

R.A.F. Form 300
See instructions on use of this form in K.R. and A.C.I.
Supplemental and War Manual, Pt. II, chapter XX,
and in R.A.F. Periodical, January 1943.

R.A.F. Form 540

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

JANUARY 1943.

OPERATIONS RECORD BOOK

of (Unit or Formation) 424 (R.C.A.F.) Squadron.

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Place	Date	Time	CENTRAL REGISTRY	Summary of Events	SECRET.	No. of pages used for day	References to Appendices	
TORONTO	1943 JAN 1			NUMERICAL STRENGTH OF UNIT AS AT 1st JANUARY 1943.				
			(CIVILIAN)	AIRCREW	GROUNDS	(AIRMEN)	AIRCREW	
			HAGHTON	17	3	72	93	
			R.A.F.	4	-	29	193	
			R.A.F. (CAN)	1	-	-	-	
			Total Strength	22	3	101	286	
			Weather:	CLOUDY with continuous rain until late evening. Moderate visibility at first becoming poor during afternoon, improving to moderate later. WIND mainly S.E. by E 10 mph. becoming N.W. by N 30-40 mph. gusty by end of period. (CAN) R.77167 P/Og Leedy G.C. R.C.A.F. was admitted to Station Sick Quarters to-day. (CAN) R.5018 Flight Lieutenant J.S. Morris admitted to Gatineau Military Hospital. All airmen assigned to Station Sick Quarters for Surrey treatment. Squadron Leader Allison and Squadron Leader Cooper O.G.'s "A" and "B" flights checked and signed log books. Crews after leaving Station Sick Quarters were detailed for dinghy and parachute drill. Other ground duties were carried out and sports were held in the air tower. Navigators spent the morning on plotting papers. In the afternoon these papers were back plotted and checked. With the rest of the aircrews the navigators spent the remainder of the afternoon on sports. Due to adverse weather conditions NO FLYING WAS CARRIED OUT TODAY.				
	JAN 2		Weather:	FINE in early morning becoming colder with snow showers, heavy at times until after dark, then fine again. Vision good except in snow. Winds mainly N.W. by E 5-20 mph. There was a briefing on a Bullring at 15.15 hrs. The latter was cancelled later due to unfavourable weather conditions. Because of this condition, crews were detailed for Dinghy Drill, Surrey treatmen at Station Sick Quarters and link training. Navigators started Bomber Command navigation and intelligence reports. GAN.R.0105220 Sgt. Harrison A.R., pilot, and GAN.R.30444 Sgt. Coulson J.V. R.C.M., reported to Birtlewood, the former for a RCAF course and the latter for RCAF Turn Course. This course will last one week.				
	JAN 3		Lord Sherwood, Under Secretary of State for Air, and Lord Winborne, Parliamentary Secretary, visited the Station to-day.	Flying time: Day: 1 hr. 55 mins. Night: NIL				
			Weather:	FINE with little or no low clouds. Winds N.W. by E 10-15 mph. Day flying consisted of local flights. Four crews were detailed for this duty. The Squadron also received a number of air cadets with their Officers. The cadets were shown around the different sections and were given a short talk by the Squadron Signals Officer, P/O. J.W. McCallum. Twelve cadets including two Officers were taken up for short flights. The pilots were apparently impressed with both the cadets and the officers as neither never uttered a word of thanks after they came back from their flights. All AIRCREW had to attend the Navigation hut at 14.45 hrs to attend a briefing on the cross country flight to-night. Six crews were detailed for this duty. All crews were at their post and aircraft ready to move at 16.00 hrs. The first aircraft was airborne at 16.03 hrs and the 5th at 16.07 hrs. The third aircraft was airborne at 16.12 hrs five minutes after the last one, this delay being due to engine trouble. The first aircraft returned and landed at 21.55 hrs. and the 5th at 22.21 hrs. The crews of two of these aircraft had some quite unexpected experiences during this cross country. GAN.R101619 Sgt Dugay R.P. and crew flying Wellington II D774 at a height of 5,000 feet, approx. 5 miles North of Wetherby, position 54° 16.28' N. 02.28' E., at 21.04 hrs with navigation lights on, when all of a sudden the rear gunner (CAN) R.410339 Sgt. Westerman A.A. saw tracer at a distance of roughly 500 yrs. This was a long burst lasting about 2 secs. No aircraft could be seen. Lights were immediately extinguished and massive search taken. Nothing was seen or heard after this. (CAN) R.304615 Sgt. Long R.P. and crew flying Wellington III D709 at 5,500 ft. over Doncaster at 21.09 hrs saw searchlights. He immediately steered his aircraft west of them but more came on. By flying				

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
	1943 JAN 3	(cont)	through he got rid of them in six minutes. No violent evasive action was taken. The first test shock the Squadron received since its formation took place just before take-off time last night (CAN) R10378 Sgt. Wadman G.W. rear gunner refused to fly. He stated that he was afraid to fly at night. He will report to his flight commander tomorrow. As it was a beautiful starry night, navigation had the opportunity for sight taking, map reading etc. Those not flying reported to the navigation hut and besides those flying after recognition and sight marking on the ground. Night Lieutenant Murphy D.F.C., Navigator, Leader, landed on Astrea. (CAN) R10378 Air Vice Marshal G.M. Brookes, O.B.E. Air Officer Commanding No. 6 R.C.A.F. Group visited the station to-day. Ten sergeants-all aircrew-were interviewed by Air Marshal Brookes regarding their application for a Commission. The Squadron Commander, (CAN) C.148 Wing Commander H.M. Currsall was present at these interviews. Training Flying Hours: Day: 2hrs 30 mins. Night: 2hrs 0 mins.		
	JAN 4		weather: Mainly fine with light variable winds. "A" Flight detailed two crews for circuits and bumps today. "B" flight detailed two "Gee" flights and one local. All night flying was cancelled due to adverse weather conditions. The Squadron Commanding Officer, (CAN) C.148 Wing Commander H.M. Currsall left this morning for Headquarters No. 12 Group at Watnall, Derby. 115784 Squadron Leader W.H. Allinson R.A.F., O.C. "A" flight assumed command of the Squadron. (CAN) R10378 Sgt. WADMAN G.W., who caused a sensation in the Squadron yesterday by his refusal to fly at night gave a written statement to 4326 Squadron Leader J. Omer, C.G. "B" Flight, in which he stated in his own words that he was "yellow". THIS AIRMAN WAS ORDERED TO REPORT TO THE STATION HOSPITAL IMMEDIATELY. The medical officer's report stated that this airman was physically fit and there was no trace of nervous illness. Steps will be taken to have him returned to the ranks and posted elsewhere. Crews took survey treatment in the mornings. Bomb aimers practised on link and bombing trainers. In the afternoon the work carried out was on target map sketching. A few bombers took part in local flying. Three navigators instructed bomb aimers on "Gee". Others attended a lecture by the meteorological officer Mr. D. Doyle. Others busied themselves making minor repairs on Sextant. The remainder practised dinghy and parachute drill with other aircrews. Was held a general review of work carried out during the previous week, then reported with other aircrews for dinghy and parachute drill.		
	JAN 5		weather: Generally overcast and foggy with occasional light snow. The inspector general of the Royal Air Force, Air Chief Marshal Sir Major Middle-Hewitt, K.C.B., C.M.G., D.S.O., M.C. visited the Station to-day. (CAN) C.148 Wing Commander H.M. Currsall resumed command of the Squadron on his return from Watnall today. All aircrew reported for dinghy and parachute drills. After this period they reported to their various sections. Pilots attended lectures given by the flight commanders. This lecture consisted of tips on evasive action to be taken against searchlights. Navigators busied themselves on ground training such as "Gee", swinging compasses, checking charts and log books for Sunday nights flying. In the afternoon, pilots and navigators attended a lecture on Meteorology given by Mr. D. Doyle, the meteorological officer. Later, all navigators attended a lecture by Flight Lieutenant K.G. Murphy, D.F.C., on emergency tactics with "Gee". Both always busied themselves on bombing and link trainers and gone home. The self quiz "Know your targets" is proving useful to bomb aimers for those spare minutes in the section rooms. The quiz informal get-together for questions and answers on everything connected with bombing is to be a regular thing in the sections. The last of the dinghys was fitted today. This item having been one of the most difficult to buy up to date, special cartridges being very scarce and hard to obtain. Routine appears to be flying with little trouble at least. Apparently the maintenance crew must be improving. Trimming tabs are the PIREPS highest error on these machines. The elevator and rudder trim tab control box getting badly damaged due to the central sitting not being made when flaps are lowered. 35 aircrew, all R.C.A.F. (continued)		

