt.	M.K.McAdam	" "	

NOMINAL ROLL OF OFFICERS, NO. 531 WING, R.C.A.F.

G.100	W/O.	G.R. Dunlap	W.D.
C.3050	S/Lt.	P.E.H. Henault	Int/Ops.
C.2147	S/Lt.	T.L. Doelittle	Equip.
C.1209	S/Lt.	D.S. McCann	Admin.
C.4447	S/Lt.	I.K. MacLachlin	Med.
C.2683	S/Lt.	W.B. Boggs	Eng.
C.5190	F/Lt.	T.D. McKee	Admin.
C.5374	F/Lt.	G.R. Munro	Int/Ops.
G.15998	W/Lt.	G.D. Handford	Sigs.
C.5683	W/Lt.	J.M. Laplante	R.C.Chap.
C.3658	F/Lt.	H.E.D. Ashford	C.E.Chap.
C.9010	F/Lt.	D.J. Neville	Int/Ops.
C.2201	F/Lt.	R.J. McCombe	Arm.
C.7366	F/Lt.	J.B. Little	Accts.
C.3643	F/Lt.	W.A. Bentley	Int/Ops.
C.8585	F/Lt.	J.F. Hammett	Fly.Cont.
J.7020	F/Lt.	J.W. Bell	Nav.
C.9030	F/O.	A.Green	Elect.
C.16598	W/O.	H.R. Fair	C & G
	F/Lt.	K.MacAdam	IMCA Rep.

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No. 331 Wing, R.C.A.F. - Details of Operations during June, 1943

Date	Target	Sorties					Weight of Bombs - by Type					Totals (1000's lbs)		Nickels (Thousands)		A/C Missing		
		420	424	425	Totals		4000	1000	500	250	500	Totals (1000's lbs)		Carried	To Date			
					Fl'y Ret's	To Date						Monthly	To Date					
26/27	Sciaccia A/D	5		9	-	14	14		4	54	14		344					
27/28	San Giovanni	15	7			34	34	2	20	90		1074						J/420
28/29	Messina		11	12		57	57	2	27	96		1904						F/424 B/424 F/425
29/30	Messina		7			73	73	1	22	73	20	258						U/425
30/1	Cagliari	11	10			94	94	4	28	97	45	3614	3614					
TOTALS		36	29	30	-	94	94	9	101	410	79	3614 (181 tons)	3614 (181 tons)	-	-			6

No. 331 Wing, R.C.A.F. - Details of Operations during July, 1943

Date	Target	Sorties					Weight of Bombs - by Type					Totals (1000's lbs)		Nickels (Thousands)		A/C Missing		
		420	424	425	Totals		4000	1000	500	250	500	Totals (1000's lbs)		Carried	To Date			
					Fl'y Ret's	To Date						Monthly	To Date					
1/2	Cagliari		10	10		30	114	2	32	76	28	86						
2/3	Olbia		9			37	131	6	20	46	16	153						
3/4	Trapani, Lido di Roma and Rome	11	10			1	58	152	2	36	74	240			None	750	U/425	
4/5	Villacidro		9	9		75	170	2	32	79	29	288						
5/6	Gerbini A/D		10			95	189		2	5	290	404						
6/7	Stand Down																	
7/8	Catania A/D		10	6	11	122	216				484	525						
8/9	Gerbini A/D		7	7	5	141	238				342	610						
9/10	Catania, Syracuse & Caltagirone		11	12	15	179	273	8		81	289	746					A/424	
10/11	Gerbini A/D		3	12	1	194	288				289	608						
11/12	Montecorvino A/D		9			203	297				161	649						
12/13	Mina		13	12		228	322				450	959						
13/14	Messina		13	12	1	253	347				412	1062						
14/15	Naples (Docks)		13	16	2	284	378	3		204	84	1182					U/424	
15/16	San Giovanni & Reggio		17	15	15	316	410	6		220	29	1333						
16/17	Capodichino A/D		16	12		344	438				498	1448						
17/18	Montecorvino A/D		2	15	13	374	468	4			413	1367						
18/19	Stand Down																	
19/20	Capodichino A/D		16	17	4	423	517				593	1718						
20/21	Naples		16	13	1	432	546	7			161	1832						
21/22	Capodichino A/D		12		8	472	566	6		160	22	1932	475	1225				
22/23	Salerno		12	12		496	590	4		153	284	1904	107	1332			U/420	
23/24	San Giovanni		12	12	1	520	614	2		153		2091	107	1439				
24/25	Stand Down																	
25/26	Stand Down																	
26/27	Montecorvino A/D		12	13		546	630	2		46	320	2202					U/420	
27/28	Stand Down																	
28/29	Capodichino A/D		4	9		558	652			91	203x40	2247			375	1984		
29/30	Stand Down																	
30/31	Stand Down																	
31/1	Rome at Naples		2			560	654					2247			375	1984		
TOTALS		188	177	190	19	560	654	53	112	1462	4661	812016	2247000	1124 tons	2359000	2359000		5

OPERATIONS RECORD BOOK

(Name of Formation) No. 351 Wing, R.C.A.F.

No. of pages used for day

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	20		122		Mobile Bath																								
					Personnel.																								
			<p>Arrangements were made to transport 30 men from each Sqdn., and 10 men from wing to Sousse for bathing in the sea. Transport left in the morning and returned at 2100 hours.</p>																										
	2/7/43		<p>A census of all tents was taken in order that it may be divided equally amongst the 3 Squadrons. The mobile Bath Unit moved to 424 Squadron.</p>																										
	3/7/43		<p>An exceptionally hot day wind swept this area today. The temperature in the shade under the wings of a Wispy was 128°. In the sun it was 150°. S/L. BOGGE and S/L. MacLachlan proceeded on temporary duty to Tunis.</p>																										
	4/7/43		<p>A Wellington a/c of 420 Squadron caught fire in its dispersal at 2345 hours and was completely burnt out. An investigation is being carried out. P/O. Guemette of R.C.A.F. Cairo, visited the unit in connection with postal arrangements. F/L. L.C. Smith (R.A.F.) attached to this Unit from H.A.C.A.F. for Int/Ops. duties arrived today.</p>																										
	5/7/43		<p>S/L. Bogge and S/L. MacLachlan returned from temporary duty at Tunis.</p>																										
	6/7/43		<p>At approximately 2030 hours a Wellington of No. 424 Squadron blew up in its dispersal, part of the bomb load, 3500 lbs went at once. Innumerable grass fires were started by the explosion. A second aircraft adjacent to the first caught fire within a few seconds. The fire spread rapidly up the fuselage and two explosions from this a/c eventually took place starting more grass fires. All other A/C were taxied out of the danger area and all personnel turned out to put out the fires. One airman was killed outright and two died shortly after. Others were injured, one seriously. Several officers and airman displayed outstanding acts of courage during the incident.</p>																										

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Place	Date	Time	Description of events	References to Appendices
Kairouan Zira	1/7/43		<p>weather today was very clear and hot. W/C Sudworth and W/O Warne, DSO, DFC, and Bar, departed for 330 Wing after spending two days with this unit. W/O Allen of N.A.S.A.F. Equipment Branch visited the wing today. A Mobile Bath Unit arrived and was set in operation to give hot showers to personnel. Arrangements were made to transport 30 men from each Sqdn., and 10 men from wing to Sousse for bathing in the sea. Transport left in the morning and returned at 2100 hours.</p>	
	2/7/43		A census of all tents was taken in order that it may be divided equally amongst the 3 Squadrons. The Mobile Bath Unit moved to 484 Squadron.	
	3/7/43		An exceptionally hot day wind swept this area today. The temperature in the shade under the wing of a 'wimp' was 128°. In the sun it was 152°. S/L. BOGGS and S/L. MacLachlan proceeded on temporary duty to Tunis.	
	4/7/43		A Wellington's a/c of 480 Squadron caught fire in its dispersal at 2345 hours and was completely burnt out. An investigation is being carried out. P/O. Guematta of R.C.A.F. Cairo, visited the unit in connection with postal arrangements. F/L. L.C. Smith (R.A.F.) attached to this Unit from N.A.S.A.F. for Int/ops. duties arrived today.	
	5/7/43		S/L. BOGGS and S/L. MacLachlan returned from temporary duty at Tunis.	
	6/7/43		At approximately 2030 hours a Wellington of No. 484 Squadron blew up in its dispersal, part of the bomb load, 3500 lbs went at once. Innumerable grass fires were started by the explosion. A second aircraft adjacent to the first caught fire within a few seconds. The fire spread rapidly up the fuselage and two explosions from this a/c eventually took place starting more grass fires. All other A/C were taxied out of the danger area and all personnel turned out to put out the fires. One airman was killed outright and two died shortly after. Others were injured, one seriously. Several officers and airmen displayed outstanding acts of courage during the incident.	

SECRET.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	7/7/43		at 0330 hours guards on petrol dumps reported they were picked out by a searchlight on a passing train and fired at by light auto. and other rifles. Three airmen of 424 Sqn. were buried this evening at Kairouan. Graves had to be opened by our airmen and as there are no coffins the deceased were buried in their blankets. Padre Ashford officiated.		
	8/7/43		The Mobile Bath Unit arrived and most of the officers and airmen of Wing R.Q. 420 and 425 Squadrons had their semi-monthly bath, complete with hot water. The Royal Engineers commenced and nearly completed a permanent shower bath for the camp just south of the camp area, utilizing a disused Arab well. Group Captain G.R. Dunlap took the afternoon off and went to Bouisse for a swim. This is the first time he has been away since the camp opened.		
	9/7/43		The motion picture "Invisible Agent" was loaned to us by the Americans who have no projector. Ken McAdam shows the film for the Americans in return, at their camp. Two "Pye" radios were received and have been loaned out to the Sgts. W/C. R. Mac Innes and s/L. J.P. Clare of R.C.A.F., P.R.O. unit arrived today on temporary duty. At about 2030 hours 200 Douglas D.C.3's passed over this camp in formation, and headed north-east. The invasion of Sicily has begun. Aircraft of the wing took part in three important missions on this, the opening night of the campaign, - one against Syracuse, another against Augusta, and a third which continued from dusk till dawn consisted of jamming operations from the western tip of Sicily right along the southern coast and up the east side to Catania; This jamming operation was for the purpose of rendering the enemy radio location devices inoperative, and thus provide our landing forces with the element of surprise.		
	10/7/43		Arrangements were made by Major Hunter, of U.S.A.A.F., attached to 330 wing, whereby two films are supplied weekly by the U.S. Special Services Officer at N.A.S.A.F. to be shown at 331 and 330 Wings. All units in this vicinity will be notified and they can attend the showings. The first film "Charley's Aunt".		

