

used for day

References  
to  
Appendices

Place

424 Squadron Airfield  
Near Mairuan

1.8.43

12 A/C detailed for operations to-night. Target - RANDAZZO in Sicily. All our A/C took off but two had early returns. One due to L.F.P. exploding in the A/C and the other having had engine trouble. This was an unsuccessful trip. Good visibility over this area and very bad over the ocean and from there to the target. Thick cloud, hazy. The target a difficult one to locate at its best was most difficult if not almost impossible to locate in the bad weather. To make things worse almost all crews claimed that flares did not operate or operated very poorly. Our A/C searched for the target 40 minutes in some cases without any results. Two of our A/C are sure they hit the target. No flak or S/L. One crew reported what they thought was an A/C going down in flames 10 miles S.W. of C. MILAZZO. One of our A/C is missing from this operation. Wellington X "0" HE 967 which took off at 00.37 hrs. CAPT. AIR 420/35 E/S Bowker, S.C.; NAV. R.A.F. 1234790 Sgt. Hallam, T.A.; B/A R.A.F. 1452182 Sgt. Dixon, R.C.; W/O R.A.F. 975006 Sgt. Daniels, F.C.; A/G R.A.F. 1160412 Sgt. Shoebert, H.G.

2.8.43

Squadron stood down to-day to permit the American Engineer Corps to fix the runway which is in bad condition. 30 Groundcrews left to-day for a 48 hrs. leave at Monastair. Softball game between the Aircrew and Groundcrew arranged for 19.00 hrs. Mr. Ken Meisam, Y.M.C.A. Representative, is giving the Squadron a movie to-night entitled "The Devil and Miss Jones". The show was enjoyed by all.

3.8.43

French Cavalry (native Sephis) took over guard duties from the Airman to-day. Effective to-night they will guard from 18.00 hrs. until 07.00 hrs. the next morning. This will give our personnel a chance for some rest at night. 15 A/C were detailed for operations against PAOLI, ITALY, to-night. Two of our A/C had to turn back. The first Wellington X "0" returned at 01.30 hrs. due to faulty generator; the other, Wellington X "1" the accumulator exploded. In both cases bombs were jettisoned safe. Our 13 successful A/C report that visibility was very good and all reached the target easily. Flares were dropped in the right place and bombs were seen to burst on repair shops, buildings, marshalling yards, with very good results. Defences were negligible. One or two guns only were operating. Inaccurate light flak. No S/L. One Captain reported seeing two convoys, one of 12 ships and the other of 6 ships off Cape Bon. Two hospital ships were also seen. A successful trip though uneventful. All our A/C returned safely from this operation.

