See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

R.A.F. Form 540

OPERATIONS RECORD BOOK

SECRET.

322-1-22

Page No. 1

of (Unit or Formation) 420 (R.G.A.F) SQUADRON.

No. of pages used for day...

Place	Date	Time	Summary of Events	References to Appendices
Waddington.			PREPARE	
			The second secon	***************************************
			No. 420 Royal Canadian Air Force Squadron was first brought into being on December 19th	1941
			it was then of course no more than a name.	
			It is hoped in time that this Squadron will be composed entirely of Canadian personnel.	
<u> </u>			The object of No. 420 Royal Canadian Air Force Squadron is to become an operational	
			Squadron in the shortest possible time, and the efforts of all personnel will be bent to this	
			ds.	1 00//00/00/00/00/00/00/00/00/00/00/00/00
			It is hoped that the various difficulties which always beset a new Squadron on	
		- 4	formation will be surmounted with the minimum of trouble, and that the eighteen Hampden machines	
			allotted will soon be in the air. Two Flights are to be formed and the Maintenance Flight.	***************************************
*			NO. 420 (R.C.A.P) SQUADRON,	
addington	1/1/42		The Squadron is in the process of formation, The Commanding Officer, Wing Commander	
			J.D.D. Collier D.F.C. has taken over command as from December 19th 1941, but for past 10 days	
MARIE AND LONG			has been detached to command No. 44 Squadron. Waddington.	***************************************
		5.99	A number of flying and ground personnel have been posted from No. 44 Squadron,	
	94		Waddington, to assist in forming No. A20 Squadron, and these include two Flight Lieutenants	
* 100000		1000	to start up "A" and "B" Flights in 420 Squadron. Approximately forty other flyin, personnel	
			The hangare are being redecorated, and the Squadron Sandquarter of Noes have	
A No	Ces	Trans-No	been occupied by the G.O., Adjutant, P/Sgt. Discipi and a moleus of Orderly room staff.	
12.00				

Place	Date	Time	Summary of Events	Re
			Twenty one Hampden aircraft are now with the Squadron (three being held in excess of establishment).	, AL
			All aircraft are fully operationally serviceable.	
		***************************************	No flying is taking place.	
*******************			Endeavoure have been made to promure all Canadian personnel, and nine Canadian	
			ground personnel have arrived. It is hoped to get a Canadian Currery Officer, and a Canadian	
			Bombing Leeder-	
			F/Lt. Savage the Squadron Medical officer arrived.	
lington	2/1/42		Four flying green have arrived and have been greend up.	
			"A" and "B" Flight have begun servicing their sirgraft.	
			Ground personnel are arriving satisfactorily, but sertain sections such as Armourery,	
			Instruments etc. are very short of N.C.Os.	
			No tools have arrived for the Squadron, and a certain number have been borrowed	
			enabling two siremaft per flight to be serviced for flying.	
			Feather wellt for flying	
			Three Officer pilots have reported for daty. Aircraft have been allotted to Flights	
			and have been placed in correct dispersal fields.	
			Nort Squaron offices have been descrated, and compand by sections.	
ington.	3/1/42		Heather fit for flying, and three aircraft were put up for local flying and tests.	
			These are the first sirement serviced by A20 Squadron entirely to take the air.	
			Leadure in morning for Mavigators and Vireless Operators on new Margoni Mavigators Loop.	
	-		Canadian Bosbing Leader, F/O siller arrived, also one pilot.	
mgton.	4/1/42		Church parade for a mash r of ground and aircove personnel.	
More -	E000	1 11115	Leeture is morning for air cress.	
			Pit for flying, and local flying carried out by both Flights.	
AL INC.		W - 4 M	Witra widet may treatment available for air orew, and all encouraged to attend every	
15-7			second day. It is your permiss to the NECORD BOOK	
and the same	eargy or at Au			
			alcer.	
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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocker Book

## OPERATIONS RECORD BOOK

Page No. 3.

of (Unit or Formation) 420 (% Calas) 300 April 1

No. of pages used for day...