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 551 Wing, R.C.A.F.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			starring Jack Benuly, was received and shown. During the showing, an aeroplane of 434 Sqn. at Kairouan Pavillier blew up on take-off, killing all crew members. The explosion and fire could be seen from Kairouan Zina.		
	11/7/43		The five aircrew killed in the crash last night were buried today in Kairouan. Padre Laplante conducted the funeral service. F/L Smith, Intelligence officer, on loan from H.Q. N.A.S.A.F. was posted to Setif and departed for Telergha today. W/C Mac Innes left for Hammamet and the Cape.		
	12/7/43		Twenty-five Arab laborers were hired today to dig slit trenches and do heavy work in the bomb and petrol dumps. Preparations are nearly completed for the opening of the Wing Officers, Sr. N.C.O.'s, and Airman's Mess. Aircraft serviceability was 52 out of a possible 56. The message from Major General Doclittle congratulating the Wing on its bombing efforts was read to all ranks by G/O Dunlap. Operations continue nightly on a most intensive scale.		
	13/7/43		Shower baths were completed but only lasted a half hour. The supports holding the tank gave way and so require re-building.		
	14/7/43		W/C Ault, S/L Delegrave and S/L Millicamp arrived on temporary duty. Capt. Crummy of the U.D.C. and two assistants were attached to this unit for temporary duty. Arrangements have now been completed to have the Mobile Bath Unit visit this wing every Thursday and Friday.		
	15/7/43		showers today were completed and used extensively. Wing H.Q. Mess got under way and the first meals were excellent. 208 Group assumes full control of this Wing with regards to allotment of aircraft and operations.		
	16/7/43		W/C Ault and S/L's Delegrave and Millicamp departed for Tunis. The first officers' mess meeting was held. Straw mats were purchased to cover the floor space of the whole marquee. F/L McCabe went to Sfax on duty and returned with a quantity of lumber to be made into furniture for the mess. Included is a large slab of marble for the top of the bar. Officers elected to executive positions in the mess are: President, S/L Mc.Gern, Secretary, Treasurer, S/O Thompson.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			Bar Officer, S/L. McCombe, Officer i/c Extra Messing and Mess Purchases, S/L. Ashford and F/O. Green. Arrangements have been made in Monastir for the establishment of a rest centre for aircrew and ground crew on 48-hour passes. This is in a requisitioned school. The first party should leave on the 19th and will comprise approximately 120 officers and airmen.		
	17/7/43		S/L. Wray of No. 118 R.S.U. near Bizerta reported on temporary duty regarding aircraft overhauls. S/L. Hampshire and S/L. Moody reported on temporary duty to investigate the explosion that occurred at 484 Sqn., on July 6th. F/O. MacIntyre was posted to this unit for Int/Ops. duties. During the past two weeks the Sqn., in the Wing dropped 600 tons of bombs over enemy occupied territory. 3 tons exploded on our own aerodromes. The first case of malaria was reported from 484 Sqn. Due to the airman's recent arrival the disease was not contracted here.		
	18/7/43		There is a "stand-down" tonite for all 3 Sqn., S/L. Wray returned to his Unit. An R.A.F. W/O Signals and an R.A.F. Sgt. Fitter M.T. were posted to this unit to fill vacancies on the establishment. A letter was written requesting a cancellation of these postings as we are able to cope, with our own men, and want to promote our own N.C.O.'s and thus keep the wing All-Canadian. It was also requested that, if additional personnel were required, they be requisitioned from Canadian sources in the U.K.		
	19/7/43		Two complete crews from each Squadron left for a 48-hour rest at our Wing "Rest Centre" at Monastir.		
	20/7/43		S/L. Young, of N.A.A.S.C. arrived to investigate low oil pressures on Hercules engines. There have been no defects of this nature in the Wing to date. F/O. Huddy, of N.C. N.A.S.A.P., Phot. Section, arrived to render any assistance he could to our photo. section and find out what additional equipment we required.		
	21/7/43		One a/c was reported missing from ops. over Napf and was thought to have been ditched. Later reports confirmed this supposition.		

Copy of Messages of Congratulation:

Personal from General Doolittle for Simpson, Powell and Dunlap

Please convey my immediate and sincere thanks to all ranks of the Royal Air Force and Royal Canadian Air Force for their superb efforts in furthering our plans in connection with the current operations. Your build up of serviceability in spite of formidable handicaps has indicated that we have in our hands an instrument upon which we can utterly depend to deal with the enemy. The example set by the Wellingtons has been an inspiration to us all and a clear indication of the fine offensive spirit pervading the forces which you have the honour to command.

To:- 205 Group.
From:- Doolittle, Adv. N.A.S.A.F.
Date:- 13/7/43.

Begins General Spaatz begins message in congratulations to your units for the splendid bombing done during the past three nights. Your attacks on Monte Corvina Ravenna aerodrome have been especially effective. Photo reconnaissance indicates that more than 40 of the aircraft present were destroyed and major damage was caused to facilities. Ends.

COPY

From:- Air Officer Commanding, No. 205 Group, R.A.F.

To:- Officer Commanding, No. 330 Wing, R.A.F.
" " " No. 331 Wing, R.C.A.F.

Date:- 21st July, 1943.

Ref:- 205G/S.400/1/AIR.

Messages of Appreciation

The attached Order of the Day has been distributed to all 205 Group Units.

2. A copy is sent for your information, in order that the message may be made known to all your personnel concerned.

(Signed) J.H.T. Simpson,
Air Commodore,
Air Officer Commanding,
No. 205 Group, R.A.F.

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COPY

Appendix "A"

From: Headquarters, no. 205 Group,
ROYAL AIR FORCE.

To: - All Wings and Squadrons.

Date: - 23rd July, 1943.

Ref: - 205G/S.400/1/AIR.

I have received the following from Colonel Commanding Psychological Warfare Branch, Allied Force Headquarters, which you no doubt would care to bring to the notice of all concerned.

"May I ask you to express to your staff and to the crews of the Wellington the appreciation of Psychological Warfare Branch for the splendid work they have done in distributing our leaflets?

First interrogations of prisoners from Sicily show that everybody has seen the leaflets and has welcomed them. In Palermo and Messina the leaflets you dropped calling for peace demonstrations were followed by such demonstrations.

Practically all the leaflets distributed in the Italian campaign, as well as the majority in the Tunisia campaign, were carried by the Wellingtons.

I have so stated in my official reports to A.F.H.Q. but I wish to add my personal thanks and congratulations for your co-operation in a task which we know adds something to the risk of your missions."

(Sgd) C. Makeltine,
Colonel, USA,
Commanding PWB.

U U F A

Appendix "A"

HEADQUARTERS
NORTHWEST AFRICAN STRATEGIC AIR FORCE
APO 520

18 August, 1943

SUBJECT: Commendation.

TO : Air Officer Commanding, 205 Group, R.A.F.
Officer Commanding, 330 Wing, R.A.F.
Officer Commanding, 331 wing, R.A.F.

1. It is my desire to commend you, your officers and men for the splendid effort that they have put forth since August 1, 1943 in direct support of the Allied armies operating in Sicily.

2. It was necessary during this period to call upon your organizations for maximum effort in personnel and aircraft. In this, your organizations responded splendidly so that as each night went on the position of the enemy through your efforts became more and more difficult and precarious. The targets to which your organization were assigned could not at first glance be interpreted as contributing greatly to the ground forces' effort. This, however, is not the case. By your splendid bombing of the beaches from Messina to Cape Felore, from Scilla along the western coast of Sicily to Sapri, you made night operations by the enemy extremely difficult. With your splendid bombing of all ports of debarkation along these beaches coordinated with daylight attacks along strategic points in this area by our aircraft the "head" ~~night-attacks-along-strategic-points-in-this~~ ~~area-by-air-attacks~~ of the enemy was kept down. He found it increasingly difficult to effect a safe evacuation from Sicily. This effort contributed nobly to the success of our Allied armies in bringing the Sicilian campaign to a more speedy and successful conclusion for the Allied forces.

3. Further, all operational missions requested of you were performed cheerfully, efficiently and with a devotion to duty that you can rightfully be proud.

4. I wish further to congratulate you and the entire Wellington force for since July 1 until the fall of Sicily (August 17) the Wellingtons have flown a total of 3020 sorties, an average of 62 sorties a night, have dropped in this time a total of 5300 tons

P.1.0.

of bombs on the enemy lines of communications and have
dropped 20,739,000 nickels over various parts of Italy.
During this same period the Wellingtons have sustained a
total loss of 51 aircraft or percentage of loss per sortie
of 1.71%. This excellent record is going to be difficult
for any organization in our Allied Air Force to duplicate.

b. My sincere good wishes for your continued
success.

(Signed) J.H. DOOLITTLE
Major General, U.S.A.,
Commanding.

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COPY

Appendix "A"

R E S T R I C T E D
(Equals British CONFIDENTIAL)

HEADQUARTERS
NORTHWEST AFRICAN STRATEGIC AIR FORCE G-34
APO 520 U S ARMY

19th August, 1943.

SUBJECT: Commendation.

TO : All Units This Command.

