

## OPERATIONS RECORD BOOK

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

Page No. 018.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
SKIPTON-ON-SWALE.	1.3.44		Weather: Generally fine with snow flurries in early evening. Good visibility. Light westerly winds. The Squadron was ordered to detail 10 A/C for operations. All preparations were completed but due to adverse weather and icing conditions the task had to be cancelled at approximately 2200 hours. The Squadron Bombing Leader, F/L. H. Gardiner-Medwin has been posted to No. 23 O.T.U. Pershore. One air test was carried out today. Flying time 45 mins.	
DO.	2.3.44		WEATHER: Fine with good visibility. Light moderate westerly winds. The Squadron was stood down today. In the morning the sections held lectures and discussions. In the afternoon some training flights and X country were flown. Flying time Non-operational. Day 4 hours 55 mins. Night 14 hours 55 mins.	
DO.	3.3.44		WEATHER: Fine with good visibility. Light north westerly winds. The Squadron had 10 A/C on Ball's Eye tonight. All were successful except one A/C which had to abandon the task due to technical failure. A bombing practice flight was also carried out with 2 A/C taking part this afternoon. W/C. J.D. BLAKE, the C.O. of this Squadron was admitted to Station Sick quarters today with a bad cold. Flying time Non-Operational. Day: 3 hours 15 mins. Night: 58 hours 35 mins.	
DO.	4.3.44		WEATHER: Fine becoming cloudy. Period of snow in evening. Good visibility. Light north westerly winds. The Squadron was stood down today. Lectures were delivered by section leaders to their respective groups in the morning and discussions were held in the afternoon. Some local flying was carried out in the afternoon. Flying time, Non-Operational. Day: 1 hour 5 mins. Night: Nil.	
DO.	5.3.44		WEATHER: Cloudy with good visibility. Light north westerly winds. The Squadron was stood down today. A church service was held at 1030 hours in the crew room for personnel of the Squadron by S/L PROVINCE the protestant chaplain of the Station. The section leaders held discussion groups concerning their respective phases of the work during the afternoon and two crews were detailed and carried out some flying training exercises. Flying time Non-Operational. Day: 4 hours 30 mins. Night: Nil.	
DO.	6.3.44		WEATHER: Cloudy with visibility moderate. Slight rain in early afternoon. Light to moderate westerly winds. The Squadron was ordered to detail 10 A/C for operations today. All preparations were completed and 9 A/C took off for the target which was TRAFALGAR. 8 A/C were successful in bombing the target. 1 A/C had to abandon the task due to engine trouble. The starboard outer engine oil pressure dropped and temperature rose dangerously. Flying control ordered this A/C to jettison some weight and return which was carried out. If the P.F.F. was accurate this raid was highly successful. All 8 successful A/C had no encounters with enemy fighters and sustained no damage through flak. Total operational flying time 44 hours 34 mins.	A44 - A42
DO.	7.3.44		WEATHER: Cloudy with a period of rain becoming fair to fine. Visibility moderate becoming good. Light north westerly winds. The Squadron was ordered to detail 10 A/C for operations tonight. All preparations were completed and all ten A/C took off for the target which was LE MANS. Some difficulty was experienced when reaching the target area due to 10/10th cloud with tops from 5 to 8000 ft which obscured the view of the target and prevented seeing the red flares dropped by P.F.F. Some crews returned with their bombs to base while others released them on the red glow seen on the clouds where the P.F.F. markers were dropped. All A/C returned safely. F/L BOLLISON the Group Public Relations Officer brought Mr. J. WARBURTON here to take some pictures of crews at take off etc for the press, with B.C.'s permission. Total operational flying time 59 hours 10 mins.	A43 - A52