4.8.43

The Squadron was ordered to detail 14 A/C for operations against MESSINA to-night. One of our A/C was cancelled before take-off owing to generator trouble. Three others had to return early owing to rear turret being 4/5, another because of engine trouble, and the third believed that there was a general recall and also had engine trouble. Our successful A/C reported very good visibility and that the flares were dropped right on the target. All bombed the objective and several reported seeing 4000 lb. bombs hit right on the target. Several large fires were seen on the target and in the town. Heavy inaccurate flak was experienced by all and one A/C was hit in several places. Light flak was accurate and being shot up between 9/10,000 ft. Several S/L were also operating but did not seem to be co-operating with the A.A. guns. Most of the flak seemed to come up from N. part of the town. Ships in the harbour were also sending up flak. Other defences were also noticed in the N.W. part of the town. A few dummy fires could be seen. One captain reported seeing a terrific explosion in an area N.W. of Mt. Etna about 5/10 miles off RANDAZZO. A very successful raid. ~~However~~ No serious damage to our A/C which all returned and landed safely at base.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
424 Squadron Airfield Near Kairuan	5.8.43		The Squadron received a new A/C this morning, Wellington I HE.497. The Squadron was ordered to detail 10 A/C to bomb the MESSINA BEACHES as Axis troops are expected to evacuate from this point now that CATANIA has fallen. Each A/C to carry 14 x 250 lb. plus 16 x 40 lb. bombs. Visibility was poor during the trip and over the target. The latter was very hazy. Most pilots could not identify the target and flares did not work properly. This effort can not be considered as being successful as far as this particular target is concerned, although numerous fires were seen at SAN GIOVANNI, PAC, CAPE VATICANO and N. of MESSINA. Flak over the target area was negligible and no S/L were seen thereabouts although some were operating N. of MESSINA and at SAN GIOVANNI. An unsatisfactory trip. All our A/C returned safely from this operation.		
	6.8.43		There is a continual complaint about bomb capsules. We can't seem to get the right capsules. If we ask for a certain number we are given the other and consequently they are either too long and have to be shortened with a knife. It is a very rudimentary way of working. It is queer that this condition exists and this may be the answer as to why our flares don't work or can't work properly when they are expected to do so. Quite a number of crews are getting nervous about this, and it is hoped that this condition will be remedied shortly. CAN. G. 1362 W/C G. A. Ray, DFC, Commanding Officer, completed his 32nd operational sortie last night. The Commanding Officer screened one complete crew and two Officers to-day. In all cases the above screened personnel have completed a minimum of 32 operational sorties against the enemy and have had trips over Germany, France, Sicily and Italy. The personnel are, as follows: CAN. J. 11145 P/L L. N. Brown, Pilot; CAN. J. 16768 P/O L. M. Barr, NAV.; R/P L. 4435 P/O S. Levy, WOF/AG; CAN. J. 17120 P/O F. L. Thomson, A/C; CAN. J. 17501 P/O J. E. McAllister, NAV.; CAN. J. 17234 P/O C. Atkins, WOF/AG; and CAN. R. 79579 P/O W. N. Dransfield, P/L. Our Squadron was ordered to detail 12 A/C for operations against NAPLES. All took off as scheduled. Weather was hazy on the way to the target but fairly good at the bombing point. Flares were very effective and all Captains reported seeing the target quite clearly. Bombs were seen to explode right on the target, in the marshalling yards and several reported seeing 8,000 pounders burst with very good results. Defences were very active with S/L playing a major part, 40/50 of which must appear to be in the N. and W. of the town. Several A/C were canoned and some Captains report seeing flames canoned for several minutes. Considerable light and heavy inaccurate flak was also experienced. The A.A. seemed to be working better with the S/L than they did on previous raids. A.A. guns were also operating in co-operation with blue S/L on Mt. Vesuvius. One A/C was seen canoned and to blow up at about 22.00 hrs., height roughly 9,000 ft. One Captain reported seeing 4 destroyers escorting 6 ships at 20.20 hrs. position 38N. N. 113E E. One of our A/C at least got holed in several places. One other had to make a forced landing at El Haeurix at Cape Bon. All others returned to base. A successful trip for all concerned.		
