

OPERATIONS RECORD BOOK

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

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Page No. ONE

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Place	Date	Time	Summary of Events	References to Appendices
424 Squadron Airfield Near Kairouan	1.9.43		Three of our original crews who had been screened a few days ago, left the Squadron for Tunisia to-day from where in due time they will be repatriated to England and as all Canadians hope for, one month's leave in Canada. These personnel are, as follows: P/O Portee, P/O Wood, Sgt. Duncan, Sgt. Martin, P/O Nicolle, P/O Gardner, Sgt. McAndrews, Sgt. Berdahl, P/O Dinmick, P/S White, P/O James, P/O Moore, Sgt. Hughes, and P/S Reed. A new crew reported to the Squadron this evening, all Canadians except the W/O, who is R.A.F. Pilot CAN.R.128072 P/S J. M. Dalglish; NAV. CAN.R.96849 P/S R.H. Barry; B/A CAN.R.129930 P/S J.A. Dwyer; W/O PAF 1127026 Sgt. W.E. Addison; A/C CAN.R.116946 Sgt. R.A. Turner. The Squadron was ordered to detail 5 A/C for BOMBING operations against the AVERSA, MARSHALLING YARDS. Scattered patches of cloud on the way to the target but clear over it. Unfortunately flares were quite scattered and one of our A/C was unable to identify the target and consequently bombed the railroad. The bombing in general appeared to be somewhat scattered. Quite a number of bomb bursts were nevertheless noticed in the triangle of the tracks, warehouses and junctions. One fire was noticed 5 miles N.E. of the town. Some heavy flak shot up from NAPLES but negligible over the town. No S/L. One E/A, a JU.88, was seen at GASTA POINT flying between 7/8,000 ft. No attack was made by or against us. A fairly successful trip. All our A/C returned and landed safely at base. Operational Flying Time - 29 hrs. 45 mins.	
	2.9.43		This Squadron was ordered to detail 2 A/C for NICKELLING over SARDINIA. One A/C to NICKELL along the EAST COAST and the other on CAGLIARI, CRISTANO, SASSARI, and places between. All NICKELS were successfully dropped and it is considered that this order was carried out very well. Negligible flak for our A/C operating on the East Coast and slight flak was experienced by our A/C NICKELLING on CAGLIARI and the other points. Weather generally clear but some clouds from 6 - 10/10th at times. Considerable traffic was noticed on the roads, with headlights seen on the transports. This move was noticed by our A/C that was nickelling on the East Coast of Sardinia. Both our A/C returned and landed safely at base. Successful trip.	
	3.9.43		The Commanding Officer of the Squadron, CAN.C.1362 W/O G.A. Roy, DFC and the Squadron Navigation Leader, CAN.J.7228 P/L K.C. Murphy, DFC, who have both been unwell for the last few days, left this morning for a few days rest at Hammam Plage. This Squadron was ordered to detail 10 A/C for operations against CAPODICHINO (NAPLES AIRCRAFT). All took off as scheduled but Wellington X 474 had to return after one hour 35 minutes owing to the port manual pitch control being W/O. Visibility was poor throughout the trip and over the target with 3 - 8/10th cloud. Flares were somewhat scattered over the target, which was reached and bombed by 8 of our A/C. The other could not find the bombing point, did not see the flares and therefore flew North and bombed the GRAZIANI aerodrome and saw bomb bursts. A considerable fire was apparently started by these bombs and could be seen 50 miles away on the way home. Some moderate accurate flak was shot up from this point holding the A/C in several places. 25 S/L were operating in cones of three. Those bombing CAPODICHINO report only fair success as bursts were not seen in most cases, although one A/C reported seeing own bomb bursts in the buildings. Flares were too scattered and with bad visibility, rendered accurate bombing almost an impossibility. Defences seemed quite stronger than on previous raids although heavy and light flak was moderate and inaccurate. Numerous S/L operating in cones of 12/15. A smoke screen was also in operation. A military camp was noticed believed to be North of the target area. This operation cannot be claimed as being a very successful raid owing to unfavourable weather. All our A/C returned and landed safely at base. Operational flying time: 55 hrs. 15 mins.	