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JANUARY 1943

of (Unit or Formation) 42nd (R.G.A.F.) Squadron

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Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
T.O.G.LIFFE.	JAN 5	(cont)	(electricians, fitters etc.,) reported to this unit to-day. They were most welcome as the Squadron was in great need of tradesmen. No A.M./M.s were in this lot. This was a pity because the latter are also urgently required. Bad weather cancelled all flying.		
	JAN 6		Weather: Cloudy to overcast with continuous snow becoming sleet and drizzle later. Visibility poor-becoming moderate. Surface winds mainly N.E. - N.W. 10-15 mph. (C.A.W.C. 0.448 Wing Commander H.M. Carscallen, Squadron Commander, assumed command of R.A.F. Sta. Topcliffe, vice (C.A.W.C.) 0.97 Group Captain B.P. Johnson reporting at H.Q. No. 6 (H.M.W.F.) Group. (C.A.W.C.) Flight Lieutenant T.S. Bartlett, Squadron Engineering Officer, spent the day at Station Headquarters attending a meeting of Group engineering officers. As unfavourable weather continues to hamper flying activities it certainly is helping ground training. Most aircrews have now several more hours practice on the various synthetic devices than they had last month at the same date. All aircrews reported for sunray treatment in the morning and were issued with their daily quota of vitamin tablets. 43026 Squadron Leader J. Coose, Officer Commanding "A" flight gave a pep talk on general discipline in the crew room. The morning's work ended by having all aircrews reporting to their respective sections and holding a general discussion on some particular subject relative to their aircraft trade. In the afternoon organised sports were held for all aircrews, fencing, volleyball ball, roller skating etc. The new airmen recently arrived attended lectures on engines or airframes according to their trade. No flying was carried out to-day.		
	JAN 7		Weather: Cloudy with drizzle before dawn becoming rain and snow in morning, skies clearing in evening. Visibility moderate. Surface winds N.E. - N.W. then N.W. 5-10 mph. Apparently there is no short cut for commissions, as it was hoped. 10 aircraft recently interviewed by (C.A.W.C.) 0.42 Air Vice Marshal G.H. Brooks, C.B.E., A.C.A. No. 6 R.G.A.F. Group, re their application for a commission, had to fill in form 1020A. There were quite a number of remarks about the paper saving campaign when the sergeants were notified about this form. All aircrews reported for sunray treatment in the morning followed by singly and parachute drill. All pilots were detailed for link training. After this duty was carried out pilots attended a lecture on Air Force procedures and ratings. In the afternoon personnel for both "A" and "B" flights attended a lecture on icing given by the Station Meteorological Officer, Mr. Mayle. All sections then reported to their own quarters. Pilots held a general discussion with their respective flight commanders. Navigators spent part of the afternoon doing a dry swim. C.W./M.s were given a lecture regarding how work is done on operations and heard a report of a German air transmission. During the evening several navigators reported to (C.A.W.C.) 0.7228 Flight Lieutenant, K.G. Murphy, D.F.G., in the navigation hut and practised astro. Almost in maintenance are getting prepared for the visit of the trade test board due here in a few days. The Squadron is fortunate in having a Vickers Armstrong representative here at present. This will enable maintenance personnel to solve rigging troubles and keep them up-to-date on the Wellington guns. A check up on our hockey fund this morning revealed that the voluntary contributions paid up by all ranks amounts to £504.00. This sum added to the contribution received from that station brings it to a total of £651.0d. This amount should enable us to meet our hockey expenses until the end of the season. No flying was carried out to-day.		
	JAN 8		Weather: Slight mist becoming fog in early part of evening. No low clouds. Visibility moderate in morning but gradually deteriorating during the day becoming fog during evening. Winds mainly N.E. - N.W. 5-10 mph. (C.A.W.C.) 0.97 Group Captain B.P. Johnson, Commanding Officer R.A.F. Station, T.O.G.LIFFE returned from Headquarters No. 6 R.G.A.F. Group and assumed command of this station vice (C.A.W.C.) 0.748 Wing Commander H.M. Carscallen, Squadron Commander. Aircrew personnel spent the morning having sunray treatment, parachute and singly drill. Vitamin tablets were also issued to all aircrews. Navigators attended a lecture given by Mr. Mayle, Station Meteorological officer. They then completed		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
TOPCLIFFE.	JAN 8 (cont)	1943	plotting papers started the previous day. Part of crews watched repairs being carried out on aircraft in hangar. All aircraft led by the SQUADRON LEADER, WING COMMANDER, H.M. CARRELLIER and the Flight Commander, Squadron Leader J.S. Allison and Squadron Leader Oscar cleared snow off runways in the afternoon until 17.30 hours. Personnel including officers were confined to camp tonight for this same reason. This order was cancelled at 20.00 hrs. No flying was carried out today.		
	JAN 9		weather: Fine but foggy at first with fog clearing during morning, cloudy during evening. Visibility poor becoming moderate during day but deteriorating again after lunch. Wind S.E. V0-15 mph. Increasing to 25-30 mph. by midnight. In the morning aircars reported to Station Sick quarters for sunray treatment. After this they were detailed for one hours duty on search drills. At 17.00 hrs (AM) J.45250 Flight Lieutenant W.M. Klassen gave a lecture on enemy Pick and searchlights. In the afternoon all aircars, other than pilots, were given a familiarisation lecture on aircraft control by a few of the latter. Navigators busied themselves reading navigation and intelligence bulletins. Bomb airmen occupied themselves with their D.I.s and general ground training. W/C/Ms attended a lecture on the action of the aircars when bombs are released. One 30 minute test flight concluded our flying time today. (GAR) G-148 Wing Commander H.M. Carrellier, Squadron Commanding Officer, sent his report concerning (GAR) R110378 Sgt. G.W. Wedman, A.G., who refused to fly a few nights ago. The COMMANDING OFFICER recommended that this N.C.O. be reduced to the ranks, posted, and employed as a G.A. Maintenance flight started work on changing engine and dual control on Wellington III R.K.144. This job will be completed to night. The Squadron hockey team played against 425 Squadron at Durhams. Jack was against us and we lost at the score of 3 to 1. This is a most peculiar rink and very obstructive as far as hockey goes; as it contains six posts ranging from one end of the rink to the other and two other posts at each end. Total 10 posts. This means that players, besides having to watch the other team have also to keep an eye on 10 wooden but shallow effective "players" if they happen to be so unfortunate as to bump into them.		
	JAN 10		weather: Cloudy or overcast with mists or fog and intermittent drizzle. A short Church Service was held in No. 1 hanger at 09.15 hrs. today. All pilots reported to their crew room where they were given a talk on tactics by their respective flight commanders, Squadron Leader Allison and Squadron Leader Oscar. Navigators reported to the navigation hut for a round-table discussion which was held with the Station Meteorological Officer, Mr. Hoyle. A general discussion was also held concerning a new bombaiming searchlight. Both Admirals practised all morning on the bombing trainer. W/C/Ms reported to Station Sick quarters for sunray treatment and from there to their section where they held a general review of the previous week's work. At 14.00 hrs all aircars personnel met in the "A" Flight Crew Room where G.M. GISON, Flight Lieutenant Glauges, Squadron Adjutant gave a short talk on discipline both in and off the camp. At 14.30 hrs aircar personnel led by the Officer Commanding, Wing Commander, Carrellier, Squadron Leader Allison, F/Lt. G.M. Gison		
	JAN 11		proceeded to shovel snow off the runways. As the mechanical snow plough broke down, all personnel were confined to camp for snow duty until 20.00 hrs. No flying was carried out today. Weather: Drizzle, rain and fog in morning, becoming fair to cloudy in the afternoon. All aircars reported to Station Sick quarters for sunray treatment this morning, receiving their Vitamin Tablets at the same time. Crews all attended lectures on the Camera and Bomb Sights in the Crew Room. Air Bombers were lectured on the latest modifications to the camera and to the flare chute. German measures to counter the "Dorn Box" having necessitated further training on it, caused quite a discussion among the bomb airmen. Most of them have, however, already started on this training. Other crews held searchlight practice and attended a lecture on searchlight rations. W/C/Ms were given a lecture on radico by the Squadron Signals Leader, P/O Souillard. A meeting of vital importance for the Squadron was held in WING COMMANDER Carrellier's office this morning. This meeting was called by the Squadron Commanders with a view to find out from the different section leaders when and how many crews could be considered fit for operations.		