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SKIPTON-ON-SWALE.	8.5.44.		WEATHER: Fine in early morning and evening. Cloudy during daylight hours. Visibility moderate to poor with fog late at night. Light north westerly winds. The Squadron was ordered to detail four A/C for operations tonight. All preparations were completed but at the last moment this operation was cancelled. W/C J.D. BLANE the C.O. of the Squadron was discharged from Station Sick quarters this morning. There was a conference held by the Station Commander this morning which W/C BLANE attended. There was no flying carried out today.		
DO.	9.5.44.		WEATHER: Foggy in the morning becoming fine with poor visibility. Light variable winds. The Squadron was ordered to detail four A/C for operations for tonight. All preparations were completed but due to adverse weather this operation was cancelled at the last moment. Three crews were also detailed for some cross country training flights but these A/C were recalled shortly after take off due to weather conditions. During the afternoon the Gunnery Section practised skeet shooting and turret manipulation to the benefit of all concerned. Flying time non-operational Day: 20 mins. Night: NIL.		
DO.	10.5.44.		WEATHER: Cloudy becoming fair with period of rain in early morning. Visibility moderate to good. Light north westerly winds. The Squadron was ordered to detail ten A/C for operations for tonight. All preparations were completed. The Squadron was notified shortly after lunch that operations were cancelled. During the afternoon there were some crews detailed for a country training flights. W/C J.D. BLANE reassumed active command of the Squadron this morning after his recent sickness. Flying time non-operational 7 hours 35 mins by day. Night: NIL.		
DO.	11.5.44.		WEATHER: Fair to cloudy with good visibility. Light westerly winds. The Squadron was ordered to detail 4 A/C for operations tonight and preparations were underway when the order came through cancelling this task. A new crew reported to the Squadron to-day from 1659 Conversion Unit. Capt. P/O MILLMAN, F.R. There were training flights carried out during the afternoon. Diving drill was also carried out in the afternoon. Flying time non-operational Day: 14 hours. Night NIL.		
DO.	12.5.44.		WEATHER: Cloudy with light rain in A.M. Visibility moderate to good. Winds: Light westerly. The Squadron was stood down today. Lectures were given in some subjects this morning by Section Leaders. Several crews were detailed for training flights this afternoon which were successfully carried out. The Gunnery Leader had the gunners practicing both skeet shooting and turret manipulation. The A.T.O. boys who were visiting here today were given a lecture and a practice on both skeet shooting and turret manipulation. S/L Province held a church service in the crew room this morning. Non-operational flying time: Day: 21 hours 25 mins. Night: NIL.		
DO.	13.5.44.		WEATHER: Mainly fine with a few light showers in late afternoon. Winds: Fresh north westerly. 8 A/C detailed for operations tonight. All preparations were completed and all successfully took off for the target which was LE MANS. One A/C had to abandon trip due to one engine failure. The seven successful A/C arrived over the target where there was good visibility. All A/C succeeded in dropping the full weight of bombs carried on the target area and all crews state it was a most successful raid. W/C J.D. BLANE the C.O. of the Squadron was admitted to Station Sick quarters to-night. Skeet shooting and turret manipulation were practiced by the gunners again today. Approximately 50 groundcrew members of the Squadron volunteered as Blood Donors at the travelling clinic held today. Operational flying time Night 12 hours 06 mins. Day: NIL. Non-operational flying time: Day: 1 hour 15 mins. Night: NIL.		4-53-A.60