1. The following message received from the Commanding General, Northwest African Air Forces, is forwarded for your information:

Another high point in the list of accomplishments of the Strategic Air Force is reflected in the successful completion of the Sicilian Campaign and I commend you, your staff, and all of your Command on a superior job. The steadily increasing effectiveness of the medium bombers during this period has been particularly impressive. Your work against aerodromes and communications in Sicily and on the Italian mainland have made a most significant contribution to the campaign as well as to future operations.

2. The contribution of the Strategic Air Force to the Sicilian Operation was only possible through the hard work of each member of this Command. I desire to express to all personnel my sincere appreciation and commendation for a job well done.

(Signed) J.H. DOOLITTLE?
Major General, USA,
Commanding.

Appendix "A"

TO:- 331 wing

FROM: ROTONAIRF	CX9616	0:782	Aug. 16
DUNLAP FROM	EDWARDS	REPORTS	ARE
REACHING ME	OF	THE	ATTENDED
WORK DONE	BY YOUR	WING	HEARTIEST
CONGRATULATION	TO YOU	AND ALL	UNDER
YOUR COMMAND	ON YOUR	MAGNIFICENT	ACHIEVEMENTS

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C O P Y

Appendix "A"

Office of Chief of the Air Staff
OTTAWA

August 19th, 1943.

I have been informed verbally by Air Commodore Foster, R.A.F. Middle East, on behalf of Air Chief Marshal Sir Arthur W. Tedder, G.C.B., of the very good work being done by your Squadrons in the Mediterranean area.

I congratulate you and all ranks of your Command on a grand show and wish all of you continued success and good hunting for the future.

Yours sincerely,

(Signed) L.S. Bredner

(L.S. Bredner),
Air Marshal,
Chief of the Air Staff.

Group Captain C.R. Dunlap,
Commanding Officer,
No. 331 Bomber Wing,
Africa.

Appendix "A"

COPY

SECRET

From:- Headquarters, No. 205 Group,
ROYAL AIR FORCE.

To:- All 205 Group Units.

Date:- 21st August, 1943.

Ref:- 205G/S.400/1/AIR.

The following Signal has been received from Headquarters, North African Strategic Air Force and is forwarded for your information:-

From Washington Gen. Marshall sent this personal message to Gen. Spaatz. Begins.

"In supporting our troops in Sicily and in humbling hostile Italy you and your American Flyers and ground crews along with the British Air Force have done a wonderful job. To all my personal thanks and congratulations: Ends.

Forward without comment.

(D.I.P. MacNair)
Group Captain,
for Air Commodore,
Air Officer Commanding

Appendix "A"

TO: ROYCANAIRF
FROM: NO. 331 WING R.C.A.F. A-23 23/8/43

EDWARDS FROM DUNLAP MESSAGE OF CONGRATULATION CONVEYED
TO ALL RANKS CONTENTS GREATLY APPRECIATED

Appendix "A"

TO: 205 GROUP, 330 WING, 331 WING.
FROM: NASAF

FROM WASHINGTON GEN. MARSHALL SEND THIS PERSONAL MESSAGE
TO GEN. SPATZ. BEGINS. IN SUPPORTING OUR TROOPS IN SICILY
AND IN BOMBING HOSTILE ITALY YOU AND YOUR AMERICAN FLYERS
AND GROUND CREWS ALONG WITH THE BRITISH ABPT HAVE DONE A
WONDERFUL JOB. TO ALL MY PERSONAL THANKS AND CONGRATULATIONS.
ENDS. FORWARDED WITHOUT COMMENT.

COPY

Appendix "A"

C O N F I D E N T I A L
(Equals British SECRET)

HEADQUARTERS
NORTHWEST AFRICAN STRATEGIC AIR FORCE G-29
APO 520 U S ARMY

27th August, 1943.

SUBJECT: Commenda tion.

TO : Commanding General, 5th Wing,
" " 47th Wing,
" " 42nd Wing,
Air Officer Commanding, 205 Group,
Officer Commanding, 330 Wing,
" " 331 Wing.

1. The Commanding General is pleased to forward the following messages:

a. Message from Air Chief Marshall Tedder:

"My hearty congratulations to you, your commanders and crews, on success of their operations against the enemy air on 25 August. It is clear that success was obtained by care in planning and by courage and determination in execution."

b. Message from Lieutenant General Spaatz:

"I consider the Foggia attack of 25 August an outstanding demonstration of effectiveness of air operations well planned with intelligence and executed with spirit and ability. You, your staff, and the participating units are to be commended for a remarkably fine job."

2. In transmitting these commendations, the Commanding General desires to convey his appreciation for a task excellently accomplished.

By command of Major General DOOLITTLE:
(Signed) J.M. IVINS, Lt. Colonel, AGD,
Asst. Adjutant General.

Appendix "A"

To :- 331 Wing (R) 41⁷ Sqn.

FROM:- ROYCANAIRF

0547

HEARTIEST CONGRATULATIONS TO YOU AND ALL UNDER YOUR
COMMAND ON YOUR SUPERB PARTICIPATION ON THE DEFEAT OF ITALYS
ARMED FORCES. TO YOU ALL I SEND MY WARMEST GREETINGS AND MY
BEST WISHES FOR CONTINUED MAGNIFICENT SUCCESS&

AIR MARSHAL EDWARDS

www.bombercommandmuseumarchive.ca

Appendix "A"

COPY

MESSAGE FORM

TO HQ NWAAF PASS TO 331 WING
FROM R.C.A.F. HQ LONDON CXB75 0.548 13 SEPT
DUNLAP FROM EDWARDS

I HEAR ON EVERY HAND OF THE REMARKABLE WORK OF YOUR
GROUND CREWS THEIR SUPPORT OF THE AIRCREWS WHO HAVE
ALREADY MADE A NAME FOR THEMSELVES HAS BEEN ADMIRABLE
AND UNSURPASSED. I WOULD BE GLAD IF YOU WOULD TELL
THEM HOW GRATEFUL I AM AND CONGRATULATE THEM ON THEIR
SPLENDID SHOWING.

TOO 130915Z

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 551 Wing, R.C.A.F.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	22/7/43		S/L. Hampshire and s/L. Moody completed their investigation and departed. No further evidence could be obtained so our report on the accident was submitted. Another case of malaria was reported from 424 Sqn.		
	23/7/43		An engine of one of no. 425 Sqn. aircraft caught fire on the starboard wing, the fire being the result of a backfire. No extinguishers were available but the ground crew attempted to put it out by means of tarpaulins. This was nearly accomplished when the dinghy popped out of its stowage knocking the airmen from the wing. The fire spread very rapidly thereafter and was beyond control in a few seconds. An investigation is being held.		
	24/7/43		An S.N.S.A. show scheduled for tonight had to be called off due to rain, wind and mud. A small whirlwind passed through the Headquarters area flattening a number of tents including H.Q. Mess marquee. This was followed by a heavy rain during which the S.N.S.A. party arrived. Even though it was extremely muddy it was decided to put on the show but before it could commence a thunder-storm broke out which lasted over an hour and before it cleared up darkness had set in so the show was called off. Very disappointing! Five lovely ladies, too! -- and white! Operations for the night were scrubbed due to the aerodrome being w/s. A case of malaria was reported from 420 Squadron.		
	25/7/43		There is a "stand-down" tonight so most of the camp has gone swimming at leisure.		
	26/7/43		Nothing to report.		
	27/7/43		A "stand-down" again tonight. A group of S.N.S.A. professional entertainers gave a concert at Airouan Zina aerodrome which was well attended and highly predicted. Arrangements were completed by Ken Scadam for a 48-hour rest camp for airmen near Aonastir. The first 100 airmen, 50 from each Sqn. and 10 from wing w.g. will leave A.M. Thursday, July 28th.		
	28/7/43		Sheikh ^{Amor} Bouquerra Sheikh du Sidi Amor Bou Hadjola Caïdat Airouan head of one of the villages near this camp visited w/C. Dunlap. He was accompanied by his nephew who is the son of another sheikh and quite well educated.		

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No. 351 Wing, R.C.A.F. - Details of Operations during August, 1943.