Place	Date	Time	Summary of Events	References to Appendices
			Purchases made of Wirelesses, games etc. for air grews.	······································
***************************************	1		Nearly all sections of hangars are now occupied, and in operation.	
***************************************			We now have a total of one Corporal and eleven men who are Canadian. R. 60628 LAC	
***************************************			Grant W.E.M. (Canadian) recommedaded for promotion to Corporal to fill vacancy.	
Waddington	5/1/42		Lecture for flying crews. Weather fit for flying - local and Gross Country flying	
	1		from both flights. No tools for servicing of aircraft have yet arrived, but flights are still	
***************************************	-		managing with the small amount they have borrowed.	
***************************************	1		Four of our serviceable aircraft have been alketted away - this new leaves us with our	
			correct establishment i.e. 18 aircraft.	
	1		All decorations of hangars now completed.	
	-		There are now six complete aircress in the Squadron.	
Waddington.	6/1/42.		Lecture for flying areas by Signals Officer in Norse and Aldis Lamp.	
- 10 %			Weather fit for flying, cross country flying by both flights.	
			It is hoped that the tools for servicing aircraft will arrive on Jamary 9th.	
			Another pilot reported this morning making seven complete crews.	
			Posting instructions have arrived for seven more Canadian ground personnel.	
	1		Our surplus aircreft was collected to-day by 14 0.7.U.	
			Might flying programs had to be cancelled owing to bad weather.	
	The second		Intended Acotures arranged for Navigators to familiarise them with the new	
			Mavigator operated Loop. Bombing up practices have been carried out with all types of bombs	
			used by Hampden sircraft.	
/ Waddington.	7/1/42	4	Loctures for flying orews, general talk on mavigation.	
Del	1250	7000	Weather unfit for flying. Practiced bombing aircraft up with various types of	
3/1/2		000000000	bombs. Ho fresh sirersw reported to-day.	

Place	Date	Time	Summary of Events	References to Appendice
			Night flying programme cancelled owing to bad weather. Two Canadian ground aircrew	
		et et en e	reported for duty to-day.	
Waddington.	8/1/42.		Lectures for flying arews on Bombing. Local and cross country flying by both flights	
			also ground instruction on new Marconi Navigator Loop Receiver.	
			Another pilot reported this morning making eight crews.	
			Right flying operations cancelled owing to bad weather conditions.	
Waddington.	9/1/42		Photographic Lecture for air crews.	
/	-		The Engineer Officer reported for duty this morning.	
			One aircraft took a pilot to Blackpool to collect a Hampden plane from there.	
			Bombing practices carried out, and local cross country flying by remaining crows.	
Waddington.	10/1/42	***************************************	Lecture for flying on Dren and Controlled Landings.	
- M			8/Ldr. Campbell reported for duty this morning, he is second in command of this Squadron,	
			and Flight Commider of "A" Flight. Squadron Leader Campbell originated from Alberta Canada, and	
			reported for duty here from Scampton 14. He has already completed 110 hours operational flying.	
			Meintenance Flight formed under Command of P/O Spurvay the Squadron Engineer Officer.	
			Visit to Squadron by a Squadron Leader, F/Lt. Pagein and F/Lt. Spear. They are from	
broomsteering on the state of t			R.C.A.F. Headquarters, London, and have to talk to our Canadian per tunel. They were shown	
			around departments of the Squadron, and interviewed Canadian Wireless Operators, and Wireless	
			Operator Mechanics. Local flying, cross country, and night directs and landings took place.	
Waddington	11/1/42		Church Parade for ground staff personnel, all denominations. Senion given by Chaplin Chief.	
			Lectures for flying cross at 10.00 on boshing and again at 15.45 hours on signalls	
			(navigation)	
Pisca	Care	13.00	A small proportion of tools for servicing sireraft have now arrived , and are being	
American transcript of the same				
water or Biolicy town	V	- Annual Control	One that Officer Navigator reported for duty this morning. A little local flying	

ercher

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## OPERATIONS RECORD BOOK

Page No. 5

of (Unit or Formation) No. 420 (R.C. A. F) Squadron

No. of pages used for day...

