

OPERATIONS RECORD BOOK

of (Unit or Formation) NO. 424 (R.C.A.F.) SQUADRON.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendix
SKIPTON-ON-SWALE.	1.1.44		WEATHER: Fair to fine, with good visibility. Fairly strong westerly winds. Parade as usual in the morning. All aircrew personnel were detailed for different lectures. Gunners were given a lecture on sightings on BROWNING GUNS and the Navigators held a round table conference on the different problems of navigation. A few pilots were detailed for test flights and circuits and bumps. Total flying time, 4 hours 35 mins.		
DO.	2.1.44		WEATHER: Fair to cloudy with a period of light drizzle in the early morning. Good visibility with strong westerly winds. Twenty-two airmen were detailed for aircraft identification practice on the epidiascope. Others were detailed for skeet shooting. All attended a lecture on BROWNING GUNS. Navigators had seven hours ground work on GEE and Compass Swingings. Some local flying carried out during the day. Total flying time, 1 hour 20 mins.		
DO.	3.1.44		WEATHER: Cloudy becoming fine. Good visibility with North Westerly winds. Navigators had 8 hours work on GEE, Compass Swingings, and making up charts for the new navigation section. Gunners were detailed for skeet shooting and attended a lecture on BROWNING GUNS. Some local flying was carried out including air tests and circuits and bumps. CAN.J.20399 S/L A.V. HELLINGER, who is to be "A" Flight Commander, reported in today. Total flying time 3 hours 10 mins.		
DO.	4.1.44		WEATHER: Fine with good visibility. Light North Westerly winds. All gunners were detailed for daily inspection and harmonisation of guns. Navigators held 8 hour GEE practice and one compass was swung. Local airtests and circuits and bumps were carried out. Total flying time, 5 hours 40 mins.		
DO.	5.1.44		WEATHER: Cloudy with moderate visibility. Light variable South Westerly winds. Bomb Aimers were detailed on D.I.'s and GEE exercises in the morning and on bombing up practice in the afternoon. Air Gunners were detailed for skeet shooting, gun harmonisation and also 3 hours turret manipulations. Navigators held 3 hours GEE training and also attended a lecture in the RADAR section. A few X-country maps were prepared. Some flying was also carried out including air tests and circuits and bumps. Total flying time 5 hours.		
DO.	6.1.44		WEATHER: Cloudy with good visibility. Strong westerly winds. Navigators were detailed for GEE practice. Flight Engineers were given a lecture on hydraulics. Air gunners were detailed for skeet shooting. All WCE/AG were detailed on wireless practice. Local air tests and circuits and bumps were carried out. Total flying time 2 hours 30 mins.		
DO.	7.1.44		WEATHER: Cloudy with good visibility. Period of rain during late evening. Light westerly winds. Despite a very strong letter from R.C.A.F. HEADQUARTERS to the Committee of Honours and Awards the latter refused the request that NO. 331 WING ground personnel be granted the 1939-41 ribbon. It is feared that the ground personnel will be greatly disappointed by this refusal. The Squadron also received a letter from CAN.G.39 A/W L.S. BRADNER C.B. D.S.C. Air Officer Commanding-in-Chief of R.C.A.F. Overseas Headquarters thanking the Squadron personnel for their contribution to the CANADIAN VICTORY LOAN. Gunners busied themselves with D.I.'s, gun harmonisation and turret practice. Bomb aimers held GEE practice, and worked on bombing up. Navigators held a round table conference on navigation problems. Flying consisted of local flying and circuits and bumps. Total flying time 2 hours 45 mins.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SKIPTON-ON-SWALE.	