OPERATIONS RECORD BOOK

Appendix A

R.A.F. Form 541.

DETAIL OF WORK CARRIED OUT

By 420 (R.C.A.F.) Squadron.

SECRET

Page No. 65

For the Month of April 19 45.

*(3323—9511) Wt. 28720—0156 75M 10/44 T.S. 700

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
4/5-6.45	Halifax III (F) N.R.139 "A"	J85564 F/O SIMONSON,L.O.	Bombing	1954	0258	Target: HARBURG-HOHENAFA. Bomb Loads: 6 x 500 AN-M65,(USA), 10 x 500 M.C.(RE). The weather was clear, with slight haze. Visibility was good. Target identified by H2S - R.P. bomb at 2228.4 hrs. Primary attacked at 2228.4 hrs. from 19,000 ft. Bombing 180 T. T.A.S. 177. Wind Setting 310/50. Bombed on centre of Red and Green T.I.'s. Bomb-aimer reports M.P. heard already on VHF at 0-15. Pilot instructed one more to bomb [illegible] on first run. There was [illegible] and Green T.I.'s. T.I.'s were well concentrated on target, but [illegible] beyond mixed Red/Green. No one seemed to [illegible] this cluster. [illegible] Searchlights were seen at 2251 and a few more afterwards. Flares seen after leaving target. R.P. markers were seen at H+6. Bombs were visible to about 2,000 ft. Pilot reports route and tactics good. Route took him [illegible] Gunners opened fire [illegible] flying straight and level. Fighter flares seen on port beam just after leaving target for about five minutes then. Fire ceased. Bombs were seen to Earth of target. Aircraft was hit by [illegible] A single engine fighter was seen about six minutes after leaving target.	529
4/5-6.45	Halifax III (F) N.R.207 "G"	J20566 F/L MCINTYRE,D.J.	Bombing	1950	0156	Target: HARBURG-HOHENAFA. Bomb Loads: 7 x 500 AN-M65,(USA), 3 x 500 M.C.(RE). The weather was clear, and visibility was good. Target identified visually (dock area), and by Red and Green T.I.'s, also H2S, at 2230.9 hrs. Primary attacked at 2230.9 hrs. from 17,000 ft. Bearing 180 T. T.A.S. 172. Wind Settings 310/55. Bombed on centre of mixed Red and Green T.I.'s. Bomb-aimer reports M.P. heard indistinctly at H-15 giving Rumanet flight plan, but not heard again. Target marking was excellent. At 2230 hrs. [illegible] Pilot reports [illegible] good, and Nore as briefed. Aircraft was [illegible] flight was carried out, but light did not flash. No evidence of fighters reported.	530
4/5-6.45	Halifax III (F) N.R.208 "P"	J87629 F/O GILLESPIE,J.C.	Bombing	1952	0200	Target: HARBURG-HOHENAFA. Bomb Loads: 6 x 500 AN-M65,(USA), 10 x 500 M.C.(RE). [illegible] was so clear, and visibility was good. Target identified visually (river and dock area) - H2S, also Red and Green T.I.'s. Primary attacked at 2230.4 hrs. from 18,000 ft. Bearing 180 T. T.A.S. 176. Wind Setting 310/63 T. Bombed on centre of mixed Red and Green T.I.'s. Bomb-aimer reports M.P. heard indistinctly at H-15 hrs. on VHF. At 2225 hrs. M.P. instructed orbit to bomb concentration of Red and Green. Target was well marked, although some were found [illegible] target. One large explosion reported at 2231.5 hrs. and another at 2235 hrs. Pilot reports tactics good, and Nore as briefed. Aircraft was in normal flight as camera-operated. Few fighter flares were in evidence in target area. Enemy aerodrome (Red and Green) seen at 2240 hrs. on Porto Munk.	531

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Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
4/5.4.45	Halifax III L.V.953 "P"	(P) J27809 W/C HUSH,L.A.	Bombing	1955	0145	Target: HARBURG-HERMANIA. Bomb Load: 6 x 500 AN-M64(USA), 10 x 500 M.C.(RE). There was 1/10th low stratus cloud. Visibility was good on South side of target. Target identified visually (River, Docks) - H2S checked, at 2229.6 hrs. Primary attacked at 2229.6 hrs. from 18,400 ft. Heading 185 T., Mah.S. 184 Knots. Wind Setting: 320/52. Bombed on Port side of Red and Green T.I. Bomb-Aimer reports M.B. fair on 1196 W/T at H-5. First instructions were to bomb centre of Red and Green T.I's. Then to bomb Port side of mixed Red and Green. Latter instructions followed. T.I.'s were well concentrated on target. One cluster fell to the North-East ahead of aircraft. Bombing appeared well concentrated with a few to starboard and a few undershoots. Four fairly large explosions seen at 2229 hrs. in target area. Pilot reports route and tactics good, with Met. better than briefed. Camera operated while aircraft was flying straight and level. A few fighter flares observed at coast on way out, none at target, but on way back there was flares all the way, mainly at Dutch coast. S/L's were active but ineffective, in target area.	532
4/5.4.45	Halifax III H. P.961 "E"	(P) J93007 F/O HAGNELL,R.E.	Bombing	1957	0145	Target: HARBURG-HERMANIA. Bomb Load: Same as aircraft L.V.953-"P". There was 8/10ths strato. cu. cloud, with tops at 8,000 ft. There was poor lateral visibility but good vertically. Target identified by Red and Green T.I.'s - illuminating flares, and visually on river and docks "Gee", at 2231.5 hrs. Primary attacked at 2231.5 hrs. from 19,000 ft. Heading 100 T.,T.A.S. 172. Wind Setting: 320/52 Tot. Bombed on First Red T.I. Bomb-Aimer reports M.B. heard clearly on VHF, but heavy static at 2215 hrs. Red T.I. seen at H-5, then illuminating flares and mixed Red and Green. M.B. gave orders to bomb first Reds at 2227 hrs. Markers were very accurate and concentrated in T/A. Numerous explosions and fires and several heavy explosions from A/F, reported. Bombing appeared concentrated. Pilot reports route and tactics satisfactory, with Met. better than briefed. Aircraft was flying straight and level for release point, but in alterations immediately after. Few fighter flares in Heligoland area seen. No enemy aircraft seen. Numerous S/L's in T/A.	533
4/5.4.45	Halifax III H.R.298 "T"	(P) J38977 F/L HOWARD,J.I.	Bombing	1945	0159	Target: HARBURG-HERMANIA. Bomb Load: 5 x 500 AN-M64(USA), 10 x 500 M.C.(RE). There was 2/10ths cloud, with tops at 6,000 ft. Visibility was good. Target identified by H2S - T.I.'s & Ge- - flares, at 2231 hrs. Primary attacked at 2231 hrs. from 19,000 ft. Heading 070 T. T.A.S. 175. Wind Setting: 310/52. Bombed on concentration of T.I.'s and G - on M.B.'s instructions. [illegible] at H-5. Bomb-Aimer reports M.B. fair. Red and Green T.I.'s M.B. heard at H-52. Dominant flight plan instructions stand by. At "ZERO" hour, bombed nearest Red and Green T.I's. Target was well marked. Good explosions reported at 2230.5 hrs. and 2232 hrs. Bomb-Aimer says it looked like a good effort. Pilot reports aircraft flying straight and level as camera operated. Tactics were good. All aircraft were under 2,000 ft., on way out to Point "Y". Nav. lights were off in good time. Fighter flares observed after leaving target. One single engine aircraft seen after leaving target.	534

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OPERATIONS RECORD BOOK

Appendix A

A.F. Form 541.

DETAIL OF WORK CARRIED OUT

By 420 (R.C.A.F.) Squadron.

SECRET

Page No. 66

(15313—9521) Wt. 28720—4136 75M 10/44 T.S. 700

For the Month of April 1945.

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
4/5.4.45	Halifax III N.R.141 "J"	(P) J16879 F/L FLYNN,R.E.	Bombing	1949	0150	Target: HARBURG-HERMANIA. Bomb Load: 6 x 500 AN-M64(USA), 10 x 500 M.C.(RN). There was 4/10ths strato clouds, with tops at 4 to 6,000 Ft. Visibility was good. Target identified by Red and Green T.I.'s - illuminating flares, at 2232.2 hrs. Primary attacked at 2232.2 hrs. from 18,700 Ft. Bombing on Z. Wind Setting 310/52. Bombed on centre of concentration of Red and Green T.I.'s. Bombaimer reports M.B. heard at H-15 calling deputies. He advised crews to check their instruments. Although target well marked, T.I.'s were not seen until crossing target - too late to get an correct bombing. A.P. emerged at th Pirse.. Pilot reports tactics satisfactory, and has no briefs. Aircraft was not in normal flight as camera operated, probably in starboard turn. Few fighter flares seen on leaving target.	535
4/5.4.45	Halifax III N.P.946 "L"	(P) R191818 F/S RYAN,J.E.	Bombing	1946	0204	Target: HARBURG-HERMANIA. Bomb Load: 7 x 500 AN-M64(USA), 9 x 500 M.C.(RN). The weather was clear and visibility good. Primary attacked at 2230 hrs. from 18,100 Ft. Heading: 117 T. I.A.S. 234. Wind Settings 310/53. Target identified by T.I.R. and T.I.G. - RED - visually by Bomb aimer, at 2230 hrs. Bombed on centre of mixed T.I.R. and T.I.G. as instructed. Bomb-Aimer reports M.B. first heard faintly on 3196 at 2229 hrs., and then grew to Maximum which was a bit louder. At 2228 hrs. M.B. gave instructions to Bomb A. T.I.R. and T.I.G. colours correct. Markers were well concentrated. Reflection could be seen for some time after bombing. Pilot reports route and tactics and both were all good. Camera operated while aircraft flying straight and level. Distributor did not operate as bombs went on salvo resulting in overshoots. Two enemy aircraft were seen, one ME 410 ran up and ME-109 just after leaving target. Several fighter flares were seen after bombing as far as 0700E on return.	536
4/5.4.45	Halifax III N.P.435 "K"	(P) J86285 F/O THUELL,R.A.	Bombing	1948	0205	Target: HARBURG-HERMANIA. Bomb Load: Same as aircraft N.P.946 "L". There was 2/10ths low stratus cloud, and visibility was good. Target identified visually (River and Docks) at 2230 hrs. Primary attacked at 2230 hrs. From 18,100 Ft. Heading: 117 T. I.A.S. 175 knots. Wind Settings 310/52. Bombed on centre of Red/Green T.I. Bomb-Aimer reports M.B. heard faintly then grew to Max at 2227 hrs. (H-3). Instructions were to bomb Centre of Red and Green T.I., which remined such until time of bombing. Bombing appeared concentrated, no fires seen, but two fairly large explosions noted at time of bombing, and two or three very bright fires right at the point of aim. Illuminating flares were observed and effective. Icing encountered at Patch about 40 only but between 17,000 Ft. Pilot reports route and tactics good. Both gunners slightly temperamental. Camera operated while aircraft flying straight and level. Combat with enemy aircraft occurred at 51.05N-07.25E - 161,000 ft. - 2212 hrs. - outward. Fighter came in fast from dead astern slightly above, opened fire at 300 to 400 yds., not hits observed. Rear Gunner returned fire, no hits. No claim made. Fire also seen at position North of target as briefed.	537

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Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
4/5.4.45	Halifax III H.A.169 "O"	(P) J90210 F/O MENARY,J.H.	Bombing	1944	0206	Target: HARBURG-HORMANN. Bomb Load: 6 x 500 Incend.(MC), 10 x 500 M.C.(M). There was 3/10ths scattered stratocu. cloud, very low. Visibility was good. Target identified by H2S visually (dock area) - Red and Green T.I.'s at 2231 hrs. Primary attacked at 2231 hrs. from 17,000 ft. Heading: 079°T. T.A.S. 172. Bombed on centre of concentration of Red and Green T.I.'s. Bomb-Aimer reports M.B. heard at 2219 hrs. V.H.F. unserviceable. At 2228 hrs. M.U. instructed crews to bomb centre of Red and Green. Later, when all crews had attacked, a large explosion occurred at 2233 hrs. with normal fires seen, illuminating sky. Pilot reports bombs satisfactory, and Met. as briefed. There was no evidence of fighter flares. Aircraft was in correct flight as camera operated. Enemy aerodromes seen just after leaving target, and flares dripping Green.	538
4/5.4.45	Halifax III H.R.171 "F"	(P) J60065 F/O FAWCETT,J.R.	Bombing	1959	0207	Target: HARBURG-HORMANN. Bomb Load: Same as aircraft H.A.169 "O". There was 2/10ths strato-cu. cloud, with tops at 5,000 ft. Visibility was fair laterally, and good vertically. Target identified by "Gee" - H2S - Red and Green T.I.s, illuminating flares at 2232 hrs. Primary attacked at 2232 hrs. from 17,500 ft. Heading: 080°T. T.A.S. 178 kts. Wind Setting: 310/55. Bombed on left of mixed Red and Green T.I.s. Bomb-Aimer reports M.B. heard satisfactory, at H-9 giving instrument flight plan departure A/C. Red T.I.s seen on ground 9 miles to port - assumed to be decoys. Illuminating flares and mixed Red and Green T.I.s seen coming down. M.U. gave orders to bomb part of mixed Red and Green and not to overshoot, at 2231 hrs. These orders were carried out. Bombing appeared to be well concentrated. Numerous fires and explosions reported, one large one at 2235 hrs. from centre of A/F. Leading light was damaged. Dust brown on black smoke was rising from target. Pilot reports route and weather satisfactory, with Met. better than briefed. Aircraft was flying straight and level as camera operated. Fighter flares seen on return route back to coast.	539
4/5.4.45	Halifax III H.A.178 "E"	(P) J20988 F/L MENNIE,D.S.	Bombing	1959	0209	Target: HARBURG-HORMANN. Bomb Loads: Same as aircraft H.A.169 "O". There was no cloud, and visibility was good. Target identified by Red and Green T.I. - H2S (river) visually, at 2229.5 hrs. Primary attacked at 2229.5 hrs. from 19,000 ft. Heading: 078°T. T.A.S. 175 kts. Wind Setting: 310/53 Met.Ev. Bombed on centre of concentration of Red and Green T.I. as instructed by the M.U. Bomb-Aimer reports M.B. heard at 2215.5 (VHF), and instructed crew at 2218 to bomb Red and Green T.I.s. Target marking was excellent. One large explosion noted at 2230.5 hrs. which illuminated entire target area. Bombing was very well concentrated though flight evidence of bombing is outward reported. Pilot reports tactics satisfactory. Met. was as briefed. Pilot says aircraft may have been in part hit by flak. Some fires and a few fighter flares were in evidence to port of track on leaving target.	540

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OPERATIONS RECORD BOOK

Appendix A

R.A.F. Form 541.

DETAIL OF WORK CARRIED OUT

By 420 (R.C.A.F.) SQUADRON.