Place	Date	Time	Summary of Events	References to Appendices
Waddington	11/1/1	2	wery poors. Nigh flying concelled.	
Waddington (C	12/1/4	<u> </u>	by both Flights also Sosbing practices. Hight flying operations seasonat ourtailed, owing to	***************************************
			snow, but three machines were in the air for short flights.	
Waddington	23/2/4	2	Lecturalic flying due to anow showers. In afternoon full operational ground practice took place -	·····
			all sections took part - Hime aircraft were detailed and were fully operationally equipped with	
	_		guns, bombs, flares, comeras etc. Seven complete grews were detailed, and a programme was	
ALLEN TO THE REAL PROPERTY OF THE PERSON OF	5000		carried out which was equivalent to normal operations spart from the flying - all sections	
	_		proved satisfactory except the Armoury who due to untrained personnel took too long to bomb up -	
		ļ	a further practice will take place.	
	11/1/4	2	No flying in the morning owing to bod weather. Bombing practice was carried out in the afternoon	***************************************
	-	i	five machines took part. Lectures in the norming on pyrotechnics. Night flying practice was	
	-		carried out, circuite and bumps. (three machines were airborne)	***************************************
Waddington	15/1/42	<u> </u>	Lectures. Local and cross country flying in the morning. Gummery practice this afternoon	
	-		for six crews. S/Ldr. Campbell took a machine and pilot to Marken to collect Hampden machine	
	-		- from there. Further consignments of ground equipment sarrived.	
Wadding ton	16/1/42		Lectures for flying erews on meteorology and signalas. This morning low level bombing practice	
	-		by four crews and this afternoon practices with the R.D.F. Loop. Visit from P/Lt. Davidson (RCAP)	
	-		Padre and Mr. Daveny I.M.C.A. liaison officer, these officers called to arrange for sports -	
	1		ice hockey, base-bell etc., and to discuss fixing a Y.M.C.A. but for Canadian personnel.	
Waddington.	17/1/42		Lecture in the morning on maintenance, later on this morning circuits and bumps and night flying tests by both Flights. Lectures in the afternoon by F/Lt. Shore on escaped prisoners of war.	
	1786	Line	P/Lt. Shore is one of the only two R.A.F. prisoners who have escaped from Germany during this	
1/6		, , .	War. Might flying programs was carried out, neven arous took part in infra-red photography practic	20.0

M.		-		References
Place	Date	Time	Summary of Events	Appendice
addington	18/1/42		Church , all denominations. A practice attack on Scampton as redrome was carried	***************************************
			out in conjunc with the Home Guard. Three machines delivered a low level bombing attack	
			on various s ong points, visibility was very bad, and the aircraft were practically over the	
			target before being seen by the gun crews on the ground. The attack worked out exactly to plan	
			and timing was excellent.	
addington	19/1/42		A talk was given in the morning by aircrews by the Commanding Officer (W/Car. J.D.D.	
			Collier D.F.C) on prepations and requirements for operations for which we are now ready,	
			In the afternoon a lecture was given by Professor Thomas on Smoke Screens. Snow and	
·····			poor visibilty prohibited any flying. A practice bombing up of four aircraft was undertaken	
			which was satisfactory.	
ddington	20/1/42		In the morning a film on dinghy resous was shown to aircrews. Wintry conditions with	
			anow and ice were not conductive to flying and none was undertaken. Cockpit systems and procedures	
		cccuronamename	were explained and practised.	
ddington	21/1/42		A Bod-Letter day. We were o-keyed for operations. Everyone was as "keen as mustard"	
			to start the real job of bombing the enemy. Operations orders were issued, bombing up	
			commenced, guns, bemeras planes etc. fitted, crew briefed, courses mapped, and then at last in	
		.,	the gathering darkness, the first six sirereft of No. 420 (R.C.A.F) Squadron were "off"	
***************************************			Five aircraft attacked laden. The mixth carried out pardening operations.	M1011 11011
			Four of the five aircraft attacking Saden returned safely and reported successful	
			attacks, but it has to be regretfully stated the remaining one of these five failed to return,	
			and is posting as "missing on air operations", S/Idr. T.V.L. Wood, the captain of the missing	
			aircraft, and who was C.G. "B" Flight, and his craw consisting of Sgt. Grealy, navigator, Sgt.	
Yigor	300	15514	Semple, lat Wireless Operator and Sgt. Bott, gunner will be sadly missed by the whole	-
			Squadron. The sixth sireraft on "gardening" operations returned safely.	
addington	22/1/42	The same of the	The lessons learned in preparing for yesterday's first booking operations were	
_		. 2017	dissected and imparted to the M.C.O's in charge of ground orews and maintenance sections, and	

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## OPERATIONS RECORD BOOK

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of (Unit or Formation) 420 (R.C.A.F) Squadron.