8.1.44		WEATHER: Cloudy with period of rain in early evening. Good visibility except in early morning. Moderate light South Easterly winds. Capt. C. 762 W/C A.M. MARTIN, the Squadron Commander returned after a 4 day course. Our former Commanding Officer in AFRICA W/C G.A. ROY, D.F.C. who is back in ENGLAND after a visit to CANADA, visited the Squadron today. Bomb Aimers were detailed for D.I.'s and held GEE practise. An oral quiz was also carried out on bombing in general. Gunners were detailed on harmonisation and skeet shooting. Navigators busied themselves making maps and also held a round table conference on navigation problems. Flying consisted of local test flights and circuits and bumps. Total flying time, 5 hours 35 mins.		
DO.	9.1.44		WEATHER: Fine becoming cloudy with continuous rain in evening. Light westerly winds. Navigators held a 6 hour GEE practise. Work was also done on map preparations. Gunners were detailed for aircraft recognition and skeet shooting. Bomb aimers held GEE and bombing up practise. WO/Age and Flight Engineers busied themselves setting up their new sections. Some local test flights, circuits and bumps were carried out today. Total flying time, 7 hours 55 mins.		
DO.	10.1.44		WEATHER: Fair with good visibility. North westerly winds. Navigators were detailed for ground GEE practise. All pilots and engineers were invited to see a film on the HERCULES engine. Gunners were detailed for skeet shooting, turret manipulation and gun harmonisation. Bomb Aimers were detailed for bombing up practise and GEE training. WO/Age held a round table conference and a quiz on wireless problems. Some local air tests, circuits and bumps were also carried out. Total flying time 8 hours 55 mins.		
DO.	11.1.44		WEATHER: Cloudy with good visibility in early morning. Light snow in late afternoon. Light South easterly winds. In the afternoon Navigators held a GEE practise. Air Gunners held an aircraft identification practise. Due to adverse weather conditions no aircraft were flown today. In the afternoon all air crew personnel attended an intelligence film at R.C.A.F. STATION LEBMING.		
DO.	12.1.44		WEATHER: Foggy with light south easterly winds. Navigators held ground training on "GEE". Two compasses were also swung. A two hour lecture was also held on navigation. Gunners held aircraft recognition practise and also BROWNING GUN exercises. Bomb Aimers held GEE practise and a general quiz. Pilots attended a lecture given to flight engineers. Due to adverse weather no flying was carried out today. Our first five crews returned to the unit from ROCAF STATION DIERPORTH after completing conversion training on Halifax aircraft.		
DO.	13.1.44		WEATHER: Cloudy with considerable fog and rain becoming fine with good visibility towards evening. Light South westerly winds. Due to poor flying weather there was no flying carried out today. All sections busied themselves with ground training. Gunners were detailed for skeet shooting, turret manipulation and gun harmonisation. Navigators held ground GEE practise and also a 2 hour discussion on navigation subjects. WO/Age had a round table conference on wireless work. Pilots and Engineers attended a lecture on engine handling. Bomb aimers held bombing up practise and also 2 hours work on ground GEE.		
DO.	14.1.44		WEATHER: Fair with good visibility. South westerly winds. Gunners were detailed for turret manipulation, gun harmonisation and aircraft recognition. Navigators had practise on GEE both on ground and air. Bomb Aimers held a round table conference on bombing up practise. Fighter affiliation was carried out today besides air tests and circuits and bumps. Total flying time 20 hours 15 mins.		