Date	Target	Sights		Totals		Weight of Bombs - Fr Types				Totals		Mileage	Aircraft Missing	Bombing Results	Flying Hours	
		2/R's	3/R's	1/100	To date	4000	1000	500	500's	100's	To date					Carried
1/2	Bombard	15	15	20	35	578				160						
2/2	Palis	15	15	20	35	578				160						
3/2	Palis	15	15	20	35	578				160						
4/2	Palis	15	15	20	35	578				160						
5/2	Palis	15	15	20	35	578				160						
6/2	Palis	15	15	20	35	578				160						
7/2	Palis	15	15	20	35	578				160						
8/2	Palis	15	15	20	35	578				160						
9/2	Palis	15	15	20	35	578				160						
10/2	Palis	15	15	20	35	578				160						
11/2	Palis	15	15	20	35	578				160						
12/2	Palis	15	15	20	35	578				160						
13/2	Palis	15	15	20	35	578				160						
14/2	Palis	15	15	20	35	578				160						
15/2	Palis	15	15	20	35	578				160						
16/2	Palis	15	15	20	35	578				160						
17/2	Palis	15	15	20	35	578				160						
18/2	Palis	15	15	20	35	578				160						
19/2	Palis	15	15	20	35	578				160						
20/2	Palis	15	15	20	35	578				160						
21/2	Palis	15	15	20	35	578				160						
22/2	Palis	15	15	20	35	578				160						
23/2	Palis	15	15	20	35	578				160						
24/2	Palis	15	15	20	35	578				160						
25/2	Palis	15	15	20	35	578				160						
26/2	Palis	15	15	20	35	578				160						
27/2	Palis	15	15	20	35	578				160						
28/2	Palis	15	15	20	35	578				160						
29/2	Palis	15	15	20	35	578				160						
30/2	Palis	15	15	20	35	578				160						
31/2	Palis	15	15	20	35	578				160						
32/2	Palis	15	15	20	35	578				160						
33/2	Palis	15	15	20	35	578				160						
34/2	Palis	15	15	20	35	578				160						
35/2	Palis	15	15	20	35	578				160						
36/2	Palis	15	15	20	35	578				160						
37/2	Palis	15	15	20	35	578				160						
38/2	Palis	15	15	20	35	578				160						
39/2	Palis	15	15	20	35	578				160						
40/2	Palis	15	15	20	35	578				160						
41/2	Palis	15	15	20	35	578				160						
42/2	Palis	15	15	20	35	578				160						
43/2	Palis	15	15	20	35	578				160						
44/2	Palis	15	15	20	35	578				160						
45/2	Palis	15	15	20	35	578				160						
46/2	Palis	15	15	20	35	578				160						
47/2	Palis	15	15	20	35	578				160						
48/2	Palis	15	15	20	35	578				160						
49/2	Palis	15	15	20	35	578				160						
50/2	Palis	15	15	20	35	578				160						
51/2	Palis	15	15	20	35	578				160						
52/2	Palis	15	15	20	35	578				160						
53/2	Palis	15	15	20	35	578				160						
54/2	Palis	15	15	20	35	578				160						
55/2	Palis	15	15	20	35	578				160						
56/2	Palis	15	15	20	35	578				160						
57/2	Palis	15	15	20	35	578				160						
58/2	Palis	15	15	20	35	578				160						
59/2	Palis	15	15	20	35	578				160						
60/2	Palis	15	15	20	35	578				160						
61/2	Palis	15	15	20	35	578				160						
62/2	Palis	15	15	20	35	578				160						
63/2	Palis	15	15	20	35	578				160						
64/2	Palis	15	15	20	35	578				160						
65/2	Palis	15	15	20	35	578				160						
66/2	Palis	15	15	20	35	578				160						
67/2	Palis	15	15	20	35	578				160						
68/2	Palis	15	15	20	35	578				160						
69/2	Palis	15	15	20	35	578				160						
70/2	Palis	15	15	20	35	578				160						
71/2	Palis	15	15	20	35	578				160						
72/2	Palis	15	15	20	35	578				160						
73/2	Palis	15	15	20	35	578				160						
74/2	Palis	15	15	20	35	578				160						
75/2	Palis	15	15	20	35	578				160						
76/2	Palis	15	15	20	35	578				160						
77/2	Palis	15	15	20	35	578				160						
78/2	Palis	15	15	20	35	578				160						
79/2	Palis	15	15	20	35	578				160						
80/2	Palis	15	15	20	35	578				160						
81/2	Palis	15	15	20	35	578				160						
82/2	Palis	15	15	20	35	578				160						
83/2	Palis	15	15	20	35	578				160						
84/2	Palis	15	15	20	35	578				160						
85/2	Palis	15	15	20	35	578				160						
86/2	Palis	15	15	20	35	578				160						
87/2	Palis	15	15	20	35	578				160						
88/2	Palis	15	15	20	35	578				160						
89/2	Palis	15	15	20	35	578				160						
90/2	Palis	15	15	20	35	578				160						
91/2	Palis	15	15	20	35	578				160						
92/2	Palis	15	15	20	35	578				160						
93/2	Palis	15	15	20	35	578				160						
94/2	Palis	15	15	20	35	578				160						
95/2	Palis	15	15	20	35	578				160						
96/2	Palis	15	15	20	35	578				160						
97/2	Palis	15	15	20	35	578				160						
98/2	Palis	15	15	20	35	578				160						
99/2	Palis	15	15	20	35	578				160						
100/2	Palis	15	15	20	35	578				160						

RAF Form 540

See

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			aircraft was completely burned but the crew managed to escape without injury.		
	12/8/43		No. 2780, R.A.F. Regiment, comprising 120 officers and other ranks have been stationed at this aerodrome for guard and defence duties. Two aircraft of 420 Sqn. were reported missing on operations, pilots s/L. Gourlie and Sgt. Ludgater.		
	13/8/43		s/L Gourlie and crew were reported safe.		
	14/8/43		three replacement crews, captained by F/O. Baker, Sgt. Patterson, and Sgt. McLennan reported from the U.K. The first two were posted to 420 Sqn, and the latter to 424 Sqn.		
	15/8/43		No. 2780 R.A.F. Regiment ceased attachment today and left for Hammamet.		
	16/8/43		one complete Squadron of the R.A.F. Regiment arrived to assume aerodrome and aircraft guard duties. W/O. Griffiths of S.A.S.A.F. arrived to do an operational trip.		
	17/8/43		F/O Grout and his Air Gunner returned to 424 Sqn., after having been forced to bale out over Sicily. Two other members are in hospital in Tunis, one from a slight leg injury sustained when he jumped and the other from bomb fragments when their transport aeroplane hit a Balloch cable off the coast of Sicily while returning to Tunis.		
	18/8/43		Col. Underwood, head of the Canadian Postal Services made an inspection visit. He was satisfied with our postal set-up but will attempt to get a faster service between here and Algiers for it now takes about five days to that city and only four days from there to Canada. Administration of cooking with oil and water was given by officers of Sousse area headquarters. The method shown provides a more intense and even heat and our stoves will be modified accordingly.		
	19/8/43		Advice was received that W/O St. Pierre, O.C. 425 Squadron had been awarded the American D.F.C.		
	20/8/43		Aircraft returning from operations were unable to land owing to fog. Two crashed due to petrol shortage and Sgt. Gauthier of 420 Sqn. was dangerously injured. None of the others were hurt. Two other aircraft were damaged when they force-landed at a diversion airfield.		

OPERATIONS RECORD BOOK

of (Unit or Formation) No 551 wing, R.C.A.F.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	21/8/45		Advice was received that s/L. Delisle, formerly a Deputy Flight Commander of 485 Sqn., had been awarded the D.F.C.		
	22/8/45		A "stand-down" for the whole wing was ordered today. Over 200 officers and airmen went on a conducted tour through three mosques in Kairouan. s/L. Bingham, of R.A.S.A.F.(R.A.F.) Armament Officer visited the wing in connection with armament duties.		
	23/8/45		The Code and Cypher Section obtained a set of solid drums for their type "X" and are now fully operational.		
	24/8/45		An investiture was held at no. 330 wing (Kairouan West) at 1600 hours today. The American D.F.C. was presented to 5 R.A.F. Officers and W/O St. Pierre. It was a very colorful ceremony with about 200 mounted spahi troops in attendance. Twenty-five R.C.O.'s and airmen of 485 Sqn., formed part of the guard of honor.		
	25/8/45		Nothing to report.		
	26/8/45		Air raid alert was sounded tonight. Some light risk was seen in the distance but it was later learned that it was a practice exercise. There was a wing "stand down" today.		
	27/8/45		A signal was received from R.C.A.F. London, through s/C. McInnes proposing that s/C. St. Pierre and a tour-expired French-Canadian crew fly a Wellington to Canada. The s/C concurred in the proposal and a signal was despatched nominating the proposed crew.		
	28/8/45		A new crew piloted by sgt. Loring reported and was posted to 420 Sqn.		
	29/8/45		Signal received from R.A.S.A.F. referring to the move of the Wing from this area but nothing definite has been stated.		
	30/8/45		s/L. F.W. Hammond arrived from Tunis to discuss personal matters. s/C. Dunlap proceeded on temporary duty to Tunis. A wing "stand down" was ordered tonight. A telegram was received that General Poolittle would arrive on 1st September for a night operational trip.		
	31/8/45		Nothing to report.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<p>On the ninth of the month, 22 Military Field Hospital ceased admitting patients, as they were moving from the area, and we were instructed to send all patients for consultation and admission to the hospital in Sousse. However, owing to the great distance, No. 25 Station Hospital Kairouan agreed to do the consultations and most of the bed patients were kept on the station. The great number of cases of diarrhoea died out but were replaced by fevers of various types and nausea of undetermined cause. The riles have increased perceptibly. An epidemic of catarrhal jaundice has broken out at 424 Sqn. (Kairouan/Pavillier aerodrome site) and twenty-eight cases were reported. However, this is now under control although a few cases have been reported at Kairouan/Zina aerodrome site.</p>		
			<p>Attached hereto as an appendix are details of operations during August.</p>		
			<p>Strength (as at 2300, 31/8/45) R.C.A.F. Officers 20, R.A.F. Officers 1, R.C.A.F. Airmen 116, R.A.F. Airmen 7</p>		
			<p style="text-align: center;"><i>C. R. Dunlap</i> GIC</p>		
			<p style="text-align: center;">(C. R. Dunlap) Group Captain, Commanding Officer, No. 251 Wing, R.C.A.F.</p>		