No. of pages used for day.....

alterations in procedure were indicated which will make for more efficient preparation in the future.  One signars's was detailed for "gardening" might operations. The signafun reported the operation successful on his return.  Wide G.L.B. Harrie was appointed 0.0. "B" Flight, and recommended for prescript to Stider.  A lecture on first his was given by the Squadron Hodicar (Flide Savage) in the morning.  In the afternoon cockpit drill and parents of fill was practiced.  The repld them which set is restended continued and the services was unservicedle.  Saturday  For Flying. Green was rested.  In the morning as many numbers of the Squadron as could be spared attended niwhes Service.  Sunday  Proparations for might flying twening were made during the afternoon, and at might one pilot sarvied out circuits and landing, and one pilot undertook a local cross country sunroles.  The squadron was again progressed for might operations. Six sirrors and cross were located for "staning" operations, and the writing of sirrors, booking up briefing of cross and other necessary proparations were carried out during the day.  Six sirrors took off at deak, and five sirrors successfully completed the task. The remaining sirrors had to return to been after 2; hours flight owing to low all pressure on starboard magine.  Theseley  and advantage was taken to use the light returns for instruction and practice.  History conditions of more and ice again set in. No training flights were undertaken.  History conditions of more and ice again set in. No training flights were undertaken.  History conditions of more and ice again set in.	1				Appendices
the operation successful on his return.  With G. L. B. Harris was appointed 5.0. "B" Flight, and recommended for prescrition to  A/Idr.  Latington 21/1/2 A mixture of snow, ice, rain and mist precluded any possibility of flying.  A lecture on first hid was given by the Squadron Hedical Officer (F/Id. Savage) in the  morning. In the effections occupit drill and parachute Grill was practiced.  The repid them which set is restended continued and the services as unserviceable.  Saturcey for flying. Green ware rested.  In the morning as many members of the Squadron as could be spared attended Divine Services  Sunday Properations for might flying training were made during the efternoon, and at night  one pilot serviced out directive and londings, and one pilot undertook a local cross country exercises  26/1/1/2 The aquadron was again programmed for night operations, six aircraft and cross were  licenday detailed for "staining" operations, and the vertime of siruratis, boshing up briefing of cross and  other messessary proparations were carried out during the day.  Six aircraft hod to return to base after fit hours flight owing to low oil pressure on  statement made.  The squadron was faired to me the link Teniner for instruction and practices.  He operations were carried out.				elterations in procedure were indicated which will make for more efficient preparation in the future	
Fider.  Indication 2/1/As  A mixture of snow, ice, rain and mist precluded any possibility of Flying.  A leature on First aid was given by the Squadron Medical Officer (F/As. Savaga) in the morning.  In the afternoon cockpit drill and parachute drill was practiced.  The regid them which set is preceded and the services was uncerviceable.  Saturday  for flying. Green ware rested.  In the morning as many members of the Squadron as could be apared attended Diwine Services.  Sunday  Properations for might flying training were made during the afternoon, and at might one pilot correct out circuits and landings, and one pilot undertook a local cross country scarciaes.  26/As:  The aquadron was again programmed for might operations. Six aircraft and green were licedly  Six signant's took off at dusk, and five aircraft, booking up briefing of cross and other research landing aircraft had to return to base after 2; hours flight owing to low oil pressure on starboard segime.  27/As:  Tintry conditions of enew and ice again set in. No training flights were undertaken and advantage was taken to use the Idual Teniner for instruction and practices.  No operations were serviced out.				One siremait was detailed for "gardening" night operations. The aircraft Captain reported	
Eadington  23/1/42  A mixture of snow, ice, rain and mist precluded any possibility of flying.  A leadure on first aid was given by the Squadron Medical Officer (2/1/4, Savaga) in the morning.  In the afternoon cockpit drill and parachute drill was practiced.  The rapid them which set is passeday continued and the services was unserviceable  Saturary  for flying, Green were rested.  In the morning as many members of the Squadron as could be apared attended Divine Services  Sunday  Preparations for night flying training were made during the afternoon, and at night one pilot extract out circuits and landings, and one pilot undertook a local cross country exarcises  26/1/42  The squadron was again programmed for might sparations. Six sireraft and cross were  Mosday  detailed for "mining" operations, and the vetting of sireraft, booking up briefing of cross and other messessary preparations were carried out during the day.  Six sireraft took off at dusk, and five airgraft messessfully completed the task. The remaining airgraft had to return to base after 2½ hours flight owing to low oil pressure on atarboard angine.  27/1/42  Tintry conditions of even and ice again set in. No training flights were undertaken  No sperations were carried out.  Be operations were carried out.				the operation successful on his return.	
Enddington  23/142  A leasure on First Aid was given by the Squadron Modical Officer (F/LL Savage) in the  morning.  In the afternoon cockpit drill and parachate drill was practiced.  The repid them which act is pasterday continued and the services was uncerviceable  Saturday  for flying. Green was reasted.  25/142  In the morning as many numbers of the Squadron as could be spared attended Divine Services  Sunday  Properations for night flying training were made during the afternoon, and at night  one pilot carried out circuits and landings, and one pilot undertook a local cross country exarcises.  25/142  The squadron was again progressed for might operations. Six sircuraft and cross southly completed the fact of the vertice of sircuraft, boshing up briefing of cross and other necessary proparations were carried out during the day.  Six sircuraft took off at duck, and five aircuraft successfully completed the task. The remaining sircuraft had to return to base after 2½ hours flight owing to low oil pressure on atarboard segins.  Whitey conditions of snow and ice again set in. No training flights were undertaken and advantage was taken to use the light Teniner for instruction and practice.  Be apparations were carried out.					
Priday  A lecture on Pirst sid was given by the Squadron Medical Officer (P/Lo Savaga) in the morning.  In the afternoon cockpit drill and parachute drill was practiced.  **  24/1/42  The repid them which set is pretended continued and the services was uncorviceable  Saturary  for flying. Green were rested.  **  25/1/42  In the morning as many numbers of the Squadron as could be spared attended Divine Service.  Sunday  Properations for might flying training were used during the afternoon, and at might  one pilot serviced out circuits and landings, and one pilot undertook a local cross country exercise.  26/1/42  The squadron was again programmed for might operations. Six aircraft and cross were  Nonday  detailed for "adming" operations, and the vetting of aircraft, boshing up briefing of cross and  other necessary proparations were carried out during the day.  Six structit took off at dusk, and five aircraft successfully completed the task. The  remaining sirurant had to return to have after 2½ hours flight owing to low all pressure on  atarboard segime.  Finity conditions of snow and ice again set in. No training flights were undertaken  and advantage was taken to use the Link Teniner for instruction and practice.  Be apparations were carried out.	Toddto-ton	21/1/42			