SECRET

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424 SQUADRON Airfield Near Kairouan	4.9.43		This Squadron was ordered to detail 7 aircraft for operations against the Grasseise aerodrome. All our aircraft took-off on schedule. Visibility was quite poor with cloud ranging 6 to 10/10ths. Flares were accurate and were very helpful. Most captains reported bombing on flares, concentrations between cloud heads. Bombs were dropped and bursts were seen on the dispersals, runways and buildings. A large explosion was noticed in the buildings on the aerodrome and the fire that resulted, could be seen 50 miles away as the aircraft left. One aircraft was seen trying to take-off during the bombing. What is believed to be an aircraft was seen going down over the target area in flames at 2255 hours. A Prisoner of War camp was seen south of Capu with a string of greenish lights. A hospital ship was noticed at sea North of Bartime. Flak was negligible as a whole and a few inaccurate searchlights were also operating. Despite poor visibility this raid can be considered as being very successful due to the good results obtained by the bombing. None of our aircraft sustained damage and all landed safely at base. Operational Flying Time 42 hours and 40 mins.		
	5.9.43		A combined church service and Wing parade was held at 0830 hours today at 331 R.C.A.F. Wing. Group Captain G.R. Dunlop, Commanding Officer of the Wing taking the salute as the Squadron marched past. 475 officers and airmen from this Squadron were present at this parade. The C/O spoke to the parade, congratulating the various squadron on their work and also said a few words concerning the moving. The latter is eagerly awaited by all squadrons and it seems to be the hope of the great majority of this Squadron, at least, that we move to Italy and if not there, then back to England. Wing stand-down for the day. Swimming parties arranged for this afternoon, softball and movies to-night. The latter through the generosity of the I.M.C.A. and Mr. Ken McAdam, its sympathetic representative who is doing a great job for the officers and airmen. The work of the Canadian I.M.C.A. and its Wing representative is highly appreciated by all concerned. One new Wellington X Standard aircraft was received by the Squadron today. Quite a number of airmen are sick today, feeling under the weather. Cases of jaundice and Diarrhoea.		
	6.9.43		A new crew arrived today, all Canadians except the Bomb Aimer. (CAN) J.20362 P/O. Kinley, S.A. (CAN) J.9333 P/O Fletcher, R.E. (RAF) 109844 Sgt. Bell, R.W., (CAN) J.16153 P/O. Demers, R.J., and (CAN) R.16606 Sgt. Ritchie, G.E. This crew was changed for an all R.A.F. with 142 Squadron. This is an experienced crew having over twenty trips to their credit. This Squadron detailed 9 aircraft for bombing operations over Battipaglia and one for nickelling, over the principle towns of Corsica, Ajaccio, Bastia, etc. Our nickelling aircraft had a very uneventful trip. The weather was generally clear on the sea to an over the Island. Some light inaccurate flak was experienced at certain points. 250,000 leaflets were dropped between 2215 hours and 2249 hours over Ajaccio, Bastia and towns between. One lighted aerodrome was seen at Terranova. Our aircraft detailed for bombing operation flew to the target in fairly good weather and visibility. The target was identified visually and flares were quite accurate. Bombs seemed to drop down on the target from all points and appeared to hit the targets. Innumerable bursts were seen in the Marshalling Yards. The incendiaries appeared to rain on the town and a short time later, the latter appeared to be covered with fire. Numerous explosion, including one outstanding heavy one were noticed. Fires could be seen 70 miles away on the sea on the way back. A very concentrated effort, which must have given this target a very good pasting and put the Marshalling Yards out of joint for quite some time. Some negligible light and heavy inaccurate flak was experienced. A few ineffective S/Ls were also operating. Several enemy fighters were seen, but none attacked. A most successful raid. All our aircraft returned safely except one, Wellington X "B" 14292 which is Missing:- (CAN) R.138354, P/S J.L. Sills, Capt.; (RAF) J.14209 P/O. A. Fitzthly; B/A (CAN) R.108482 P/S J.A.R. Langlois; W/CP (RAF) J.131960 Sgt. La Allen; A/O (CAN) R.138350 Sgt. W.D.N. Ingram. Operational flying time - 51 hours, 25 mins.		