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R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349 and War Manual, Pt. II, chapter XX, and
notes in R.A.F. Practice Book.

JANUARY 1943

426 (R.C.L.P.) Squadron

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
TOUCHETTE	JAN 11	1943	All section leaders reported that their respective personnel were ready, fit and anxious to start on operations at once. The squadron commanding officer, Sqn. Ldr. G. M. J. Corcoran Flight Lieutenant F.A. Hartlett stated that he could keep 12 aircraft operational and serviceable daily, under ordinary circumstances, and that all Daily Inspections could be completed by 12:00 hrs. This meeting announced that the Squadron had five crews ready and completely "gunned-up" and 12 aircraft operationally serviceable. Wing Commander Corcoran decided to phone Group and report our position. At 12:00 hours Major Corcoran's answer was received, this information was considered as operational and our "C" Form was accordingly submitted. No flying today. Weather: Cloudy, with slight rain or drizzle. Visibility over 10,000 feet, falling below at times. Visibility 4-5,000 yards and less than 200 yards in fog at 10:00 hrs. Wind 10-15 mph, 45° N.E. 40-50 mph, falling light during day. At 10:45 hrs. from the Station Headquarters, Major Corcoran called Group HQ, 5. R.A.F. Group. This order stated that our Squadron was to certify three Wellington III aircraft and complete all missing duties. Each aircraft to carry two mines, and that the bombing point was to be 24° 00' E by 055° 40' N. The off 17,000 hrs, and time over target 19:30 hrs. The three operations were as follows:- 41576, Squadron Leader Wilson with pilot, 2nd wing Commander Corcoran as 2nd Pilot Flying in "D" 13426; Sqn. Ldr. J10633 Pilot Officer C. P. Miles Flying "J" 13427; Warrant Officer 12200 Flight Lieutenant W.H. Chapman with Gunner/Tech. Officer L.W. Jones as 2nd Pilot in "H" 13428. Bombing was held in the Station Briefing Room at 14:15 hours. The Battle Order was cancelled by Group at 16:45 hours owing to unserviceable weather over the target - all personnel being very disappointed. Aircrew and detailed the conditions reported for survey treatment and were given an issue of Vitamin tablets at the same time. Pilots were detailed for parades and duty drill followed by a Lecture on "How to Fly" - the results were good and ratings in discipline were held a general review on all work required from them on operations. When home drivers carried out routine ground training in the afternoon flight, drivers have been busy building up the two engines held as spares, riggers cleared up several small jobs so as to be up to date with all their work. Warrant Officer 12203 Sgt. C. J. Jones the Air Gunner who refused to fly at night has undertaken an interview with the Adjutant, No. 5. R.C.L.P. Group, Off. 134247. Mr. G. Brooks, C.B.E., No flying carried out today. Weather: Fair with 6/10-9/10 cloud in morning, decreasing to small amounts in afternoon and all night. Moderate visibility in the morning deteriorating due to industrial haze. Mist and fog in evening and night. Surface winds mostly at short headings, and then 4-6 mph 5-10 mph. Information received this morning stated that no operations were to be carried out by this Squadron tonight but that it was to proceed to a Bullring. BOMBING WAS HELD AT 19:30 hours. This Bullring was cancelled at 16:00 hrs due to unserviceable weather. 426 Flight Service Five crews for local flying and two crews for air raids. Both tests were carried out but the four local flights were cancelled due to unserviceable weather. 426 Flight detailed one crew for local flying, one for air to sea, one "One" and one test flight. All these flights were discontinued except the test flight. No night flying was carried out today. Flying time:- 5 hrs. 45 mins. All aircrews received survey treatment again this morning. This being followed by a brief and perfunctory drill. Drivers watched installation of "Go" in their own aircraft. All pilots were given notes on automatic and fixed pitch control. All officers on this station attended a meeting at the Station Briefing Room. This meeting was called by Major Jones of the R.A.F. Regiment, Station Services Officer, at 17:30 hrs to-day. Major Jones explained the emergency position and what was expected of each and everyone in case this squadron was attacked. As some of these localities are very difficult to reach and find, even in broad daylight, it is to be hoped that we are never attacked, especially at night, because if Army personnel do not present, it is to be feared that results would be catastrophic for the Air Force personnel and the airport.		
	JAN 12				
	JAN 13				