"  25/1/2 The repid them which art is yesterday continued and the services was uncerviceable  Saturary  for flying. Green were reached.  125/1/2 In the norming as many numbers of the Squadron as could be spared attended Divine Services.  Sunday  Proportions for night flying training were made during the afternoon, and at night  ome pilot carried out circuits and landings, and one pilot undertook a local cross country exercises.  25/1/2 The aquadron was again progressed for might operations. Six sireraft and evens were  located for "during" operations, and the verting of sireraft, boshing up briefing of cross and  other necessary proparations were carried out during the day.  Six sireraft took off at dusk, and five aircraft successfully completed the task. The  remaining sireraft had to return to base after 2½ hours flight owing to low oil pressure on  afterboard segios.  Victor conditions of more and ice again set in. No training flights were undertaken  be operations were carried out.				A lecture on First Aid was given by the Squadron Medical Officer (F/Lt. Savage) in the	
Saturday for flying. Green were rested.  25/1/2 In the noming as many rested of the Squadron as could be spared attended Divine Service.  Sunday Properations for night flying training were made during the afternoon, and at night one pilot service out circuits and landings, and one pilot undertook a local cross country exercise.  26/1/2 The squadron was again programsod for night operations. Six aircraft and erows were locally detailed for "sixing" operations, and the verting of aircraft, boshing up briefing of crows and other necessary proparations were carried out during the day.  Six sircraft took off at dusk, and five aircraft successfully completed the task. The remaining aircraft had to return to been after 2½ hours flight owing to low all pressure on atarboard engine.  27/1/2 Three conditions of snow and ice again set in. No training flights were undertaken and advantage was taken to use the Link Teniner for instruction and practice.				norming. In the afternoon cockpit drill and parachute drill was practiced.	
Saturday for flying. Green were rested.  25/1/2 In the morning as many numbers of the Squadron as could be spared attended Divine Service.  Sunday Properations for might flying training were made during the afternoon, and at night one pilot carried out circuits and landings, and one pilot undertook a local cross country exercise.  26/1/2 The aquadron was again programmed for might operations. Six siruraft and green were locally detailed for "udning" operations, and the vetting of siruraft, boshing up briefing of crows and other necessary proparations were carried out during the day.  Six siruraft took off at dusk, and five aircraft successfully completed the task. The remaining siruraft had to return to have after 2½ hours flight owing to low oil pressure on atarboard segins.  Winter conditions of snow and ice again set in. No training flights were undertaken to specify and adventage was taken to use the light Teniner for instruction and practice.  No specifical were carried out.		21/1/12	is.	The regid them which set in yesterday continued and the serodrome was unserviceable	
Sunday  Properations for night flying training were made during the afternoon, and at night  one pilot servied out circuits and landings, and one pilot undertook a local cross country exercise.  26/2/2  The squadron was again programmed for night operations. Six sireraft and erews were  Nonday  detailed for "udming" operations, and the verting of sireraft, boshing up briefing of crows and  other necessary proparations were carried out during the day.  Six sireraft took off at dusk, and five aircraft successfully completed the task. The  remaining sireraft had to return to base after 2½ hours flight owing to low oil pressure on  atarboard segins.  Firstly conditions of snow and ice again set in. No training flights were undertaken  and adventage was taken to use the light Teniner for instruction and practice.  No speculions were carried out.			1	for flying. Ones were rested.	
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26/1/2 The squadron was again programmed for might operations. Six sircerst and evens were looking the first state of a sircerst, boshing up briefing of orems and other necessary preparations were carried out during the day.  Six sircerst took off at duck, and five aircraft successfully completed the task. The remaining sircerst had to return to have after 2½ hours flight owing to low all pressure on atarboard segme.  27/1/2 Sintry conditions of snow and ice again set in. No training flights were undertaken and adventage was taken to use the link Teniner for instruction and practice.  No specutions were carried out.		Sunday	-	Preparations for night flying training were made during the afternoon, and at night	
Nonday  Setailed for "siming" operations, and the vetting of aircraft, boshing up briefing of crews and other necessary preparations were carried out during the day.  Six sircraft took off at duck, and five aircraft successfully completed the task. The remaining aircraft had to return to base after 2½ hours flight owing to low all pressure on atarboard segins.  27/2/AS  Winter conditions of snow and ice again set in. No training flights were undertaken Tuesday and advantage was taken to use the link Teniner for instruction and practice.  No specutions were carried out.	- c			one pilot carried out directs and landings, and one pilot undertook a local cross country exercises.	
other necessary preparations were carried out during the day.  Dir siruraft took off at dusk, and five aircraft successfully completed the task. The remaining aircraft had to return to base after 2½ hours Clight owing to low oil pressure on starboard segime.  27/2/42 Tintry conditions of snow and los again set in. No training flights were undertaken treasery and advantage was taken to use the link Trainer for instruction and prestice.		26/1/42		The aquadron was again programsed for night operations. Six aircraft and orems were	
Six strengt took off at duck, and five aircraft successfully completed the task. The  remaining aircraft had to return to base after 2; hours flight owing to low oil pressure on  starboard sugine.  27/2/12 Winter conditions of snow and ice again set in. No training flights were undertaken  Tuesday and advantage was taken to use the link Trainer for instruction and practice.  No specutions were carried out.		Monday		detailed for "mining" operations, and the vetting of sireraft, boshing up briefing of crews and	
remaining sirerest had to return to base after 2½ hours flight owing to low oil pressure on starboard engine.  27/2/42 Wintry conditions of snow and los again set in. No training flights were undertaken Tuesday and advantage was taken to use the link Trainer for instruction and practice.  No specutions were carried out.				other negreeary preparations were carried out during the days	
27/2/42 Fintry conditions of snow and los again set in. No training flights were undertaken Tuesday and advantage was taken to use the Link Teminer for instruction and practice.  No operations were carried out.				TO SEED TO SEE	
27/1/45 Wintry conditions of enew and ice again set in. No training flights were undertaken Theodor and advantage was taken to use the link Teminer for instruction and practice.  No operations were carried out.				remaining aircraft had to return to base after 2 hours flight owing to low oil pressure on	
Tuesday and adventage was taken to use the Link Trainer for instruction and practice.  He operations were carried out.				MASORIL PRIME	
No operations was carried out.	Section 1	27/1/42	2	Fintry conditions of anow and los again set in. No training flights were undertaken	
		Tuesda	7	and adventogo was taken to use the Link Trainer for instruction and practice.	
Control of the Contro			,		
	<b>V</b>	585			