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
424 Squadron Airtasked near Kairouan.	10.7.43		Sickness is taking quite a toll in the Squadron. Only six complete crews reported for duty this morning. All other crews have either one or two members sick. The Squadron is in the obligation of using broken crews, so as to obtain sufficient personnel for operations. This sickness is not serious being just slight cases of jaundice, diarrhoea and stomach trouble. It seems to last three or four days although some have been ill for a week now. The Squadron received an order from Headquarters, No. 331 Wing, this afternoon, stating that 300 or more enemy parachutists have been dropped ten miles West of Kairouan, a few miles away from this aerodrome, last night. Personnel were ordered to arm themselves at all times, day or night, off and on the aerodrome. All suspicious characters are to be brought before the Adjutant and if circumstances demand it, before the Chief of the senior authorities at 331 Wing Headquarters. The Squadron was ordered to detail 8 aircraft for operations over Viterbo. One aircraft to act as illuminator. All our aircraft reached the target. Visibility was fair with a stretch of haze over the target. Some difficulty was encountered by most captains in locating the target. It seems that flares were somewhat scattered. Bombs were dropped on the barracks and the aerodrome but due to the haze, it was impossible to observe definite results, although many bursts were seen over a mile away in this area. Quite a number of flares were noticed in the barracks and buildings. Dense black smoke was noticed rising from the aiming point. No defences on the aerodrome but some considerable light and heavy flak, very inaccurate, was shot up from the town. No searchlights on the target but a few were operating from the neighborhood. Three unidentified aircraft were seen heading N.E. and 2 JU.88's flying at 6000 feet were seen by one captain. Evasive action was immediately taken and enemy aircraft were lost. Successful trip. All our aircraft returned and landed safely at base, except one which through a petrol shortage, had to set down at Cape Bon. Operational flying time. 54 hours and 55 minutes.		
	4.9.43		Another crew completed their first operational tour last night. P/O J. Laura, P/S Casarso, P/S Montee, Sgt. Willmer, and P/S Kelly. This has been an exceptional crew and in all circumstances, keen and willing at all times. It is a decided loss to the Squadron because to a man this crew is far above average. The Squadron heard the news early this evening of Italy's surrender. This news made everyone quite happy and immediately speculation as to where the Squadron would go went wild. We went from the North Pole to the South and covered every country from China to France. The Acting Commanding Officer S/L Asies was notified that there was a possibility that Italian A/C might land on this aerodrome. Orders were to treat their personnel as friendly. No landing was made here. The Squadron was ordered to detail 9 A/C for operations tonight - 7 A/C to bomb BATHINAGHIA and 2 other A/C to bomb the harbour and docks at GAZTA. One was cancelled on account of the sickness of the Navigator. Visibility was good on both targets and flares quite accurate. BATHINAGHIA: All bombs appeared to hit the target. Numerous bursts were seen in and at the N. of the marshalling yards. Several 4000 pounders were seen to land and bursts among the incendiaries. A very large explosion was noticed just N. of the marshalling yards. Negligible flak over the target. Some scattered but fairly accurate heavy flak from the town and Monte Corvina aerodrome. Defences were quite heavy towards Salerno. 7/15 S/L operating in the Naples area. One A/C seen to be cased at this point. One JU.88 was seen at 22.08 hrs. flying at 7,500 ft., no attack was made. 3 warships seen at sea heading towards Gaeta. A hospital ship was also noticed at sea. Nickels were on the target. A very successful trip. GAZTA: Our two A/C arrived at this target in fairly good weather and visibility. Flares were quite accurate. The harbour was identified in flares and bombed. Both Captains report seeing bombs burst in the harbour and docks. Blue sparks were seen after bombs exploded in the harbour. No flak and no S/L. Several explosions were seen at Formia. What is believed to have been a hospital ship was seen at sea 10 miles off Gaeta Point. Red, white and green lights.		