## OPERATIONS RECORD BOOK

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
SKIPTON - ON - 8/4/44	14.3.44		WEATHER: Fair to cloudy. Good visibility. Winds - Fresh westerly becoming light northerly. The Squadron was operationally stood down to-day, but was asked for 7 A/C to take part in a Group Bullseye. All preparations were completed. 7 A/C were originally planned for but one was cancelled as the pilot had been on Ops. last night. A bag-drop on another A/C resulted in only 5 A/C taking off. The 5 A/C which did take off were successful in accomplishing their mission without any difficulty and all came back to base. A new crew reported to the Squadron to-day - CAPT. J.16121 P/O F.F. Hamilton DFM, NAV. R.129859 W/O Burns, J.D. A/S J.29914 Z/C R.V. Smyth, W/O R.130083 Z/S Thompson, W.F. Z/S 182466 Sgt Madeline, W.1/6 Z/S 231460 Sgt McInnes, W.A. R/O R.157743 Sgt Fower, J.H. They will be allocated to "A" Flight. Non-Operational Flying Time - Day, 5 hrs. 10 mins. Night 21 hrs. 51 mins.		
DO	15.3.44		WEATHER: Fine becoming cloudy during day. Good visibility. Winds - Light variable at first becoming mainly westerly. The Squadron was ordered to detail 14 A/C for operations tonight. All preparations were completed. All 14 A/C took off for the target which was STUTTGART. One A/C had to abandon the task due to engine trouble. The port inner went t/s before they reached the target. The 13 successful A/C arrived over the target between 23.18 hrs. and 23.23 hrs. Flying between 21,000 and 23,000 ft. Visibility over target area varied from 4/10th to 10/10th clouds with tops of from 5,000 to 15,000 ft. Horizontal visibility was fairly good. P.V.R. red flame target indicators were quite scattered and insufficient. Some R/A/C encountered and quite a lot of flak around target area. Not considered too successful a raid. Weight of bombs dropped 51,000 lbs. Gunnery Leader held a 2 1/2 hrs. target manipulation exercise this afternoon. Two photographers from R.C.A.F. C-3-HQ. were here taking pictures of individual crew members for write-ups. Operational Flying Time - Day - Nil. Night 105 hrs. 21 mins.		A.61 - A.74
DO	16.3.44		WEATHER: Cloudy becoming fair. Visibility moderate. Winds - Light variable. The Squadron was stood down to-day as most of the A/C on last night's operation landed at THORN ISLAND. It was noon before they all got back to base. Preparations were gone ahead with to hold a Squadron party and dance on the night of the 18th and it is hoped by all that conditions will permit that it be held as planned. One crew went on a cross-country training flight in the afternoon after returning from operations. The various Sections held discussion groups on the operations conducted last night. Non-Operational Flying Time - Day 12 hrs. 15 mins. Night - Nil.		
DO	17.3.44		WEATHER: Fair to cloudy becoming fine. Good visibility. Winds - Light W.S.W. winds. The Squadron was stood down to-day. Four of our A/C still at THORN ISLAND where they landed after operations on the night of the 15/16th March. One of the new crews, Z/C Hillman and crew went on a long cross-country flight this afternoon and is not expected back until about 21.00 hrs. Three of the four crews landing at THORN ISLAND night of March 15/16th brought their A/C back to base during the day. Lectures and discussions were held in the Sections and the Gunnery Leader held Street shooting and turret manipulation classes in the afternoon. W/O Elare is now able to get out of the hospital for exercise but is not yet discharged from the hospital. CAPT. R.83411 W/O Roche, C.G. reported to Squadron to-day to be Z/O Drump's Rear Gunner. Non-Operational Flying Time - Day 18 hrs. 50 mins. Night 1 hr. 40 mins.		



Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SKIPTON-ON-SWALE	18.3.44		WEATHER: Fair becoming cloudy with rain in late evening. Good visibility. Winds - Fresh S.W. The Squadron was ordered to detail 16 A/C for operations tonight. All preparations were completed and all 16 A/C took off for the target which was FRANKFURT. 13 of the A/C were successful in bombing the target between 22:05 hrs. and 22:16 hrs. Two of our A/C abandoned the task due in the one case to navigational trouble and in the other case the air speed indicator went U/S and also ran into icing conditions. The 13 successful A/C were diverted and returned to base as soon as possible after checking and refueling. There is still one A/C missing from this operation. The 13 successful A/C were: W/O Dalglish, J. HAV. 123072, W/O Barry, J.D., A/C 123030, W/O Dwyer, J.A., W/O RAF, 1127026 Sgt Addison, W.E., W/O RAF, 1127021 Sgt Gleeson, W/O RAF, 220008 Sgt Bedford, J.R., A/C 1126946 P/O Turner, R.A. Operational Flying Time - Night 83 hrs. 10 mins. Day Nil. Non-Operational Time - Day 1 hr. 30 mins.		A.75 - A.90
DO	19.3.44		WEATHER: Cloudy becoming fine. Good visibility. Winds - strong W. fly winds. The Squadron was stood down to-day. Most of our A/C were diverted last night and they were coming back to base throughout the day. All but four had arrived back by 17:00 hrs. Debriefings and discussions were held in the various sections during the day. The loss of our Station Commander, Capt. C.127 Group Captain T.E. Gray M.C., was deeply felt by the whole Squadron. He also was the loss of W/O Dalglish and crew of 424 Squadron. Church service was held in the Crew Room for Squadron personnel by Padre Province. Non-operational Flying Time - Day 19 hrs. 45 mins.		
DO	20.3.44		WEATHER: Fine at first becoming cloudy with slight rain, clearing later. Winds S.W. fly. The Squadron was ordered to detail 9 A/C for operations tonight. All preparations were made but at approximately 16:45 hrs. the order came through to cancel the job. The A/C are still coming back to base from the exercises to which they were diverted. There are still two A/C not back to base yet. One of the A/C is U/S and the crew are being sent back by rail. The Commanding Officer of the Squadron, W/O Bla ne started his leave to-day, the command of the Squadron being taken over by W/O 13666 W/L H.W. Mettler in his absence. Non-operational Flying Time - Day 1 hr. 40 mins. Night - Nil.		
DO	21.3.44		WEATHER: Cloudy, slight rain in A.M. Drizzle in P.M. Visibility moderate. Winds S.W. fly. The Squadron was ordered to detail 10 A/C for operations to-night. All preparations were completed and the crews were in the A/C ready to take off in a few moments when the order came through cancelling the operation. Target manipulation and Skeet shooting was carried out by Gunnery Section. No flying to-day.		
DO	22.3.44		WEATHER: Cloudy, moderate to good visibility. Winds - light variable. The Squadron was ordered to detail 15 A/C for operations tonight. Two different targets were assigned. 10 A/C were detailed for one target and 5 to the other target. All 15 A/C took off for their respective targets. The 5 A/C bombed FRANKFURT and the other 10 were on a MINING mission. One of the A/C had to abandon the task due to the airspeed indicator going U/S. Capt. C.3300 Z/L L.R. Gingsas received a signal to report to R.C.A.F. Overseas E.C. so he made preparations to leave the morning of March 23rd. The Gunnery Leader held a glass for gunners on Skeet shooting for two and a half hours. Non-operational Time - Day - 35 mins. Operational Flying Time - Night - 91 hrs. 16 mins.		A.91 - A.105