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 321 (R.C.A.F.) Wing

No. of pages used for day 5

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Kairouan Zina	1/9/43		Strength (as at 2359 hours 1.9.43) R.C.A.F. Officers 20; R.A.F. Officers 1; R.C.A.F. Airman 115; R.A.F. Airman 7. Two replacement crews captained by Sgt. Dalgleish and P/O Albert reported to the Wing and were posted to No. 424 and 420 Squadrons respectively. General Doolittle arrived during the afternoon and went on operations with S/Ldr. Lewington of No. 420 Squadron. He returned from operations with crew at 0030 hours and stayed overnight. P/O. W.F. Cooke, Intelligence, was posted to No. 425 Squadron and attached to Wing Headquarters for Int./Ops. duties.		
	2/9/43		General Doolittle departed for Tunis. Except for two missions, there is a Wing Stand-down. An airman of No. 424 Squadron accidentally shot his tent-mate through the hand.		
	3/9/43		W/Odr. MacInnes, R.C.A.F. P.R.O. arrived in competition with the proposed flight of W/Odr. St-Pierre and crew to Canada.		
	4/9/43		W/Odr. MacInnes left for Tunis and Algiers. Brigadier Matthews, the Officer Commanding Sousse area H.Q. and P/L. Gandy, RAF, who is the Air Force Liaison Officer there, paid a visit to the Wing regarding the move of the Wing from this area. C/O Dunlap learned at 205 Group conference that there is a possibility of the Wing moving to Malta until such a time as Italy stops fighting.		
	5/9/43		A Wing stand-down today. A Wing parade was held in the Headquarters area at 0630 hours to commemorate the National Day of Prayer and was conducted by Padres Ashford and Laplante. Between 300 and 350 Officers, N.C.O.'s and airman from each of the Squadrons, 120 from Wing and an equal number of R.A.F. Regiment attended. The turn out was exceedingly good in view of the fact that the Wing operated the previous night. C/O Dunlap delivered an address which covered steadfastness, preparedness, unselfishness and the achievements of the Allied Nations as a whole and our own special achievements. In closing, he read out General Doolittle's latest letter of commendation to the Wellington Squadrons. Everyone expected to be told the future movements of the Wing but all were disappointed. They feel reasonably sure, however, that they will return to Canada via Rome, Paris and Berlin. Following the service, a march past was held and moving pictures and 'stills' were taken of it by the P.R.O.'s.		
	6/9/43		A Canadian crew from 142 Squadron, 330 Wing, captained by P/O Kirley, was exchanged for an RAF crew of 424 Squadron, captained by Sgt. Kelly. The ratio of RCAF aircrew to RAF aircrew in 424 Squadron is now 80.16 o/o. This is the highest that can be expected in view of the fact that nearly every W/Opt. A/C is of the R.A.F. A signal was despatched to N.A.A.F. advising that A.R.A.F. crews, two each from 420 and 425 Squadrons could be released to 205 Group and as soon as they had been posted the ratio in these two Squadrons will also improve. A crew captained by P/Sgt. Gille, 424 Squadron was reported missing on operations.		
	7/9/43		A signal was received from N.A.A.F. advising that at this stage of the Italian campaign they were not prepared to dispense with the Services of any of the Squadron Commanders and in any case they could not release a Wellington to be flown to Canada. W/O Ault, O/C of R.C.A.F. District H.Q., Tunis, arrived by road and had in his possession a letter from N.A.A.F. that		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Kairouan Zina	Cont'd. 7/9/43		made the prospects of W/Odr. St. Pierre's flight appear very gloomy. W/Odr. Ault also had with him S/Ldr. Davidson, the District H.Q. Protestant Padre and F/O P.A. Geranson of R.C.A.F. Overseas Headquarters who is staying on to do some sketches and paintings of the R.C.A.F. on desert operations. We're certainly getting our share of publicity. F/O. J. Loftus was ordered to return to the United Kingdom and departed with W/Odr. Ault in the afternoon. Word was received from H.Q. N.A.A.F. that a great number of enemy saboteurs were dropped in the area north of here and all tanks have been instructed to carry mines at all times until the danger has passed. As expected, there was considerable sten-gun, rifle, and revolver shooting by persons who felt they must try out their weapons to see if they work. Aircraft patrol and bomb dump guards have been doubled.		
		8/9/43	All Squadron Adjutants have been instructed to speak to their personnel and explain to them why they are not to shoot indiscriminately (i) the shortage of Sten-gun ammunition (ii) the danger of shooting their companions (iv) shooting in this manner will lessen the vigilance in case saboteurs do arrive in this vicinity. At 1630 hours, C/C. Dunlap, Commanding Officer of this Wing was informed that the Italian Air Force - Regia Aeronautica - was joining the United Nations and all airfields in North Africa were to be prepared to receive aircraft and crews. A conference was held to arrange for dispersal and inspection of aircraft, interrogation of crews accommodation, messing, etc. In the midst of this "secret session" word was received over the wireless that the Italian Military Forces had surrendered unconditionally. There were two separate take-offs for aircraft operating against three targets in Italy as a diversion to the main effort of landing American troops and troops of the British First Army in Italy.		
		9/9/43	A Wing Stand-down was ordered today. Information was received that the Wing will continue operating for the next nine or ten days and is then to prepare for the return to the U.K. All instructions with regard to disposal of equipment on hand will be issued.		
		10/9/43	Four R.A.F. crews, two from each of No. 420 and 425 Squadrons were posted to No. 205 (M.E.) Group today. The four R.A.F. crews remaining will be posted to No. 205 Group as well, within the next 2 days. A French-Canadian crew, captained by Sgt. Dupuis reported to the Wing and was posted to No. 425 Squadron.		
		11/9/43	The four remaining R.A.F. crews captained by Sgts. Pope, Bell, Fowler and Hayward were posted to No. 205 Group. Group Captain Dunlap, S/Ldr. McCann, and S/Ldr. Boggs paid a visit to H.Q., N.A.A.F. and N.A.S.A.F. regarding the movement of the Wing. Nothing was learned. Bombs, petrol and equipment are being reduced to a minimum.		
		12/9/43	A letter of commendation on the work of the Wing in Africa was received by Air Marshal L.S. Bredner. A number of commendations have been received to date and all are attached hereto as Appendix "A". A.C.-1 Callant of No. 425 (R.C.A.F.) Squadron died in No. 71 General Hospital, Soussa, from pneumonia.		
		13/9/43	The aircrew and groundcrew rest camps at Monastir are being closed today and all personnel and equipment are being returned to the Wing. Ken McAdam has submitted a summary of recreational activities since our arrival. This is the attached Appendix "B". A telegram has been received advising that all preparations for the return of the Wing to the U.K. are to be suspended for the present. A signal was received from Air Marshal Edwards commending the groundcrew on their excellent work. Padre Laplante went to Soussa and conducted the funeral service for A.C.-1 Callant who was buried there.		

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 331 Wing (R.C.A.F.)

No. of pages used for day 5

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Kairouan Zina	14/9/43		A major effort was made on Battipaglia tonight with 43 aircraft of this Wing taking part. All aircraft returned safely. Group Captain Dunlap flew with S/Ldr. Lewington of No. 420 Squadron.		
	15/9/43		Another major effort was made tonight. 43 aircraft were detailed, but one did not take-off and two returned early. None of our aircraft are missing.		
	16/9/43		The present percentages of R.C.A.F. aircrew in the three Squadrons are as follows: 420 Sqn. - 78%, 424 Sqn. - 83.6%, 425 Sqn. - 91%. No rain has fallen in the area since July 24th. Instructions have been received that as of Sept. 15, this Wing is now under the complete operational and administrative control of No. 205 Group. A telegram has been received advising that the return of the Wing to the U.K. to be cancelled and we will remain here indefinitely.		
	17/9/43		Owing to the fact that the Wing was to return to the U.K., stocks of operational equipment were allowed to run low, purposely and considerable equipment on hand was returned to the M.U. and A.S.F. A conference was held this morning with the three Squadron Commanders and Wing Staff Officers present. All were advised of the decision by H.Q. III Bomber Command that we were to remain and immediate steps have been taken to replenish stocks of equipment and to obtain replacement crews and bring the Wing and Squadrons establishments for groundcrews up to full strength. To date, only 14 of the promised 24 replacements of crews for the month of August have been received. A signal was despatched to A.O.C. in Charge R.C.A.F. O/S Headquarters, to this effect and that H.Q. has been requested to supply the additional 10 crews of the August allotment and 24 replacement crews for September. W/Odr. Wilcox, the Deputy P.M.O. and W/Odr. Bright, the Flying Personnel Medical Officer, both of No. III Bomber Command, visited the Wing and made a tour of inspection with S/Ldr. MacIsoblan. They considered that the number of flies was excessive. We think so too and for the past three weeks we have been doing our best to combat them. W/Odr. Ault, P/O Guemette of R.C.A.F. District Hq., Tunis, and W/Odr. Patterson, the Commanding Officer of R.C.A.F. D.Hq., Cairo, visited this unit. A signal was received from W/Odr. MacIsoblan that P/O Coleman, who is attached to this unit, is to proceed to Sicily for duty.		
	18/9/43		P/O Coleman departed for Tunis with W/Odr. Ault. A Canadian crew, captained by Sgt. Martin, reported and was posted to No. 424 Squadron. There are still nine crews of the August quota to arrive. All the signs of a great thunderstorm were in evidence tonight but the rain passed north of the camp.		
	19/9/43		General Partridge of N.A.S.A.F. visited the station and flew on operations.		
	20/9/43		A Wing Stand-down was ordered today.		
	21/9/43		Nothing to report.		
	22/9/43		Four crews in No. 420 Squadron were sorenessed this has created a serious shortage in that Squadron. One has also been sorenessed from No. 424 Squadron. The 420 crews departed for No. 2 B.F.D. today. G/O. Dunlap paid a visit to Sousse Area Headquarters to see if better rations can be supplied to the Wing Messes, as much of the food now received consists of corned beef, corned stew, melons and a type of pumpkin. The melons are classed as fresh fruit and the pumpkin as fresh vegetables and while they are in season and available, the D.I.D. will not issue corned fruit or vegetables.		
	23/9/43		The crew from No. 424 Squadron departed for No. 2 B.F.D. The health of the personnel is improving steadily.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Kairouan Zina	24/9/43		S/L. Hobson, the R.O. Padre from R.C.A.F. D.H.Q. ^{Cairo} and P/Lt. Kenyon, the M.O. from the same H.Q., arrived to spend a few days. P/O Pipe and 5 airmen arrived expecting to take over all tentage, etc., on a care and maintenance basis. On learning we were staying, he and his men decided to leave tomorrow. Representative from the D.I.D. visited the unit in connection with the ration complaints. The A.O.C., Air Commodore Simpson, and the S.A.S.O., G/O. McNeil, of 205 Group visited the Wing to see the take-off and stayed for supper.		
	25/9/43		There is a Wing stand-down today. Four crews arrived; three posted to 420 Squadron and to 425 Squadron. In addition to aircrews, additional groundcrews are required to build the Squadrons and Wing up to full establishment. This will be done as soon as the Squadrons submit their shortages. A conference was held at 205 Group to plan the movement of the Wing to more solid ground, in anticipation of the wet weather.		
	26/9/43		G/O. Dunlap attended another conference at 205 Group regarding the move of this Wing to a new location on the other side of the wadi. This will have to be very soon, for after the rains do start, the wadi will be impassable and the engineers do not intend repairing the blow bridge. G/O. Dunlap was granted permission to move the Wing and 3 squadrons to the aerodrome at Hani East on the Soussa Road. One runway is hard surfaced and it is proposed to use this as the take-off for the flight to Italy for the nine Squadrons when the time comes so it cannot be used at present. Instead, G/O. Dunlap is staying with American Engineering Unit and is supervising the building of runways parallel to the hard surfaced runway and our three Squadrons will operate from that field. It is expected to complete the move to the new location in three days. Preliminary siting of camps, etc., was undertaken this afternoon. W/O. St. Pierre is acting as C.O. of the Wing. There is a Wing stand-down today. Arrangements have been completed to accommodate 70 airmen at a time in an Italian schoolhouse in Tunis to visit that city. R.C.A.F. D.H.Q. Tunis can accommodate 5 groundcrew officers. Advantage of this has been taken already. Aircrew are accommodated at the R.A.F. Rest Camp at Hammam Plage.		
	27/9/43		Operations were scrubbed due to severe storms in the north. Arrangements were made for the Unit to commence moving on the 29th and complete the move on the 30th.		
	28/9/43		Operations were scrubbed again due to a severe storm which rendered the aerodrome unserviceable. There were one or two small showers during the morning, the first rain since July 24th, but during the early afternoon the storm broke in earnest and within a few minutes the whole camp was running with water. Once again the Officers Mess tent took a beating and collapsed but was erected in time for supper. All on the Kairouan side of the wadi could not return to camp. Plans went forward for the move.		
	29/9/43		G/O. Dunlap returned to the Unit and stayed overnight. The move got underway and some non-operational equipment was sent to the new site. Nineteen aircraft of 420 and 425 Squadrons operated but 426 Squadron was stood-down, so took advantage of the break and moved their aircraft to Hani East. Arrangements were made with 205 Group for a S & T. column to move the bombs, bomb trolleys and petrol. Three J-bombers were loaned by 350 Wing to move Wing Headquarters equipment. P/O. Flowerdew, Catering officer from R.A.A.F., reported on temporary duty to assist in the erection of new cook stoves and give any advice he could.		
HANI EAST L.G.	30/9/43		The move to Hani East was completed with no trouble. Although there had been considerable water flowing through the wadi yesterday it was quite shallow today, and even the motor-bikes could be ridden through. No sooner had most of the equipment been removed when the Arabs were over the old site at Kairouan Zina in swarms, grabbing eggs, soaking and going through the soil and garbage, which was left in piles. They are most disgusting. Operations could have been carried		