	7.8.43		The Squadron was ordered to detail 10 A/C for operations against evacuating enemy troops on the beaches. This time the target was CAPE BARGE. Our A/C took off in three waves at 21.00 hrs., 21.30 hrs. and 21.45 hrs. Although all our A/C reached the target and bombed the raid cannot be considered as being successful in results as nothing could or was seen on these beaches. Visibility was good enough and beaches were easily seen. Dummy fires were seen at PAULI, CAPE PELOREA, and CAPE VATICANO. One Captain reported seeing barges around LIPARI Island. There were no defences whatsoever on the beaches, although some flak was shot up at PAULI and GIOIAURO. Some activity and little flak at MESSINA. All our A/C returned safely from this trip.		

## OPERATIONS RECORD BOOK

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

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
424 Squadron Airfield Near Kairuan	8.8.43		Another crew completed their 1st operational tour last night and are being screened to-day. They are, as follows: CAN.J.17520 P/O L.G. Wilson, Pilot; RAF Sgt. J.R. Davis, NAV.; RAF 1343445 Sgt. W.J. Cunningham, B/A; RAF.1626267 Sgt. W. A. Burnell, WOP/AG; CAN.R.127952 Sgt. W. H. Watson, A/G. This crew have had operational sorties over enemy occupied territory in Germany, France, Holland, Sicily and Italy. The Squadron was ordered to detail 10 A/C to bomb the beaches at MESSINA. All our A/C took off as scheduled in three waves. One of our A/C had to return early due to a faulty generator. Visibility was poor on the way to the target being from 3/10 to 7/10 cloud, but fairly good over the target area. No flak or S/L over the target and very little encountered on the way over. No activity could be noticed on the beaches. Dummy fires seen on the Italian Coast at PELICIA. Several warships were noticed N. of the latter town. One hospital ship seen lighted up off CAPE PAOLI. A large fire was also seen at the latter place. Numerous flashes seen at sea S. of MARITIMO may have been a sea fight. One Beaufighter was seen between USTICA and ALICIDI ISLAND flying at 6,000 ft. Not a satisfactory trip as far as definite results are concerned. All our A/C returned safely and landed at base.		
	9.8.43		All our 10 A/C took off as detailed for operations against MESSINA BEACHES. Weather was cloudy but flares were quite effective. Again nothing was noticed on the beaches except craters. Bombs were dropped on beaches at S. AGATA, CAPE PELICIA, PAOLI. Bomb bursts were seen at all these places. Two large fires were seen and numerous small fires were also noticed. Very little activity seen on beaches. One Captain reported seeing a great number of large explosions S.W. toward Mt. Etna. Three enemy A/C seen but none attacked our A/C. One burst fired at what appeared to be a large transport plane (JUL 52 or JUL 90). The latter was flying Eastward. One hospital ship was 20 miles S. of MARITIMO and another ship S. of CAPE PELICIA. No defences on the beaches but some flak near CAPE PELICIA. A few S/L were also noticed. A fairly good trip. All our A/C returned safely.		
	10.8.43		The following crew took off in Wellington I "P" NR.795 at 07.00 hrs. for TUNIS. CAPT. CAN.J.10712 P/O G.B. Laddy; NAV. CAN.J.16889 P/O W.K. McGregor; B/A RAF 1148969 Sgt. R. Miskimmin; W/OP CAN.R.93947 Sgt. J.A. Kellners; A/G RAF 1302455 P/S A. Rada. At Tunis they are to pick up G/C Griffiths and proceed from there to the Island of MALTA. This A/C left TUNIS but at 22.00 hrs. last night they had not been heard of. This is causing considerable worry to the Squadron. The Squadron was ordered to detail 10 A/C for operations on MESSINA BEACHES again. Visibility was very good and the target was easily identified by moonlight. No activity was seen on the beaches. Bombs were dropped on beaches at S. AGATA, PAOLI, PARALISO AND GANZIRRI. No activity on the beaches and no defences at any of them. No flak was shot up but S/L were operating at the following places SAN GIOVANNI, PARALISO, and S. AGATA. Two blue S/L were reported operating. Numerous fires and explosions were again reported especially from PARALISO and S. AGATA. One Captain reported seeing an unidentified enemy A/C at USTICA. No attempt was made to attack. A large convoy was noticed S. of VULCANO. One of our A/C had to return early due to the overcharging of the generator. An uneventful trip. All our A/C returned safely.		
	11.8.43		S/L Allison, DFC, S/L Klassen, DFC, P/L Chittenden, DFC, P/L Brown, P/O McAllister, P/O Barr, and 10 Sergeants who were screened during the past five weeks, after completion of their operational tour, left the Camp for Algiers this morning. They will embark from that Port for England and thence to Canada, at least it is hoped that all will be able to see their		