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424 Squadron Airfield near Kairouan	8.9.43	(Contd.)	Leaflets were also dropped on the town. A successful trip. All our A/C returned from both targets and landed safely at base. Operational Flying Time: 53 hours 23 minutes.		
	9.9.43		Wing stand down to-day. Spicing parties organized for both air and groundcrews. Well earned rest for all the personnel. Can.O.1362 W/O G.A. Ray, DFC and Can.J.7228 P/L K.C. Murphy DFC returned from the rest camp at Hammam Plage at 13.45 hrs. to-day. Both felt much better after taking this well earned rest following their recent illness.		
	10.9.43		This Squadron was ordered to detail 8 A/C for operations to-night. 7 were detailed for BOMBING operations against the X-ROADS at POMBIO and one A/C for HICKLING duties on ROME. Our A/C reported some low cloud over the target at POMBIO with 5/10 cloud above 10,000 ft. Flares were quite accurate and effective. Many bomb bursts were seen on the junction of the roads and should block that intersection for quite some time. Some scattered flak but practically nil over the target. A few small fires were also noticed. A terrific red explosion was seen in the sky at 5,000 ft. at 21.06 hours. A large convoy of warships were seen heading S. at Cape Bon. A hospital ship was also seen at sea 30.42 N. 1105 E. at 21.45 hours. Our HICKLING A/C was over ROME between 22.04 hrs. and 22.16 hrs. Visibility quite poor, although breaks were noticed and used. No flak, no S/L. 100,000 nickels were dropped over the City. Both these trips can be considered very successful if uneventful. All our A/C returned and landed safely at base. Operational Flying time 52 hours 15 minutes.		
	11.9.43		The Squadron was ordered to detail 10 A/C for operations against POMBIO to-night. One A/C was detailed to carry flares only. Two of our A/C were cancelled at the last minute, first the navigator of one A/C became ill and the 2nd A/C suddenly developed an oil leak at the last minute. All our A/C successfully reached the target. Visibility was quite good and flares accurate. Bombs were dropped on the aiming point. Numerous bomb bursts were seen in the area. Two fires were also noticed in the buildings in the area. Mangara were also seen to be on fire and bombs were noticed bursting in the area. A large explosion was seen in the target area. Just as our A/C were leaving this point. Some light and heavy inaccurate flak was shot up from all the positions in the hills surrounding the aiming point. No S/L were seen. A 46 ship convoy was seen heading S.E. 25 miles off Cape Bon. Another large convoy (22 ships) was seen S. of MARITIMO. What appeared to be 3 parachutes were seen dropping down at 21.10 hrs. from 5/6000 ft. 2 JU.88's were seen at 21.21 hrs. and 21.24 hrs. position 4115N 1307 E Flying 7/5000 ft. They did not attack. Our own A/C fired but enemy was lost to sight. A satisfactory and successful trip. All our A/C returned and landed safely at base. Operational Flying Time 45 hours 30 minutes.		
	12.9.43		Two Spanish Guards shot at an unknown and unidentified horseman early this morning who was seen riding near the parachute section. According to reports this horseman was dressed in European clothes and when told to halt spurred his horse and galloped away. The Guards fired and missed. No trace could be found of either horseman or horse. The Squadron was ordered to detail 6 A/C for bombing operations against CATERMOVO, ITALY. Orders were to bomb the X-roads at this place. Visibility was very good over the target and flares were very accurate. Numerous bomb bursts were seen on the aiming point and that road junction should be out of use for some considerable time to come. No flak or S/L over the target but some inaccurate flak and a few S/L were operating from CAPUA and AVERSA. A concentrated and successful raid. 3 unidentified A/C were seen in formation over CAPUA at 21.12 hours. No attack. A large fire was also noticed N. of VILLA FRIGIO at 20.53 hrs. This fire could be seen on the way in along the coast. A hospital ship was seen at sea 60 miles S. of Salerno. Operational Flying Time. 40 hours. 13 mins.		