SECRET

Page No. 67

For the Month of 19

*(13253—9311) Wt. 28708—9156 75M 10/44 T.S. 700

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
4/5.4.45	Halifax III N.R.117 "S"	(P) J36964 F/O GORDON, D.C.	Bombing	1958	0207	Target: HAMBURG-HORNBURG. Bomb Load 6 x 500 MK.4GP(DA) 10 x 500 M.C.(DA). Flown was 1 in 2/10ths stratocumulus, clear with tops at 6/7,000 ft. Visibility was good. Target identified by H.2S and by the glow, at 0228.5 hrs. Primary attacked at 2232.5 hrs. from 18,000 ft. Bombing: 070°. 2/10 CD 10m. Wind Velocity 300/55 kts. Bombed on part of glow, as instructed. Aircraft reports none to bombs gone. Aircraft flew on to N.E. corner of target to [illegible] Just prior to bombing, one large explosion was seen followed by sustained heavy black smoke. Reflection of flame could be seen from 5/40 minutes after bombs gone. Pilot reports good and flying very good. Met was 10/10ths from below -05° to -10°. Contrails formed immediately with aircraft flying straight and level. Three Spitfire fighters were seen flying [illegible] Comment on route: [illegible]	541
4/5.4.45	Halifax III N.R.138 "P"	(P) J92777 F/O MACKENZIE, A.J.	Bombing	1943	0210	Target: HAMBURG-HORNBURG. Bomb Load: Same as aircraft N.R.117 "S". Flown was as aircraft, and visibility was good. Target identified by 2nd and 3rd Green T.I.'s (Wanganui Flares), at 2229 hrs. Primary attacked at 2232 hrs. from 18,000 ft. [illegible] [illegible] Bombing Photo No. 2216 over TIRL. Crews were warned not to overshoot - instructions given at 2233.3 hrs. M.E. instructed over bomb centre of Green T.I.'s attended. One large explosion noted at 2232.5 hrs., and several minor ones [illegible] Aircraft was riding very bumpy to considerable height. [illegible] and in small flights as course steered. Bombing was well concentrated. There was evidence of fighter flares on leaving target.	542
4/5.4.45	Halifax III N.R.287 "F"	(P) J42469 F/O ROBERTS, K.	Bombing	1956	0211	Target: HAMBURG-HORNBURG. Bomb Load: Same as aircraft N.R.117 "S". Flown was as aircraft, and visibility good. Target identified by H.2S. and T.I.'s. Glare - Red - Green and Bombed on Port one of three T.I. Greens, as M.E.'s instructions. Bomb doors opened N.E. Bomb gone at N.E. with Nickel particles. Target was well marked. M.E. kept running visual glow. H [illegible] Three [illegible] Bombing was concentrated. M.E. kept running visual. Pilot reports aircraft flying straight and level on course opened. Bombing was O.K. Weather was also O.K. except for haze. All aircraft were under 2,000 ft. on way out. Nav. light burnt on by numerous aircraft at East Coast on way home. Combat reported at 5245-0716E - 4,000 ft. - 2325 hrs. on homeward route with unidentified fighter. Aircraft opened fire [illegible] [illegible] [illegible] but no hits seen. No claim made.	543

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Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
4/5.4.45	Halifax III (F) M.Z.475 "G"	JB9815 P/O CALLAHAN,M.J.	Bombing	1951	0151	Target: HARBURG-HEIMENTA. Bomb Load: 6x500 AN-MC.(USA), 10 x 500 M.C.(RR). The weather was clear, and visibility good. Target identified by H.L.C. and T.I.M. and illuminating flares, at 2230.6 hrs. Primary attacked at 2230.6 hrs. from 18,400 ft. Heading: 054 T. T.A.S. 180 Wind: Setting: 310/55. Bombed on centre of mixed H.L.C. and T.I.M. as directed. Bomb-aimers reports direct markers were seen to go down on time and mixed H.L.C. and T.I.C. then went down right on top. M.U. flash heard at 2219 giving Zeppenot flight plan. He was heard again at 2227 and 2228 endeavouring to beat Flak. H.L.C. and T.I.C. which was followed. Three large explosions were seen, the last which was at 2233 hrs. Dark smoke rose to 8/10,000 ft. M28 was U/S while running into Target. Pilot reports route and tactics good. Met. was better than expected. Camera operated normally but aircraft may have been in slight roll to starboard. Ground fired and fighter flares were seen outward from target, through target to Coast and on return. No enemy aircraft were seen. There were also a few jettisoning flares which illuminated aircraft.	544
4/5.4.45	Halifax III (F) M.Z.423 "F"	J92775 P/O COLE, R.G.	Bombing	1947	0217	Target: HARBURG-HEIMENTA. Bomb Load: 6x500 AN-MC(USA), 9 x 500 M.C.(RR). There was 3 to 4/10ths low cumulus cloud, with tops at 5,000 ft. Visibility was good. Target identified visually by river and docks, H.L.C. and T.I.M. and illuminating flares, at 2230.9 hrs. Primary attacked at 2230.9 hrs. from 17,500 ft. Heading: 055 T. T.A.S. 180. Wind: Setting: 310/55. M.U.V. Bombed on centre of flares H.L.C. and T.I.M. as instructed. Bomb-aimer reports markers well placed although however up were a bit scattered. M.U. heard at 2220 hrs. Dumb on flight plan. Several large explosions were seen, one at 2235 which rose to whole area with flame up to 2000 ft. Smoke was covering whole area, rising up to about 5,000 ft. Medium accurate well concentrated. Pilot reports route and tactics very good, with Met. conditions. Aircraft was flying straight and level as camera operated. No enemy aircraft were seen, but there were 4 fog flights. Flames after leaving target seen.	545
8/9.4.45	Halifax III (F) M.Z.139 "A"	J37905 P/O LEFF,R.J.	Bombing	1922	0106	Target: HARBURG. Bomb Loads: 6 x 500 AN-MC(USA), 8 x 500 M.C. (RR). Weather: Base low cumulus cloud, 6/10ths, tops 5,000 ft. Visibility very good. Target identified by H2S - D.R. cluster, at 2212 hrs. Primary attacked at 2232.5 hrs. from 18,700 ft. Heading: 198 T. T.A.S. 175 Kts. Bombed on release point - flares and green stars. Bomb-aimer reports glide of bombs and T.I.'s and T.I.'d Zeuls ad direction under the Glare/M.B. Aimed at 2198 H/S - V.H.F. and Monica were found most of the time. M.U. first heard at H-7 instructing to bomb on release point flares. T.I.'s first seen at H-6. Release point flare first seen at H plus 1. Illuminating flares obscured ground markers due to reflection from cloud layer. Bomb-aimer says they were unable to ascertain if there were any fires. No possible explosions. Flak encountered over target at 2232 hrs. - 18,700 ft. - hole in bomb doors. Pilot reports route and tactics good. Route home appeared long. Aircraft was in bank to starboard as camera operated. Fighter flares seen after the target when descending, bursting at some height. No fighters were in evidence. Aircraft landed at Dunbeve.	546

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OPERATIONS RECORD BOOK

APPENDIX A

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

BY 420 (R.C.A.F.) Squadron.

SECRET

PAGE NO. 68

*(5323—9511) Wt. 28722—2156 75M 10/44 T.S. 700

FOR THE MONTH OF April 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
8/9.4.45	Halifax III M.Z.423 "B"	(P) J93376 F/O BISHOP, H.S.	Bombing	1927	0140	Target: HAMBURG. Bomb Load: 8 x 500 AN-M64(USA), 8 x 500 M.C. (BR). There was 3 to 5/10ths thin stratus cloud, with tops at 4,000 ft. Visibility was good. Target identified by Red T.I.'s and H2S, at 2233.2 hrs. Primary attacked at 2233.2 hrs. from 18,700 ft. Heading: 191 T. T.A.S. 130 Kts. Bombed on centre of Red flare/Green stars. Bomb-Aimer reports M.B. heard faintly at 2220 hrs. instructing basement flight plan. Further instructions could not be heard due to jamming. T.I.'s were seen cascading at 2218 hrs. but were not visible at time of bombing. Bombed on centre of skymarkers, which were plentiful and concentrated. Several large explosions observed but thin layer of cloud obscured full assessment. Red glow seen through cloud. Flak encountered at 5404N-0115E - 0026 hrs. - 6,000 ft. - 175 I.A.S. Fixed aerial torn off and aerial of Lancaster wrapped around props of port engines. Pilot reports tactics and route were satisfactory and Met. as briefed. Camera operated while aircraft was flying straight and level. No evidence of enemy fighters reported. LANDED AT DESBORO.	547
8/9.4.45	Halifax III N.R.207 "C"	(P) C12578 W/O MCCARTHY, F.S.	Bombing	1920	0119	Target: HAMBURG. Bomb Load: 8 x 500 AN-M64(USA), 8 x 500 M.C. (BR). The weather was clear above 2/4,000 ft. There was 10/10ths cloud up to that level. Horizontal visibility was unlimited. Target identified by Red flares with Green stars, - Red and Green T.I.'s - illuminating flares, at 2232.9 hrs. Primary attacked at 2232.9 hrs. from 18,700 ft. Heading: 190 T. T.A.S. 130 kts. Bombed on skymarkers on instructions of M.B. Bomb-Aimer reports M.B. heard but faint. There was a very Red glow lighting up the cloud in a very concentrated area. F.F.F. was on time and well concentrated. Pilot reports aircraft flying straight and level at time camera operated. Route and tactics were very well liked by Pilot. Aircraft landed at Desboro.	548
8/9.4.45	Halifax III N.R.208 "D"	(P) J20566 F/L MCINTYRE, D.J.	Bombing	1921	0105	Target: HAMBURG. Bomb Load: Same as aircraft N.R.207 - "C". There was 10/10ths cloud, (thin stratus), with tops at 1500 to 2,000 ft. Good visibility is reported. Target identified by "Gee", Red T.I.'s - skymarking - flares Red with Green stars. Primary attacked at 2232.8 hrs. from 18,300 ft. Heading: 185 T. T.A.S. 178. Bombed on centre of 3 skymarking flares. Bomb-Aimer reports M.B. not heard except very faintly on Marconi after bombing at 2235 hrs., ordering to bomb skymarking. Red T.I.'s seen going down at H-1 hrs. then illuminating flares and finally skymarking. Numerous fires seen through cloud and one large explosion seen at 2232 hrs., approximately centre of cloud. No smoke seen. Pilot reports route and tactics satisfactory, except for crossing Kiel canal. Met. forecast was very good. Aircraft was flying straight and level at time camera operated except for bumping in slipstream. Very few S/L's observed, but fighter flares to starboard reported from target area to Dutch coast. Aircraft landed at Desboro.	549

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Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
8/9.4.45	Halifax III N.R.135 "E"	(P) J49321 F/O FORD, T.F.	Bombing	1926	0220	Target: HAMBURG. Bomb Load: 8 x 500 AN-M64(USA), 8 x 500 M.C. (BR). There was 9/10ths stratus cloud, with tops at 2,000 ft. Visibility was good. Target identified by H2S, Red and Green T.I.'s skymarking and illuminating flares, at 2233.2 hrs. Primary attacked at 2233.2 hrs. from 18,100 ft. Heading: 197 T. T.A.S. 174 knots. Bombed by means of H2S. Bomb-Aimer reports Master Bomber heard faintly at 2217 hrs. then at 2228 hrs. ordering to bomb on Skymarkers. Bomb-Aimer had been briefed to bomb on H2S or Skymarking, and made a run-up on H2S and good run obtained. Glow of fires could be seen on cloud when leaving target. Pilot reports route satisfactory and tactics O.K. except for speed - a little too fast for return. Met. forecast was good. Aircraft was flying straight and level when camera operated. Fighter flares from target visible to fairly near the front line, point "G". No enemy aircraft seen. One or two ineffective S/L's observed in target area. Aircraft landed at Wittering.	550
8/9.4.45	Halifax III M.Z.473 "G"	(P) J89815 F/O CALLAHAN, M.J.	Bombing	1918	0124	Target: HAMBURG. Bomb Load: Same as aircraft N.R.135 - "E". There was 10/10ths thin cloud, with tops at 2/3,000 ft. Horizontal visibility was good. Target identified by Red and Green T.I. - H2S., at 2234.1 hrs. Primary attacked at 2234.1 hrs. from 17,500 ft. Heading: 196 T. T.A.S. 178. Wind Setting: 360/30. Bombed on Green T.I. Bomb-Aimer reports M.B. heard but very faint and jammed. T.I.'s were seen obscured by cloud, and flares did not go down until after they left. One very large explosion reported at 2236 hrs., which could be seen under the cloud. A large area of red glow reflected on cloud. Pilot reports aircraft flying straight and level at time camera operated. Route and tactics: H to J suggestion that lower air speed used because of petrol consumption. Crew were supposed to bomb on H2S. M.B. was very distorted on 1196 and V.H.F. but WAG heard him O.K. on Marconi. Pilot reports they were ready to bomb on H2S when M.B. instructed to bomb on Green T.I. Aircraft landed at Desboro.	551
8/9.4.45	Halifax III N.R.258 "I"	(P) J90185 F/O BOND, L.E.	Bombing	1928	0141	Target: HAMBURG. Bomb Load: 6 x 500 AN-M64(USA), 8 x 500 M.C. (BR). There was 9/10ths thin stratus cloud, with tops at 3,000 ft. Visibility was good. Target identified by Red T.I.'s and Red flares with Green stars, at 2233.3 hrs. Primary attacked at 2233.3 hrs. from 17,800 ft. Heading: 190 T. T.A.S. 179. Bombed on centre of Red flares with Green stars. Bomb-Aimer reports M.B. not heard before bombing, Red T.I.'s were seen cascading at 2225 hrs., then illuminating flares. The T.I.'s were obscured by cloud and bombed centre of 3 Red flares with Green stars. Red glow seen through cloud, otherwise no further assessment was possible. Pilot reports route and tactics satisfactory and Met. as briefed with slight increase of cloud. Camera operated while aircraft was flying straight and level but banked before camera finished, to starboard. Several enemy fighter flares seen 20 miles on homeward trip. Aircraft landed at Desboro.	552

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OPERATIONS RECORD BOOK

APPENDIX A

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

BY 420 (R.C.A.F.) Squadron.

SECRET

PAGE No. 69

*(5323—9511) Wt. 28722—2156 75M 10/44 T.S. 700

FOR THE MONTH OF April 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
8/9.4.45	Halifax III N.R.141 "J"	(P) R191818 F/S BRYAN,J.E.	Bombing	1924	0134	Target: HAMBURG. Bomb Load: 8 x 500 AN-M64(USA), 8 x 500 M.C. (BR). There was 10/10ths low cloud, with tops at 3/4,000 ft. The weather was clear above that level. Horizontal visibility was good. Target identified by Red and Green T.I. - H2S, at 2231.3 hrs. Primary attacked at 2231.3 hrs. from 17,500 ft. Heading: 170 T. T.A.S. 177. Wind Setting: 360/31. Bombed on centre of Red and Green T.I. Bomb-aimer reports M.B. heard on V.H.F. only, not clear. No instructions received at time they were ready to bomb. Skymarkers went down as they bombed. On run in, small explosions reflected on cloud. At 2234 hrs. one large explosion that lit up the sky was seen. Pilot reports aircraft flying straight and level at time camera operated. Route and tactics were O.K. Aircraft landed at Desboro.	553
8/9.4.45	Halifax III N.A.169 "O"	(P) J42469 F/O TODERAN,N.	Bombing	1925	0139	Target: HAMBURG. Bomb Load: Same as aircraft N.R.141 - "J". There was low stratus cloud, thin, with tops at 2,000 ft. Visibility was good. Target identified by H2S - D.R. check, at 2231.5 hrs. Primary attacked at 2231.5 hrs. from 18,400 ft. Heading: 168 T. T.A.S. 181 kts. Wind Setting: 360/37. Bombed on centre of Red T.I.'s. Bomb-aimer reports only one salvo of Red T.I.'s seen. Apparently the salvos of visual T.I.'s were late, with a possibility that some were lost in cloud. M.B. heard on V.H.F. and 1196 and both were being jammed. At time of bombing instructions were not heard except for the words "basement flight plan" after bombing instructions heard were to bomb Wangamui. Pilot reports route and tactics good except that P.F.F. were apparently late. Camera operated when aircraft was flying straight and level. Fighter flares were started before the target and at 2229 hrs. at 18,000 ft. and continued dropping through target out to the Dutch coast. Apparently a Jet. aircraft followed aircraft out over channel to 5020N-0210E - also seen by another crew. Aircraft landed at Desboro.	554
8/9.4.45	Halifax III N.A.178 "R"	(P) J20988 F/L MCHOLM,N.A.	Bombing	1915	0131	Target: HAMBURG. Bomb Load: Same as aircraft N.R.141 - "J". There was 10/10ths thin stratus cloud, with tops at 3,000 ft. Visibility was good. Target identified by T.I.R. and skymarkers, also H2S, at 2233.3 hrs. Primary attacked at 2233.3 hrs. from 18,400 ft. Heading: 190 T. T.A.S. 176. Wind Setting: 360/28. Bombed on centre of skymarkers as instructed. Bomb-aimer reports M.B. was jammed and only heard prior to bombing at 2232 instructing not to undershoot. There was a line of markers spread out from East to West across the city. No results observed. Pilot reports route and tactics and Met. O.K. Pilot says enemy had whole thing taped and were dropping flares all along track as far as 75 miles after target at all briefed heights. Jamming on all frequencies was very effective. One single Jet. aircraft seen on reciprocal over target. Camera operated normally with aircraft flying straight and level. Aircraft landed at Desboro.	555