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424 Squadron Airfield Near Kairuan	11.8.43	(Contd.)	<p>homeland seen as most of them, except S/L Allisen, DFC, who is an Englishman, have been away from Canada at least 2 years or more. Still no news from Wellington X "F" HE.795, P/O Leddy, G/O Griffiths and crew, who are missing since leaving Tunis for Malta yesterday afternoon. Four A/C were detailed by N.A.A.F. H.Q. to search for the missing plane and crew but nothing had been reported at 16.00 hrs. At 18.30 hrs. the Squadron was informed that this crew had arrived safely at Malta yesterday but for some unknown reason the Captain had failed to report his arrival, hence all the trouble. This Squadron was ordered to detail 10 A/C for bombing operations against the BEACHES at MESSINA and one A/C to drop NICKELS at BOLOGNA, ITALY. Very good weather and visibility on the beaches at MESSINA, but patches of cloud over BOLOGNA. No flak or S/L from the beaches but some scattered heavy inaccurate flak was shot up from SAN GIOVANNI and a few S/L were operating from the same place. Bombs were dropped at AGATA and at PACE. Bomb bursts seen at all places. One Captain reported seeing a barge on the beach at the tip of CAPE PELORE, S. AGATA. One Captain also reported that his bombs caused an explosion on the beach which seemed like a large number of flares somewhat like pyrotechnics. Another reported seeing several fires burning along the beach area at S. AGATA, one of which seemed like a petrol fire. Very large fires were noticed at PACE, PARALISO, CAPE PELORE and MESSINA. Very large explosions noticed at PARALISO and CAPE PELORE. One of our A/C detailed for this duty had to return early due to starboard petrol flaps being unlocked. The A/C detailed for NICKEL duties dropped his leaflets on BOLOGNA as ordered. Some heavy flak experienced at PROMERIO, LEBORNI and FLORENCE. Some heavy flak was shot up from ships in the GULF of POLIGNA. A satisfactory sortie for all. All our A/C returned safely from this operation. Total operational flying time: 57 hrs. 31 mins.</p>		
	12.8.43		<p>News arrived to-day that P/O Leddy, who had flown G/O Griffiths to Malta the day before yesterday, was sick. An A/C was detailed to get him and his crew but P/O Leddy arrived before the other A/C had a chance to take off. P/O Leddy stated that on his arrival at MALTA, he had immediately reported to flying control and that his A/C was chalked down on the transit arrival board at the airfield and further he had had to fill in numerous documents at this arrival. It is quite evident that P/O Leddy did sign in and that the airport at MALTA is responsible for not reporting his arrival. 100 Airmen and Officers left this afternoon to attend a Bob Hope Show given at 236 Wing through the courtesy of General Deolittle. All appeared to have enjoyed the show very much. This Squadron was ordered to detail 12 A/C for operations against the BEACHES at MESSINA. All our A/C took off and arrived safely over the target area. Visibility was rather poor with 5/6/10th cloud over the target. Flares were quite effective and bombs were dropped on the beaches at CAPE PELORE, GANZIRI, PARALISO, PACE, and AGATA. There were no defences on the beaches but heavy and light flak was shot up from SAN GIOVANNI, PARALISO, and AGATA. Several S/L were also operating from these towns. At REGGIO, light flak was being hesped up. Several large fires and explosions were noticed at CAPE CALAVA, ORLANDO, and PARALISO. A few boats were seen off shore at the latter town. A hospital ship was noticed 80 miles N. of CAPE ORLANDO heading East. All our A/C returned safely.</p>		
	13.8.43		<p>Several pilots and crews are bitterly complaining about the number of trips they have to do here in Africa as to what they would have to do if they were in England. In the latter country, the first tour of operations is 50 complete sorties, whereas here in Africa it is 250 hrs. or roughly between 40 and 45 trips. Trips in England count as a full operation, here they count as 3/4. For instance a crew that would have had 15 trips in England would have to complete on the following basis, one tour 50 trips. Trips in England 15, difference 15 trips. But each additional trip here in Africa is only 3/4 of a trip. In other words they have to do 33 1/4 trips or 34 trips. But if they have had 12 trips or less in ENGLAND, they will have to complete 250 hrs. roughly 45 trips, which almost comprises two complete tours in England. As these Squadrons although Canadian by the aircrew personnel are considered to be run under R.A.F.</p>		