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
TOPCLIPPER	JAN 14 1943		<p>Weather: Thick fog before dawn, becoming fair to cloudy with moderate to poor visibility and slight rain in late evening. Surface winds mainly N.W'ly 5-10 m.p.h. becoming light variable after dark. At 11.00 hrs. to-day the Squadron was ordered to detail 5 aircraft and crews for gardening to-night. Briefing was held at 14.30 hrs. Each aircraft to carry two mines and the target area being NEUTARING II. Take off time set at 22.00 hrs. Armourers immediately got busy and in a short time five aircraft were fully mine'd up. At 16.45 hrs the Squadron was notified that the target had been changed. Another briefing was held at 18.00 hrs. The target now being the docks at LORIENT. Aircraft were to be bombed up with 2 x 1000 lb H.R.s. and incendiary bombs. Take-off time set at 22.20 hrs. Time on target from 01.00 hrs to 02.00 hrs. All our aircraft were to land back at R.A.F. Station, HARWELL. This late change over from mines to bombs, most of it carried out in the dark, was handled efficiently and quickly by the Squadron armourer much to their credit. As at 22.00 hrs, all our aircraft were just about to take off, in very bad weather, the raid was called off due to severe icing conditions. All crews felt very much disappointed, this being the 2nd scrubbing in three days. Two test flights were carried out to-day, total flying. One hour. Bomb aimers not attending briefing reported to their section where they held a review of their work under the direction of the Squadron Bombing Leader, Flight Lieutenant Munday, R.A.F.. Navigators and W.C.P./Gs held a similar review in their respective sections. All section leaders were quite satisfied with information gained by this review, as it appears that personnel is competent and able to carry out their work successfully. Three new crews reported on posting to the Squadron to-day. The Canadians in these crews are as follows: (CAN)R113939 Sgt Parker D.F.G. (Pilot), (CAN)R35721 Sgt Gran J.N. (Navigator), (CAN)R06179 Sgt Hackett H.D. (Bomb-Aimer), (CAN)R08568 Sgt Anderson M.G. (CAN)R14100 Sgt Kholinsky J.W. (CAN)R126405 Sgt Roberts W.H. (All Air Gunners) (CAN)R32505 Sgt Bardahl L.J. (CAN)R29733 Sgt McDonald N.J. (Wireless Operators). Two Officers are also to be included in the new arrivals, they are; 127062 P/O A.H. Brock, R.A.F., and J12966 F/O E.H. Gardner R.C.A.F., both Navigators. All aircraft which are U.S. these days are being electrically modified.</p>		
	JAN 15		<p>Weather: Fair to cloudy with moderate visibility. Surface winds light variable, less than 5 m.p.h. The Squadron was notified at 10.45 hrs. to-day that it was to detail 5 crews for operations to-night. The first briefing was held in the navigation hut at 14.30 hrs and the main briefing at 16.30 hrs. The target being LORIENT "B" and the bomb load 2 x 1000 lb 2 x 500 lb High Explosive bombs. The route:- BASE - COTTERSMORE - NEWPORT - PLAYMAN - TARGET and return to TANGIERE. All aircraft to climb to bombing height before crossing the English coast line. The time on target 19.48 hrs to 20.45 hrs. All our aircraft were airborne within 2½ mins. after take off time at 16.55 hrs. Weather was clear at this time and visibility good. Our aircraft successfully reached and bombed the target. Broken cloud 5/7 - 10th between 5 and 6000 ft. around the target but clear over it. Moderate light FLAK and slight heavy FLAK over target area. A few searchlights were seen but none of our aircraft were held for any length of time. Large fires were started and the glow was visible 75 miles away. Fires were also seen on East side of the river but they may have been dummy fires. One of our aircraft piloted by Squadron Leader W.E. Allison with Wing Commander Carcassonne as 2nd pilot, position 49° 03' N. 00° 10' W. at 19.15 hrs, when the rear gunner saw one P.W.190. One burst was fired by P/O Brock R.C.A.F., the rear gunner. Bullets were seen entering the fuselage and the enemy aircraft disappeared into a cloud. Five minutes later a large twin engine enemy aircraft, single fin and rudder, probably a J.U.88 appeared from underneath. The rear gunner fired one burst which may have hit tail. The enemy aircraft gained on ours but the rear gunner was unable to bring his guns to bear on it. The enemy aircraft flew alongside and below then sheered to port. All our aircraft successfully completed their bombing and due to adverse weather conditions at this station, they were directed to R.A.F. Station TANGIERE. Two of our aircraft "GW Z.1674 piloted by Squadron Leader Allison and "EW Y.3409 piloted by Pilot Officer Miles, landed at TANGIERE each</p>	A 4/5 inch	

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JANUARY 1943.

of (Unit or Formation)

424 (R.G.A.F.) Squadron

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TOPCLIFFE.	JAN 15 1943	(cont)	aircraft still carrying one 500 lb bomb in the bomb rack. Owing to faulty mechanism the bombs could not be released. Wing Commander Garacalline was despatched to make a special recognition report. At 21.50 hrs to-night this Squadron was informed that the raid had been a success and that all aircraft had landed at TANGmere. Everyone in the Squadron and on the Station were relieved and happy about our success. Crews and operations were detailed for cleaning and parachute drill. All aircraft also reported to Station Sick quarters for survey treatment. One of our aircraft having had both port and starboard elevators damaged by various towing operations had the former changed. This aircraft is now serviceable. Maintenance flight received quite a quantity of spares and equipment to-day. It was most welcome as quite some time has elapsed since demand were made. Operational flying: 28 hrs 20 mins. (Night) Training flying: Night; 3 mins.		X A 1 (B)
	JAN 16		Weather: Occasional rain. Mist or fog all day. As weather was very bad all day this Squadron's five aircraft which took part in last night's raid on LOIRENT and landed at R.A.F. Station TANGmere had to remain there to-day. Wellington III "G" D.F. 671 had its compass swung to-day, also its non-operational ammunition replaced with operational ammunition. Crews personnel were ordered to stand by in their respective sections. All personnel were also confined to camp and no telephone calls in or out of camp, except official calls were permitted to-day. All riggers were at work at 02.30 hrs. this morning as it was necessary to fit all operationally serviceable aircraft with long range fuel tanks and have them D.I.D. as early as possible in case all these aircraft would have been required to-day. This work was completed at 08.00 hrs. No flying was carried out to-day. An inoculation parade was held in the afternoon for ground personnel. All aircraft took part in organised games in the afternoon. Weather: Cloudy with rain commencing at dawn, not ceasing until mid-afternoon. Fair to fine later but fog persisting near midnight. Wind S.E.'ly strong falling light variable after clearance. Visibility moderate to poor during precipitation. Good after clearance but poor again after midnight. The Squadron received a signal this morning that aircraft Wellington III "G" K5409 piloted by (G.A) W1053 Pilot Officer C.P. Yates and Wellington III "G" Z1674 piloted by (W.M) Sqnld Commander H.M. Garacalline landed at R.A.F. Station TANGmere after the LOIRENT raid on the night of 15th January 1943, each with a 500 lb bomb M. IV hanging from bomb doors b'd by tail units. It is suggested by the armament officer at TANGmere that this was due to a mechanical defect in that the release slip was half uncocked and stacles too tight. As the weather was very bad at TANGmere and in that very little hope was held that it would change, the Squadron Commanding Officer decided to return to TOPCLIFFE by train and arrived here at 22.30 hrs to-night. As he had to travel in Flying Clothes and Boots, he was given written authority to travel thus in case he was stopped by the M.P.s and questioned concerning the reason why a Wing Commander should travel in flying clothes. Although several boys were at him with a disapproving eye, none asked him for his pass. As weather cleared in the afternoon our aircraft took off and the last one landed here at 08.10 hrs thereby arriving several hours before the Commanding Officer. As bad weather barred flying, crews reported to the link trainer and for dinghy and parachute drill. All aircraft had a chat with those on operations after the latter's arrival this afternoon. It was quite an experience for them and all felt enthusiastic about their trip. Several boys from the Air Cadets training Corps visited the camp to-day and were given a wireless demonstration in the Squadron Signals Officer's room and also a brief talk by the sergeant in charge of maintenance. All ground personnel are at work to-day despite sore arms due to inoculation received yesterday. Flight Lieutenant Cameron, Station Party, conducted a short religious service in "A" Flight over-rode this morning. Flying time to-day: 1 hrs 35 mins.		
	JAN 17		Weather: Fine becoming cloudy at dawn. Slight amount of drizzle after dusk. Visibility		
	JAN 18				