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Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
8/9.4.45	Halifax III N.R.117 "G"	(P) J27809 F/L HUSH,L.A.	Bombing	1917	0135	Target: HAMBURG. Bomb Load: 8 x 500 AN-M64(USA), 8 x 500 M.C. (RR). There was 10/10ths low stratus cloud, with tops at 1500 ft. Visibility was good. Target identified by T.I.R. and T.I.s - Skymarkers, at 2232.6 hrs. Primary attacked at 2232.6 hrs. from 18,400 ft. Heading: 188 T. T.A.S: 184. Wind Setting: 360/31. Bombed on T.I.R., seen through cloud. Bomb-Aimer reports M.B. not heard due to jamming. There were several ground and skymarkers. T.I.'s were better concentrated. One fire could be seen, but no explosions. Pilot reports route and tactics were good, with Met. accurate. Gunnet operated, while aircraft was flying straight and level. Enemy aircraft and fighter flares were seen on second leg after target. Inter-communication was U/S for short period after leaving target. At 2234 hrs. - 5322N-0958E - ME.110 seen. Fighter did not fire. Rear Gunner fired, but no hits seen and fighter was lost. At 00.24 hrs. F.W. 190 attacked from Port beam level. Rear Gunner gave combat manoeuvre, but no shots fired by Bomber crew, during the corkscrew. Fighter was lost after this. Position at the time was 53.05N-0215E. No rounds fired and no damage sustained. Aircraft landed at Dosboro.	556
8/9.4.45	Halifax III N.R.138 "T"	(P) J89274 P/O MACMILLAN,R.F.	Bombing	1932	0138	Target: HAMBURG. Bomb Load: Same as aircraft N.R.117 - "G". There was 10/10ths thin stratus cloud, with tops at 3,000 ft. Visibility was good. Target identified by Green and Red T.I.'s - Red flares/Green stars, at 2235.1 hrs. Primary attacked at 2235.1 hrs. from 18,500 ft. Heading: 357 T. T.A.S: 175 I. Wind Setting: 360/30. Bombed far edge of Green T.I.'s. Bomb-Aimer reports M.B. heard clearly on V.H.F. at 2225 hrs. Instructing to bomb skymarkers, then at 2227 hrs. instructing to bomb far edge of Green T.I.'s which were seen cascading at 2234 hrs. One very large explosion observed at 2235 hrs. lighting up the sky and again at 2237 hrs. after bombing. Otherwise no further observations other than glow through thin cloud, seen H2S was U/S. Pilot reports route and tactics satisfactory. Met. was as briefed except for cloud above. Camera operated while aircraft was in violent bank to starboard. Enemy fighters and flares seen in target area and out of target - 10 minutes homeward. Aircraft landed at Dosboro.	557
8/9.4.45	Halifax III N.R.227 "V"	(P) J57137 P/O HILL,D.G.	Bombing	1916	0130	Target: HAMBURG. Bomb Load: Same as aircraft N.R.138 - "T". There was very thin low cloud, with tops at 2,000 ft. - moon like haze. Visibility was fair. Target identified by Red and Green T.I.'s. - Skymarking - Gee and H2S - 2233.4 hrs. Primary attacked at 2233.4 hrs. from 19,000 ft. Heading: 182 T. T.A.S: 176 knots. Wind Setting: 360/37 Mk.1A. Bombed on centre of Green T.I.'s. Bomb-Aimer reports M.B. not heard. Red T.I.'s seen at H-5 followed by illuminators then Red T.I.'s followed by Green. Markers were badly scattered, also bombing. Scattered small fires were observed. Aircraft hit by cannon shell at 5355N-0930E - 2238 hrs. - 15,000 ft. - T.A.S: 200 kts. from our own lines when fighters in vicinity. Good Met. forecast is reported. There was slight bumping from slipstream when camera operated. Fighter flares were visible from target to front line area. J.W.88 attacked just after bombing run, in target area, firing from Port Quarter down. Evasive action taken, and M/G exchanged fire with fighter. No damage sustained, and no claim made. At 22.38 hrs. another attack was made by J0.88, thought to be the same aircraft. Both fighter and bomber opened fire together. Fighter dropped to port wing and was last seen diving straight down through cloud, probably destroyed. Two holes sustained in bomber.	558
			Aircraft landed at Dosboro.				

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OPERATIONS RECORD BOOK

APPENDIX A

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

BY 420 (R.C.A.F.) Squadron.

SECRET

PAGE No. 70

FOR THE MONTH OF April 1945.

*15323—9511) Wt. 28722—2156 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
8/9.4.45	Halifax III N.P.951 "Y"	(P) J92775 F/O COLE, E.C.	Bombing	1919	0133	Target: HAMBURG. Bomb Load: 8 x 500 AN-M64(USA), 8 x 500 M.C. (BR). There was thin low stratus cloud, with tops at 3,000 ft. Visibility was good. Target identified by D.R. checked very well, - at 2231.8 hrs. Primary attacked at 2231.8 hrs. from 18,500 ft. Heading: 188 T. T.A.S. 186 Kts. Wind Setting: 360/29. Bombed on centre of Red T.I.'s. Bomb-Aimer reports only the Red T.I.'s seen (one cluster on concentration until just before bombing then the Red T.I.'s went down to Port 2230 hrs. and Green T.I.'s to starboard of this first Red cluster. M.B. heard at H-7, poorly on 1196. No instructions heard. No fires or explosions seen. Flak encountered over target, and one hole made in elevator at 2231 hrs. - 18,500 ft. Pilot reports route and tactics good. Met. was good. Camera operated while aircraft was flying straight and level. Fighter flares started after target dropped at some height and followed back as far as front line. Aircraft landed at Desboro.	559
8/9.4.45	Halifax III N.R.230 "H"	(P) J36964 F/O GORDON, D.C.	Bombing	1923	0200	Target: HAMBURG. Bomb Load: Same as aircraft N.P.951 - "Y". There was 10/10ths thin stratus cloud, with tops at 2,000 ft. Visibility was good. Target identified by T.I.R. and T.I.G. and skymarkers, at 2234.2 hrs. Primary attacked at 2234.2 hrs. from 17,500 ft. Heading: 195 T. T.A.S. 177. Wind Setting: 360/36. Bombed on concentration of about 3 T.I.R. Bomb-Aimer reports M.B. not heard due to bad jamming. Markers were put down frequently with mostly T.I.R. Only one skymarker was seen. There was a good glow below cloud but no real assessment can be made. Some explosions were noted after leaving target area. 1 x 500 M.C.(BR) jettisoned at 5407N-0146E - 0045 hrs. - 8,000 ft. - safe. Pilot reports route and tactics and Met. were very good. After leaving target area, several fighter flares were seen but no enemy aircraft. Aircraft was fairly straight and level while camera operated. Aircraft landed at Desboro.	560
10.4.45	Halifax III N.R.139 "A"	(P) J87629 F/O GILLESPIE, J.C.	Bombing	1347	2213	Target: LEIPZIG(MACKAU). Bomb Load: 6 x 500 AN-M64(USA), 6 x 500 M.C.(BR). There was no cloud, and visibility was good. Target identified visually by autobahn and railways and smoke. Primary attacked at 1802 hrs. from 17,400 ft. Heading: 132 T. Wind Setting: 310/13. Bombed smoke as instructed by M.B. Bomb-Aimer reports M.B. heard clearly at 1745 hrs. giving basement flight plan. M.B. also heard at 1801 instructing to bomb centre of smoke. Markers were obscured by smoke rising to about 2,000 ft. Bombing appeared well placed on A.P. Pilot reports route and tactics good. Met. winds were off. Insufficient smoke from Gaggle leaders, reported. Timing was very much off due to winds. Camera operated and aircraft was straight and level. Fighter protection was very good. Other target seen was well hit.	561

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Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
10.4.45	Halifax III N.R.207 "C"	(P) 023562 F/L DAVIDSON,M.B.	Bombing	1346	2210	Target: LEIPZIG(MACKAU). Bomb Loads 6 x 500 AN-M64(USA), 6 x 500 M.C.(RR). The weather was clear, and horizontal visibility was good. Target identified by Yellow T.I.s and visually (Autobahn and Railway), at 1800.5 hrs. Primary attacked at 1800.5 hrs. from 17,500 ft. Heading: 115 T. T.A.S. 195. Wind Setting: 210/5. Bombed on centre of M/Y visually. Bomb-Aimer reports M.B. heard clearly to say overshoot by width of one T.I. Very few aircraft reported ahead. Bomb-Aimer says they could not assess attack, but considers it should be excellent. Pilot reports camera may not have operated, but aircraft was flying straight and level. Route and tactics were O.K. Gaggle leader formed Gaggle 5 minutes early and was consistently slow for speeds.	562
10.4.45	Halifax III N.R.135 "F"	(P) R197779 F/S DUNNIGAN,W.J.	Bombing	1353	2216	Target: LEIPZIG(MACKAU). Bomb Load: Same as aircraft N.R.207-"C". The weather was clear, and visibility very good. Target identified by Yellow T.I. and smoke, at 1800 hrs. Primary attacked at 1800 hrs. from 17,400 ft. Heading: 125 T. T.A.S. 185. Wind Setting: 310/15. Bombed on estimated centre of smoke as instructed. Bomb-Aimer reports markers obscured by smoke which rose 1 to 2,000 ft. M.B. heard clearly at 1754 hrs. then at 1759 hrs. instructing to bomb centre of smoke. Bombing was well placed. Pilot reports route and tactics good, with Met. better than expected. Camera operated with aircraft flying straight and level. No enemy aircraft seen. Fighter cover was very good.	563
10.4.45	Halifax III N.R.473 "G"	(P) J89815 F/O CALLAHAN,M.J.	Bombing	1352	2146	Target: LEIPZIG(MACKAU). Bomb Load: Same as aircraft N.R.207-"C". The weather was clear, and visibility good. Target identified by Yellow T.I.'s - H2S and visually (Railways and Marshalling Yards and City), at 1801.6 hrs. Primary attacked at 1801.6 hrs. from 17,100 ft. Heading: 120 T. T.A.S. 177 knots. Wind Setting: 310/13 kts. Bombed on Yellow T.I.'s with overshoot. Bomb-Aimer reports M.B. heard clearly at 1748 hrs. instructing "Basement flight plan", then at 1759 hrs. First instructions were to overshoot yellow T.I.'s by one width and bomb the far edge of markers. Markers were plentiful and concentrated. Bomb-bursts were concentrated on the A/P and smoke which was rising to 3,000 ft. Pilot reports route and tactics satisfactory always height going in. Met. was as briefed, and the camera operated while aircraft flying straight and level. Few jet aircraft were seen in target area. The Gaggle was good, except for timing which was poor, possible due to re-forecast winds.	564
10.4.45	Halifax III N.R.230 "F"	(P) J92777 F/O MACKENZIE,A.H.	Bombing	1349	2151	Target: LEIPZIG(MACKAU). Bomb Load: Same as aircraft N.R.207-"C". The weather was clear, with slight haze. Visibility was good. Target identified visually (Railway and Autobahn) at 1800.2 hrs. Primary attacked at 1800.2 hrs. from 17,100 ft. Heading: 124 T. T.A.S. 178 knots. Wind Setting: 310/10. Bombed on centre of M/Y. Bomb-Aimer reports two Yellow T.I.'s seen on ground. Two seen falling at 1800 hrs. M.B. heard clearly at 1751 hrs. instructing to bomb "Basement flight plan" then to overshoot Yellow T.I.'s by one inch on graticule. Bombing was aimed at M/Y centre. No fire or explosions seen but smoke was rising to 15,000 ft. Some bombs seen to be wide to starboard. Pilot reports route and tactics good, but the change in wind velocity caused a very slow airspeed. Camera operated while aircraft was flying straight and level. Met. was good except for bad wind forecast. Dog fight seen on port quarter up at 3,000 yards.	565

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OPERATIONS RECORD BOOK

APPENDIX A

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

BY 420 (R.C.A.F.) Squadron.

SECRET

PAGE NO. 71

FOR THE MONTH OF April 1945.

*15323—9511) Wt. 28722—2156 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
10.4.45	Halifax III N.R.141 "J"	(P) R191818 F/S BRYAN, J.E.	Bombing	1348	1827	Target: LEIPZIG(MACKAU). Bomb Load: 6 x 500 AN-M64(USA), 6 x 500 M.C.(BH). Abortive - N.O.E.T. All bombs jettisoned at 5213N-0309E - 1705 hrs. - 8,000 ft. - safe. The farthest point reached was 5130N-0550E. Port Inner engine went U/S. Captain tried to re-start engine but could not, so feathered it and set course for base. Early return.	566
10.4.45	Halifax III N.R.171 "F"	(P) J90185 F/O BOND, L.E.	Bombing	1356	2205	Target: LEIPZIG(MACKAU). Bomb Load: Same as aircraft N.R.141-"J". The weather was clear and visibility was good. Target identified by Yellow T.I.'s - visually on Railway lines, M/Y's and city, at 1800.2 hrs. Primary attacked at 1800.2 hrs. from 16,800 ft. Heading: 126 T. T.A.S. 175 knots. Wind Setting: 310/15. Ind. Bombed on Yellow T.I.'s (overshoot by 2 widths). Bomb-Aimer reports M.B. heard clearly at 1750 hrs. instructing. First bombing instructions came at 1759 hrs. to overshoot T.I.'s by two widths. Markers were plentiful and concentrated. Black smoke was rising to 5,000 ft. on first leg out and otherwise 40 miles on homeward trip. Pilot reports route and tactics were satisfactory. Met. was as briefed except for wind being reciprocal. Camera operated while aircraft in bank due to avoiding aircraft above. Gaggle was inclined to be spread out with bunching in target area.	567
10.4.45	Halifax III N.R.124 "N"	(P) J92097 F/O PANCETT, H.A.	Bombing	1357	2212	Target: LEIPZIG(MACKAU). Bomb Load: Same as aircraft N.R.141-"J". The weather was clear, and horizontal visibility very good. Target identified visually - Autobahn - Railway - T.I. Yellow, at 1800.7 hrs. Primary attacked at 1800.7 hrs. from 17,100 ft. Heading: 124 T. T.A.S. 179. Wind Setting: 015/27. Bombed on Yellow T.I. Bomb-Aimer reports M.B. heard at 1755 hrs. P.F.F. were a little early and not exactly on A/P. Bombing seemed concentrated. Much grey smoke and flames were starting to shoot up through it. Aircraft was too early in attack to enable crew to assess. Good results seen from the other attack. Fighter cover was good. Pilot reports aircraft flying straight and level as camera operated. Route and tactics were good. Gaggle leader reduced speeds and it was difficult for aircraft on outside to follow him.	568
10.4.45	Halifax III N.R.117 "S"	(P) J27809 F/L RUSH, L.A.	Bombing	1355	2159	Target: LEIPZIG(MACKAU). Bomb Load: Same as aircraft N.R.141-"J". The weather was clear, and visibility very good. Target identified by T.I.Y and visually by Marshalling Yards, also built up area, at 1759.7 hrs. Primary attacked at 1759.7 hrs. from 16,800 ft. Heading: 115 T. T.A.S. 180. Wind Setting: 310/13. Bombed 300 yards to port of T.I.Y.'s due to other aircraft on bombing run. Bomb-Aimer reports M.B. heard at 1755 hrs. giving basement flight plan. Instruction to overshoot T.I.Y. was heard at 1759 hrs. T.I.'s were well placed and concentrated, but crew had to avoid other aircraft when bombing. Smoke was rising 8/10,000 ft. after bombing. Pilot reports route and tactics were good but Gaggle was poor due to necessity of deglegging to lose time. Winds were opposite to those expected. Aircraft was flying straight and level when camera operated. No enemy aircraft seen. Fighter cover was very good.	569