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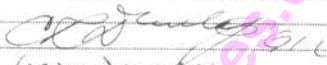
RE. 331 Details of operations for 1st Sep 1943

Date	Target	Services		Total to Date	Bomb Loads	Miss.	Monthly Total	Total to Date	Sticks Aircraft Missiles Bombs	Monthly Total	Monthly Total
		400	404	408	4000	1000	2000	250	Miss.	Total	Total
1/9	Byres	8	8	4	14		1488	87900		87900	80-80
2/9	Castellari/Arzari/Chalona	-	8	-	16		1480				11-05 92-55
3/9	Capodichino/Bajona	10	10	1	48	2	1480	17820	80000	8000/10000	170-41 208-08
4/9	Corzanale A/L	8	8	8	88		1415	28700		8000/18000	140-50 410-04
5/9	Isola Isola	10	10	10	101	2	1447	194 101 400 x 50	80000	4200/8000	175-56 695-41
6/9	Battipaglia. Corca(Nicks)	12	10	10	128		1487	861		8500/8000	180-03 758-41
7/9	Storbe	7	7	7	155		1480	196	1000000	8000/8500	205-58 941-52
8/9	Battipaglia. Battia. Meta	11	8	15	179		1488	280	210000	8000/7000	184-80 1078-59
9/9	Isola Isola	8	8	8	111	1	1485	198 51 208 x 50		4200/10000	177-30 1078-18
10/9	Parola. Tanti/Boss (Nicks)	9	8	9	111	1	1485	198 51 208 x 50		4000/8500	150-80 1458-40
11/9	Provincia	8	8	8	88		1479	173		7780/8500	800-20 1629-09
12/9	Castel Nuovo Biondi	9	8	8	88		1479	173		3260/7800	335-45 1891-54
13/9	Castel Nuovo Biondi	12	8	11	209		1478	8		4800/7000	735-55 3175-49
14/9	Battipaglia/Isola Isola	12	11	17	226		1478	9	75000	4000/8800	183-25 2039-14
15/9	Corca/Nickola/Isola Isola	12	11	16	226	2	1478	1796		2880/8800	149-28 2497-39
16/9	Castel Nuovo Biondi. Boss and	8	8	10	379		1478	14		8500/7800	197-25 2818-54
17/9	Castel Nuovo Biondi. Boss and	8	8	8	405		1477	2	80000	5400/7200	180-16 2765-50
18/9	Castel Nuovo Biondi. Boss and	7	6	7	423	1	1477	4		1844/640	
19/9	Castel Nuovo Biondi. Boss and	6	6	10	449		1478	2		1755/490	
20/9	Castel Nuovo Biondi. Boss and	10	6	10	1		1488	198		8000/8800	218-48 2904-58
21/9	Castel Nuovo Biondi. Boss and	11	9	10	515		1488	2		4600/8000	194-50 2370-10
22/9	Castel Nuovo Biondi. Boss and	9	8	9	688		1487	6		5000/8800	330-01 3600-11
23/9	Castel Nuovo Biondi. Boss and	11	9	9	607		1487	180		8000/7000	140-40 3740-51
24/9	Castel Nuovo Biondi. Boss and	10	-	8	884		1486	50			
25/9	Castel Nuovo Biondi. Boss and	10	-	8	884		1486	50			
26/9	Castel Nuovo Biondi. Boss and	10	-	8	884		1486	50			
27/9	Castel Nuovo Biondi. Boss and	10	-	8	884		1486	50			
28/9	Castel Nuovo Biondi. Boss and	10	-	8	884		1486	50			
29/9	Castel Nuovo Biondi. Boss and	10	-	8	884		1486	50			
30/9	Castel Nuovo Biondi. Boss and	10	-	8	884		1486	50			
		218	168	207	12	884	2030	48	50	221740	781540
										221740	781540

OPERATIONS RECORD BOOK

of (Unit or Formation) No 321 Wing (R.C.A.F.)

No. of pages used for day 5

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Hard East L.G.	30/9/43		Cont'd. out but there was a stand-down owing to unfavourable weather conditions. F/O Pipe and his party of 6 men arrived once again from 764 M.U. as a care and maintenance party and this time they have explicit instructions to stay. A signal to this effect has been received. Attached hereto as Appendix "Q" is a summary of operations carried out during the month.		
			Strength (as at 2359 hours 30/9/43) R.C.A.F. Officers - 18; R.A.F. Officers - 1; R.C.A.F. Airman - 113; R.A.F. Airman - 5.		
			 (C. S. DUNLOP) GROUP CAPTAIN COMMANDING OFFICER <u>No 321 Wing R.C.A.F.</u>		

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OPERATIONS RECORD BOOK

of (Unit or Formation) No. 331 Wing, R.C.A.F.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET	References to Appendices
MMI EAST LG., TUNISIA	1.10.43		Operations were carried out and two aircraft of No. 424 Squadron, piloted by Flt. Lt. Leddy and Sgt. Martin have been reported missing. Three new crews have reported and the crew shortage has now been eased considerably. Since our signal to R.C.A.F. Overseas H.Q. on Sept. 17th, eleven crews have arrived. Everyone has pretty well settled into the new camp and all are much happier with their new location and surroundings. The communal site is three miles from the aerodrome.		
" "	2.10.43		Stand-down today. Information was received that W/O St. Pierre, O.C., No. 425 Squadron and W/O Roy, O.C. 424 Squadron, have been classed as operationally tour expired and posted to No. 2 HF. Command of their squadrons has been taken over by S/L Richer and S/L MacCarthy, respectively. S/L Richer was formerly a Flight Commander in 425 Sqn. and S/L MacCarthy a Flight Commander in 420 Squadron. In addition, a number of officers and N.C.O.'s of 424 and 425 Sqn. received "goings" and as today was N.A.A.F.L. day, there should be some "hang-on" parties. There will		
" "	3.10.43		W/O St. Pierre and W/O Roy proceeded to No. 2 B.M.D. today.		
" "	4.10.43		Nothing to report.		
" "	5.10.43		S/L Robinson, the S.P.S.O., of N.A.A.F., visited the Unit. Signal was received that Flt. Lt. Leddy and crew are safe. They ditched and were picked up by an American destroyer that landed them near Oran. An aeroplane from No. 424 Sq. proceeded to Oran to bring them back.		
" "	6.10.43		Due to an unfavorable weather report operations were scrubbed. There were one or two small showers but the main storm passed over.		
" "	7.10.43		Operations were scrubbed again due to poor weather conditions in the north.		
" "	8.10.43		Confirming countless rumors that have been circulated recently, word has been received from 205 Group that the Wing has ceased operations and all personnel with the exception of possible R.A.F. officers are to return to the U.K. shortly. Inventories of all equipment have been compiled preparatory to handing over.		
" "	9.10.43		Conferences were held at 205 Group relative to the movement of personnel and equipment. No details were available with regard to the actual move.		
" "	10.10.43		S/L McCann proceeded to Sousse to see the Movements people and learned that we would be entraining from Tunis in two trains leaving Oct. 17th and 18th. Transport for the move from El Hadi to		