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
TUPCLIFFE	1943 JAN 18	(cont)	poor throughout day, wind mainly calm. Crews were detailed for various duties. Dinchy and parachute drill over. Flight Lieutenant Haslam held an operational discussion with personnel of "B" Flight. Personnel of "A" Flight were detailed for sunray treatment. New crews recently posted to this Unit attended a demonstration by the Squadron photographer. Bomb Aimers practised on radio-firing practice and received instruction from W.O. on bomb delivery procedures. The taking of loops and Q.D. M.S. During the afternoon crews were detailed for sunray treatment, parabutes and dinghy drill at 14.00 hrs. All aircrew personnel assembled in "A" Flight crew room where a general discussion on operations was held. No flying was carried out today. Weather: Foggy all day. Very little activity due to persistent bad weather. Aircrew personnel except pilots were detailed for dinghy and parachute drill. All aircrew reported to the link training section and from there they were detailed for one half hour basic approach practice. In the afternoon a flying clothing parade was held when all aircrew were issued with the new type of oxygen mask. The three bomb aimers recently arrived were given the latest gun modification regarding their trade. W.O.s were given a questionnaire with 125 questions regarding wireless, duties, etc., in an aircraft. After written answers, a general discussion was held regarding this. Several officers from R.A.F. T.U.C. visited the Squadron to see how regarding what they could do so as to have the crews better trained when they report to Squadrons. Sort of one three G.A.C. aircraft is nearing its end. It is expected these aircraft will be scrapped by Sunday. The fitting of the first tricell flare chute on an aircraft in this Squadron was completed this evening. A Rotol representative is here busy checking all the G.W.s against electrical troubles reported on Wellington III in general. No flying carried out today.		
	1943 JAN 19				
	1943 JAN 20		Weather: Cloudy all day with mist or fog. At 10.40 hrs. V.P.-Day orders were received that the Squadron was to detail five aircraft and crews for Gardening to-night. First briefing was held in the Navigation hut at 13.30 hrs. Main briefing was held at 14.30 hrs. One aircraft detailed was for gardening in HEMINGFORD I area at 19.07 hrs. and four aircraft detailed for gardening in THEWIL area at 18.53 hrs. At 16.20 hrs, orders were received cancelling this operation. Crews not on operations were detailed to dinghy and parachute drill in the morning. In the afternoon all aircraft were sent to Station Site Quarters for sunray treatment. Later pilots were detailed for link training. Following this, crews met the different sections leaders in their respective flight sections and held a discussion regarding their work until dismissed for the day.		
	1943 JAN 21		Weather: Misty with an occasional shower before dawn, becoming fair to cloudy with good visibility. Surface winds mainly S.W.ly 10-15 m.p.h. backing S.E.ly 5-10 m.p.h. falling off to less than 5 m.p.h. At 10.30 hrs. to-day, the Squadron was notified that it was to detail 5 aircraft and crews for Gardening duties to-night. Ten Sergeant Pilots were also detailed to report to 419 R.C.W.C. Squadron at MELCHETON-St.-GEORGE where they were to go on operations as 2nd pilots to-night. These operations are to be along the same lines as those carried out by THIS SQUADRON. 2 Crews were detailed by "A" Flight and 3 crews by "B" Flight. The main briefing was held at 14.00 hrs. The target area being HEMINGFORD II, the route home to TUPCLIFFE in return, pin point on island and time off set at 17.15 hrs. Our first aircraft was airborne at 17.03 hrs and all aircraft were in the air 17.03 hrs. All our aircraft, each carrying 12 mines, reached their objective between 18.45 hrs and 19.20 hrs, without any trouble. There was no congestion in mining areas. On nearing coast our aircraft ran into patches of fog or mist with 8/5 cloud. This mist was up to a height of 300 ft. Visibility was good above this height. Only one of our aircraft was able to pass through this mist at dropping point. Vegetables were laid at an average height of 650 feet and at a true air speed of 152 miles per hour. One of our aircraft piloted by Pilot Officer L.W. Brown R.C.A.F. was unable to drop all its' mines, one having been brought back due to blown out fuse in electrical system of bomb wiring. The rear gunner of the aircraft piloted by W.M. Commander Carseallan thinks that one	A 6/10 incl	