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Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
10.4.45	Halifax III N.R.138 "T"	(P) J89274 F/L MACMILLAN, R.P.	Bombing	1351	2138	Target: LEIPZIG(MACKAU). Bomb Load: 6 x 500 AN-M64(USA), 6 x 500 M.C.(RR). The weather was clear, and visibility good. Target identified by Yellow T.I.'s and visually, - Marshalling Yards - Railways, Building, at 1800.2 hrs. Primary attacked at 1800.2 Hrs. from 17,000 ft. Heading: 152 T. T.A.S. 155 knots. Wind Setting: 310/13 Ind. Bombed on Yellow T.I.'s (overshot by 3 lengths). Bomb-Aimer reports M.E. heard clearly at 1754 hrs. instructing basement flight plan, then to overshoot Yellow T.I.'s by three lengths at 1756 hrs. Markers were placed and concentrated. Bomb bursts on the A/P were numerous and grey black smoke was rising to 10,000 ft. M.E. was heard to say "Very good bombing." Pilot reports route and tactics were very satisfactory. Met. was better than expected. Camera operated while aircraft in slight bank avoiding aircraft ahead. One M.E.163 seen in target area. Gaggle was early which was believed due to winds. The other A/P was receiving a good concentration of bombing.	570
10.4.45	Halifax III N.P.961 "T"	(P) J22726 F/L. CLOSE, R.D.	Bombing	1354	2209	Target: LEIPZIG(MACKAU). Bomb Loads: Same as aircraft N.R.138 "T". The weather was clear, with some smoke haze. Horizontal visibility was unlimited. Target identified by Yellow T.I.'s and visually on autobahn and railway, at 1800.3 hrs. Primary attacked at 1800.9 hrs. from 16,800 ft. Heading: 104 T. Wind Setting: 310/15. T.A.S. 168. Bombed on Yellow T.I. on instructions from M.E. Bomb-Aimer reports M.E. heard clearly to say "overshoot Yellow T.I. by 3 lengths." Only one salvo of T.I. Yellow not correctly placed. Numerous fires and black smoke all on overshoot from T.I. Yellow, reported. Fighter cover was good. Pilot reports aircraft in bank to Port at time camera operated. Route and tactics were O.K. Gaggle leader was 3 minutes early at point "F", and speeds were erratic. Number III seemed to be doing the best job of leading.	571
10.4.45	Halifax III N.A.169 "G"	(P) J.2.69 P/O TOBERAN, E.	Bombing	1350	2155	Target: LEIPZIG(MACKAU). Bomb Load: Same as aircraft N.R.138 "T". The weather was clear, and visibility was good. Target identified by T.I.'s, and visually by M/T's on buildings, at 1801 hrs. Primary attacked at 1801 hrs. from 17,200 ft. Heading: 113 T. T.A.S. 176. Wind Setting: 326/16 Mk.14. Overshot T.I.'s by 2/3 seconds as directed, on bombing run. Bomb-Aimer reports M.E. first heard clearly at H-15 and gave bombing instructions at 1800 hrs. T.I.'s appeared well placed in 3 clusters. Bombing was well on T.I.'s. Smoke was rising to 2,000 ft. and after leaving target area was seen to be up to 5/7,000 ft. Pilot reports route and tactics good, but due to wind change, timing was out and gaggle was early on target. It was difficult to pick out Gaggle leader, as he used insufficient smoke on way to target. Pilot says he does not feel that briefed speeds were observed. No enemy aircraft seen.	572

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OPERATIONS RECORD BOOK

APPENDIX A

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

BY 420 (R.C.A.F.) Squadron.

SECRET

PAGE NO. 72

*15323—9311) Wt. 28722—2136 75M 10/44 T.S. 700

FOR THE MONTH OF April 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
13.4.45	Halifax III M.Z.423 "B"	(P) J93376 F/O BISHOP,H.S.	Bombing	2018	0232	Target: KIEL. Bomb Load: 8 x 500 M.C.(BR), 8 x 500 AN-M64(USA). There was 10/10ths stratus cloud, with tops at 2/4,000 ft. Visibility was good. Target identified by illuminating flares, T.I.'s and H2S, at 2328.5 hrs. Primary attacked at 2328.5 hrs. from 14,900 ft. Heading: 165 Deg.T. T.A.S. 182. Wind Setting: 300/27 Mk.14. Bombed on centre of Green T.I.'s. Bomb-Aimer reports M.B. first heard clearly at H-15 hrs. instructing to prepare to raid alternative target. Illuminating flares seen at H-2 hrs., followed by Green T.I.'s which were bombed on instructions of M.B. at 2326 hrs. Markers were well concentrated and accurately placed. One large glow was seen slightly to Port of centre of target and numerous small fires and bomb bursts observed in target area. Bombing appeared to be accurate and concentrated. Pilot reports route and tactics good, with Met. forecast wrong on cloud over sea, also target area winds were badly out. Aircraft was flying straight and level when camera operated. No fighter flares seen, and few S/L's, but there were signs of enemy aircraft shortly after leaving target area. Aircraft landed at Honeybourne.	573
13.4.45	Halifax III N.R.207 "C"	(P) C12578 W/C MCCARTHY,F.S.	Bombing	2024	0256	Target: KIEL. Bomb Load: Same as aircraft M.Z.423-"B". There was 10/10ths stratus cloud, with tops at 3,000 ft. Horizontal visibility was good. Target identified by T.I. Green, Flares White - H2S, at 2334 hrs. Primary attacked at 2334 hrs. from 15,300 ft. Heading: 166 T. T.A.S. 178 knots. Wind Setting: 300/25 Mk.14. Bombed on edge of Green glow on M.B.'s instructions. Bomb-Aimer reports white markers at H-7½ hrs. and T.I. were seen at H-4 hrs. Target was well marked and M.B. heard clearly, with instructions to bomb alternative at H-10 hrs. Good explosions observed at 2331 hrs. Good glow on cloud reported. Pilot reports aircraft flying straight and level as camera operated. Tactics were good, weather O.K., but not as briefed. No evidence of enemy aircraft reported. Colours of day seen all along coast on way home. Aircraft landed at Moreton on Marsh.	574
13.4.45	Halifax III N.R.208 "D"	(P) J86629 F/O GILLESPIE,J.C.	Bombing	2020	0302	Target: KIEL. Bomb Load: Same as aircraft M.Z.423-"B". There was low thin stratus cloud, with tops at 2,000 ft. Visibility was good. Target identified by H2S, T.I.'s - D.R. check, at 2332.3 hrs. Primary attacked at 2332.3 hrs. from 15,200 ft. Heading: 185 T. T.A.S. 179 knots. Wind Setting: 300/27 Mk.14. Bombed on centre of glow of Green T.I.'s. M.B. heard clearly at 2316 hrs. His first instructions were to prepare to bomb alternative, then to bomb centre of Green T.I.'s glow. Only the Green T.I.'s seen by their glow, through the cloud. Mixed Red and Green dummy T.I.'s seen off to Port about 6 miles from the target. Fires were seen in target area on A/P. Bomb flashes seen about A/P. Illuminating flares were plentiful at first, and M.B. instructed to stop putting them down. Pilot reports route and tactics alright. Met. was difficult to cope with. No fighters were in evidence, and no fighter flares. Camera operated with aircraft flying straight and level. Over England a peculiar stubby cross shape seen to travel across sky, North East, at 15,000 ft., at speed of Jet aircraft. Aircraft landed at Honeybourne.	575

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Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
13.4.45	Halifax III N.R.135 "F"	(P) J49321 F/O FORD,T.F.	Bombing	2019	0252	Target: KIEL. Bomb Load: 8 x 500 M.C.(HE), 8 x 500 AN-M65.(USA). There was 10/10ths cloud, with tops at 3,000 ft., (stratus). Visibility was good. Target identified by Green T.I. and H2S at 2332 hrs. Primary attacked at 2332 hrs. from 15,500 ft. Heading: 165 T. T.A.S. 180. Wind Setting: 300/30 True. Bombed on centre of Green glow on M.B.'s instructions. Bomb-Aimer reports Markers-Flares seen at H-7 and T.I. Green at H-4 hrs. Target was well marked and concentrated. M.B. was heard at H-15 hrs. instructing crews to stand by to attack alternative target and at H-0 instructed to bomb cascading Green (glow). Good glow of fires reported on leaving the target area. Pilot reports aircraft flying straight and level as camera operated. Tactics were O. K. with weather better than briefed. No evidence of enemy aircraft reported. Numerous colours of the day were let off before crossing the East coast on way back. Nav. lights seen on at 0500E. Aircraft landed at Honeybourne.	576
13.4.45	Halifax III L.V.953 "F"	(P) J57905 F/O LEFF,R.J.	Bombing	2016	0308	Target: KIEL. Bomb Loads: Same as aircraft N.R.135 - "F". There was thin low stratus cloud, with tops at 3,000 ft. Visibility was good. Target identified by D.R. check, and glow of Green at 2334.6 hrs. Primary attacked at 2334.6 hrs. from 15,500 ft. Heading: 220 T. T.A.S. 185 T.K. Wind Setting: 300/24 Ind. Bombed on centre of Green T.I.'s glow. Bomb-Aimer reports M.B. heard clearly at H-15 hrs. First instructions were to prepare to bomb alternative target, then to bomb Green glow. Only Green T.I. were seen at time of releasing bombs. Green T.I.'s were seen to fall directly in line with cross hairs. Two explosions noted at 2335 hrs. amongst the T.I.'s. Dummy markers were seen to Port (S.E.), 5 or 6 miles away. The colour was brighter than our own, and Green stars were of short duration. Pilot reports route and tactics good. Met. was not as good as briefed, with more cloud over target than expected. Camera operated with aircraft flying straight and level. Fighter flares were seen after leaving target, bursting at height of aircraft, about 10,000 ft. Aircraft landed at Honeybourne.	577
13.4.45	Halifax III M.H.475 "G"	(P) J89815 F/O CALLAHAN,M.J.	Bombing	2025	0225	Target: KIEL. Bomb Load: Same as aircraft N.R.135-"F". There was 10/10ths cloud, with tops at 2,000 ft. Visibility was poor. Target identified by H2S, and T.I.Green, at 2335.2 hrs. Primary attacked at 2335.2 hrs. from 19,000 ft. Heading: 220 T. Wind Setting: 300/25 Ind. Bombed on T.I. Green, on instructions of M.B. to bomb Green glow. Bomb-Aimer reports markers were seen at H-7 hrs. Target was well marked, with markers concentrated. M.B. clearly heard spreading attack towards the end of attack. At 2317 hrs. M.B. heard instructing crews to prepare to attack alternative target, but stood by for further instructions. Alternative A/P attacked, with some overshooting. 8 x 500 AN-M65. (USA) and 1 x 500 M.C.(HE) hung up over target, and jettisoned at 5407N-0150E - 0137 hrs. - 4,000 ft. - safe. Pilot reports aircraft flying straight and level as camera operated. Tactics were O.K., also weather, except over target. No evidence of enemy aircraft reported.	578

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OPERATIONS RECORD BOOK

APPENDIX A

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

BY 420 (R.C.A.F.) Squadron.

SECRET

PAGE No. 73

*15323—9511) Wt. 28722—2156 75M 10/44 T.S. 700

FOR THE MONTH OF April 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
13.4.45	Halifax III N.R.230 "H"	(P) J90185 F/O BOND,L.E.	Bombing	2022	0257	Target: KIEL. Bomb Load: 8 x 500 M.C.(BR), 8 x 500 AN-M64(USA). There was low thin stratus cloud, with tops at 2,000 ft. Visibility was good. Target identified by Glow of Red T.I.'s - D.R., at 2327.2 hrs. Primary attacked at 2327.2 hrs. from 15,800 ft. Heading: 160 T. T.A.S. 180. Wind Setting: 300/28. Bombed on glow of Red T.I.'s (centre). Bomb-Aimer reports only one cluster of Red T.I.'s seen, no Green. Illuminating flares were plentiful. M.B. heard clearly at 2316 hrs. First instructions were to prepare to bomb alternative target, stand by for further instructions. Nothing further was given as instructions. Bombing was done on Red T.I.'s glowing on cloud. A large explosion seen after leaving the target on the Port side of target area (N.E.) - 2330 hrs. No fires seen, but a few bomb flashes were noticed in target area. Pilot reports route and tactics fair. Met. was good, but winds were poor as to forecast. Camera operated with aircraft in bank to port (port wing down). A few fighter flares seen North of target and a few South, but were ineffective. Aircraft landed at Morton-on-Marsh.	579
13.4.45	Halifax III N.R.139 "A"	(P) R197779 F/S DUNNIGAN,W.J.	Bombing	2021	0305	Target: KIEL. Bomb Load: Same as aircraft N.R.230-"H". There was 10/10ths cloud, with tops at 3,000 ft. Visibility was good. Target identified by T.I.Green-Flares, at 2333 hrs. Primary attacked at 2333 hrs. from 14,900 ft. Heading: 220 T. T.A.S. 175. Wind Setting: 300/28. Bombed on centre of Green glow on M.B.'s instructions. Bomb-Aimer reports markers seen at H-5 hrs. Markers were plentiful and well concentrated. M.B. gave time check at 2317 hrs. At 2328 hrs. instructions were given to bomb centre of Green T.I. There was some evidence of overshooting. Assessment of raid impossible, due to cloud. Pilot reports tactics very good. Weather was better than expected over target. No evidence of fighters reported. Some aircraft with Navigation lights on, observed up to enemy coast.	580
		Aircraft landed at Morton-on-Marsh.					
13.4.45	Halifax III N.R.258 "I"	(P) J38977 F/L HOWARD,J.I.	Bombing	2013	0322	Target: KIEL. Bomb Load: 8 x 500 M.C.(BR), 6 x 500 AN-M64(USA). There was stratus cloud, with tops at 5,000 ft. Visibility was good. Target identified by H2S, D.R., and cascading Green T.I. at 2336.5 hrs. Primary attacked at 2336.5 hrs. from 16,100 ft. Heading: 200 T. T.A.S. 180. Bombed on near edge of Green glow of T.I.'s. Bomb-Aimer reports glow of Green T.I.'s seen, and were fairly concentrated. Greens observed cascading at 2327 hrs. Red T.I.'s were seen to go down before the Green's. M.B. heard clearly at 2315 hrs. First instructions were to prepare to attack alternative A/P, then ordered to bomb cascading Greens, and then the near edge of the Green glow. Pilot reports route and tactics good. F.F.F. method was faulty. Wanganui should have been laid on. Met. was worse in the target area than expected. Camera operated, and the first couple of exposures are expected to be O.K., after that a bank to starboard and a bump took place successively. One fighter flare was seen - a reddish glow. No fighters observed. Aircraft landed at Long Marston.	581