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RAF. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 2569 and War Manual Pt. II, chapter XX, and note in RAF Pocket Book.

of (Unit or Formation) 424 (S.G.A.F.) SQUADRON

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SHIPTON-ONS-SWALS	23.3.44		WEATHER: Cloudy, moderate visibility with smoke haze. Winds S.E. 'ly becoming S.W. 'ly. The Squadron was stood down to-day. Three of our A/C on last night's operation had mishaps in making landings on return to base. One L.W. 552 C.A.F. 2/C Hamilton and crew. "X" L.W. 437 C.A.F. 2/C Crobble and crew. "M" L.W. 552 C.A.F. 2/C Vander and crew were the A/C and crews concerned and all three required 7650 action. There were some cross-country training flights detailed for the late afternoon and evening hours. Section leaders held discussion groups in the various sections and the gunners had target manipulation and some shoot shooting to train their eyes and hands. Non-Operational Time - 10 hrs. 10 mins.		
DO	24.3.44		WEATHER: Cloudy becoming fair to fine. Moderate becoming good visibility. Winds - light variable. A.106-A.117 The Squadron was ordered to detail 12 A/C for operations tonight. All preparations were completed and the 12 A/C took off for the target which was B.111. There were 10 successful A/C - 1 non-successful and one A/C is missing from this operation. The unsuccessful A/C had to abandon the task due to the fact that the oxygen line to the Rear Gunner became 1/C. The successful A/C bombed between 22.30 and 22.57 hrs. A large number of fires were seen near ground markers. Many explosions seen in target area. At 22.31 hrs. 2 large explosions were seen one of which lasted 10 to 15 seconds. At 22.40 hrs. three other large explosions lasting from 2 to 3 seconds were seen. There was S/L, 3/A/C, and risk to contend with. Operational Flying Time - Night - 79 hrs. 10 mins.		
DO	25.3.44		WEATHER: Fair becoming cloudy. Visibility poor improving to 10 miles. Winds - light variable. The Squadron was ordered to detail 2 A/C to-day for special jobs. One was to be a Sea Search which was cancelled about one hour after ordered, the other is for an operational trip. Everything is ready for this and 2/C Hamilton and crew are detailed to take "M" H.L. 213. This A/C took off and successfully completed the task. The 2nd A/C 2/C R.F. Hamilton is on his second tour of operations having completed 32 sorties on his first tour. DISCUSSION: After the flight DISCUSSIONS were held in the various sections during the afternoon. Non-Operational flying time - Day - 2 hrs. 50 mins. Operational flying time - Night - 2 hrs. 45 mins.		A.118
DO	26.3.44		WEATHER: Fine, visibility fair to good. Winds - light variable. All preparations were completed and 10 A/C took off for the target which was B.111. All 10 A/C successfully reached the target and came safely back to base. One made a poor landing at base which necessitates 7650 action. Fairly heavy clouds covering target area made it difficult to guess degree of success of raid but the target area was definitely determined and a large area of fire glow was seen reflected on clouds and was in well concentrated spots. IFF I.I.F. was accurate this raid should be successful. The 100 hrs. were conducted through one of our A/C in the afternoon. Operational Flying Time - Night - 50 hrs. 45 mins.		A.119 - A.120