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

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424 Squadron Airfield Near Kairuan	13.8.43	(Contd.)	regulations, there is more cursing at the British and their system. All of which does not and will not improve the feeling between Canadians and the British. The Squadron was ordered to detail 13 A/C for operations against the BEACHES at CAPE BAHBI. 12 or perhaps 13 of our A/C reached the target. Very good visibility and fine moonlight. The target was very easy to identify. Bombs were dropped on the beaches as ordered. One Captain reported seeing quite a number of barges just off shore and another seeing a concentration of lorries, in both cases on the beaches of CAPE BAHBI. Negligible or no flak or S/L. Numerous fires were seen in the district and an exceptionally large fire was noticed N. of PALMI. All our successful A/C report this as being a very successful trip and all except one landed safely at base. One of our A/C is missing from this operation, Wellington X "W" HE-296 CAPT. CAN. J.11559 P/O A.C. Grent; NAV. CAN. J.17646 P/O J.E. Agries; B/A RAF 1391622 Sgt. C.W. Gilbert; WOP/AG RAF 1293465 Sgt. Dore; A/C CAN. J.37121 P/O D.P. Galloway. One crew completed their first operational tour last night and will be screened to-day. Pilot P/S Parker, NAV. P/O Brock; B/A P/O Maclellan, D., W/OP W/O Maclellan, A/C P/S Andersen. Total flying time 64 hrs. 30 mins.		
	14.8.43		The Squadron was stood down to-day after 10 consecutive nights operations. It was a most welcome rest for the personnel. Very cheerful news was received late to-night. Apparently P/O Grent and crew who were missing on operations on the night of the 13/14th August are all safe, after bailing out over Sicily. This message was received at 23.45 hrs. to-night.		
	15.8.43		A new crew reported to the Squadron to-day. CAPT. CAN. R.99282 P/S Mofanahan A.C.; NAV. CAN. J.21729 P/O Wilson P.P.; B/A CAN. R.156384 Sgt. Brislan, J.; W/OP RAF.1527065 Sgt. Beulten R.P.; A/C CAN. R.76838 Sgt. Munsterman, B. The Squadron was ordered to detail 13 A/C for operations against VITERBO to-night. Although there was some cloud, visibility was very good over the target. All our successful A/C reached the target and bombed as briefed. Bombs were seen to drop in the town and quite a few fires were started. The marshalling yards were hit by quite a few bombs. Heavy inaccurate flak was experienced. No S/L were seen on the target although some S/L including one or two blue ones were operating in the neighbourhood. One large explosion was also noted. 1 tanker was seen at sea. Our two unsuccessful A/C had to return early in one case because the rear turret became unserviceable and the other as three guns in the rear turret would not function properly. All our A/C returned safely and landed at base. Operational flying time 74 hrs. 50 mins.		
	16.8.43		One of the old original 424 Squadron crews was screened to-day. The Pilot has completed 33 operational trips and the crew between 30 and 32 trips. The crew is, as follows; CAPT. CAN. U.S.A. P/O Copenhaver; NAV. CAN. P/O Parker; B/A CAN. R/S Walrath; WOP/AG CAN. P/O Shearer; A/C CAN. Sgt. Smith. The Squadron received a letter from the North African Strategic Air Force (British Element) ordering us to deliver 5 three ton trucks for the M.T. Pool at Tunis. If this is carried out it will almost be impossible to carry out operations, as it takes every truck available now to carry out the work and requirements of the Squadron. The Squadron was ordered to detail 10 A/C for operations against MARATSO PALMI to-night. All were successful in reaching the target except one which had an early return because of the rear turret being unserviceable. Our successful A/C reached the target in good visibility and bombed under bright moonlight. Bombs were seen to fall in the town, on the railway tracks, and bursts were noticed in all these places. One A/C bombed what was believed to be a concentration of M.T. vehicles on the beach 10 miles S. of PALMI. Two sticks of bombs were seen to burst along the beach. Some moderate and fairly accurate flak was experienced from approximately 10 miles		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