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Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
13-4-45	Halifax III N.R.141 "J"	(P) J20566 F/L MOUNTFORD, D.J.	Bombing	2027	0228	Target: KIEL. Bomb Load: 8 x 500 M.C.(HE), 8 x 500 AN-M64.(USA). There was 10/10ths strato.cu. cloud, with tops at 9,000 ft. Visibility was good. Target identified by H2S (Cascading Greens) at 2327.6 hrs. Primary attacked at 2327.6 hrs. from 16,100 ft. Heading: 168. T.A.S. 179 knots True. Wind Setting: 300/25 Mk.14. Bombed on centre of Green T.I.'s. Bomb-Aimer reports M.B. heard clearly at H-15. First instructions were to prepare to bomb alternative target, then to bomb cascading Green T.I.'s. Green's cascaded at 2327 hrs. Glow of Red T.I.'s seen (weak), slightly beyond the concentration of Green T.I.'s. Illuminating flares were plentiful. M.B. instructed P.P.P. to cease dropping flares. No fires seen, but a few small explosions observed three to five minutes later between 2330.5 and 2332 hrs. Many Red T.I.'s seen at 10 to 15 miles to Port on run in at 2323 hrs. Bombed on alternative A/P. Route taken was 20 miles South of track, due to failure of Navigational aids. Pilot reports route and tactics good. Met. was fair, except for W/V error. Camera operated, most likely while aircraft was flying straight and level. No fighter flares or fighters seen. Just before point 5502N-0600E, bombs were seen to explode in water. Six explosions seen in rapid succession. This is the second night trip in succession on which this has happened. Aircraft landed at Honeybourne.	582
13-4-45	Halifax III N.P.946 "L"	(P) R191818 F/S BRYAN, J.E.	Bombing	2017	0255	Target: KIEL. Bomb Load: Same as aircraft N.R.141 "J". There was 10/10ths strato.cu. cloud, with tops at 9,000 ft. Visibility was good. Target identified by T.I. Green - Flares, and H2S at 2330.5 hrs. Primary attacked at 2330.5 hrs. from 16,100 ft. Heading: 208 T. T.A.S. 176 knots. Wind Setting: 300/27 Mk.14. Bombed on T.I. Green - Port edge - large scale. Continuing on instructions from M.B. Bomb-Aimer reports Marker flares seen at 2325 hrs. and T.I. Green at 2328 hrs. Good glow reported. M.B. heard at 2316 hrs. - time check - 2320 instructions received to bomb alternative A/P - then to bomb cascading Greens and centre of Greens. There was evidence of overshooting. Pilot reports 40 degree bank to Port as camera operated, in order to avoid another aircraft. Pilot says tactics were O.K. with weather better than briefed. Some evidence of fighter flares seen in target area. Some aircraft observed with Nav. lights, up to enemy coast. Colours of the day seen all the way back over the Sea to the East coast. Aircraft landed at Marston Moor.	583
13-4-45	Halifax III M.Z.435 "K"	(P) J92097 F/O FAWCETT, H.A.	Bombing	2023	0330	Target: KIEL. Bomb Load: Same as aircraft N.R.141 "J". There was 10/10ths low stratus cloud, with tops at 3,000 ft. Visibility was good. Target identified by Green T.I.'s at 2330.9 hrs. Primary attacked at 2330.9 hrs. from 15,000 ft. Heading: 190. T.A.S. 170 knots. Wind Setting: 300/27. Bombed on centre of Green T.I.'s. Bomb-Aimer reports M.B. heard clearly at H-15, talking to Deputy not to drop any more flares. At H-10 M.B. instructed Main Force to bomb alternative, and at H-4 instructions were to bomb cascading T.I.'s (Green) which were plentiful, but spread out. Bombed two T.I.'s which had just cascaded. Considerable bomb bursts observed through cloud, otherwise no assessment possible. H2S was U/S. Pilot reports route and tactics very satisfactory. Met. ok, except for forecast of winds. Camera operated while aircraft flying straight and level, as reported by Pilot. Starboard Outer engine went U/S at 2308 hrs. and aircraft lost height early to keep in stream. One fighter flare seen in the target area. Aircraft landed at Lond Marston.	584

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

APPENDIX A

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

BY 420 (R.C.A.F.) Squadron.

SECRET

PAGE NO. 74

*15323—9511) Wt. 28722—2156 75M 10/44 T.S. 700

FOR THE MONTH OF April 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
13.4.45	Halifax III N.R.124 "N"	(P) J41245 F/O BOISSONAULT,A.J.	Bombing	2030	0257	Target: KIEL. Bomb Load: 8 x 500 M.C.(HR), 8 x 500 AN-M64(USA). There was low thin stratus cloud, with tops at 4,000 ft. Visibility was good. Target identified by D.R. check (glow of T.I.'s) at 2332 hrs. Primary attacked at 2332 hrs. from 17,000 ft. Heading: 240. T.A.S. 170 knots T. Wind Setting: 300/25 Mk.14. Bombed on Port of Green T.I.'s. Bomb-Aimer reports M.B. heard clearly at the H Hour. The first instructions heard were to bomb centre of concentration of Green T.I.'s. Slight glow of Red T.I.'s observed South-East of Greens. Illuminating flares were plentiful. Dummy target seen to Port about ten miles distant, with mixed Red and Greens. Explosion was seen on this dummy target at 2338 hrs. Red coloured flash seen. Pilot reports route and tactics good. Met. was as briefed except for adverse winds. Camera operated while aircraft in slight bank to starboard, with slight climb. Fighter flares were seen before target area just above aircraft on Port. No evidence of enemy fighters reported. Aircraft landed at Honeybourne.	585
13.4.45	Halifax III N.A.169 "O"	(P) J42469 F/O TODERAN,N.	Bombing	2014	0311	Target: KIEL, Bomb Load: Same as aircraft N.R.124-"N". There was 10/10ths cloud, with tops at 2,000 ft. Visibility was good. Target identified by illuminating flares and Green T.I.'s at 2333 hrs. Primary attacked at 2333 hrs. from 16,400 ft. Heading: 225 T. T.A.S. 172. Wind Setting: 300/31 Mk.14. Bombed on centre of cluster of Green T.I.'s. M.B. was first heard very clearly at 2315 hrs. testing and ordering basement flight plan, then to stand by and ready to bomb alternative target at 2330 hrs. M.B. then ordered to bomb centre of Green T.I.'s. This was carried out; and markers were well concentrated. No fires or explosions seen due to the target being obscured. Pilot reports tactics and route good. Met. was fair except for winds. Aircraft flew straight and level when camera operated, for first two frames, then with starboard wing down for remainder of time, due to another aircraft immediately above. One fighter flare was seen just before target, but no signs of enemy air activity. One or two [illegible] S/L's observed in target area, but in effective due to cloud. Aircraft landed at Marston Moor.	586
13.4.45	Halifax III N.R.171 "P"	(P) J93269 F/O PENTY,R.	Bombing	2028	0340	Target: KIEL. Bomb Load: Same as aircraft N.R.124-"N". There was low thin stratus cloud, with tops at 5,000 ft. Visibility was good. Target identified by D.R. check - Green T.I. at 2335.5 hrs. Primary attacked at 2335.5 hrs. from 17,000 ft. Heading: 220 T. T.A.S. 182 knots. Wind Setting: 300/30 True. Bombed on centre of glow from Green T.I.'s. Bomb-Aimer reports Green T.I.'s seen to cascade at 2334 hrs. Illuminating flares were plentiful. M.B. heard clearly at 2322 hrs. First instructions heard were to bomb centre of Green glow, then to bomb short of cascading Greens, then to bomb centre of Green glow. No fires or explosions observed. Bomb bursts seen overshooting to starboard of Green glow. Pilot reports route and tactics were good. Met. was worse than expected over target. Camera operated but the end of camera run was possibly made with Port wing down. No fighter flares seen. Attacked by M.E.109 at 5419N-1010E -23.36 hrs. No damage, and no claim.	587

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Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
13.4.45	Halifax III N.A.178 "R"	(P) J20988 F/L MEHELM,N.A.	Bombing	2031	0312	Target: KIEL. Bomb Load: 8 x 500 M.C.(HE), 8 x 500 AN-M64(USA). There was 10/10ths low cloud, with tops at 2/3,000 ft. Horizontal visibility was excellent. Target identified by Red and Green T.I.'s - illuminating flares, at 2328.5 hrs. Primary attacked at 2328.5 hrs. from 16,700 ft. Heading: 215°. T.A.S. 176. Wind Setting: 300/25 Mk.14. Bombed on centre of Green T.I.'s on instructions of M.B. Bomb-Aimer reports M.B. heard clearly at 2315 hrs. P.F.F. was very good. Smoke seen coming up about 2,000 ft. - above cloud tops as aircraft turned out of target. Pilot reports aircraft flying straight and level at time camera operated. Route and tactics were very good except the climb before the target, when getting out of Gee range, and winds were out. Aircraft landed at Marston Moor.	588
13.4.45	Halifax III N.R.138 "Z"	(P) J89274 P/O MACMILLAN,R.F.	Bombing	2015	0304	Target: KIEL. Bomb Load: Same as aircraft N.A.178-"R". There was 10/10ths cloud, with tops at 2,000 ft. Visibility was very good. Target identified by Green T.I. and illuminating flares at 2334.3 hrs. Primary attacked at 2334.3 hrs. from 16,700 ft. Heading: 200 T. T.A.S. 177 knots. Wind Setting: 300/25 Mk.14. Bombed near edge of Green T.I. on instructions from M.B. Bomb-Aimer reports M.B. heard clearly. P.F.F. was on time and a good concentration of markers is reported. Several flushes of bomb bursts seen under cloud, but no other indications of bombing observed. Pilot reports aircraft flying straight and level at time camera operated. Route and tactics were very good. Aircraft landed at Honeybourne.	589
13.4.45	Halifax III N.R.227 "Y"	(P) J37137 P/O HILL,D.C.	Bombing	2026	0250	Target: KIEL. Bomb Load: Same as aircraft N.A.178-"R". There was 10/10ths stratus cloud, with tops at 2/3,000 ft. Visibility was good. Target identified by H2S - illuminating flares, and Green T.I.'s at 2336 hrs. Primary attacked at 2336 hrs. from 16,400 ft. Heading: 190 T. T.A.S. 180 I.A.S. Wind Setting: 300/25 Mk.14. Bombed on centre of Green T.I.'s. Bomb-Aimer reports M.B. heard very clearly at 2315 hrs. and at 2326 hrs. and ordered Main Force to stand by and see if A/P "Y" could be marked when the illuminating flares went down. This was followed by instructions to bomb centre of Green T.I. at 2329 hrs. First Green T.I.'s were seen at this time, well concentrated, and checked well with H2S. Numerous fires and explosions seen in target area. Bombing appeared to be accurate and concentrated. Pilot reports route and tactics good with Met. forecast accurate except for target area. Aircraft was flying straight and level when camera operated. One fighter flare observed at start on way in, and evidence of fighter activity over target reported. Pilot believes attack should be successful. Aircraft landed at Marston Moor.	590

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OPERATIONS RECORD BOOK

APPENDIX A

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

BY 420 (R.C.A.F.) Squadron.

SECRET

PAGE NO. 75

*15323—9511) Wt. 28722—2156 75M 10/44 T.S. 700

FOR THE MONTH OF April 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
15.4.45	Halifax III N.P.961 "X"	(P) J22726 F/L CLOSE,R.D.	Bombing	2029	0250	Target: KIEL. Bomb Load: 8 x 500 M.C.(HR), 8 x 500 AN-M64(USA). There was 10/10ths thin cloud, with tops at 3/4,000 ft. Horizontal visibility was good. Target identified by Green T.I.'s and fires burning underneath cloud, at 2131.1 hrs. Primary attacked at 2131.1 hrs. from 16,700 ft. Heading: 193 T. T.A.S. 175 knots. Wind Setting: 300/25 Mk.14. Bombed on near edge of Green T.I.'s on instructions from M.B. Bomb-Aimer reports M.B. heard clearly, instructing to bomb near edge of Green T.I.'s and cancel other target. P.F.F. was very well concentrated and on time. On run up, two large flashes of flame were seen to shoot through cloud. Bombing was very concentrated, with possibility of a little overshooting. Pilot reports aircraft flying straight and level when camera operated. Route and tactics were very good. Aircraft landed at Bruntingthorpe.	591
13.4.45	Halifax III N.R.117 "S"	(P) J92777 F/O [illegible],A.J.	Bombing	2040	0312	Target: KIEL. Bomb Load: Same as aircraft N.P.961-"X". There was 10/10ths low stratus cloud, with tops at 6/8,000 ft. Visibility was good. Target identified by Green T.I.'s and A.F.I. homing, at 2330 hrs. Primary attacked at 2330 hrs. from 17,000 ft. Heading: 195. T.A.S. 177 knots. Wind Setting: 300/26 Ind. Bombed on centre of Green glow. Bomb-Aimer reports M.B. heard clearly at H-15 instructing to bomb alternative A/P - basement flight plan, then at H-3 instructions received to bomb cascading Greens. At H-1 instructions were to bomb centre of Green glow. Markers were plentiful and were seen cascading. No observations were possible, other than a few bomb bursts through cloud. Pilot reports route and tactics were satisfactory other than winds, which were stronger from the North. Met. was as forecast Enemy fighter flares were seen in target area and homeward. One M.E.410 seen in target area. Aircraft landed at Honeybourne.	592
18.4.45	Halifax III N.R.139 "A"	(P) J86285 F/O TRUDELL,E.A.	Bombing	1002	1451	Target: HELIGOLAND. Bomb Load: 9 x 1000 M.C.(HR), 4 x 500 G.P. AN-M64(USA). The weather was clear, and visibility excellent. Target identified visually - island and airport - T.I. Red, at 1230 hrs. Primary attacked at 1230 hrs. from 18,400 ft. Heading: 173 T. T.A.S. 175. Wind Setting: 300/24 Mk.14. Bombed on building on South side of aerodrome. Bomb-Aimer reports markers seen at H-4, and target well marked. M.B. heard at 1218 hrs. giving basement flight plan. At 1228 hrs. "overshoot T.I. Red by 2 seconds," was heard from M.B. M.B. was well pleased with bombing. Pilot reports aircraft in slipstream as camera operated. Tactics and weather were very good. Gaggle was excellent, and easy to follow. Some twin Jet. aircraft were seen before and after target.	593

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Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
18.4.45	Halifax III M.Z.423 "B"	(P) J93376 F/O HISHOP,H.S.	Bombing	0956	1438	Target: HELIGOLAND. Bomb Load: 9 x 1000 M.C.(HR), 4 x 500 G.P. AN-M64.(USA). There was one cloud patch over target drifting away - this cloud to 2,000 ft. Visibility was good. Target identified visually (intersection of two runways) at 1230 hrs. Primary attacked at 1230 hrs. from 18,400 ft. Heading: 170 T. T.A.S. 183 T. knots. Wind Setting: 300/22 Mn.14. Bombed on intersection of the two runways (A.P.). Bomb-Aimer reports one Red T.I. seen to go down on Northern edge of Island at 1229 hrs. M.B. was heard clearly, first at H-12. First instructions were to bomb to the left of smoke, then to overshoot the T.I.'s by two seconds. Bombed visually, since the T.I.'s seemed to be in error. Smoke was rising to 1,000 ft. Bombing appeared to be concentrated. There was evidence of undershooting. No explosions seen. 1 x 500 AN-M64.(USA) fell out at 5421N-0414E - 1314 hrs. - 8,000 ft. Pilot reports route and tactics were good. Gaggle was well kept. Target was well hit. Camera operated while aircraft was flying straight and level.	594
18.4.45	Halifax III N.R.207 "C"	(P) J20988 F/L MCHOLM,N.A.	Bombing	0958	1439	Target: HELIGOLAND. Bomb Load: Same as Aircraft M.Z.423-"B". The weather was clear, and visibility unlimited. Target identified by T.I.R. - visually (island), at 1229.5 hrs. Primary attacked at 1229.5 hrs. from 18,400 ft. Heading: 182 T. T.A.S. 176 T. knots. Wind Setting: 300/22. Bombed on Red T.I.'s overshot by 2 seconds. Bomb-Aimer reports M.B. heard clearly at H-15 instructing to overshoot Red T.I.'s by 2 seconds. The Red T.I.'s were seen cascading at 1228.5 hrs. and were well concentrated on the Eastern Island at the North End. The Island was completely covered by bomb bursts and grey smoke rising to 3,000 ft., within 5 minutes of bombs being released. M.B. heard to say "Wizard bombing and all bombs on A.P." Pilot reports route and tactics satisfactory and Met. as briefed. Camera operated while aircraft flying straight and level. Conditions were ideal, and Gaggle formation was very good. Fighter cover was good, and adequate.	595
18.4.45	Halifax III N.R.208 "P"	(P) J87629 F/O GILLESPIE,J.C.	Bombing	1000	1446	Target: HELIGOLAND. Bomb Loads: Same as aircraft N.R.207-"C". The weather was clear, and visibility good. Target identified visually at 1230 hrs. Primary attacked at 1230 hrs. from 18,400 ft. Heading: 174 T. T.A.S. 177. Bombed at same time as aircraft "C" of 480. Bomb-Aimer reports no F.F.F. seen. M.B. heard clearly. There were indications of under and overshooting. No assessment was possible, due to thick smoke. Pilot reports bombsight U/S. Aircraft was flying straight and level when Camera operated. Route and tactics were very good. Gaggle was ahead of the leader on way out of target but good on the rest of the trip.	596

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OPERATIONS RECORD BOOK

APPENDIX A

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

BY 420 (R.C.A.F.) Squadron.