OPERATIONS RECORD BOOK

Page No. THREE

NO. 424 (R.C.A.F.) SQUADRON.
of (Unit or Formation)

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SEALTON-ON-SWALE.	15.1.44		WEATHER: Fair with good visibility in the morning becoming overcast and thick fog in the afternoon. Light southerly winds. All aircrew were detailed to different lectures by their respective flight commanders and section leaders. Bomb Aimers held D.I.'s, ground GEE practice. No flying was carried out due to adverse weather conditions.		
DO.	16.1.44		WEATHER: Fog with light South easterly winds. Pilots attended a lecture on hydraulics during the morning and one on bombing during the afternoon. All aircrew attended a lecture on enemy defense system in the afternoon. Bomb Aimers and Navigators were detailed for GEE practice during the morning. Gunners practised turret manipulation. A special lecture on hydraulics was given to the flight engineers during the afternoon. Due to adverse weather conditions no flying was carried out today.		
DO.	17.1.44		WEATHER: Overcast with cloud. Poor visibility. Navigators were detailed for compass swinging and also attended a lecture on navigation. Bomb Aimers had general GEE practice in the morning and held a round table conference in the afternoon. Gunners were detailed for turret manipulation, D.I.'s and a lecture. Poor weather prevented any flying today.		
DO.	18.1.44		WEATHER: Fog all day with no visibility. Navigators held ground GEE practice all day. Gunners were detailed on gun harmonization and turret manipulation. Some flying was attempted but had to be abandoned due to weather conditions. In the afternoon all aircrew attended a lecture given on flying discipline by the Commanding Officer. Total flying time 25 mins.		
DO.	19.1.44		WEATHER: Steady rain all day with poor visibility. Gunners were detailed for D.I.'s and held a quiz in their sections. A lecture on general gunnery was held immediately after the quiz. Bomb Aimers held bombing up practice and were also detailed for a engine lecture. Navigators swung compasses and also attended a two hour lecture on Navigation, and flying control. No flying was carried out due to bad flying weather.		
DO.	20.1.44		WEATHER: Fair with poor visibility and light variable winds. One new crew reported to the Squadron to-day. The Captain was 1st. Lt. A.M. COMPTON. U.S.A.A.F. Engineers were detailed for D.I.'s and also attended a lecture on engine handling. Bomb Aimers held bombing up practice, gun shots and plotting. Navigators were detailed for GEE practice and compass swinging. Poor weather prevented any flying again today.		
DO.	21.1.44		WEATHER: Fair with good visibility becoming cloudy with continuous rain in late evening. Navigators were detailed for compass swinging in the morning. Despite some rain visibility was fairly good and it was decided to put up a few aircraft. Two X country and fighter affiliation were undertaken. Aircrew not engaged on flying busied themselves in their respective flights and sections. (CWO) G.782 W/O. A.N. MARTIN the Squadron Commander took off from R.C.A.F. STATION LEEHILL on operations as second pilot for a raid on BERLIN. Unfortunately nothing has been heard from this aircraft or its crew since take off. Total non operational flying time today 2 1/2 hours 45 mins.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SKIPTON-ON-SWALE.	22.1.44		WEATHER: Cloudy with continuous rain. South westerly winds with fair visibility. The Squadron suffered its first and it is hoped its last non operational flying accident since converting to HALIFAX III aircraft, when the aircraft "H" LW.444 crashed in the SWALE river this afternoon killing CAN.885341 P/SGT. ZACHARIES, H.J. Bomb Aimer. All the rest of the crew escaped unhurt. A court of inquiry will be held concerning this crash. Navigators busied themselves on GEE, Gunnery on turret manipulation and Flight Engineers made alterations in their section. Total flying time today 8 hours 05 mins.		
DO.	23.1.44		WEATHER: Cloudy becoming fine with good visibility. South westerly winds. CAN.520359 S/L. A.V. REILANDER assumed temporary command of the Squadron pending the arrival of a new W/C to replace W/C. A.N. MARTIN missing from operations. Navigators were detailed for compass swinging and D.I.'s. Some GEE training was also carried out. Bomb Aimers were detailed for bombing up practice. Gunnery held turret manipulation practice and aircraft recognition. All section leaders gave lectures to a number of A.I.C. boys who were on the camp for the day. Due to the strong current in the river SWALE caused by recent rains, divers were unable to make any search for the body of P/SGT. ZACHARIES, H.J., believed to be still in the aircraft. Total flying time today 11 hours 35 mins.		
DO.	24.1.44		WEATHER: Fair becoming cloudy. Rain after dusk. Winds south westerly with good visibility. Flight engineers attended a lecture on fighter affiliation. Navigators were detailed for compass swinging. In the afternoon all aircrew attended a lecture on security. Due to adverse weather in the afternoon no flying was carried out today.		
DO.	25.1.44		WEATHER: Mainly fair with occasional shower. Strong westerly winds with good visibility. The Squadron was notified today that CAN.C.198 W/C. J.D. BLAKE, had been named Commanding Officer replacing W/C. A.N. MARTIN missing on operations. As the current in the SWALE river was still too strong it was impossible for the divers to do any work to recover the body of P/SGT. ZACHARIES, H.J. Aircrews were detailed on X countries and local flying. Ground GEE work was also carried out. Gunnery were detailed for turret manipulation and aircraft recognition. Total flying time today 18 hours 55 mins.		
DO.	26.1.44		WEATHER: Fair becoming cloudy with good visibility. Period of rain during the afternoon. Light South westerly winds. Navigators held a general quiz on navigation problems. Engineers attended a lecture on engine handling. Adverse weather prevented any kind of flying today. In the afternoon all aircrew attended a movie at ROAD STATION BEHIND on the advance of the AMERICANS and 8TH ARMIES in AFRICA, SICILY & ITALY.		
DO.	27.1.44		WEATHER: Cloudy becoming fair to fine with good visibility. CAN.C.198 W/C. J.D. BLAKE, the new Squadron Commander reported in and took over command of the Squadron today. Navigators were detailed for ground GEE. They also attended lectures on W/T, astro and navigation. Engineers attended a lecture on the fuel system. All Bomb Aimers attended lectures during the day. Gunnery were detailed for D.I.s, gun harmonisation, turret manipulation and aircraft recognition. No flying was carried out today.		
DO.	28.1.44		WEATHER: Cloudy with slight drizzle in the morning and afternoon. Fine after dusk. Light Westerly winds. Most crews were detailed for flying today. The Squadron had its first night X country since it converted to HALIFAX aircraft. 5 daylight and 3 night X countries were carried out. 4 Pilots reported to No. 427 (R.C.A.F.) Squadron at LEBBING FOR second dicky trips. The operation was over BORDIN. All had a good trip except one whose aircraft had an early return due to engine failure. Flying time day 35 hours 20 mins. Night 15 hours 35 mins.		