424 Squadron Airfield Near Kairuan	16.8.43	(Contd)	N. of the target by a few aircraft but most reported no flak or S/L. One A/C also reported that MT. SYROBELI was in eruption. A few fires were noticed and several explosions including a very large one like an oil-storage, tank or tanks were seen. Two barges were seen heading S. 6 miles N.W. of SALERNO. A 10-ship convoy and two hospital ships were also seen. Three of our A/C were fired on by an Allied convoy off Cape Ron. These crews reported that they couldn't see the convoy. Quite a successful trip. All our A/C returned safely and landed at base. Flying time 53 hrs. 40 mins.		
	17.8.43		The Squadron was notified that the letter received yesterday concerning the trucks to be sent to the M.T. Pool at TUNIS was to be ignored. Two more crews were scheduled to-day after having completed their first tour of operations. Pilot CAN. P/O Bain; NAV. CAN. Sgt. Brown; B/A CAN. P/O Wilson; W/O RAF Sgt. Miller; A/C CAN. Sgt. Elce. 2nd Crew. Pilot CAN. P/O Duffield; NAV. CAN. Sgt. Eyre; B/A CAN. Sgt. Watson; W/O RAF Sgt. Illingworth; A/C CAN. P/O Padlock. This Squadron was ordered to detail 10 aircraft for operations against CAPE SUVERO TO BRIATOC, ITALY. All our A/C carried NICKELS as well as their bomb load. Visibility very good and target was plainly seen in the moonlight. Two of our A/C were unsuccessful and had to return early due to 1st petrol flaps being open, and secondly to the overheating of the starboard engine. Our successful A/C report little or negligible flak over the target. No S/L were seen. The most interesting report of the raid and something quite new was reported by P/O Sherlock who stated that a new and unused type of rocket was fired up 4,000 ft. At this height it broke in two, burning a pinkish orange colour. The flame seemed to drop down. These flares seemed to be placed about every half mile along the beach. One Captain reported seeing a concentration of stores and bombing saws along the beach. Others reported seeing their bombs burst on the railway tracks and all over the aiming point. 6 - 7 fast vessels were seen going S.E. towards N.E. tip of Sicily (Cape Palara) at 00.35 hrs. Quite a number of fires were noticed. 8 warships were seen position 3550 N. 1530 E. at 23.53 hrs. heading S.E. - Nickels were dropped by all our A/C which returned safely and undamaged to base. This can be considered as a very good operation. Flying time 48 hrs.		
	18.8.43		The Squadron was stood down for the day. Most personnel decided that they would go for a swim, others went to an Army Show given in Kairuan. G/C Dunlap, C.O. 331 Wing, W/C G.A. Hey, DFC, C.O. 424 Squadron, and W/L Gingras, 424 Squadron Adjutant, were invited by a local French gentleman farmer for dinner. Native dishes were served in abundance and the meal and host both thoroughly enjoyed. A most pleasant evening.		
	19.8.43		Three new crews arrived to-day. No operational experience but they all seem to be anxious to get going. These are all Canadian crews except the W/O's who are R.A.F. The crews are, as follows: CAPT. CAN. R. 142367 Sgt. Mackenzie, D.F.C.; NAV. CAN. J. 14215 P/O Combe, G.J.; B/A CAN. J. 22189 P/O Cable, E.D.; W/O RAF. 1338285 Sgt. Bailey, P.A.; A/C CAN. R. 166273 Sgt. Gibbs, F.M. 2nd Crew. CAPT. W.O. 2 Bassen, R.A. CAN. R. 92743; NAV. CAN. R. 147155 P/S Lethouse, J.; B/A CAN. R. 153658 Sgt. Helman, L.F.; W/O RAF. 1199877 RAF Sgt. Wren, G.A. 1. A/C CAN. R. 171696 Sgt. Cable, A.E. 3rd Crew. CAPT. Pilot CAN. R. 138354 P/S Sills, J.L.; NAV. CAN. J. 14205 P/O Fitzthly, A.; B/A CAN. R. 193462 P/S Langlois, J.A.; W/O RAF. 1431960 Sgt. Allen, L.; A/C CAN. R. 138030 Sgt. Ingram, W.J.E. The Squadron was ordered to detail 10 A/C for operations against FOGGIA, ITALY. Very good visibility over the target. Flares were dropped exactly on the right spot. All crews reported their bombs falling on or near the marshalling yards and a few small fires burning in the area. Some moderate light and heavy inadequate flak from the shore area. No S/L were seen. A large number of fires were seen around SALERNO, looked like bush fires. A great many fires were seen on the sides of Mt. Vesuvius. One of our A/C was unable to take off because of engine trouble. As an operational		