Place	Date	Time		References
		· · · · ·	Summary of Events	to Appendices
inditing ton	28/1/42	1	In the morning a lecture by chief signals NoColo, was given to air cross-	
	Veda		One aircraft was detailed for michel dropping over Paris. The flight of five hours 45 minutes	
			was successfully accomplished by a "freshmen" who thoroughly enjoyed his monlight trip over the	Anne Menter (
		<b></b>	Setano.	
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	One siremant coursed out local erose country flying training.	****
	29/2/42	L	live aircraft were detailed for might operations. Sombing up, briefing and the would	
	Thurs		preparations were carried out, but at the last mount weather conditions deteriorated a d the	
			operations were cancelled.	***************************************
	30/1/42		these aircraft serv detailed for mining operations. the leading and gamery another carried	
	Frida		out their usual tasks, but once again seather conditions in the form of a blinding ence storm	4 VIII
			set in during the eftermoon, and although take off was delayed for nine hours, the weather was	*
			still sufficiently bad as to ourse cancellation of the operations.	
	31/1/42		The weather had improved from posterior and we were bushed to be case more detailed for night	***************************************
	Saturday		operations, hoping this time the meather would be kind to us. His aircraft were booked up and	
			the order briefed. All sirerest took off, three to attack RESE, and three to attack F. HA AIRS	44 40
			The three MAST strengt reached their target, but only one bushed the cruteurs at MAST, the	41.00-0000000000000000000000000000000000
			barets, however, were not seen as the aircraft, piloted by spide 6.6. Cambell (0.0-"A" Plight), was	***************************************
			caught in the searchlights. Ine aircraft could not get sufficient height, and after dropping	(Mapping (Lesson), col.)
4-1-1			wing bombs in the sea off target to gain height returned to base with the remaining bombs.	
			The third aircraft to reach HESE area did not attack the primary target owing to late arrival,	
-		1	but attacked an aerodrame believed to be LANVEYS. Bomba beleived to have hit aerodrame buildings.	***************************************
			Of the three aircraft attacking ST. HAZAIRS, too attacked the primary target, but owing to cloud	***************************************
Pisc	12116	(155	no burnto were observed. The triri sireruft did not locate the target owing to have and aloud	Anne American
***************************************			and returned to Buse with business and the second s	
		2.5 454 V	The aix aircraft sturned safely from the nights operations.	
4		1.1.1	The sessoral atomnyth of the Squadron to-day is as follows-	