SECRET

PAGE No. 76

FOR THE MONTH OF April 1945.

*15323—9511) Wt. 28722—2156 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
18.4.45	Halifax III L.V.953 "F"	(P) J49321 F/O FORD, T.F.	Bombing	0954	1434	Target: HELIGOLAND. Bomb Load: 9 x 1000 M.C.(BR), 4 x 500 G.P. AN-M64(USA)(TD). The weather was clear, and visibility good. Target identified by T.I.R. at 1230 hrs. Primary attacked at 1230 hrs. from 18,400 ft. Heading: 180 T. T.A.S. 175. Wind Setting: 345/29. Bombed on intersection of the runways. Bomb-Aimer reports M.B. heard very clearly to say overshoot T.I.R. by two seconds. The T.I.'s were on the edge of the island. The first few loads were undershoots, the same as the T.I.'s, but later the B.A. saw a complete load land on the runways. Bombing was concentrated after the M.B. ordered to overshoot T.I.'s. Pilot reports aircraft flying straight and level at time camera operated. Gaggle was very good for bombing but a little spread out.	597
18.4.45	Halifax III N.R.230 "H"	(P) J36964 F/O GORDON, D.C.	Bombing	0955	1442	Target: HELIGOLAND. Bomb Load: 9 x 1000 M.C.(BR), 4 x 500 G.P. AN-M64(USA),(Inst.). There was 3/10ths low stratus cloud, with tops at 2,000 ft. Visibility was good. Target identified visually, - Red and Yellow T.I. - Runways on dreme, at 1229.5 hrs. Primary attacked at 1229.5 hrs. from 18,400 ft. Heading: 179 T. T.A.S. 181 True. Wind Setting: 300/24 Mk.1V. Bombed on 100 yard undershoot on Yellow T.I. Bomb-Aimer reports M.B. heard very clearly at 1216 hrs. ordering basement flight plan. Run up made on his orders to Port of Reds, changing to undershoot Yellow T.I. at 1228, which was carried out. Reds were off to Port, and Yellows were fairly accurate. Four sticks seen to cover island, then whole area appeared to be covered with smoke. A few bad overshoots and undershoots seen. Pilot reports route and tactics good, with Met. forecast fairly accurate. Pilot says aircraft was flying straight and level when camera operated. Fighter cover appeared satisfactory. Target was well bombed. Pilot reports good Gaggle and leadership, except for leaving target, when aircraft got ahead of leader.	598
18.4.45	Halifax III N.R.258 "I"	(P) J92775 F/O COLE, E.C.	Bombing	0946	1440	Target: HELIGOLAND. Bomb Load: 9 x 1000 M.C.(BR), 2 x 500 G.P. AN-M64(USA)(Inst.). The weather was clear, and visibility very good. Target identified by island and aerodrome (visual), at 1229.5 hrs. Primary attacked at 1229.5 hrs. from 18,200 ft. Heading: 172 T. T.A.S. 180 knots. Wind Setting: 300/26 Mk.14. Bombed on intersection of runways. Bomb-Aimer reports M.B. heard clearly at H-15, instructing to bomb 100 yds. past the Reds at H-5, then to overshoot Red T.I.'s by 2 seconds at H-3. The Red T.I.'s were not seen clearly, and bombed visually on intersection of runways. The target was completely obscured by bomb bursts and smoke rising to 3,000 ft. M.B. instructed to bomb centre of smoke at 1231 hrs. 1 x 1000 M.C.(BR), hung up, and jettisoned at 5418N-0538E - 1305 hrs. - 10,000 ft. - safe. Pilot reports route and tactics satisfactory, and Met. as briefed. Camera operated while aircraft in starboard bank due to skipstream. Conditions were ideal, and M.B. heard to say "Wizard prang." No evidence of enemy aircraft reported.	599

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Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
18.4.45	Halifax III N.R.141 "J"	(P) J12266 S/L LEDINGHAM,H.R.	Bombing	1001	1441	Target: HELIGOLAND. Bomb Load: 9 x 1000 M.C.(HE), 4 x 500 G.P. AN-M64(USA)(TD). There was 1/10th stratus cloud, with tops at 9 to 10,000 ft. Visibility was good. Target identified by R28 - also visual (Runways of aerodrome) and T.I. Red, at 1229.7 hrs. Primary attacked at 1229.7 hrs. from 18,100 ft. Heading: 181 T. T.A.S. 180 knots. Wind Setting: 305/24 Mk.14. Bombed on centre of runways. M.E. heard very clearly at 1224 hrs. ordering basement flight plan. Two Red T.I.'s seen at 1227 hrs., one 500 yds. short in water, the other still short on the edge of beach. No Yellow seen, visual bombing run made on centre of runways. Bombing was well concentrated and accurate, and everything seemed to be blowing up. On leaving target, small and heavy black coloured smoke was rising to 4,000 ft. Pilot reports only criticism of route and tactics is that height was obtained too fast. Met. forecast was good. Aircraft was flying straight and level when camera operated. There was not much evidence of fighter escort. Gaggle was loose on way out, good leadership, but gaggle out of hand when leaving target.	600
18.4.45	Halifax III N.P.946 "L"	(P) R197779 F/S DUNNIGAN,W.J. (A/B) J43876 P/O ROSS,D.F. (WAV) J42662 P/O NEILSON,D.M. (WOP) R206136 SGT MONTGOMERY,G.F. (MUAG) R278992 F/S MACDONALD,R.A. (R/G) R290688 F/S NEWMAN,D.W. (FE) R68046 SGT MURPHY,L.R.J.	Bombing	1003	--	Target: HELIGOLAND. Bomb Load: 9 x 1000 M.C.(HE), 4 x 500 G.P. AN-M64.(USA)(Inst.). Aircraft was seen to crash into sea on way out to target, at approximately 1150 hours, position approximately 54.11'N-04.52'E. F/S Dunnigan, P/O Neilson, Sgt. MacDonald, and Sgt. Murphy are missing. The remaining members of the crew were killed, and the bodies recovered.	601
18.4.45	Halifax III M.Z.435 "K"	(P) J92097 P/O FAWCETT,H.A.	Bombing	0959	1443	Target: HELIGOLAND. Bomb Load: Same as aircraft N.P.946-"L". There was thin haze on run up, which cleared over target. Visibility was very good. Target identified by T.I.R. and visually by two islands and airfield, at 1229.3 hrs. Primary attacked at 1229.3 hrs. from 18,100 ft. Heading: 182 T. T.A.S. 180. Wind Setting: 300/27 Ind. Bombed overshooting T.I.R. by two seconds and slightly port. Bomb-Aimer reports markers were a bit undershot and first bombs were on these. Remainder were very good with bombs seen well placed. M.E. heard first at 1218 hrs., clearly, and gave good instructions throughout the attack. After leaving, smoke was seen to rise to about 4,000 ft. Flak encountered over target at 1229.3 hrs. - 18,100 ft. Small rear bomb doors did not open and bombs went through them. Pilot reports route and tactics and Met. were as briefed. Gaggle was quite good, both ways but slightly spread out on return. Camera operated with aircraft flying straight and level.	602
18.4.45	Halifax III N.R.124 "E"	(P) J90185 P/O BOND,L.E.	Bombing	0950	1445	Target: HELIGOLAND. Bomb Load: 9 x 1000 M.C.(HE), 4 x 500 G.P. AN-M64.(USA)(TD). There was one patch of cloud on run up. The weather was clear over target, and visibility good. Target identified by intersection of runways (visually) at 1230.2 hrs. Primary attacked at 1230.2 hrs. from 18,100 ft. Heading: 178 T. T.A.S. 175 knots. Wind Setting: 300/29 Mk.14. Bombed on intersection of runways (A.P.). Bomb-Aimer reports Yellow T.I.'s seen on North shore. No reds seen. M.E. heard clearly at H-14. First instruction was basement flight plan, then to overshoot Yellow T.I.'s by two seconds. Aimed visually at A.P. No fires or explosions seen, but smoke was rising to 4,000 ft. Bombing appeared concentrated. Two bombs only seen to overshoot. Pilot reports route and tactics good. Gaggle was very good. Camera operated while aircraft was in slight port bank. No evidence of fighters reported.	603

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OPERATIONS RECORD BOOK

Appendix A — A.F. Form 541.

DETAIL OF WORK CARRIED OUT

By 420 (R.C.A.F.) Squadron. **SECRET** Page No. 77

*15303—9511) Wt. 28728—8136 75M 10/44 T.S. 700

For the Month of April 19 45.

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
18.4.45	Halifax III N.A.169 "O"	(F) J38070 F/L KANE,R.C.	Bombing	0957	1448	Target: HELIGOLAND. Bomb Load: 9 x 1000 M.C.(HR), 4 x 500 G.P. AN-M64(USA)(TD). The weather was clear, and visibility excellent. Target identified visually - pmple island, and T.I.R. at 1230.5 hrs. Primary attacked at 1230.5 hrs. from 18,100 ft. Heading: 180 T. T.A.S. 176. Wind Setting: 320/37 Mc.14. Bombed on centre of smoke in centre of island. Bomb-Aimer reports markers seen at H-4. Three groups of T.I. observed on beach, short end of island. At H-15, the M.B. gave basement flight plan. At H-3 M.B. instructed to overshoot Red T.I. by 2 seconds. M.B. reported wizard bombing. Clouds of smoke seen. Pilot reports aircraft flying straight and level as camera operated, but were in slipstream part time. Tactics were very good. Weather was better than expected. Numerous Jet. aircraft were seen.	604
18.4.45	Halifax III N.R.171 "F"	(P) J93269 P/O PENTY,R.	Bombing	0949	1451	Target: HELIGOLAND. Bomb Load: 9 x 1000 M.C.(HR)(Inst.), 4 x 500 G.P. AN-M64(USA)(TD). The weather was clear, and visibility good. Target identified by Red T.I., smoke and H2S, at 1231.0 hrs. Primary attacked at 1231.0 hrs. from 16,350 ft. Heading: 175 T. T.A.S. 174. Wind Setting: 300/27 Mc.14. Bomb-Aimer reports M.B. first heard at 1226 hrs. His instructions were clear, and easily understood. Instructions continually varied as raid progressed and those followed were heard at 1230 hrs. Only one T.I.R. and no T.I.Y were seen. Bomb flashes were seen well on the T.A. and whole island was well covered. Smoke from fires was rising to about 1/2,000 ft. Bombed on smoke as instructed. Pilot reports gaggle was well held together. Route and tactics and Met. were very good. Camera operated O.K. but it is believed Port Wing was a bit low due to proximity of other aircraft.	605
18.4.45	Halifax III N.R.176 "R"	(P) C13128 S/L HUCHANAN,D.L.	Bombing	0947	1447	Target: HELIGOLAND. Bomb Load: 9 x 1000 M.C.(HR),(TD), 4 x 500 G.P. AN-M64(USA)(TD). The weather was clear, and visibility good. Target identified by Red T.I. and visually, at 1230.5 hrs. Primary attacked at 1230.5 hrs. from 17,800 ft. Heading: 173 T. T.A.S. 180. Wind Setting: 300/30 Ind. Bombed on Red T.I. with overshoot of 2 seconds. Bomb-Aimer reports M.B. heard clearly at H-15, instructing to bomb Red T.I. - overshooting 2 seconds at H-3. The target was well covered by bomb bursts and smoke was rising to 3,000 ft. Some evidence of overshooting reported. Pilot reports route and tactics satisfactory, and Met. as briefed. There was no evidence of the camera operating. Gaggle formation was good. No enemy aircraft seen. Bombing was very concentrated.	606
18.4.45	Halifax III N.R.117 "S"	(P) J92518 P/O MILLS,G.H.	Bombing	0953	1436	Target: HELIGOLAND. Bomb Load: 9 x 1000 M.C.(HR)(Instr), 4 x 500 G.P. AN-M64(USA)(TD). The weather was clear, with horizontal visibility 30 miles. Target identified by Red and Yellow T.I.'s and visually, at 1229.7 hrs. Primary attacked at 1229.7 hrs. from 17,800 ft. Heading: 180 T. T.A.S. 180. Wind Setting: 300/30 Broadcast. Bombed on Yellow T.I.'s on instructions from M.B. M.B. was heard clearly, saying to overshoot Yellow T.I.'s by two seconds. Red T.I. was an undershoot of 1/2 mile to North. Yellow T.I.'s were right on. M.B. called it a "Wizard show." 1 x 1000 M.C.(HR) hung up over target, and Jettisoned at 5422N-0625E - 1250 hrs. - 16,000 ft. Pilot reports aircraft in port bank at time camera operated. Route and tactics were very good.	607

Gaggle was ahead of leader coming out of target, and he called for them to return. At this point Gaggle was reformed.

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Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
18.4.45	Halifax III N.R.138 "T"	(P) J4123.5 F/O BOISSONAULT,A.J.	Bombing	1004	1450	Target: HELIGOLAND. Bomb Load: 9 x 1000 M.C.(HE),(TD), 4 x 500 G.P. AN-MK4(USA)(TD). The weather was clear, and horizontal visibility was 5 miles. Target identified by T.I.R. at 1230 hrs. Primary attacked at 1230 hrs. from 17,800 ft. Heading: 169 T. T.A.S. 180. Wind Setting: 300/25 Broadcast. Bombed on Red T.I. on instructions of M.B. Bomb-Aimer reports M.B. heard clearly saying 100 yds. to left of T.I.'s. There were indications of under and overshooting, but majority of bombing was very concentrated, 1 x 1000 M.C.(HE) hung up over target, and brought back to base. Pilot reports aircraft flying straight and level at time camera operated. Route and tactics were very good. Gaggle was easy to form-up on and keep with.	608
18.4.45	Halifax III N.R.227 "V"	(P) J27609 F/L HUSH,L.A.	Bombing	0951	1453	Target: HELIGOLAND. Bomb Load: 9 x 1000 M.C.(HE),(TD), 4 x 500 G.P. AN-MC4(USA)(Instr.). There was no cloud, and visibility was good. Target identified visually - Red and Yellow T.I.'s, at 1231 hrs. Primary attacked at 1231 hrs. from 17,800 ft. T.A.S. 195. Heading: 188 T. Wind Setting: 300/24 Mk.14. Bombed on overshoot on Yellow T.I. by one second, on M.B.'s instructions. Bomb-Aimer reports M.B. heard clearly at 1220.5 hrs. and visual bombing run started. M.B. ordered overshoot on Yellow T.I. by 2 seconds. Numerous explosions reported, no fires, but heavy black smoke rising to 4/5,000 ft. Bombing was accurate and well concentrated, with a few undershoots seen. Pilot reports route and forecast good, and Met. forecast accurate. Aircraft was flying straight and level when camera operated. Fighter escort was good, and there were no signs of enemy aircraft. Gaggle leadership was good.	609
18.4.45	Halifax III N.P.961 "K"	(P) J27726 F/L CLOSE,R.D.	Bombing	0948	1449	Target: HELIGOLAND. Bomb Load: Same as aircraft N.R.227-"V". The weather was clear, and visibility good. Target identified visually - Island, also by T.I. Red - 1 bunch, at 1231.9 hrs. Primary attacked at 1231.9 hrs. from 17,800 ft. Heading: 185 T. T.A.S. 176. Wind Setting: 300/28 Mk.14. Bombed near edge of smoke, on M.B.'s instructions. Bomb-Aimer reports markers seen at H-1 hrs. - only one bunch. M.B. heard clearly at H-15 giving "flight plan" to Deputy - kept changing instructions. Slight undershooting and some overshoots reported. M.B. was well pleased with bombing. Pilot reports aircraft flying straight and level as camera operated, with a possibility of slight turn to Port towards end of run. Some Jet trails seen at about 25,000 ft. before and after target. Gaggle was good up to target, where aircraft overlapped.	610
18.4.45	Halifax III N.P.951 "Y"	(P) J8.0065 F/O PAWCETT,J.R.	Bombing	0952	1455	Target: HELIGOLAND. Bomb Load: Same as aircraft N.R.227-"V". The weather was clear, and visibility good. Target identified visually - Island, also by T.I.R. and R23, at 1229.9 hrs. Primary attacked at 1229.9 hrs. from 18,400 ft. Heading: 170 T. T.A.S. 176. Wind Setting: 300/24, Mk.14. Bombed on airfield - overshoot on T.I.R. by 2 seconds, as per M.B.'s instructions. Bomb-Aimer reports markers seen at H-4, which were plentiful, but short of A/F. M.B. was clearly heard, and kept changing instructions. There was very few sticks either undershoot or overshoot, bombing was mostly on target. Pilot reports aircraft flying straight and level as camera operated. Gaggle was good on way in, but on way out most aircraft went by the leader. No enemy aircraft were seen.	611

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OPERATIONS RECORD BOOK

APPENDIX A — A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

BY 420 (R.C.A.F.) Squadron.