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## OPERATIONS RECORD BOOK

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

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424 Squadron Airfield Near Kairuan	19.8.43	(Contd)	sortie this effort was quite successful. But although the return journey was good up to the African Coast, from this point on our A/C had visibility trouble. This airfield was fog-bound and visibility was limited to 100 ft. The same conditions prevailed at Wing and at other neighbouring landing fields. Two of our A/C who were first to return were able to land here, but the others found it impossible to do so and had to land as best they could. Two of our A/C made belly landings on the side of the runway to avoid an accident as another aircraft was landing in the opposite direction and the other could not see the runway. Our A/C were badly damaged but crews were safe. All crews returned to the Unit during the course of the day. Flying time 62 hrs. 22 mins.		
	20.8.43		The Squadron was ordered to detail 9 A/C for operations against VILLA LITERO. All our A/C took off and were successful in reaching the target. Very good visibility prevailed all the way to the target. Flares were well dropped on the A/P and very effective. The target was identified visually and bombs were dropped right on the marshalling yards and on the R.R. junction. Numerous bomb bursts were noticed. It is believed that this raid caused extensive damage to the marshalling yards and R.R. junction. Negligible defences in the town but some flak and a few S/L were operating from neighboring places, notably M.P.E. NISINO (near Naples). Heavy flak from NAPLES and a considerable number of S/L. Numerous dummy fires. One hospital ship seen at sea. No damage sustained and all our A/C returned and landed safely at base. A most successful trip. Flying time 53 hrs. 23 mins.		
	21.8.43		Two new Flight Commanders and two new Deputy Flight Commanders were promoted to-day. CAN. J.10633 A/P/L C.P. Amies promoted to post of "A" Flight Commander; CAN. J.5666 P/L H.W. Metzler, promoted to post of "B" Flight Commander. CAN. J.17478 P/O G.B. Laddy and CAN. J.16772 P/O B.R. Dugas, were respectively promoted to Deputy Flight Commanders "A" and "B" Flights. Four aircrews who were recently screened after completing their first operational tour left for TURIN to-day. From there they will go to England and after a stay at an O.T.U. will get one month's leave in Canada. 10 A/C were detailed for operations against BATTIPAGLIA ITALY. All our A/C reached the target successfully. Although cloudless, the weather was somewhat hazy, thereby hindering visibility to a certain extent. Flares were accurate and very helpful in helping to identify the target. Bombs were dropped and numerous bursts were seen on the marshalling yards and in the target area. One fire was seen in the target area, and a few others seen in the mountain N. of SALERNO. Negligible flak, no S/L over the target. Flak, moderate, heavy inaccurate was shot up from SALERNO. A few S/L were operating from the same place. A very successful trip taken as a whole. One convey seen off CAPRI BAY. All our A/C returned successfully and landed at base. Successful trip. Operational Flying Time 59 hrs. 24 mins.		
	22.8.43		The Squadron was stood down to-day. Swimming trips were organized for both groundcrew and aircrew. Movies on the grounds to-night. Very well deserved and welcome rest for all personnel.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
A-24 Squadron Airfield Near Mairuan	23.8.43		This Squadron was ordered to detail 9 A/C for operations against BARIOLI (NAPLES). Very good visibility, clear over the target and flares were dropped in the proper place. All Captains report bombs being dropped and bursts seen on the marshalling yards, railway inter-sections and steel works. From the reports received this raid should be very successful as to results as most bombs including 4,000 pounders lit right in the middle of the target. Slight heavy and moderate light and inaccurate flak was shot up N. of the town. 8/12 S/L were operating East of the town and in a semi-circle S.W. of the marshalling yards. Flak was also shot up from CAPE MISERO, SAN MARTINO, and from the town of POGGAIL. Inaccurate. One flak ship 200 yards off the town of BARIOLI. None of our A/C sustained any damage and all landed safely at base. Successful trip. Operational flying time 49 hrs. 16 mins.		
	24.8.43		The Squadron was ordered to detail 10 A/C for operations on TERRE ANGIUZIATA, ITALY. All our A/C took off on schedule. Visibility very good on the way over and excellent over the target. Most Captains reported flares dropped on time and on the right spot all over the target. Identified the target visually and flares illuminated it very well. Bombs were dropped on the marshalling yards and on the steel works. Numerous bursts were noticed and several pilots reported seeing 4,000 pounders land and explode right on the marshalling yards and in the middle of the steel mill. A most successful and concentrated raid. Enormous damage must have been done. Moderate inaccurate flak was experienced both light and heavy mostly from S. of the town. Quite a number of S/L operating from scattered points but mostly from the North of the town. One flak ship was operating 3 miles to the S. of the town in the bay. A 6-ship convoy was seen near MARTINO heading West. All our A/C returned and landed safely at base.		
	25.8.43		The Squadron was ordered to detail 10 A/C for bombing operations against TARANTO and 2 others for NICKELLING on ROME, the other on NAPLES. All our A/C took off on schedule. Good visibility all the way to their respective targets and very good once they arrived at the latter. Flares were very accurate over TARANTO. All A/C reported their bombs hit the target in the marshalling yards. Numerous bomb bursts were seen on the aiming point. Marshalling yards should be disorganized for quite some time. Quite a few fires were also noticed. Several Captains reported seeing a huge explosion one mile N. of aiming point along shore at 04.13 hrs. It seemed like a petrol dump. One Captain reported seeing a red glow in the sky as if an aircraft was hit and on fire at 04.05 hrs. and another reported what he believed to be a smoke screen was blowing from the N.E. with a fair coverage of the deck area. Moderate but fairly accurate heavy flak from the town area to the N. of the town on an island in the harbour. Some light moderate inaccurate flak along the coast and green tracers, 6 S/L including 2 blue ones were operating, 3 big ships were anchored 3/4 miles S/W of TARANTO. What appeared to be a military camp was noticed near CAPE SCALA. Peer blackout as lights could be seen from the air. Unfortunately one of our A/C was missing from this raid otherwise very successful raid. This A/C was Wellington X "M" HE 515. CAPT GAN R. 99282 E/S A.C. Molanahan; NAV GAN J. 21729 E/O R.F. Kristian Wilson; B/A GAN R. 156384 Sgt. J.C. Brisland; W/OP RAF 1527065 Sgt. R.F. Beulter; A/C GAN R. 76839 Sgt. R. Munsterman. Our A/C "J" which flew over NAPLES on nickelling duties reported very good visibility, identified the city in moonlight and dropped 100,000 nickels in 12 minutes over the city. No flak or S/L. It is believed that NAPLES was carpeted with leaflets. Peer blackout in the harbour and a great deal of shipping was noticed in the harbour and immediate vicinity. Numerous gun flashes were noticed at sea position 3706N, 1146E at 02.13 hrs. Looked like NAVAL ENGAGEMENT. A large fire was seen at 02.15, black smoke 10 miles off the coast of CAPE BUL. Our A/C "X" which nickelled ROME reported cloudy patches in the surrounding area but clear over the city. All leaflets were dropped from 10,000 ft. Difficult to see City but the TIBER was seen clearly. Operational Flying Time 49 hrs. 05 min.		