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424 Squadron Airfield near Bahrain	13.2.43		This Squadron received news to-day that was quite a shock to all the personnel. The moving of the Squadron which was to take place on the 19th has been postponed indefinitely. The Squadron was ordered to detail 8 A/C for operations against the roads near POSEIL. Good visibility and flares quite accurate. Bombs were dropped and numerous bomb bursts were noticed on the A/C. No flak or A/F from the target, but S/L were operating and some inaccurate flak was shot up from Naples. One unidentified A/C was seen at 21.50 hours flying at 8,000 ft. No attack. A large explosion was noticed at sea, may have been a bursting bomb. Two warships were seen near Cape Bon. A successful raid. Operational Flying Time: 51 hours, 51 minutes.		
	14.2.43		This Squadron was ordered to detail 11 A/C for operations on BATTIFAGLIA and against the railway crossing in the same town. Two of our A/C had to be cancelled because of the sudden illness of the pilots. All our other A/C reached the target. Visibility was good although hazy. Flares were dropped accurately and the target well illuminated. Bombs were dropped and numerous bursts were seen in the target area. Several 4000 pounders were seen to burst near the railway station, in the town and on the road junction. Two large fires were seen in the railway yards and a large fire two blocks wide was also noticed in the East part of the town. Bluish sparks were seen in the railway line. Paratroopers were seen landing S. of BATTIFAGLIA. Several large convoys were noticed at sea W. of MARITIMO and off SALERNO. No defences on the target. No A/F. Numerous gun flashes could be seen on the beach line near SALERNO. A very successful trip. Operational Flying Time: 76 hours 19 minutes.		
	15.2.43		Despite the fact that the Squadron is crippled by numerous cases of sickness, it is putting 11 A/C on operations to-day. Some Skippers have already flown 5 or 6 nights in succession and are willing to do more. This shows a fine spirit on the part of all personnel and that despite sickness and hardships, the morale is very high. The Squadron was ordered to detail 13 A/C for operations against the ROAD JUNCTION at TORRE ARUNZIATA and POSEIL. Two of our A/C were cancelled an hour or so before take off because of the illness of members of the crew. All others took off and successfully reached the bombing area. Visibility was good, although somewhat hazy and flares were accurate. As the target was quite small, there was some congestion over the bombing point and some of our A/C had to make up to four runs before dropping their load. All Captains reported this attack as being quite concentrated. Numerous bomb bursts were noticed including several 4000 pounders which were seen to burst on the road. No flak or A/F over the target. A large fire was seen at POSEIL. Much smoke and dust over TORRE ARUNZIATA caused by fires and exploding bombs. A large fire was also seen East of the latter town and a 4000 pounder was seen to burst in the steel works. Several DCM's (Troop Carriers) were noticed on the way to the target. They were seen at 21.14 hrs. going S. at MARITIMO. One enemy fighter was seen flying at 5,000 ft. at 22.56 hrs. No attack. What was believed to be military trucks were seen on the road near the target. One hospital ship was also seen at sea. A very successful trip. All our A/C returned and landed safely at base. Operational Flying Time: 68 hours 55 minutes.		