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
TOP CLIFFE	JAN 21 1943	(cont)	<p>of the mines dropped by this aircraft may have exploded on impact with the sea, as he saw them come up to 100 feet; pilot officer Brown flying at 1000 feet saw one M.M. 310 at 18.45 hrs. The enemy approached our aircraft from port side to almost 500 yards without firing. Our aircraft turned in and the rear DURHAM TIGER was burst. The enemy turned away, circled our aircraft which took evasive action, losing height to 300 feet. A few minutes later another enemy aircraft made the same approach. We saw evasive action was taken and the enemy was not seen again. Between 19.12 - 19.15 hrs. the same aircraft piloted by Pilot Officer Brown was held by 3 searchlights on East end of SCHIERENKOGG Islands. Evasive action was taken but was unsuccessful. Our aircraft was fired on by flak ships, most likely accompanied with searchlights. The fire was light and inaccurate. Another of our planes flying at 1,200 feet at 19.30 hrs. position 25° 59' N - 06° 36' W observed a small flak ship firing & saw the other of our planes reported this ship at approximately the same position. One of our aircraft flying at 1000 feet at 19.35 hrs saw red glow on land near Abou. This glow lasted 30 seconds. All our aircraft returned to base, the last one landing at 22.40 hrs. All our aircraft obtained visual pin point except one. One aircraft also got a "dot" fix operational flying. Night: 2 hrs 44 mins. Air Total: Day 2 hrs 55 mins.</p> <p>Weather: Cloudy to overcast with light continuous rain throughout day. Moderate fog before dawn thinning to mist and giving moderate visibility for late day and evening. Surface wind gusts becoming N.Wly 5-10 mph at times. Further to yesterday's operation, a general meeting was held in Wing Commander Cresswell's office this morning. All specialist officers attended this meeting. 2nd Flight Commander, Squadron Leader Allison and Squadron Leader Conroy, the Squadron Engineering Officer, Flight Lieutenant Hartlett and the Adjutant, Flight Lieutenant Glaum, were also present. After a discussion it was decided by the Commanding Officer that the Squadron could now state that it had 19 complete crews fit for operations, broken down as follows: - 12 Officers - Freshmen 5; 3 Medium; 2 Main. The Squadron engineer stated that barring unforeseen circumstances he would be able to maintain daily 15 operationally serviceable aircraft. The Squadron was advised that (GUN) 110378 Sgt. Sanderson, C.E., who had an interview with the Air Officer Commanding No. 6 R.C.A.F. Group (C.42 Air Vice Marshal G. E. Brooks, O.B.E. Air Officer Commanding No. 6 R.C.A.F. Group) was to be posted to No. 13 Sqn. HORNED BEAK IMMEDIATELY. Routine Ground Training was detailed to all aircrew personnel today, weather being unfit for flying duties. At 15.45 hrs all 424 Squadron personnel paraded to the Station Cinema where they were addressed by Flight Lieutenant Balcombe, B.A.F.C., station intelligence officer. The subject of his address being security and the dangers arising from carelessness and loose talk in public. This talk lasted for one hour at the conclusion of which personnel were dismissed for the day. Weather: Cloudy with intermittent rain until dawn becoming fair in the afternoon and fine at night. Visibility poor until early this morning until evening. Fog during late evening and mainly light N.Wly throughout day. As weather was unfavourable, no flying was carried out to-day. Crews were detailed for gunnery practice and for dinghy and parachute drill. In the evenings several pilots were detailed for half an hour practice on the link trainers. In the afternoon discussions were held with the section leaders. Each officer had the opportunity of discussing problems relating to their respective aircraft trades, with members of their sections. C.42 Air Vice Marshal, G.E. Brooks, O.B.E. Air Officer Commanding No. 6 R.C.A.F. Group, visited this station today. (GUN) 1107792 Sgt. M.W. Sanderson, Pilot, was posted to No. 13 Sqn. Sanderson being popular with officers, N.C.O.s and airmen of this Squadron. The reason for his posting being that Sanderson, A.M. A.W. has shown him to effectively use the rudder bars of a Wellington III aircraft. As posted are the type of aircraft flown at No. 13 Sqn. It is expected that his stature will permit him to handle this type of aircraft effectively. Our Squadron today took won its second consecutive victory to-day by the score of 4 - 1 against 410 Squadron. This</p>		
	JAN 22				
	JAN 23				

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
TO CLIFFS	JAN 23 1945 cont		<p>victory places the Squadron flying team in first position in its section in the Bomber Command League. Busy throughout day. Wind mainly S.E. by increasing S.E. by 5-10 m.p.h. The Squadron was ordered at 10.30 hrs. this morning to detail seven aircraft for "Gardening" operations to-night. Primary briefing was held at 11.30 hrs and main briefing at 14.30 hrs. Weather report for day, two "vegetables" and the target being NEUBURG II area. Take off set at 16.30 hrs. As the weather remained bad all day this operation was cancelled at 15.20 hrs. Crews not detailed for operations were ordered on dingy and parachute drill. In the afternoon those crews reported to Station Sick quarters for sunray treatments. After this they reported back to their respective sections and busied themselves reading reports and holding a general discussion with those who have had operational experience. The Squadron also received a visit from three officers and 14 A.S. Training Cadets. Unfortunately due to operational preparations it was impossible to give these Cadets all the attention we would have done under ordinary circumstances. The Squadron Signals Member, Pilot Officer W. Sculthorpe, detailed a W.C. Surgeon to show them around the signals section and explain the various instruments. The lads seemed to enjoy this and they soon leave us happy and satisfied.</p>		
	JAN 25 1945		<p>Weather: Cloudy with continuous rain most of the day. Poor visibility, clearing in the evening. Wind S.E. by 12.00 m.p.h. becoming S.E. by 5-10 m.p.h. in evening. The Squadron was detailed to provide 10 aircraft for mining operations tonight. This order came through at 10.30 hrs. to-day. Primary briefing was held at 13.00 hrs and main at 14.00 hrs. The target being NEUBURG II area and each aircraft to carry two mines. Take off was set at 17.00 hrs. Unfortunately due to bad weather, this operation was cancelled at 16.40 hrs. Personnel detailed left bitterly disappointed and really cursed the weather in this country. This is the second time in two days that operations have been scrubbed. Nerves and temper of flying personnel are getting rather raw. A good day for operations would smooth things out for all concerned. (G.M.) C. 1st Wing Commander, Lt. Col. Barnetton, Squadron Commander, took over command of R.A.F. 100 Group today; vice, (G.M.) G. 97 Group Captain, R.J. Johnson, Station Commander, attending a Staff Meeting. Crews not detailed for operations busied themselves with routine ground training, parachute and dingy drill etc. Navigators helped to prepare maps and charts and generally made themselves useful during the preparations for the operation.</p>		
	JAN 26 1945		<p>Weather: Fair to cloudy with good visibility except for short period of slight drizzle in early morning. Wind: N.E. by 10 m.p.h. working about down to N.E. by 10-12 m.p.h. At 10.15 hrs. this morning the Squadron was ordered to detail 12 aircraft for operation to-night. First briefing was held at 11.30 hrs and main briefing at 14.0 hrs. The main target is to be LORIENT, 1000 yards 163° from aiming point X. Time off, set at 17.25 hrs. Time over target, between 50-25 hrs and 50-35 hrs. Our crew was detailed to carry flares which are to be dropped to assist in fixing the position of any fires in the target area. At 17.12 hrs, our first aircraft and six more and 6 minutes later all twelve aircraft were in the air. Total of our aircraft carried 2 searchlights, 20 m. flares and the remaining aircraft carried 2 x 1000 lb. bombs, 2 x 500 lb bombs. Visibility was fair with 2/3 cloud up to 5000 ft. around the target but a gap on the targets. One of our aircraft approaching the target point noted the flares were dropping in this fashion. At 17.45 hrs the first aircraft and four others were fully prepared to drop their loads. One searchlight was seen by one of our planes near MELIN. A balloon was sighted 2 miles North of LORIENT on the western bank of the river. At 19.28 hrs on of our aircraft flying at 14,000 feet saw a white light at sea, roughly 25 miles West of GUERNSEY. Most of our aircraft obtained a visual pinpoint and most of them also got a "heat" film. Just east of the town of LORIENT there seemed to be eight or ten searchlights trying to cone out.</p>		1.11/22 Inc.