Place	Date	Time	Summary of Events	SECRET	References to Appendices
HANI EAST I. G., TUNISIA	10.10.43		Tunis will be arranged by Movements utilising troop carrier vehicles and 205 Group is to arrange transport for the 18th.		
"	"	11.10.43	S/L Wytts, of 167 M.U., and W/C Stutchbury of N.A.A.S.C., arrived to assist in the movement and disposal of equipment. All aircraft have been moved to their new units. Over 100 aircrew went with the aircraft and will await our arrival in Algiers. G/C Dunlap proceeded to N.A.A.F. and made arrangements to have all four expired aircrew of the Wing who are still in the country return to the U.K. with us. We have also been advised that those R.A.F. personnel who came to H.A. with us are to return with us.		
"	"	12.10.43	Preparations for the move XXXX are going ahead smoothly and nearly everyone is already packed.		
"	"	13.10.43	Train times have been received for departure from Tunis and arrival at Algiers.		
"	"	14.10.43	G/C Dunlap proceeded on Temp. Duty to Tunis to confer with A.V.M. Tedder. A dinner was given at the Hotel de France, in Kairouan, by the R.A.F. Regiment. G/C Dunlap, S/L McCann, and Flt.Lt. Dell, Adjutant, 420 Sqn., attended from this Wing.		
"	"	15.10.43	Final arrangements for the move have been completed. One 15 cwt. driven by Ken MacAdam left this a.m. for Algiers. S/L Bentley and P/L Neville went along as passengers. Eight three-tonners left for Bizerte, consigned to the M.U. there. A Wing Officers party was held in the Mess this evening and G/C Dunlap was presented with an oil painting of a typical village in Africa. G/C Dunlap thanked the officers for the present and expressed his appreciation for their outstanding efforts to make 31 Wing a success. Later in the evening a number of guests from 231 and 236 Wings, and 205 Group dropped in to wish us luck and a safe return journey. A number of new cases of jaundice have broken out but it is expected that they will be taken along with the ^{main} party.		
"	"	16.10.43	Another 15 cwt. with four officers departed for Algiers today. A good percentage of the Transport is leaving today for No. 10 M.F.L.E.U. on issue. Two airmen of the Wing have been admitted to hospital and were posted to No. 2 B. P. D./Non-effective (Sick). It is doubtful if they will be returning to the U.K. with the Wing. All personnel and kits have been allotted vehicles for the trip by road to Kassar Said Sidings, Le Bardo, Tunis, where they will entrain for Maison Carree, Algiers.		
"	"	18.10.43	Approximately 800 men of Wing H.Q. and 420 Sqn. left Hani East this a.m. at 0600 hours by road		

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OPERATIONS RECORD BOOK

of (Unit or Formation) No. 351 Wing, R.A.F.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Hani East, L.G., Tunisia	17.10.43		<p>for Le Bardo. The entire convey moved without a hitch and all personnel and kit arrived at the railway by 14.00 hours. A quick lunch of bully beef and "utility" biscuits was handed out and during the p.m. trucks were unloaded and kits piled up in readiness for the train, which, unfortunately, did not arrive until approximately 23.00 hours. A hot meal was eaten at 17.00 hours and greatly appreciated by all as the quick lunch was all the food the men had since breakfast this a.m. at 06.30 hours. The trains were finally loaded with men and kits and departed at 23.50 hours. The men were packed 25 per box car with their small kits. Space was definitely limited. The cars were built to hold 30-32 men or 8 horses, and all have the following printed plainly in white letters on them "30-32 HOMMES -- 8 CHEVAUX". The eloquence of Mark Anthony could not describe the journey through the night and only the "dead tired" were able to sleep, but then nearly all personnel were in that category. One airman of Wing H.Q. was admitted to No. 1 R.A.F. Hospital, Carthage, just before the train left. He has been posted to No. 2 R.A.F.D. (non-effective) (Sick).</p>		
Tunis to Maison Carree	18.0 to 21.10.43		<p>Morning found us at Medjes el Bab only a short distance from Tunis, and after a rough and rugged breakfast the train jolted off westward through Beja, and Souk el Khemis to Souk el Arba where the train split up in two parts and the latter end remained overnight after receiving rations for one day. It was intended to catch the front half at Khroub or Setif. Quite a number of the personnel were able to excel themselves in culinary art but attempts to disguise bully beef were fore-doomed to failure. As time went on the spirits and morale of all concerned reached a high peak and the horrors of the first night were forgotten or remembered as a joke, the future being looked into with great anticipation. The journey continued through Souk Ahres, Duvivier and at Khroub the train stopped for a couple of hours. Two days rations were received for each man and as before, when available, hot water was obtained for making tea. The morning of the 20th the latter half of the train reached Setif where more rations were received to last us until we reached Maison Carree. The front half of the train had left about 4 or 5 hours previously. At Setif, all personnel were able to have a good clean-up as there were fairly good facilities for washing. The personnel of 424 and 425 Squadrons had proceeded in like manner from Hani East on Monday morning and left Monday night from Kassar Said Sidings, Le Bardo.</p>		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Tunis to Maison Carree	18.10 to 21.10.43		The front half of Wing H.Q. and 420 Sqn. train arrived at Maison Carree at 0100 hours on 21st, and the remainder arrived at 0700 hours. Personnel were transported by road to No.1 B.P.D., allotted tents and messes and had breakfast. The remainder of the day was spent in straightening out kits and cramped bodies. It is quite cool here because of the large number of trees on camp; this coolness however being quite welcome to all.		
Maison Carree, Algiers.	22.10.43		No personnel were given station duties today and many went to Algiers for a last look before embarking on Monday, 25th. In the local village of Fort de L'Eau quantities of tangerines, oranges and lemons were for sale and numerous personnel stocked up and had their first citrus fruits in many months. During the day the remaining personnel of the Wing, viz., 424 and 425 Squadrons arrived from Tunisia.		
Maison Carree, Algiers.	23.10.43		Orders were given this a.m. for all kit to be marked "U.K." and unwanted baggage piled on the square for transit to the docks. Personnel were detailed for station duties and the remainder made final check-ups on kit, etc., or went to Algiers on pass. Nominal rolls of all units were brought up to date and final arrangements re. the embarkation of the Wing were undertaken. All personnel were warned that tomorrow they would be confined to camp and would embark on Monday, 24th.		
Maison Carree, Algiers.	24.10.43		A postponement of the embarkation date was made and Tuesday a.m. is the zero hour. Three airmen of the Wing who had been admitted to No.2 B.P. Hospital were discharged to the supervision of the S.M.O. and it will not now be necessary to take them off the draft for the U.K. as was thought would be necessary. The prospect of early embarkation has certainly made new men out of a lot of "die-hards" who persistently think a cancellation of the return to the U.K. will come to hand at any time.		
Maison Carree, Algiers.	25.10.43		All officers, M.C.O.'s, and airmen who could be released from hospital were discharged to the care of the S.M.O., No.1 B.P.D. All personnel have been confined to camp for clean-up duties prior to their departure, tomorrow.		
Maison Carree, Algiers.	26.10.43		Reveille was sounded at 0500 hours this a.m., with breakfast from 0530 to 0600 hours. Unwanted baggage was placed in the care of the baggage party and taken to the docks for loading. At 0700 hours the first 10 transports loaded with Wing H.Q. and part of 420 Sqn. personnel departed from the docks. Every half hour thereafter 10 trucks left No.1 B.P.D. and personnel boarded the		

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 331 Wing, R.C.A.F.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
Maison Carree, Algiers.	26.10.43		T.S.S. SAMBETA. By 100 hours all No. 331 Wing personnel who were able to make the voyage were on board and had found their cabins or mess decks. The final loads of unwanted kit were put aboard about midnight. Following the embarkation of all R.C.A.F., R.A.F., & Army personnel, about 1000 Free-French paratroops, airmen and sailors came aboard.	
T.S.S. SAMBETA	27.10.43		G/C Dunlap, being the Senior Air Force officer on board has been appointed as Officer i/c all R.C.A.F. & R.A.F. personnel. Flt. Lt. McKee was appointed Adjutant and Group Officer for all 331 Wing personnel. All necessary instructions will be obtained by the Adjutant from the Ship's Adjutant and relayed to the Squadron Adjutants who are to detail their Officers and N.C.O.'s as required. The ship cast off at 1535 hours.	
T.S.S. SAMBETA	28.10.43		Everything is progressing very smoothly. Details of fatigues are being carried out with no complaints. The meals for all ranks are excellent. A boat drill and action station drill was held today. There was a little confusion at first but now everyone knows his station so there should be no trouble in future. The convoy passed Gibraltar at 0030 hours, 29th. A number of officers and airmen have been admitted to hospital suffering from jaundice and malaria. Included in the group is the 420 Sqn. Medical Officer, P/L F.T. Green. Three Free-French stowaways have been found in the ship and put in the cells. Other cells are occupied by 2 soldiers and one R.A.F. airman who was awarded 28 days detention by the G.C.No.1 B.P.D. prior to embarkation. G/C Dunlap tried two N.C.O.'s of 424 Sqn. today, one on charges of being in improper possession of a French automatic and the other on a charge of attempting to aid the first to dispose of the pistol. Both were found guilty and awarded Severe Reprimands.	
T.S.S. SAMBETA	29.10.43		Ten more Free-French stowaways were found on board and confined to the cells.	
T.S.S. SAMBETA	30.10.43		All ranks are satisfied with the messing which is considered to be excellent.	
T.S.S. SAMBETA	31.10.43		P/L Laplante has been holding Masses daily and conducted a service for R.C.'s this a.m. P/L Ashford held two well-attended services today. STRENGTH: (as at 23.59, 31.10.43) R.C.A.F. OFFICERS - 20. R.C.A.F. AIRMEN - 111. R.A.F. AIRMEN - 7.	

Wm. Campbell
for Commanding Officer,
No. 331 Wing, R.C.A.F.

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COPY

331 Wing RCAF BNAF
September 10th, 1943.

Group Captain C.R. Dunlap,
Commanding Officer 331 Wing,
RCAF BNAF.