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of (Unit or Formation) **No. 424 (R.C.A.F.) Squadron.**

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices	
SEKIPTON-ON-SWALE.	29.1.44		WEATHER: Fine with good visibility. Light South westerly winds. Gunners attended a lecture on the Browning gun. A two hour quiz on aircraft recognition was also held by Gunners. Engineers attended a lecture on engine handling. Navigators attended a navigation lecture and also had ground GCS practice. Bomb Aimers attended a lecture on the bomb sight manipulation and also held bombing up practice. Local and X country flying was carried out. Total flying time today 18 hours 20 mins.			
DO.	30.1.44		WEATHER: Fair becoming fine in evening. Good visibility with light westerly winds. Gunners were detailed for D.I.s, Turret Manipulation, Gun harmonisation and fighter affiliation. Navigators attended a navigation lecture and also held ground GCS practice. Engineers attended a lecture given by the Hercules Engine representative. WGE/AG held a round table conference and a quiz. X countries both day and night were carried out. 4 Pilots reported to No. 424 Squadron East Moor and went to BERLIN on operations. All returned safely and were quite happy about the trip. Total flying day 16 hours 10 mins. Night 26 hours 50 mins.			
DO.	31.1.44		WEATHER: Fine becoming cloudy. Good visibility becoming moderate. South easterly winds. A meeting was held this morning between W/O J.D. BLAKE the Squadron Commander and all section leaders with a view of stimulating things so as to make the Squadron operational in the shortest possible time. A number of crews are now ready for Bull's Eye exercises having completed their day and night cross countries. It is hoped that in the very near future the Squadron will be in a position to have ten crews ready for operations. Gunners were detailed for turret manipulation, gun harmonisation and aircraft recognition. Navigators held a round table conference and a lecture on navigation subjects. Ground GCS training was also carried out. One X country was carried out during the day. One test flight was also carried out. Night X countries were prepared but were cancelled due to unfavorable weather. Total flying time today 2 hours 15 mins.			
AIRCRAFT ON CHARGE. 19 HALIFAX III. HEALTH. The health of the Squadron remains very good. Small sick parades, no contagious diseases. Aircrew:- Health generally very good. Very small sick parades. No cases of flying stress or V.D. Groundcrew:- Health quite satisfactory. A number of cases of chest and head colds. No contagious diseases or V.D.						
NUMERICAL STRENGTH OF UNIT AS AT 31ST JANUARY 1944.						
	(OFFICERS)	AIROCR	GROUNDCREW	(AIROCR)	AIROCR	GROUNDCREW
R.C.A.F.	51	2		107	224	
R.C.A.F.(U.S.A.)	1	-		-	-	-
R.A.A.F.	3	-		44	9	
AUS.	2	-		1	-	-
W.A.A.F.	-	-		-	6	
	57	2		152	239	
OPERATIONAL AND NON-OPERATIONAL HOURS FLOWN DURING MONTH OF JANUARY 1944.						
(a) Operational Flying Hours. DAY - NIL. NIGHT - NIL.						
(b) Non operational Flying Hours. DAY - 206 Hours 30 mins. NIGHT - 39 Hours 25 mins.						
Wing Commander, Commanding, No. 424 (R.C.A.F.) Squadron.						