SECRET

PAGE No. 78

FOR THE MONTH OF April 19 45.

*15303—9511) Wt. 28722—4136 75M 10/44 T.S. 788

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
22.4.45	Halifax III M.Z.357 "A" (425 Squadron Aircraft)	(P) J92777 F/O MCKENZIE, A.J.	Bombing	1619	2138	Target: BREMEN. Bomb Load: 6 x 500 M.C.(HE), 10 x 500 AN-M64 (USA). There was 10/10ths s.cu. cloud, with tops at 6,000 ft. Visibility was good. Target identified by "Gee" fix. Bombed at 1905 hrs. Abortive - O.E.T. on M.B.'s instructions. Air-Gunner reports only thing seen in target area was a fire on the North Eastern outskirts of the city. M.B. first heard clearly at 1850 hrs., giving "Revised flight plan". At 1904 hrs. M.B. issued instructions, "Do not bomb unless instructed." At 1905 hrs. crew received orders to abandon detail. All bombs brought back to base. Pilot reports route and tactics good. Gaggle kept together properly. No photos taken, and no fighters in evidence.	612
22.4.45	Halifax III M.Z.423 "F"	(P) J93376 F/O HISHOP, H.S.	Bombing	1608	2148	Target: BREMEN. Bomb Load: 10 x 500 AN-M64 (USA), 6 x 250 MK.VI (USA). There was 10/10ths st. cu. cloud, with tops at 10,000 ft. Visibility was good. Abortive - O.E.T. Bomb-Aimer reports no markers seen. M.B. heard at 1855 hrs. instructing not to bomb unless further notice given. Cancellation received at 1905 hrs. All bombs jettisoned safe at 5237N-0430E - 2013 hrs. - 17,000 ft. Pilot reports gaggle was good, but lacked concentration more after leaving target than run in. Route and tactics were good, and met better than expected.	613
22.4.45	Halifax III M.Z.207 "G"	(P) J20988 F/L MCNEIL, N.A.	Bombing	1602	2137	Target: BREMEN. Bomb Load: Same as aircraft M.Z.423-"F". Abortive - O.E.T. There was 5/10ths cloud, with tops at 5,000 ft. (St.Cu.). City could be seen on way in, at 1905 hrs. Bomb-Aimer reports M.B. heard at 1850 hrs., saying T.I.'s could not be dropped - wait a few minutes, then made another run. At 1905 hrs. mission was called off. All bombs jettisoned live, at 5234N-0519E - 2019.5 hrs. - 13,000 ft. in order to lighten load. Pilot reports mission called off at 1905 hrs. - 19,000 ft. Gaggle leader was rather slow but aircraft were well concentrated.	614
22.4.45	Halifax III M.Z.206 "W"	(P) C.23562 F/L DAVIDSON, M.W.	Bombing	1600	2136	Target: BREMEN. Bomb Load: 10 x 500 AN-M64 (USA), 2 x 250 MK.VI (USA). Abortive - O.E.T. There was 6/10ths st.cu. cloud, with tops at 6,000 ft. Visibility was good. Target identified visually (city, canal, river) - Red T.I.'s - H2S check, at 1905 hrs. Bomb-Aimer reports two clusters of Red T.I. seen to be on the proper target area, about the A.P. M.B. heard clearly first at 1855 hrs. First instructions were "do not bomb unless instructed," then the order was given to abandon mission. Last words heard were "Useless to bomb for next ten minutes." All bombs were brought back, after orders given by M.B. not to bomb. Pilot reports route and tactics good. Gaggle dispersed on way out. The set up over target was not much good. No fighters were in evidence.	615
22.4.45	Halifax III La.V.953 "T"	(P) J40321 F/O FORD, T.P.	Bombing	1613	2134	Target: BREMEN. Bomb Load: Same as aircraft M.Z.423-"F". Abortive - O.E.T. There was 10/10ths st.cu. cloud, with tops at 6,000 ft. Visibility was good. Bomb-Aimer reports M.B. heard clearly at 1859 hrs. Target area was obscured by cloud, and main force were ordered to stand by for instructions. M.B. called off attack at 1902 hrs. All bombs brought back to base. Pilot reports route and tactics O.K. Weather was not as bad as forecast. No enemy aircraft seen. Fighter escort was good.	616

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Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
22.4.45	Halifax III N.R.230 "E"	(P) J27809 F/L RUSH,L.A.	Bombing	1605	2151	Target: BREMEN. Bomb Load: 10 x 500 AN-M64(USA), 6 x 250 Mk.VI (USA). Abortive - O.E.T. There was 4 to 5/10ths st. cu. cloud, with tops at 6,000 ft. Visibility was good. Bomb-Aimer reports M.B. heard at 1850 hrs. First instructions were "Basement flight plan." Second instructions were "stand by, not to bomb till instructed." Upside down was given at 1905 hrs. Small fire was sighted burning to Port. Target area could be seen through haze. All bombs jettisoned safe at 5255N-0328E - 2027 hrs. from 12,000 ft. Three exploded on impact. Pilot reports gaggle good, but deemed off track. Some aircraft were above 19,000 ft. on way to target. Formation was spread after leaving target. Met. was as predicted. Route and tactics were O.K.	617
22.4.45	Halifax III N.R.141 "J"	(P) J12266 S/L LEDINGHAM,R.R.	Bombing	1605	2144	Target: BREMEN. Bomb Load: 10 x 500 AN-M64(USA), 2 x 250 Mk.VI (USA). Abortive - O.E.T. There was 9/10ths st. cloud, with tops at 6/8,000 ft. Visibility was good. Bomb-Aimer reports M.B. first heard clearly at 1900 hrs. ordering basement flight plan. Target area was seen, and A.P. picked out. No T.I. seen, but two fires observed, one just West of A.P. and one S.E. of A.P. M.B. was heard to say indistinctly to bomb centre of fires. The cloud drifted in and obscured fires and M.B. ordered crews to abandon mission at 1907 hrs. 2 x 250 Mk.VI(USA) jettisoned at 5401N-0131E - 2102 hrs. - 10,000 ft. in order to make safe landing. 10 x 500 AN-M64(USA) brought back to base. Pilot reports route and tactics satisfactory. Met. was better than briefed. Fighter escort was good, and no signs of enemy air activity reported.	618
22.4.45	Halifax III N.R.194 "J" (425 Squadron Aircraft)	(P) J92775 F/O COLE,E.C.	Bombing	1617	2132	Target: BREMEN. Bomb Load: 6 x 500 M.C.(HR), 10 x 500 AN-M64 (USA). Abortive - O.E.T. There was 10/10ths cloud, with tops at 5,000 ft. (st.cu.). Target identified by T.I.R. at 1905 hrs. Bomb-Aimer reports M.B. heard at 1840 hrs. giving "Basement flight plan," then instructed to stand by and not to bomb unless instructed. At 1905 hrs. M.B. ordered the mission to be abandoned. All bombs jettisoned safe at 5038N-0315E - 2018 hrs. - 15,000 ft. in order to lighten load. Pilot reports aircraft in target area at 19,000 ft. - 1905 hrs when effort was cancelled. No enemy fighters seen. Sufficient fighter cover reported.	619
22.4.45	Halifax III N.R.435 "K"	(P) J92097 F/O FAWCETT,H.A.	Bombing	1601	2143	Target: BREMEN. Bomb Load: 10 x 500 AN-M64(USA), 6 x 250 Mk.VI (USA). There was 10/10ths cloud, with tops at 8,000 ft. (st.cu.). Abortive - O.E.T. Target identified by H2S - visually on run in. At 1905 hrs. Bomb-Aimer reports M.B. heard at 1901 hrs. but could not ascertain instructions - poor reception. All bombs brought back to base. Pilot reports no instructions regarding bombing were heard. No markers could be seen, so aircraft stuck with Gaggle which was to starboard of target.	620

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OPERATIONS RECORD BOOK

APPENDIX A

R.C.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

BY 420 (R.C.A.F.) Squadron.

SECRET

PAGE No. 79

FOR THE MONTH OF April 1945.

*15323—9511) Wt. 28722—2136 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
22.4.45	Halifax III N.R.124 "N"	(P) J87629 F/O GILLESPIE,J.C.	Bombing	1612	2142	Target: BREMEN. Bomb Load: 10 x 500 AN-M64(USA), 6 x 250 MK.VI (USA). Abortive - O.E.T. There was 8/10ths cloud, with tops at 3,000 ft. Target identified visually on woods and river - H2S - T.I.'s at 1908 hrs. Bomb-Aimer reports that at 1853 hrs. M.B. gave "Basement flight plan." At 1856 hrs. orders were received to stand by and not to bomb until further instructions. At 1905 hrs. instructions received from M.B. to abandon mission. All bombs were brought back to base. Pilot reports that at 5310N-0836E - 1905 hrs. - 19,000 ft. the effort was called off. Gaggle seemed good up to position "Z" but formation was to starboard of target.	621
22.4.45	Halifax III N.A.169 "O"	(P) J38070 F/L KANE,R.J.	Bombing	1604	2141	Target: BREMEN. Bomb Load: 10 x 500 M.C.(BR), 6 x 250 Mk.VI (USA). Abortive - O.E.T. There was 5/10ths st.cu. cloud, with tops at 5,000 ft. Visibility was good. Target identified by dock area, at 1905 hrs. Bomb-Aimer reports M.B. heard clearly at 1850 hrs. At 1905 hrs. M.B. called off the raid. The Deputy M.B. suggested an orbit, but this was not carried out. All bombs were brought back to base. Pilot reports Met. was as predicted. Gaggle was very good, and not too concentrated. Route and tactics were good, but suggest that with such high ground speed, a long run in be used.	622
22.4.45	Halifax III N.R.171 "P"	(P) J40065 F/O FAWCETT,J.R.	Bombing	1605	2140	Target: BREMEN. Bomb Load: Same as aircraft N.R.124 - "N". Abortive - O.E.T. There was 6/10ths st. cu. cloud, with tops at 8,000 ft. Visibility was good. Target identified at 1905 hrs. Bomb-Aimer reports M.B. heard clearly at 1851 hrs. calling deputies. Target was seen on run-up but A.P. could not be picked up due to cloud. M.B. ordered not to bomb at 1900 hrs. and scrubbed effort at 1904.8 hrs. One small fire was seen West of target on railway lines, giving off orange coloured flames. All bombs brought back to base. Pilot reports route and tactics satisfactory. Met. forecast was out in winds but good for cloud condition. Pilot reports very good escort and no sign of enemy activity.	623
22.4.45	Halifax III N.R.117 "S"	(P) J92518 F/O MILLS,G.H.	Bombing	1624	2133	Target: BREMEN. Bomb Load: Same as aircraft N.R.124 - "N". Abortive - O.E.T. There was 6/10ths st. cu. cloud, with tops at 6,000 ft. Visibility was good. Target identified visually (wooded area beside A.P.) - H2S, at 1905 hrs. Bomb-Aimer reports one Red T.I. seen short of A.P. near wooded area. Nothing else was seen in the target area, except the river through the town. Aircraft was slightly to starboard of track, which facilitated map reading. M.B. heard clearly at 1858 hrs. First instructions heard were "stand by - do not bomb unless instructed." Then orders were received to abandon detail. All bombs brought back to base. Pilot reports route and tactics good, except that the main force should have been allowed to orbit. It was agreed more or less, with M.B., when he said target should be clear in 10 minutes. Met. was as briefed.	624

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Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
22.4.45	Halifax III N.R.138 "F"	(P) J.1245 F/O BOISSONAULT,A.J.	Bombing	1610	2145	Target: [redacted] Bomb Load: 10 x 500 M.C.(HE), 6 x 250 MK.VI (USA). Abortive - O.B.T. There was 8/10ths strato cu. cloud, with tops at 7,000 ft. Visibility was good. Target identified visually (wooded area beside A/P), at 1905 hrs. Bomb-Aimer reports one cluster of Red T.I.'s seen in the close proximity of the A/P., beyond the wooded area on run-in. M.B. first heard clearly at 1855 hrs. First instructions heard were to bomb Red T.I.'s but not to bomb if you cannot see. The next and last instruction was to abandon detail. All bombs brought back to base. Pilot reports route and tactics good, but would have been more satisfactory if an orbit had been permitted. No fighters were in evidence, and Met. was as briefed. No.2 Gaggle leader heard speaking over VHF to say that he had a defective engine.	625
22.4.45	Halifax III N.P.961 "F"	(P) J22726 F/L CLOSE,R.D.	Bombing	1609	2143	Target: BREMEN. Bomb Load: Same as aircraft N.R.138 "F". Abortive - O.B.T. There was 9/10ths strato cu. cloud, with tops at 6/8,000 ft. Good visibility is reported. Target skimmed at 1906 hrs. Bomb-Aimer reports M.B. heard at 1850 hrs. clearly, talking to Deputy, and ordering Main Force to stand by until 1901 hrs. Built patches of ground could be seen but the A/P could not be identified due to cloud. M.B. ordered crews to abandon mission at 1905 hrs. All bombs brought back to base. Pilot reports route and tactics O.K., but believes orbit could have been made or height lowered to bomb target. Met. forecast was good. No enemy air activity reported, and there was not much evidence of fighter escort. Gaggle was good.	626
22.4.45	Halifax III N.P.951 "F"	(P) J93269 F/O PENTY,R.	Bombing	1607	2146	Target: BREMEN. Bomb Load: 10 x 500 AN-M64.(USA), 6 x 250 MK.VI (USA). Abortive - O.B.T. There was 10/10ths st. cu. cloud, with tops at 6,000 ft. Visibility was good. Target area seen at 1905 hrs. Bomb-Aimer reports M.B. first heard clearly at 1857 hrs. Target area could not be identified due to cloud. M.B. ordered to stand by and finally to abandon mission at 1905 hrs. All bombs jettisoned at 5236N-0325E - 2021 hrs. - to lighten load, in case of expected trouble with starboard inner. Starboard Inner was giving trouble with oil leak. Pilot reports route and tactics O.K. Met. forecast was good. No sign of enemy air activity reported. Fighter escort was good. Gaggle was good, also leadership, on both outward and return journey.	627
22.4.45	Halifax III N.A.178 "F"	(P) C.13128 S/L BUCHANAN,D.L.	Bombing	1611	2135	Target: BREMEN. Bomb Load: 10 x 500 M.C.(HE), 6 x 250 MK.VI (USA). Abortive - O.B.T. There was 10/10ths cloudy with tops at 5,000 ft. (st.cu.). At H plus 55 M.B. gave "Basement Flight Plan." Target could not be marked, due to cloud. At 1905 hrs. M.B. gave code word to abandon mission. All bombs brought back. Pilot reports gaggle running late and slow, - was quite close to track except at targets.	628

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File: 420S/21-1

June 1, 1945.