DO	27.3.44		WEATHER: Cloudy, visibility poor, improving and deteriorating later. Winds - light variable. The Squadron was stood down to-day but shortly after this order was received, it was decided by Group to put on Group Exercise "Eric". Two of our A/C took part in this exercise. It was a daylight exercise and was somewhat of a Combined Operations effort. DISCUSSION and round table discussions were conducted in the various sections during the day. One air test of an A/C was successfully completed. This was one of the few A/C just received by this Squadron. C.A.F. 3300 2/C L.H. Sinclair returned from a duty trip to B.A.F. H.Q. this afternoon. Non-Operational Flying Time - Day - 6 hrs. 40 minutes.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SUTTON-ON-SWALE	28.3.44		WEATHER: Foggy in morning and evening, hazy in afternoon. Winds - light variable. The Squadron was stood down to-day. Section leaders held discussions and round table conferences in the various sections. The Gunnery Leader held a session with his personnel on turret manipulation and had some Ghost shooting. The C.O. of the Squadron returned from leave and took over command from C.M.T. 5666 S/L. H.W. Ishtler who has been acting in his absence. No flying to-day.		
DO	29.3.44		WEATHER: Cloudy in morning becoming fair. Visibility poor becoming moderate. Winds - light northerly. The Squadron was ordered to detail every serviceable A/C and crew for operations tonight. All preparations were completed and 11 A/C were gotten ready. At approximately 17.00 hrs. the signal was received to cancel the job. Preparations were furthered for the Squadron Party and Dance to be held on Saturday evening here on the Station and it is hoped by all that it will be possible to have it as it has had to be postponed twice already. No flying to-day.		
DO	30.3.44		WEATHER: Fair to cloudy, showers in afternoon. Visibility moderate to good. Winds - N.W. to moderate. Northerly. The Squadron was ordered to detail 14 A/C for operations to-night. All preparations were completed. One crew had to be cancelled due to sickness. One other A/C did not start because in checking over everything before take-off, the A/C ground the bomb release and the safety bar was not in position and the load of bombs was deposited on the ground as the bomb doors were open. Twelve A/C successfully took off for the target which was NE 2500. Two A/C are missing from this operation. The crews were: C.M.T. 16112 S/O J. Deacy, NAV. C.M.T. 16112 S/O J.R. Mason, A/B C.M.T. 16123 S/O Croalana, A.B., W/L AS R.A.F. 1587541 S/L Stewart, D. S/O R.A.F. 1581785 S/L Bolton, J. S. W/O C.M.T. 191525 S/L Atkins, E.W. S/O R.A.F. 1582120 S/L Rogers, T.J. and C.M.T. 5666 A/S L.H.W. Metcalen, NAV. C.M.T. 2497 S/L A.M. Dickey, A/B C.M.T. 22094 S/O P.P.P. Pugin, W/L AS C.M.T. 19100 S/O N.A. Macaulay, S/O R.A.F. 2209135 S/L Miles, A., W/O C.M.T. 196449 S/L Barry, J.L., S/O C.M.T. 144019 S/O Allen, J.R. C.M.T. 198 W/O J.D. Blane took over command of the Station effective to-day. Operational flying time - Night - 7 1/2 hrs. 27 mins. Non-Operational flying time - 20 mins. WEATHER: Fair to fine. Snow shower in late afternoon. Good visibility. Winds - light N.W. or calm. The Squadron was stood down to-day. Lectures and round table discussions were held by the Section Leaders in the various sections. Training flights were carried out. Gunnery practice was given also turret manipulation to the air gunners. A test flight after the installation of special equipment was carried out and the results were quite satisfactory. Non-operational flying time - Day - 10 hrs. 05 minutes.		A.175 - A.180
			<p>WEATHER: Fair to fine. Snow shower in late afternoon. Good visibility. Winds - light N.W. or calm.</p> <p>The Squadron was stood down to-day. Lectures and round table discussions were held by the Section Leaders in the various sections. Training flights were carried out. Gunnery practice was given also turret manipulation to the air gunners. A test flight after the installation of special equipment was carried out and the results were quite satisfactory.</p> <p>Non-operational flying time - Day - 10 hrs. 05 minutes.</p> <p> <u>AIRCRAFT ON CHARGES - 17 HALIFAX III</u>  <u>WEATHER</u> - General - fair. Numerous cases of upper respiratory infections. Nothing serious. One case of V.D.  <u>aircrew</u> - Numerous cases of aircrew grounded due mostly to colds. Nothing serious. No cases of flying stress.  <u>groundcrew</u> - Quite a large number of colds. Nothing serious. One case of V.D. </p>		