BECKET,

Wt. 20426/1104 200M. 7/41 P.J. Ltd. 51-811

R.A.F. Form 540

## OPERATIONS RECORD BOOK

Page No. 9

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) 420 (R. C. A. F.) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
			B.C.A.F. Officers, sirorew - one: ground erew - Nil	
			R.Q.A.F. Airmon, aircrew - Hill ground orew - 64	
		. Landing Control	R.A.F. Officers, sirones - 15 ground ores - 5	
			(One R.A. & Officer sirerewis a Genedian)	
			R.A.F. simon sirorew 52 ground crew (a) posted, 199 (b) attached 80.	
***************************************			Other personnel - Nil.	
		-	The number and type of sirereft on charge to-day is seventeen Hemps a I with Pegasus XVIII	
			and the same of th	
			The number of hours flows during the south are:	
			Operationally: 95 hours 20 min;	
			Non-operationally:- 151 hours 50 mins;	
***************************************			No personnel were officially credited with enemy aircraft destroyed damaged or probables.	
			Rineteen ground grow airmen arrived to-day-	
			The state of the s	
	1904			
	ottat over		Malley	
			and the design of the second o	
	17			
* * * * * * * * * * * * * * * * * * * *	CONTRACTOR		- Care to provide the control of the	
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n .				200000000000000000000000000000000000000