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R.A.F. Form 540

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

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
TOPCLIFFE	1943 JAN 26	(cont)	aircraft. Flak on the whale, both light and heavy, did not appear to be very great; although it was fairly heavy at some spots - and at the height of the attack the defence seemed to be quite saturated and ineffective. Numerous fires were seen in the target area and also several dummy fires. One large fire in BULLETON area could be seen 20 miles after leaving the target. Light anti-aircraft interference with observation of bomb bursts. Most of our crews scored assumed that their bombs were dropped on the targets. Very little activity and no enemy aircraft were seen during the whole operation. One of our aircraft saw what appeared to be a ball of red fire at 20,30 hrs N.W. of LORIENT. It did not look like a burning aircraft, it may have been a firework. One of our aircraft was struck by flak, resulting in hydraulic, elevator and rudder trim being useless. This aircraft after dropping its bombs returned and crash landed at RAF ST MELLONS DOME. Personnel were uninjured. Another of our aircraft had four or six feet of fabric blown away from its main fuselage. All reported that blackout was very poor in France. Six of our aircraft landed at BOUCYING BAY, one at BOURGEOIS, one at LILLEBORG near HINON-LE-BORG, and two returned to their bases. Unfortunately one of our aircraft and crew did not return from this operation. This raid was their second operational sortie. Particulars concerning this crew are as follows:-		
			Alcock T. R. B. Cpt. 2nd Sqdn. Vickers Freddie Sgt. T. REACH, Allan, Cricklade P/A. * LUGAR, Arthur, Craydon W/C. 2nd Sqdn. PEARCE, Max, Ernest 2nd A/C. * MASTERSHAW, ALLEN, Alfred, Lawrence 2nd A/C. * WALLING, Kenneth, George	GARH16176 GARH16189 GARH16202 GARH16206 GARH16209 GARH16231	
			Operational Flying Night. 4th Line. Operational Flying Day. 5th Line.		
	JAN 27		Weather: Fair to cloudy with moderate visibility with slight rain in evening for about one hour. Surface winds S.E. - S.W. backing S.E. 10/15 mph. Nine of our aircraft on operations last night and who landed at different stations, returned to this station before 12:00 hrs. Sixty-four at 10:20 hrs today this Squadron was ordered to detail three aircraft for mining operations tonight. Three crews were immediately detailed and one aircraft and crew held as reserves. Flying briefing was held at 15:30 hrs and mine at 16:00 hrs. The "overdressing" was being held at 16:30 hrs and each aircraft to carry 2 "overdresses". The route being BASE to Brest to Rennes and return. The first aircraft took off at 16:55 hrs and the third was airborne at 17:45 hrs. Visibility was very bad. They made their way approximately 100 yards with over 1/4 mile cloud at 500 ft. They also found impossible to obtain a pinpoint aircraft and tried to pinpoint for forty minutes but could not succeed. The first of these aircraft obtained a "hit" at 17:45 hrs a petrel explosion lasting 4 or 5 seconds was seen on the nose. The weather was too bad at this time to take out what this was. The position of this aircraft was approx 23° 05' 23" at the time this explosion was seen. Mines were dropped on the exact position by one of the aircraft but the other crews dropped their vegetables without exact positions. No enemy aircraft was encountered during this sortie and there was nothing electrical to report. Operational Flying Night. 10th Line.	23/25 inc	
	JAN 28		Weather: Cloudy with slight rain at times. Rainy 5/10-6/10, low cloud at 1000-2000 ft. Poor visibility. Surface winds W-NW 15/20 mph. The weather will be unsuitable for flying today. Crews were detailed for ground work in the morning. Crews were sent to Station Sick Quarters for survey treatment and their vitamin tablets. From there, pilots reported for 11:00 hrs, while other crew members held digging and parachute drill during one hour. Numbers of crews		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
RECLIFFE	JAN 28 (cont) 1943		which returned yesterday from different R.A.F. Stations after the LORIENT raid on the night of the 26th January, almost felt as if they were being put through a third degree by the rigorous and unending question-and-answer by the aircrew not on operations. In the afternoon our Squadron hockey team, with quite a number of loyal supporters, took the train for Durban where they played against A/T Sqdn. This game ended by a glorious VICTORY for this Squadron, the boys winning by the score of 7 to 1. Several teams having forfeited games, this victory puts A/T Sqdn at the head of the League. The team and its supporters returned to this station at 2115 hrs tired but happy.		
	JAN 29		Weather: Cloudy becoming fair in afternoon and fine after dark. Moderate visibility all day deteriorating to 2-3000 yds during evening. Wind S.E.Wly 15-25 mph. Landing safely after dark. At 1015 hrs today this Squadron was ordered to detail 13 aircraft for bombing operations. Primary briefing was held at 1500 hrs and main at 1600 hrs. 2/3 of aircraft detailed to carry 100% secondary load and 1/3 to carry 2 x 1000 lb, 3 x 500 lb or 1 x 4000 lb bombs only. All sortied at 1630 hrs and flew over Target 2015 hrs - 2020 hrs. The target being LORIENT DOCK area. One aircraft I was scrambled at 1500 hrs. Our Squadron aircraft took off on schedule. The weather was bad at the start and remained bad all the way to the target. Visibility practically nil with 9/10-10/10 cloud. One aircraft reported 2000 ft at 10,000 ft and icing at 11,000 ft. Several of our aircraft experienced engine trouble during this trip. One aircraft "I" piloted by Sgt. Dugay-jettisoned his bomb load at 1715 hrs position being 54° 15' N. 00° 16' W. The reason for this being that the engine did not develop sufficient boost. Another of our planes "U" piloted by Sgt. Cox, jettisoned 2 x 1000 lb and 3 x 500 lb bombs due to engine failure. The port motor cut on leaving the English coast and failed completely after crossing France. This aircraft turned back at once, the captain coming to the conclusion that he would be unable to reach the target under those conditions. Another aircraft also returned owing to a defective compass. This trouble started shortly after take-off and this aircraft turned back after passing the Bristol Channel. This aircraft carried one 1000 lb H.M. bomb and the latter was jettisoned safely off the South Coast of ANGLERIA at 2102 hrs after flying at a height of 6000 ft. On arrival over the target, visibility was nil and with 10/10 cloud it was impossible to obtain a visual pinpoint. The target position was obtained by "Cee" fire only. One of our aircraft reported many flak shells falling from a flak ship, position 50° 14' N. 00° 27' E. Because of the dense cloud over the target it was impossible to see any fire although a faint glow could be seen. Although target position could be obtained only by "Cee" fire, most crews reported that they were fairly satisfied that their bombs struck their objective. This complete operation as a whole appeared to be abortive due to weather conditions although all crews tried the impossible and everything in their power to make it a success. Our aircraft "T" piloted by Sgt. Reid R.C.A.F. found itself in trouble over the target. After dropping his load of bombs this aircraft had to do an evasive action and whilst doing so found out that Lys. 2 & 3 & 4 were useless and they could not call "Dartie". The "Cee" was not working properly. After the evasive action this aircraft suddenly went into a spin as the engine stalled. Whilst in this spin the pilot's escape hatch flew open and the cabin door twisted off its hinges. The escape hatch being open over the pilot, the latter being unable to close it allowed rain and snow-mixing freezing conditions to enter the cockpit. After this aircraft pulled out of the spin at 7000 feet, the navigator came up to the front seat and saw the pilot's face covered with blood and dirt. The navigator almost fell from his chair trying to close the hatch but found it impossible to do so. Although flak was quite heavy at the time, this crew did not think the aircraft had been struck but it must have been, however, after pulling out of the spin it was found that the two front tanks were empty and about 50 gallons of petrol were left in the rear tanks. Fuel lines were then turned on, by gradually reducing height and sides by a tail wind, this aircraft finally reached the		