RAF Form 540

See instructions for use of this form in K.R. and A.C.I.  
para. 296 and War Manual, Pt. II, Chapter XX, and  
note in R.A.F. Police Book.

# OPERATIONS RECORD BOOK

Page No. SEVEN

of (Unit or Formation) 424 (B.G.A.F.) SQUADRON

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

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices																																																										
SEXTON-ON-SWALE	31.3.44		<p>REGULAR SERVICE OF UNIT AS AT 31st MARCH, 1944.</p> <table border="1"> <thead> <tr> <th></th><th>(SIXTH)</th><th>(SEVEN)</th><th>(EIGHT)</th><th>(NINE)</th><th>(TEN)</th></tr> </thead> <tbody> <tr> <td>R.O.S.W.</td><td>9</td><td>2</td><td>96</td><td>235</td><td></td></tr> <tr> <td>R.O.S.W. (U.S.S.)</td><td>1</td><td>-</td><td>-</td><td>-</td><td></td></tr> <tr> <td>R.O.S.W.</td><td>5</td><td>-</td><td>29</td><td>12</td><td></td></tr> <tr> <td>A.U.S.</td><td>-</td><td>-</td><td>1</td><td>-</td><td></td></tr> <tr> <td>W.A.S.W.</td><td>-</td><td>-</td><td>-</td><td>-</td><td></td></tr> <tr> <td></td><td>50</td><td>2</td><td>136</td><td>247</td><td></td></tr> </tbody> </table> <p>OPERATIONAL AND NON-OPERATIONAL FLYING HOURS DURING MONTH OF MARCH, 1944.</p> <p>(a) Operational Flying Hours Day - Nil Night - 639 hrs. 42 mins.</p> <p>(b) Non-operational Flying Hours Day - 143 hrs. 20 mins. Night - 107 hrs. 11 mins.</p> <p>BORELS DROPPED</p> <table border="1"> <thead> <tr> <th>From</th><th>To</th><th>U.S.</th><th>Immediary</th></tr> </thead> <tbody> <tr> <td>From 1.1.44 - 29.2.44</td><td></td><td>311</td><td>42.4</td></tr> <tr> <td>During March, 1944.</td><td></td><td>310.2</td><td>58.2</td></tr> <tr> <td>Cumulative total from 1.1.44</td><td></td><td>310.9</td><td>331.6</td></tr> </tbody> </table> <p><i>J.M. Blount</i> WING COMMANDER, SQUADRON, 424 (B.G.A.F.) SQUADRON.</p>		(SIXTH)	(SEVEN)	(EIGHT)	(NINE)	(TEN)	R.O.S.W.	9	2	96	235		R.O.S.W. (U.S.S.)	1	-	-	-		R.O.S.W.	5	-	29	12		A.U.S.	-	-	1	-		W.A.S.W.	-	-	-	-			50	2	136	247		From	To	U.S.	Immediary	From 1.1.44 - 29.2.44		311	42.4	During March, 1944.		310.2	58.2	Cumulative total from 1.1.44		310.9	331.6		
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