Dear Sir:-

With the closing of our Rest Camps for ground and Aircrews and the possibility of our moving from this location I thought that you might like to have as complete a picture as possible of the recreational activities in which your men have engaged during our stay here.

It has been both satisfying and encouraging to have your personal interest and support in all our activities--your visits to the Rest Camps--participation in our sports programme--and assistance in the procuring of the many films we have enjoyed here. Further I would like you to know how splendid has been the cooperation received from your Adjutants, officers and men. With this experience behind us I do hope that we will be allowed to build on the record we have already established.

Statistically our picture looks like this:

No. of cinema shows given to our personnel---	49	Att. 34000 (approx)
No. of cinema shows given to other units in our area--American, British Army and RAR	18	" 14000 "
Attendance at rest camps (July 15--Sept 10)		2300
Participation in athletic activities		1800
Library books in circulation		575
Conducted tours of Kairouan Mosques		725
Pieces of equipment issued (sports gear, small games etc.)		1320
Participation in small games (Bingo etc.)		1800
Writing paper supplied		25000
Envelopes		8500
Swimming parties		2950

I hope that this summary will be only the first of others I shall be called to submit under your command.

Yours very sincerely,

(SIGNED) Ken McAdam
Canadian MCA 331 Wing

OPERATIONS RECORD BOOK

S. 22-1-331 W
30878 305

of (Unit or Formation) No. 331 Wing, R.C.A.F.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendices
T.S.S. SAMARA	3.11.43	to 3.11.43	Nothing to report. The voyage has been very smooth and there have been no complaints.		
T.S.S. SAMARA	4.11.43		The convoy split up this a.m., part of it going in the direction of the Clyde River. The Londonerry Lighthouse was passed at Noon today.		
T.S.S. SAMARA	5.11.43		The ship entered the Mersey River at 0900 hours this a.m. Two embarkation officers came aboard. A conference was held at 11.00 hours and the order of disembarkation given and the stations to which the Squadrons will be proceeding. These are as follows: 420 Sqn. to Dalton; 424 Sqn. to Skipton-on-Swale; 425 Sqn. and Wing H.Q. to Dishforth. All instructions were passed on to the personnel of the units.		
T.S.S. SAMARA	6.11.43		Squadrons disembarked at Liverpool in the following order; 420, 424, and 425. They immediately boarded trains and proceeded to their new stations. Wing H.Q. personnel remained aboard until 16.00 hours and were detailed to clean all the Mess Decks where necessary. On disembarking, Wing personnel proceeded to the R.A.F. P.T.C. in Liverpool, where they were to spend the night. The boat was met by A.V.M. Brookes, A/Cmdr. Howe, G/C Truscott and G/C Carscallen. The R.C.A.F. Band was on hand on the docks and played during the disembarkation.		
LIVERPOOL	7.11.43		Personnel left Liverpool by train for Dishforth at 1300 hrs. today and arrived at Dishforth at 18.45 hours. The accommodation at No. 4 PTG which is commanded by a Squadron Leader is excellent and all ranks were very pleased with the reception given them.		
DISHFORTH	8.11.43		Information has been received that all ranks are to be re-equipped to home-scale and issued tropical kit is to be turned in. Following this, everyone will be given 14 days leave. It is hoped that we will soon learn what our disposition is to be. We have arrived at the tail-end of a Canadian Victory Loan Campaign and as we have but one day there is much activity in getting the bond drive organised. Information was received that Flt. Lt. McCombe was promoted to the rank of Temp. Sqn. Ldr. w.e.f. 1.8.43.		
DISHFORTH	9.11.43		G/C Dunlap proceeded to R.C.A.F. Overseas H.Q. on Temp. Duty. During the day the selling of bonds was carried out and \$20,000.00 worth were purchased by 425 Squadron and \$7,000.00 by Wing H.Q. Given a few more days it is felt that these amounts could have been increased considerably. Airman were paraded and instructions issued to them regarding their re-kitting. This will be carried out on Thursday, 11th, and they will be permitted to start their leave on Friday, Nov-		


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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
DISHFORTH	9.11.43		ember 12th. S/L Doolittle had an attack of appendicitis and has been sent to hospital in Harrogate for an operation.		
DISHFORTH	10.11.43		Officers and airman's kits were received but there are some missing. S/L Doolittle had his appendix removed and there are no complications.		
DISHFORTH	11.11.43		A party was held in the N.A.A.F.I. building for the Wing airmen. Music was provided by a trio from the R.A.F. Regiment. Most of the Wing Officers attended and an enjoyable time was had. The party broke up at 22.00 hours. G/C Damlap returned from Temp. Duty at London.		
DISHFORTH	12.11.43		S/L McCombe proceeded on Temp. Duty to London in connection with his armament duties. F/L McKee proceeded on Temp. Duty to Gloucester in connection with the posting of the airmen of Wing H.Q., and to London in connection with the Trade Test Boards held in North Africa. All airmen proceeded on 14 days leave plus a 48 hour pass.		
DISHFORTH	13.11.43		Considerable official correspondence was received from North Africa but very little action required.		
DISHFORTH	14.11.43		Nothing to report.		
DISHFORTH	15.11.43		S/L McCombe and F/L McKee returned from Temp. Duty at London.		
DISHFORTH	16.11.43		Official advice received that the Wing H.Q. is to disband on November 15th, all all postings will be effective that date. G/C Damlap was posted to command R.C.A.F. Station, Dunsfold and has gone on a few days leave prior to reporting to his new unit.		
DISHFORTH	17.11.43		The few remaining personnel started their leave today with the exception of S/L McConn who is remaining at Dishforth to answer any queries which may arise.		
DISHFORTH	18.11 to 28.11.43		Nothing to report.		
DISHFORTH	24.11.43		S/L Boggs was posted to H.Q., No. 85 Group and departed today. F/O Green was posted to H.Q., No. 6 Group and will report there on the termination of his leave.		
DISHFORTH	25.11 to 26.11.43		Nothing to report.		
DISHFORTH	27.11.43		F/O E.K. Wilson (G.S.C.) was posted to R.C.A.F. Overseas H.Q. and will leave on the 28th November.		
DISHFORTH	28.11.43		S/L McCombe proceeded on Temp. Duty to T.A.F. H.Q. for an interview with the Senior Armament Officer there. F/W Wilson departed for R.C.A.F. Overseas H.Q. Posting notices have been received for 90 of the Wing H.Q.'s and airmen. With few exceptions, all will remain in No. 6 Group.		

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 331 Wing, R.C.A.F.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
DISPATCH	29.11.45		Most of the airmen have returned from leave. A parade was called for 13.45 hours and posting instructions issued. They will be leaving tomorrow for their new units. Sgt. Power and Opl. Fortier are being held temporarily to finish the necessary documentation, and disembarkment procedure of the Wing.		
DISPATCH	30.11.45		The ninety airmen for whom posting instructions were received, departed for their new units this morning by rail and bus. Sqd. Ldr. Doelittle was discharged from hospital and has been granted three weeks sick leave. S/L McComb returned from Temp. Duty at No. 83 Group H.Q.		
			STRENGTH: (as at 23.59, 30.11.45) R.C.A.F. OFFICERS - 18. R.C.A.F. AIRMEN - 28. R.A.F. AIRMEN - NIL.		
			 for Commanding Officer, <u>No. 331 Wing, R.C.A.F.</u>		

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OPERATIONS RECORD BOOK

J. 22-1-331W
JAS

of (Unit or Formation) No. 331 Wing, R.C.A.F.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
DISHFORTH, YORKS.	1.12.43		S/L I.K. MacLachlan was posted to Central Medical Establishment, R.A.F., London and departed today. F/L T.D. McKee proceeded on temporary duty to R.C.A.F. O/S H.Q., London, for an interview.		
"	3.12.43		S/L McCombe was posted to No. 62 Base, Linton, superannary, and left today. F/L McKee returned from Temp. duty at London. Although no posting authority has yet been received, F/L Hammett has been informed that he will be in charge of Flying Control at this Station with No. 1664 Conversion Unit and has commenced getting the aerodrome in readiness for the Unit's arrival. All air-men have now been posted with the exception of equipment assistants, motor-cyclists, the Discip. and an M.T. Meoh, a total of eleven airmen. Postings are still required for eleven officers.		
"	7.12.43		S/L Hammett proceeded on Temporary duty to London in connection with Intelligence reports.		
"	8.12.43		S/L Hammett returned from duty in London.		
"	7.12.43		S/L Doolittle has been posted to No. 61 Base Topcliffe, to fill a W/Comdr. post and will report there on the termination of his leave. F/L Bentley, departed today on Croft for Intelligence duties, pending posting to Middleton St. George. F/L Neville was advised that he was to be attached to No. 62 Base, Linton, for ultimate posting, and duty at Tholthorpe. He departed today. F/L Bell has been confined to S.S.G. with the 'flu. F/L Little has proceeded to 61 Base for duty, pending posting.		
"	8.12.43		F/L T.D. McKee was informed that he is to be posted to No. 127 Airfield but is to remain at Dishforth until the posting is notified officially.		
"	9.12.43		F/L Hammett was posted Superannary to No. 61 Base for duty at Dishforth. S/L McCann has been advised that he is to remain at Dishforth for two weeks and will then be posted out of the Group.		
"	10.12.43		F/L W.A. Bentley was posted to Middleton St. George for duty at C.oft. F/L Hammett's posting to No. 61 Base for duty at Dishforth also came through. F/L Munro was posted to Leeming for Intelligence/Operations duties.		
"	11.12.43		S/L McCann left for No. 22 O.T.U. on a tentative posting there but this was cancelled later.		
"	12.12.43		F/L McKee left today to No. 127 Airfield on posting.		
"	15.12.43		All airmen personnel with one exception have now been posted from the Wing H.Q. Ten men left this a.m. for various units in No. 6 Group. The Discip. is the only airman remaining.		

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