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424 Squadron Airfield near Kairouan	16.9.43		A message was received to-day from A.O.C.-in-C. R.C.A.F. Overseas, Air Marshal H. E. Edwards, congratulating the groundcrew on their magnificent work here in Africa. A new R.C.A.F. crew reported to the Squadron to-day. All Canadians except the W/O who is R.A.F. Pilot CAN.R. 95377 W/O A. T. Mather; NAV. CAN.R. 141034 P/S A.P. Crain; S/A CAN.R. 157430 P/S D.A. Corder; W/O RAF. 1126974 Sgt. S. Carey; A/G CAN.R. 112505 P/S C.T. Hayward. The Squadron was ordered to detail 8 A/C for operations against GISEIRA A/D to-day. All our A/C took off on schedule. Visibility was very good, moonlit sky and ground details were easily identified. Flares were somewhat late but helpful. Apparently this raid caught the aerodrome by surprise. A/C were all lined up on dispersals and in lines front of the hangars. Sticks of bombs were seen to straddle A/C and the latter detonated on the aerodrome and fire quickly caught from one A/C to the other. Bombs also burst on the concrete runway, on the buildings, and hangars. All the hangars on this aerodrome seemed wrecked. Fires all over the place and could still be seen miles away from the target. One of this Squadron's most successful operations. All our A/C returned and landed safely at base. Operational Flying Time: 43 hours 10 minutes.		
	17.9.43		The Squadron was notified to-day that the movement order to England was cancelled definitely. All personnel very much disappointed after having been told that they would move. Effective to-day this wing and Squadrons are attached to 209 Group R.A.F. This Squadron was ordered to detail 8 A/C for bombing operations against the GISEIRA A/D. All our A/C took off on schedule. One of our A/C had to return early because of an unserviceable artificial horizon. All the others reached the target. Good weather and visibility, flares quite accurate. All ground details were clearly outlined. A/C were seen on the dispersals. Bombs were dropped on the dispersals, runways, hangars and buildings. Bomb bursts were seen on all these points. Fires were started in the hangars, a petrol dump blew up and A/C were seen to catch fire and blow up. One 4000 pounder was seen to burst right in the hangars. The fires from the hangars could be seen 50 miles away. No defences on the target but some inaccurate flak shot up from Lido di Roma and from Anzio Point. This attack was very concentrated and very successful. All our A/C returned and landed safely at base. Operational Flying Time: 45 hours 55 minutes.		
	18.9.43		One new A/C Wellington X Standard, was received here to-day. A new crew reported in to-day. All Canadians except the W/O who is R.A.F. Pilot CAN.R. 128247 Sgt. I. A. Martin; NAV. CAN. R. 126101 Sgt. R. M. Warr; S/A CAN.R. 132181 Sgt. J. A. Bank; W/O RAF 1432169 Sgt. G. D. Dodson; A/G CAN.R. 142131 Sgt. J. R. Cote. This Squadron detailed 6 A/C for operations against the VINCENZO A/D to-day. All our A/C took off on schedule and in threatening weather. This storm missed this airfield and our A/C flew to the target in good weather and visibility. All arrived over the target in good weather and visibility. All arrived over the target and found the flares had been accurately dropped and the A/P well illuminated. Enemy A/C were seen on the N. and E. of the aerodrome dispersals. Bombs were dropped on the dispersals, runways and hangars. Numerous bomb bursts were seen at these points. Three 4000 pounders were seen to burst in the S. part of the aerodrome. A large oil fire was seen S.E. of the aerodrome. Much smoke on the aerodrome. At 01.10 hrs. an A/C was seen on fire at 5000 ft. Three of the crew were seen to bail out 1 or 2 miles from the aerodrome. Some inaccurate light and heavy flak was shot up from the N. part of the aerodrome. No S/L. A very successful trip. Operational flying time: 39 hours 33 minutes.		