Headquarters, No.6 (R.C.A.F.) Group.

Operations Record Book - 420 Squadron -
April - 1945.

1. With reference to your letter 6G/S.3055/420/Hist. dated 20.5.45, concerning the above, the following amendments are submitted in reply.

8/9th April - Aircraft "B" landed at Desboro.

10th " - Amend form 540 to read "Port Inner u/s"

13th " - Bombing time for "X" was 2331.1 hrs.

18th 20th " - Amend form 540 in respect of initials of P/O Ford to read "T.F."

18th " - Amend personal number of F/L Rush to read J.27809 in both battle order and form 541.

2. Form 540 - Summary - During the month of April, the Squadron flew 100 operational sorties, for a total of 605.50 flying hours. This was included in page 40 of form 540.

(J.W. ROYAN) Flight Lieutenant,
for: Officer Commanding,
No.420 (R.C.A.F.) Squadron.

Noted
HAB.
5-7-45.

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COMPILED BY FL J.W. ROYAN

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I., para. 2340 and War Manual Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

J. 47.20-420 Dad

Page No. 41

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

No. of pages used for day

SECRET.

Place	Date	Time	Summary of Events	References to Appendices
Tholthorpe, Yorks.	1945 1 May		F/O R.H. Keeper, (J.93524), returned to the Squadron for a visit after spending a month in Germany as a P.O.W. A training programme was laid on for the full day and was carried out. Conversion proceeding very well.	
	2 May		Normal day of training carried out. Night flying was scrubbed. F/O J.A. Smith (RAF171360) supervised a parachute and dinghy drill.	
	3 May		A mock battle was laid on for the day and the crews were briefed by the Met, Navigation and by G.905, W/C Gray, R.J. An operational take-off was carried out, and 18 aircraft took off in 15 minutes. F/L J.W. Royan (C.12521) the squadron adjutant reached the ripe old age of 30 to-day.	
	4 May		More flying training. Squadron adopted white spinners and plan a Snowy Owl on each fin. J.12266, S/L H.R. Ledingham awarded an Immediate D.F.C.	
	5 May		Weather very duff to-day, and training had to be scrubbed in the afternoon, squadron given a stand down until 0900 hours.	
	6 May		Another day of normal training. Night flying was scrubbed again due to bad weather.	
	7 May		Seven a/c detailed for training in the morning. All details for the afternoon and evening were scrubbed. Unofficially it has been learned by announcement from the German radios that Germany had surrendered. In the evening it was announced that to-morrow will be "VE" DAY. All M.T. and A/C on this station were immobilised.	
	8 May		Day of celebration - "VE" DAY! A parade was held in the afternoon at which the Station Commander, G/C L.K. Lecombe (C.1181) said a few words. Everyone then listened to the Prime Minister - Winston Churchill. Church service was held in the station cinema for the protestants and in one of the hangars for the Roman Catholics. Station dance was held in the evening, and huge bonfire lit. Very little damage done on the camp.	
	9 May		Day of recuperation from the day before. Dance again held in the evening.	
	10 May		Plans outlined by G.905, W/C R.J. Gray for the Squadron to fly home, and all crews very excited about the prospects of a flip home, instead of the long boat ride.	
	11 May		Ground training for all Navigators, Bomb-Aimers, Wags, and Pilots organized.	
	12 May		Many of the pilots busy spending the day painting their a/c white, &c. and navigators industriously taking Astro shots all over the place.	

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SECRET.

Place	Date	Time	Summary of Events	References to Appendices
Tholthorpe, Yorks.	13 May		Weather very duff, and most people either finding the odd job to keep occupied, or staying out of sight, a trait most remarkably developed by some folks.	
	14 May		Normal day of training. Aircraft test flown at night.	
	15 May		Met. lecture given in the morning. Some pilots took some link in the morning also a lecture on transport command procedure given to the aircrew.	
	16 May		First cross country for Transatlantic training in the afternoon, and evening. Twenty-one aircraft carried out the detail. More link training in theevening.	
	17 May		Link programme organized for all day and evening. Wags and Navs still taking ground school. Twenty aircraft airborne for night cross country astro navigation.	
	18 May		Cross country organized for the squadron in the afternoon and 18 aircraft were airborne.	
	19 May		Pilots taking link training all day and evening. Wags and Navs still ground training. Four aircraft flew on cross country this morning, twelve were detailed for evening but detail was scrubbed due to weather.	
	20 May		Pilots spent morning at link training or out at their aircraft. Weather forecast was unfavorable. Stand down from 1200 hours until 0900 hours.	
	21 May		Weather duff - no flying all day or night. In the morning pilots not on link training were sent out to their aircraft. Lecture in the afternoon by Transport Command types. C.13128, S/L D.L. Buchanan left the squadron for "R" Depot this morning.	
	22 May		Weather duff again - no flying. Pilots busy on link training or at their aircraft. Six crews ready to ferry 6 Halifaxes to High Ercall but Group cancelled details at last minute.	
	23 May		Link program organized as usual. J.8329, S/L MCKEE from Flying Control gave a lecture to our pilots on flying control in the Azores and Canada. Nineteen crews flew on cross country in afternoon. No flying in evening.	
	24 May		Daily link program organized. W/C Middleton gave a lecture on Trans Atlantic flying in the morning. Three crews carried out cross country flight in afternoon, and twenty in evening. Three more Halifaxes ferried in the morning.	
	25 May		More link training in morning. Pilots spent all day at their aircraft. Eighteen crews took off on long cross country flights at night.	

Wt. 27121/O8130 21624 8/44 C.&L. 61-6345

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R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I., para. 1240 and War Manual Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

of (Unit or Formation) 420 (R.C.A.F.) SQUADRON. No. of pages used for day

SECRET.

Place	Date	Time	Summary of Events	References to Appendices
Tholthorpe, Yorks.	1945 26 May		Link program organized for afternoon, and pilots not on this detail were at their aircraft. Weather duff - no day or night flying. Declaration forms filled out in course of afternoon.	
	27 May		Weather duff - no flying during day or night. More link and more pilots were to their aircraft. In the morning pilots were sent to church. J.38070, F/L R.G. Kane flew his aircraft to Middleton for a turret change.	
	28 May		No flying all day due to duff weather. Link training as usual. Another 420 party developed in the mess in evening.	
	29 May		Link training carried out during morning. No flying in afternoon or night. This station held it's "sports day" to-day. Competition was very keen and unknown athletes were discovered. Our adjutant, C.12521, F/L J.W.Moyan won a hard contested pillow fight against F/L R. St.Amour - 425 Sqdn. Adjutant. In the evening a lawn dance was held. All aircrew got together and through their generosity in supplying barrels of amber fluid the "bonne entente" of this party was remarkable.	
	30 May		Link program organized for all day. Pilots spent day at their aircraft. No flying due to duff weather. Crews cleaned their billets in afternoon for C.O.'s inspection.	
	31 May		Nineteen aircraft airborne on cross country in morning. Last of training flights for most of crews. Crews flying home getting cleared to-morrow. First fifteen aircraft flying to Canada took off from Middleton-St-George to-day.	

POSTINGS IN

The undermentioned crew was posted from 427 Squadron wef. 7.5.45

C. 1346	S/L Cleland, D.J.	Pilot
R210873	F/S Anderson, N.A.	Nav
R195707	WO2 McLaren, P.S.	A/B
J.93943	F/O Pyke, L.W.	WOP
RAF1598835	Sgt Lomas, G.A.	M/U
R280604	F/S Crane, J.W.E.	MUAG
R290046	F/S Alexander, J.	A/G

The undermentioned officer was posted from 62 Base wef. 2.5.45

J.40803	F/O Presd, D.W.	Nav.

The undermentioned officer was posted from 428 Squadron wef. 10.5.45

J.26725	F/L Thompson, W.G.	A/B

The undermentioned personnel was posted from 424 Squadron wef. 13.5.45

R201348	Sgt Walker, E.	F/E
R193872	Sgt Jarvis, A.W.	F/E
J.90118	F/O Keating, E.E.	F/E
R215288	Sgt Delaney, F.A.	F/E

The undermentioned personnel was posted from 433 Squadron wef. 13.5.45

J.48126	F/O Billett, K.A.	Pilot (F/E)
R208166	F/S Nagy, F.J.	Pilot (F/E)
R208352	Sgt Crighton, A.R.	Pilot (F/E)
R200354	Sgt Brigden, O.J.	Pilot (F/E)
J.47819	F/O Marr, G.L.	Pilot (F/E)

The undermentioned officer was posted from 427 Squadron wef. 7.5.45

C. 905	W/C Gray, R.J.	Pilot

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Place	Date	Time	Summary of Events				References to Appendices
			SECRET.				
			Postings out				
			J.39970 F/O Campbell, G.M.	(NAV)	Posted to 483 Squadron wef. 1.5.45		
			J.38223 F/O Johnston, J.B.	(NAV)	Posted to 24 O.T.U. wef. 3.5.45		
			RAF188679 P/O Ronnie, J.	(F/E)	Posted to 1659 H.C.U. wef. 3.5.45		
			J.25735 F/O Greenhalgh, L.B.	(A/B)	Posted to "R" Depot wef. 7.5.45		
			J.38821 F/O Etter, B.S.M.	(A/B)	Posted to "R" Depot wef. 10.5.45		
			J.40442 F/O Angelson, J.R.	(A/B)	Posted to "R" Depot wef. 10.5.45		
			J.94277 P/O McConville, L.J.	(WOP)	Posted to "R" Depot wef. 10.5.45		
			R268400 F/S Bogle, J.R.	(A/G)	Posted to "R" Depot wef. 10.5.45		
			R272822 F/S Cormack, G.R.	(A/G)	Posted to "R" Depot wef. 10.5.45		
			J.40422 F/O Marvell, G.C.	(A/G)	Posted to "R" Depot wef. 10.5.45		
			J.94166 P/O Davis, R.J.	(A/G)	Posted to "R" Depot wef. 10.5.45		
			R271366 F/S Gilbert, R.K.	(A/G)	Posted to "R" Depot wef. 10.5.45		
			J.22598 F/L Clausen, C.D.	(NAV)	Posted to "R" Depot wef. 7.5.45		
			APPOINTMENTS AND PROMOTIONS				
			J.17120 F/O Thompson, F.A.	(A/G)	Promoted to T/F/L wef. 18.3.45		
			J.90210 A/F/L Menary, J.H.	(Pilot)	Promoted to T/F/O wef. 27.3.45		
			J.89994 P/O Rowan, J.W.	(WOP)	Promoted to T/F/O wef. 19.3.45		
			J.89629 P/O Burgess, E.R.	(WOP)	Promoted to T/F/O wef. 2.3.45		
			J.49060 P/O Sigurdson, V.N.	(F/E)	Promoted to T/F/O wef. 4.4.45		
			J.49339 P/O Flaherty, R.N.	(F/E)	Promoted to T/F/O wef. 11.4.45		
			J.90118 P/O Keating, E.E.	(F/E)	Promoted to T/F/O wef. 13.4.45		
			RAF53313 P/O Reid, D.S.L.	(F/E)	Appointed to A/F/L wef. 30.4.45		
			RAF185185 P/O Burton, G.D.	(F/E)	Promoted to T/F/O wef. 27.8.44		
			RAF186206 P/O Howell, A.E.	(F/E)	Promoted to T/F/O wef. 17.4.45		
			RAF186768 P/O Jones, I.J.	(F/E)	Promoted to T/F/O wef. 19.4.45		
			COMMISSIONS				
			R163408 WO1 Hawke, W.H.	(A/G)	Appointed to commission wef. 23.2.45	(J.94526)	
			R252075 F/S Davis, D.G.	(WOP)	Appointed to commission wef. 23.2.45	(J.94618)	
			R.78257 F/S Arscott, H.	(WOP)	Appointed to commission wef. 3.3.45	(J.94616)	
			R223791 F/S Draper, I.D.	(WOP)	Appointed to commission wef. 1.4.45	(J.94681)	
			R163119 Sgt Bartlett, W.J.	(F/E)	Appointed to commission wef. 26.3.45	(J.94678)	
			R274010 F/S Arsenault, J.W.	(A/G)	Appointed to commission wef. 1.4.45	(J.94712)	
			R205012 WO2 Rich, A.A.	(NAV)	Appointed to commission wef. 26.3.45	(J.94726)	
			R191818 F/S Bryan, J.E.	(Pilot)	Appointed to commission wef. 20.3.45	(J.94730)	
			R182275 WO2 Judge, J.A.	(NAV)	Appointed to commission wef. 15.3.45	(J.94704)	
			R208151 F/S Tranter, W.J.	(NAV)	Appointed to commission wef. 26.3.45	(J.94762)	
			R119055 WO1 Bassett, G.J.	(WOP)	Appointed to commission wef. 17.4.45	(J.94783)	
			R276055 F/S Epoch, J.A.	(A/G)	Appointed to commission wef. 4.3.45	(J.94406)	Killed 5.3.45
			R163301 F/S Gaba, W.	(NAV)	Appointed to commission wef. 4.3.45	(J.94503)	Killed 5.3.45
			HONOURS AND AWARDS				
			RAF185168 F/O Pinder, A.F.	(F/E)	Awarded the D.F.C. (Non-Immediate) wef. 31.5.45		
			J.12266 S/L H.R. Ledingham	Pilot	Awarded the D.F.C. (Immediate) wef 4.5.45.		
			CHANGES IN COMMAND - N I L				

Wt. 27131/08138 21636 8/44 C.R.L. 51-8845

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See instructions for use of this form in K.R. and A.C.I., para. 2340 and War Manual Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. 45

of (Unit or Formation)

No. of pages used for day

SECRET.

Place	Date	Time	Summary of Events	References to Appendices

CHANGES IN ADMINISTRATION - N I L

AIRCRAFT ON CHARGE - 20 LANCASTER MARK X

OPERATIONAL AND NON-OPERATIONAL FLYING HOURS - Operational: N I L
Non-Operational: 896.15

MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED AND MINES LAID
Total No. of bombs in tons dropped during the month of May 1945 - N I L
Total No. of bombs in tons dropped to date during 1945 - 2466.75

NUMBER OF COMBATS WITH ENEMY AIRCRAFT - N I L

STRENGTH AIRCREW	R.C.A.F.		R.A.F.		R.N.Z.A.F.		Ground Crew
	Officers	Airmen	Officers	Airmen	Officers	Airmen	
PILOTS	33	1	NIL	NIL	NIL	1 WOP	R.A.F. NIL
AIR BOMBERS	30	9	NIL	NIL	NIL	NIL	R.C.A.F. Officer-1
NAVIGATORS	31	6	NIL	NIL	NIL	NIL	R.C.A.F. Airmen- NIL
WAG'S	21	19	NIL	NIL	NIL	NIL	
AIR GUNNERS	7	65	NIL	1	NIL	NIL	
FLIGHT ENGINEERS	6	15	6	9	NIL	NIL	
P/R - PILOT TRAINED	2	3	NIL	NIL	NIL	NIL	

SHORT RESUME BY THE SQUADRON COMMANDER

This month has been a very historical one in the history of the Squadron. The Squadron converted from Halifax III's to Lancaster X aircraft just prior to the end of hostilities in the European theatre. Since VE day we have been concentrating on training for the day when we fly our aircraft back to Canada. This training is now fully completed and the Squadron will be setting course for Debert, Nova Scotia, via the Azores and Gander - Newfoundland very soon. After a few weeks of leave and additional training the Squadron will likely be winging it's way to the Far Easterns theatre to lend a helping hand in crushing the Japs.

(R.J.GRAY) Wing Commander,
Commanding,
No. 420 (R.C.A.F.) Squadron.

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