(\*1088-3305) Wt. 1451-4311 1500 1740 T.S. 700

## OPERATIONS RECORD BOOK

Page No. 157(Unit or Formation) 424 (R.C.A.F.) Squadron

No. of pages used for day \_\_\_\_\_

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
424 Squadron Airfield Near Kairuan	26.8.43		Stand down to-day. Well deserved rest for all personnel. Swimming trip in the afternoon and a baseball game arranged for early evening. Movies later in the evening. The Squadron was warned to be on the lookout for Germans. Apparently two were caught near some HAAG aerodrome yesterday and another case reported of a German attacking an Officer on another aerodrome.		
	27.8.43		The Squadron was ordered to detail 10 A/C for bombing operations against the marshalling yards at SALENO. All took off as scheduled. Very good visibility prevailed on the way to the target. On arrival our A/C found good visibility and flares were accurately dropped on and near the aiming point. Bombs were dropped and seen to burst right in the yards. One 4,000 pounder was seen to burst in the town by the others burst in the middle of marshalling yards. Numerous other bombs were noticed bursting in the same place. Several fires were seen in and around the aiming point. Defences appeared to have been stronger than they were on the last raid. Some heavy flak was experienced mostly from the main part of the town. A few guns were also operating from the bay and must have been from a ship. Very little light flak and this came up from the East of the town. No S/L on the target. A very heavy concentrated bombing effort which should put the SALENO marshalling yards out of use for some time. All our A/C returned and landed safely at base. Operational Flying Time 55 hrs. 32 mins.		
	28.8.43		CAN. C.1362 W/C G.A. Ray, D.F.C., Commanding Officer of the Squadron was confined to Camp Sick Quarters to-day. He is apparently suffering from an attack of jaundice. It is expected that he will be discharged from sick quarters in two or three days. CAN. J.10633 S/L-Gr. P. Amies O.C. "A" Flight assumed temporary command of the Squadron during the C.O.'s illness. The Squadron detailed 6 A/C for operations against the MARSHALLING YARDS at TARANTO, ITALY. One of our A/C had to be cancelled a few minutes before take off owing to the sudden illness of the W/O. Our other A/C all reached TARANTO successfully. Visibility on the target and over the target was good with 1/10 cloud in patches. All Captains reported flares accurately dropped. A smoke screen was operating but not well enough to hide the objective. Bombs were all dropped on the MARSHALLING YARDS and in the built-up area N. of them. Numerous bursts were noticed in the MARSHALLING YARDS. Smoke and steam was seen rising from locomotives there. A large explosion was noticed in buildings East of the aiming point. Slight to moderate inaccurate heavy flak was shot up from the town. Negligible light flak. 3/4 S/L ineffective were also operating from the town. One warship was seen but it did not fire. One flak ship was noticed N. of RONDELLA and one near FIOCCA. Dummy fires and flare paths were noticed near the target. A convoy was sighted at 01.08 hrs. A very successful trip. All our A/C returned and landed safely at base. Operational Flying time 35 hrs. 10 mins.		
	29.8.43		CAN. C.1362 W/C G.A. Ray, DFC was reported somewhat improved by the M.O. to-day. Nine A/C were detailed for operations against the MARSHALLING YARDS at TERRE ANGIUNZIATA to-night. Eight are to carry bombs and one flares only. Visibility was bad with 10/10 cloud over the Coast but quite good over the target and moreover flares were accurately dropped over the bombing point. A few dummy fires were noticed on arrival. Most Captains report seeing own bombs burst and many others on the aiming points. Two 4,000 pounders were seen to burst directly between the steel works and the marshalling yards. Others were seen to burst right on the town. Incendiaries were very effective as the town seemed carpeted with small fires.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																										
424 Squadron Airfield Near Kaireuan	29.8.43	(Contd)	Slight to moderate light and heavy inaccurate flak. A few ineffective S/L were also operating including two blue ones. Accurate bombing, no losses. Many fires makes this a very satisfactory trip. All our A/C landed safely at base. Operational Flying Time 51 hrs. 15 mins.																																												
	30.8.43		Wing stand down for the day. Trucks were detailed for swimming parties and for personnel desirous of visiting the Mesques at Kaireuan. It is reported that the latter was built out of old Roman columns, buildings and ruins. A vestige of the ancient days of the Roman way in this part of the world. A restful and enjoyable day for all.																																												
	31.8.43		The Squadron was ordered to detail 9 A/C for operations against SALAMO, ITALY. One of these to carry flares only and act as illuminator. Visibility was very good and target easily identified. Flares were fairly accurate and target quite well illuminated. Bombs were seen to drop on the marshalling yards and sticks of bombs and numerous bursts were seen directly in the marshalling yards. Quite a number of other bursts were also noticed in the immediate neighbourhood. One 4000 pounder was seen to burst 500 yards N. of the cement plant. Two large fires were seen, one in the centre of the town and the other near the West end of the yards. The illuminating A/C experienced some concentrated flak as it arrived first and somewhat early on the target. The Captain did an orbit and successfully dropped his flares. All other Captains reported moderate to slight flak as the latter decreased as time went on. A few ships in the bay shot up some inaccurate light flak. A few dummy fires were also noticed. No damage to any of our A/C which all returned and landed safely at base. A very successful trip. Operational flying time; 53 hrs. 18 mins.																																												
			Aircraft on charge as at 31st August, 1943. - 15.																																												
			Health: During the month the health of the Squadron on the whole has been good. A small epidemic of mild catarrhal jaundice has been a minor problem. The loss of time due to sickness has been half of the month of July. Aircrew: On the whole the state of health is good. Three cases of jaundice. A number of diarrhoea cases, 90% of which has been new crews who have been in the region only a short time. No cases of operational fatigue or flying accidents. Groundcrew: A large number of minor wounds and skin infections. Two cases of M & D which were mild and required hospitalization. There has been 28 cases of catarrhal jaundice in the groundcrew (10% of the total strength).																																												
			<u>NUMERICAL STRENGTH OF THE UNIT AS AT 31st AUGUST, 1943.</u>																																												
			<table> <tr> <th>(Officers)</th><th>Aircrew</th><th>Ground</th><th>(Airmen)</th><th>Aircrew</th><th>Ground</th></tr> <tr> <td>R.C.A.F.</td><td>53</td><td>6</td><td></td><td>63</td><td>337</td></tr> <tr> <td>R.C.A.F. (USA)</td><td>1</td><td>NIL</td><td></td><td>1</td><td>1</td></tr> <tr> <td>R.N.Z.</td><td>1</td><td>NIL</td><td></td><td>27</td><td>NIL</td></tr> <tr> <td>AUS.</td><td>NIL</td><td>NIL</td><td></td><td>NIL</td><td>NIL</td></tr> <tr> <td>NE</td><td>NIL</td><td>NIL</td><td></td><td>1</td><td>NIL</td></tr> <tr> <td>TOTAL</td><td>55</td><td>6</td><td></td><td>92</td><td>338</td></tr> </table>	(Officers)	Aircrew	Ground	(Airmen)	Aircrew	Ground	R.C.A.F.	53	6		63	337	R.C.A.F. (USA)	1	NIL		1	1	R.N.Z.	1	NIL		27	NIL	AUS.	NIL	NIL		NIL	NIL	NE	NIL	NIL		1	NIL	TOTAL	55	6		92	338		
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NE	NIL	NIL		1	NIL																																										
TOTAL	55	6		92	338																																										
			During the current month this Squadron was detailed to attack 25 different targets. 264 A/C were detailed for these operational sorties. 244 were successful, 3 cancelled before take off, 15 were unsuccessful due to early turn backs because of faulty engines and two are missing on operations.																																												