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424 Squadron Airfield near Mairouan	19.9.43		The flies are going from bad to worse. As the weather gets cooler, they seem to seek the company of humans and are very persistent. It is almost impossible to eat one's meal as the flies are around in droves and want to eat at the same time. Late evening is the only time one can eat with both hands and not have to chase flies away. This Squadron detailed 9 A/C for operations against the BRIDGE at BENEVENTO. Three A/C were scrubbed just before take off. One A/C was cancelled because of the sickness of the Navigator, the two others because of engine trouble. Our successful A/C reached the target in fair weather. Visibility was fair but hazy and quite a lot of smoke over the target and it seemed that the former somehow obscured the target, thus making it quite difficult for accurate bombing. Numerous bomb bursts were noticed in the town site. There also seemed to be a fire on a section of the bridge and bombs were seen aimed at this point. Several bursts were seen on the road and near the bridge although it is not considered that this bridge was completely destroyed, it is believed that considerable damage was done to it and that it may be out of use for some time. All our A/C returned and landed safely at base. Operational flying time: 39 hrs. 26 mins.		
	20.9.43		A stand down to-day. A well earned rest as this Squadron has been operating every night of the month, except one. 10 A/C Aircrew all recovering from jaundice left at 14.00 hrs. for four days rest at Hazzan Beach. About 200 Officers and Airman went on a swimming party this afternoon.		
	21.9.43		Group Captain Dunlop, Commanding Officer 332 (R.C.A.F.) Wing, spoke to the Squadron this morning. He emphasised the necessity of preparing for the rainy season as we may possibly be here 6 to 8 weeks yet. The Group Captain also told the Airman how satisfied the Commanding General, General Spaatz was with the work of the Wing. The Group Captain also told all personnel that if any had strong reasons or compassionate grounds, he would do all he could to help them to get back to England or Canada. Also that when we did move, the Squadron would possibly go to Italy. From remarks heard, the Airman are quite satisfied with the Group Captain's talk and are looking forward to move within the time stated by the Group Captain. This Squadron was ordered to detail 9 A/C for bombing operations on the docks at BASTIA, CORTICA. One A/C was also detailed for HOLLAND Operations on ROTTERDAM, BREDA, and MANTUA. Our bombing A/C all reached their target successfully. Visibility was rather poor on the way over but rather good on the target despite some haze. Flares were very accurate and helpful. Bombs were dropped in the dock area, on the docks and wharfs and on shipping in the harbour. Numerous bomb bursts were noticed at all these points. Numerous fires were started by these bursts. One 4,000 pounder was seen to burst right in the warehouses and a large fire immediately started. Just as our A/C left the whole dock area seemed covered with fires. A large transport ship in the harbour was a good target. It was hit several times and was burning as our A/C left the area. What seemed like an A/C hitting the deck was seen at 03.53 hrs. 2-3 miles S. of the target. Moderate light and slight heavy inaccurate flak over the target. No S/L. Our nickelling A/C carried 500,000 leaflets and made a very long trip flying 9 hrs. 50 mins. Nickels were well dropped on all points except ROTTERDAM where they were dropped slightly off due to change in wind and speed. 9-10/10 cloud obscured the targets in most places. Scattered rain clouds were also quite frequently met with. Negligible flak at all points covered. No S/L. All our A/C returned and this sortie can be considered as being successful. Operational flying time: 7 1/2 hours 29 minutes.		

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424 Squadron Airfield near Kairouan	22.9.43		The worst dust storm experienced since we arrived here began at 12.45 hrs. to-day. A times one could not see 500 ft. away. Dust in the air, in eyes eyes, nose, ears, and mouth. One just live and breathe dust. It moderated at about 16.15 hrs. and gradually died down. Everything is covered by a thin gray film of dust. This Squadron was ordered to detail 10 A/C for operations against PORTUA, ITALY. One of our A/C acted as illuminator. One A/C had to be cancelled at the last moment because of a faulty rear turret. Visibility rather poor over the target with low stratus clouds and haze. Although flares were quite accurate, the haze and low clouds affected visibility to quite an extent. Numerous bomb bursts were seen on the target, negligible defences, if any. One dummy fire was seen. One 4000 pounder was noticed to burst right on the road. One of our aircraft bombed H. of Cape Voltino. A hospital ship was seen at sea N. of Maritimo. Fair trip. Operational flying time: 57 hrs. 53 mins.		
	23.9.43		This Squadron was ordered to detail 8 A/C for operations against FIORE-SAN GUSTO W.I. Good visibility on the trip over and over the target. Flares quite accurate and A/D well illuminated. Numerous A/C, mostly JU 52's and fighters were seen in front of the hangars and on dispersals. Bombs were dropped and seen to burst on the hangars, A/C, and runways. Numerous A/C were seen to catch fire in front of the hangars and on dispersals. Hangars were all on fire. Three large oil fires were seen near the hangars. One of our B/A's saw what he believed was an A/C go down W. of the A/P. He also claims he saw two parachutes open at 22.00 hrs. Moderate inaccurate light flak on the A/D. 2 S/L were operating E. of the target. A large number of fires could still be seen 45 miles away at sea. xxxx A large forest fire was noticed on the E. Coast of Corsica. A very successful trip. All our A/C returned safely to base. Operational flying time: 60 hrs. 40 mins.		
	24.9.43		This Squadron detailed 9 A/C for bombing operations on LIGNORI, ITALY, and one A/C for NICKELLING operations on ARSIZIO-PERUGIA. Great reported clouds on the way to the target and clear weather and good visibility on the A/P. Flares were quite accurate and target well lit up. Numerous bomb bursts were seen on the A/P and much damage must have been done to the docks and warehouses. Numerous bursts were seen between ships. Although it is believed that some bombs may have been hit the ship, the volume of smoke prevented any possible assurance of the fact. Some light and heavy moderate inaccurate flak was shot up from the town. Three blue S/L were also operating at the same point. Our nickelling A/C dropped all its 400,000 leaflets as directed. No flak or S/L over the target. A very successful trip. Operational flying time: 74 hrs. 21 minutes.		
	25.9.43		Wing stand down to-day. Well deserved rest. Ordering trucks organised in the afternoon.		
	26.9.43		All clocks in this Wing and in this part of the Country were put back one hr. at 02.00 hrs. this morning. This will enable all Squadrons to have more daylight and will be very helpful as it was getting too dark to work now after 19.30 hrs. Wing stand down for the day.		
	27.9.43		The Squadron was notified this morning that it was to move away from the present site within the next 48 or 72 hrs. Due to adverse weather conditions over possible targets, operations were cancelled at 15.30 hrs. to-day.		