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TOGLIPPE	JAN 29 (cont) 1943		English Coast. They climbed to 6,000 feet and as clouds were very thick and petrol very low and wireless being u/s it was decided to bale out - all crew landed safely; the pilot only suffering from slight shock. The aircraft crashed and burned near WILMINGTON. Another of our aircraft, flying at 13,000 feet at 2045 hrs, was attacked by a twin engine enemy aircraft, which made a strafing pass from the port side and the last one from the starboard side. Our rear gunner fired a two second burst on each occasion. The last burst fired from 200 yards was seen entering the nose of the enemy aircraft. On returning from the target, this same aircraft was followed by two enemy aircraft, one of which made an attack on it from starboard. Evasive action was taken and the enemy was shaken off. It was attacked again and the same aircraft taken with the same results. A few minutes later three enemy aircraft circling above our aircraft were joined by two more enemy aircraft. No attempt was made to attack. They followed our aircraft to the sea and gradually dropped off one by one. On arrival at the English Coast, West of BRIDGEPORT, only one enemy aircraft was left and the latter followed this plane 5 miles inland apparently guided by R.D. All these enemy aircraft carried what appeared to be a white light in the nose. Of the total aircraft on this operation, one crashed and burnt, one was slightly damaged on landing, aircraft landed at different stations in the country except two which landed at their home bases. No serious injury was sustained by personnel; the only casualty being Sgt. Duke suffering from a slight concussion. He is to be discharged from the hospital in a few days.		L 25/35
TOGLIPPE	JAN 30		Weather: Cloudy with slight rain during early hours with frequent thunder showers. Remained over day, visibility moderate, wind S.E. by E. 10-15 mph. Weather slowly 15-20 mph. After midday 2 aircraft were detailed for mining operations at OLENBURG with object to have widespread interference throughout Germany to upset radio communications known to be made by Gestapo and Gestring. A total of 11 aircraft were to participate. Primary briefing held at 1045 hrs, main AT 1100 hrs. Aircraft "P" Capt. Raymond Leader Allison W.H. took off at 1047z. No cloud cover available so dropped bombs at 20° 20' N. 060° 00' E. at 16,000 ft. height 1500 ft. Load 2 x 1000lb G.R. (11 sec. delay). Reported cloud layer 100 ft. thick 0/10 above it strata at 10000 ft. G.R. max 1/2 from tailhook as loaded on R.T. magnetic compass also u/s. Meteorological information was definitely incorrect. This aircraft returned to base at 1825 hrs. Aircraft "W", Capt. P. H. Classen W.O. Wg. Off. 244 hrs reported not enough cloud cover for primary target. Dropped load 2 x 1000lb, 2 x 500 lb G.R. (11 sec. delay) on ESENSEN (40 miles N.W. of Bremen) at 1742 hrs, height 20 ft. 0/10 cloud good visibility. Target was visually identified. No bursts were seen. Gee was not working. Enemy aircraft tailled Wellington at about 3000 ft. Our aircraft took evasive action into cloud. 1000 ft. max altitude. A German SHINNY was sighted, number of ships unknown - one had a balloon. Convoy heading 250° at 540 06 E. 07 12 N. At 1350 hours 6000 ft. German Convoy and submarine observed 54° 31 N. 07° 12 N. Submarine sank ship when aircraft at 4000 ft. No heading or numbers observed. Both convoys reported by telephone. Small flak ship seen off NORDEN. Aircraft too far away to be engaged. This aircraft landed at home at 1750 hrs. Operational Hours: Day: 10hr. Minus Night: 1hr. Flying training for the day. Saw 51 mins. No night flying. Crews not detailed for operations carried out DRILL DRILL, PARADES DRILL, LINE TRAINING AND SURVEY TRAINING. Weather: 2nd Weather. Wind at first seen deteriorating to cloudy conditions with much precipitation during morning. Clearing for rest of day, becoming fine late evening. Visibility moderate to good. Wind 2-3'ly increasing reaching gale force during afternoon and evening S.W.Y. Wind falling light by midnight. No operations scheduled for the day. The Commanding Officer of the Squadron G-140 Wing Commander H.H. Garscadden proceeded to WELLINGTON to attend a Court Martial. Command of the Squadron was taken by 115784 Squadron Leader W.E. Allison, O.C. "A" Flight. Due to high winds no flying training was carried out. Day was devoted to ground training in tiring drill.		
TOGLIPPE	JAN 31				

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
TORGLIETTE	JAN 31 (cont) 1948		parachute drill and lectures by squadron specialist personnel.		
			Aircraft on charge as at 31st January 1948:- 17.		
			Health:- There was a marked increase in upper respiratory infections during the month of January but the general health of the Squadron remains good. There are no cases of communicable diseases. The only casualty suffered was a slight concussion received by one member of an aircraft which baled out. He has now been discharged from hospital.		
			Sick Aircrew - 14 Days last - 90 " Ground Crew - 2 " " - 211 Cases of V.D. - 1		
			OPERATIONAL STRENGTH OF UNIT AS AT 31st January 1948. (Officers) Aircrew Ground (Airmen) Aircrew Ground R.C.A.F. 22 5 56 143 R.A.F. 9 - 51 204 R.A.F. (TAS) 1 - - 1 R.M. - - 1 - TOTAL Strength 32 5 132 347		
			OPERATIONAL & NON-OPERATIONAL & TRAINING FLYING HOURS, JANUARY 1948. (a) Operational Flying Hours. Day: 10hrs 45mins. Night: 19hrs 35mins. (b) Non-Operational Flying Hours. Day: 60hrs 11mins. Night: 22hrs 35mins. Total Flying Hours. 294hrs 00mins.		
			<i>F. J. Farrell 24</i> Wing Commander, Commanding. 124 (R.C.A.F.) Squadron, Squadron Station, TORGLIETTE.		