OPERATIONS RECORD BOOK

Page No. NIDE

of (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 Kairoman	28.9.43		This Squadron was ordered to detail 3 A/C for operations to-night. At 15.30 hrs. a violent storm started. Rain came down in buckets and with a high wind. Operations had to be cancelled due to this storm. An advance party left the camp for our new site late this afternoon. The camp move had to be cancelled as the Y.M.C.A. truck could not get through because of the road conditions. Very cold at night and everyone stated that they could hardly sleep because of the cold. It was the coldest night we have had since our arrival in Africa.		
	29.9.43		Because of the bad conditions on the runway this Squadron was stood down to-day. The advance party left this morning for our new location. Part of the maintenance, cooks and about 100 airmen airmen of different trades left at 11.00 hrs. for H.M.T. our new locale.		
	30.9.43		Stand down again to-day. The main and rear party left to-day for our new locale. Bents were pitched, kitchens were set up and everything went very smoothly. No hitch in any way. Dinner to-night was not a minute late and all personnel were served at the usual time. Apparently the new locale is far more pleasant as we are near a highway and only 20 miles from Sousse. Personnel seem quite happy over the move.		
			Aircraft on charge as at 30th September, 1943. - 14 Wellington X Standards, 4 Wellington X, 423 type.		
			Health: General - Sanitation and water supply has been satisfactory. Flies still are a small problem due to insufficient spray. The catarrhal jaundice (infectious hepatitis) epidemic reached its peak during the last week (average 6 cases a day) but has gradually subsided; only 9 cases have been reported during the last week. No cases of Malaria, V.D. or flying accidents. Aircrew: Flying personnel seemed specially affected with jaundice. The Navigators bearing those most frequently laid low by it. This definitely lowered the aircrew efficiency. Considerable improvement noticed the last few days. Groundcrew: Very few cases of jaundice. Very small sick parades. No malaria. No V.D.		
			INTEGRAL SUMMARY OF THE UNIT AS AT 30th SEPTEMBER, 1943.		
			(OFFICERS)	<u>AIRCREW</u>	<u>GROUND</u>
			R.C.A.F. 35	69	329
			R.C.A.F. (USA) -	-	1
			R.A.F. 1	Nil	-
			TOTAL 36	70	330
			FLYING TIMES. Operational - Day - Nil; Operational - Night - 1072 hrs. 00 mins. Non-Operational - Day - 31 Hrs. Non-Operational - Night - Nil.		
			Number of operational sorties flown during September, 1943: 167 of which 164 were successful. 2 Unsuccessful due to early returns and 1 A/C missing.		
				<i>J. McEnty</i> WING COMMANDER, COMBAT, 424 (R.C.A.F.) SQUADRON	