

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

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Place	Date	Time	Summary of Events	References to Appendices
SCIPION-ON-SWALE	1,8,44		<p>WEATHER: Cloudy, Visibility moderate. Winds - Light Variable.</p> <p>OPERATIONS: - The Squadron was ordered to detail 14 A/C for operations this evening. All preparations were completed and all 14 A/C successfully took off for the target which was bombing LITHE. All aircraft abandoned the mission on the Master Bomber's instructions just about 4 miles. This was due to 10/10th cloud in the target area. All bombs were brought back except 4 delays which each aircraft jettisoned safe. No combats and no flak encountered.</p> <p>TRAINING: - Lectures and discussions were conducted in all Sections by Section Leaders. Gunnet manipulation was carried out by the Gunners.</p> <p>Operational Flying Time - Day - 53.11 hrs. Non-Operational Time - Day 15 mins.</p>	A-872 - A-885
DO	2,8,44		<p>WEATHER: Cloudy with drizzle in morning becoming fine. Visibility moderate becoming good. Winds - Light E - S.S.W.</p> <p>OPERATIONS: - The Squadron was ordered to detail 17 A/C for operations but later was cancelled with a promise of a probable call for an early operation on the morning of August 3rd which necessitated a standby.</p> <p>TRAINING: - Training was carried out in all Sections by Section Leaders. Lectures and discussions on various subjects connected with the respective trades were conducted.</p> <p>Operational Flying Time - Nil; Non-Operational Time - 1 hrs. 15 mins.</p>	
DO	3,8,44		<p>WEATHER: Cloudy with drizzle in early morning becoming fair. Visibility poor becoming good. Winds - Calm or light S.E.W.</p> <p>OPERATIONS: - A maximum effort was required of the Squadron and all available A/C were prepared. 16 A/C successfully took off for the target which was SCARF House at HAZEL early in the evening. All A/C were successful in reaching the target and while there was considerable cloud about a hole in the clouds just above the target permitted the A/C's to see the flames and the opinion of all crews is that the cloud was well worth while. There was some flak but none of the A/C sustained damage and no A/C were encountered.</p> <p>TRAINING: - Training was carried out to day in all Sections.</p> <p>Operational Flying Time - Day - 70.68 hrs. Non-Operational Time - Day - 10 mins.</p>	A-886 - A-903
DO	4,8,44		<p>WEATHER: Cloudy with moderate visibility becoming fine with good visibility. Winds - Calm or light S.E.W.</p> <p>OPERATIONS: - Again a maximum effort was required for a daylight raid this morning. Wind was changed and only 15 A/C took off for the target which was BOTS-DE-JAILLOU. Considerable opposition was encountered in the form of heavy flak and many of the A/C sustained damage. One of our A/C is missing from this operation - C/N J.25978 S/C P.M. Cronin and Crew in A/C No. IV.929.</p> <p>TRAINING: - Due to most of the time being taken up with preparations for the operation, very little time was devoted to training to day.</p> <p>Operational Flying Time - 66.25 hrs. Non-Operational Time - 25 mins.</p>	A-904 - A-930
DO	5,8,44		<p>WEATHER: Foggy in early morning and late evening becoming fine in afternoon and evening. Winds - Light variable.</p> <p>OPERATIONS: - The Squadron was ordered to detail 16 A/C for a daylight operation this morning. All the ground crew worked through the night saving the A/C which had just returned from the operation late in the afternoon. 14 A/C took off successfully for the target which was on IGH PANGLOSS. One A/C had to abandon the task due to mechanical difficulty. There was broken cloud drifting over the target but visibility was good. The target indicators were good and results should be pretty fair. No flak was encountered.</p>	A-931 - A-936

Place	Date	Time	Summary of Events	SECRET.	References to Appendixes
SKIPTON - ON - SWALE	5.8.44	(CONTD)	OPERATIONS - In the late evening 3 A/C were detailed for a MINING operation. All three took off successfully and completed their task without interference from A/C although there was some slight heavy flak but no damage sustained. Good trip. TRAINING - Due to continual preparations for operations to-day, very little training was carried out in the various Sections. Operational Flying Time - Day - 64.12 hrs. Night - 12.52 hrs. Non-Operational Time - Nil.		A.935 - A.936
DO	6.8.44		WEATHER - Foggy in morning becoming fine. Winds - Gales or light S.W.'ly. OPERATIONS - The Squadron was stood down to-day. GENERAL - Work as usual went on in all Sections this morning but during the afternoon all Aircrew personnel were told to disappear for the balance of the day but to be back by midnight. This was greatly appreciated by all concerned and they all took advantage of it. Operational Flying Time - Nil; Non-Operational Time - Day - 5 hrs. 35 mins.		
DO	7.8.44		WEATHER - Foggy becoming fine. Visibility poor becoming moderate to good. Winds - Light variable. OPERATIONS - 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 LA ROCHE. Visibility was good with no cloud and only a slight haze. Bombing was concentrated on the western side which were well placed. There was a lot of smoke and dust, and the raid was successful with no trouble from enemy action. Late in the afternoon the Squadron was notified to prepare for a maximum effort early on the morning of August 8th. TRAINING - Preparations for operations kept everyone busy to-day and little time was given over to training. Operational Flying Time - 71 hrs. 59 mins. Non-Operational Flying - 5 hrs. 20 mins. Day.		A.936 - A.951
DO	8.8.44		WEATHER - Fair - cloudy. Visibility moderate to good. Winds - Light variable. OPERATIONS - The Squadron was all prepared for a maximum effort early this morning but the times were being continually changed and finally the order came through to cancel the operation completely. Shortly after this the Squadron was ordered to detail 12 A/C for a MINING operation. Secret equipment and the most experienced crews were required for this duty and all A/C took off and successfully completed the mission. The target was REEST and great success was expected as a result of this particular operation. TRAINING - Due to the exigency of an operation during the day and then the preparation for the one at night little organised training was carried out to-day. Operational Flying Time - 60 hrs. 47 mins. Non-Operational Flying - 1 hrs. 35 mins. Day.		A.952 - A.963
DO	9.8.44		WEATHER - Cloudy with rain at times. Visibility good. Winds - High W.S.W.'ly. OPERATIONS - The Squadron was ordered to detail 12 A/C for operations to-night. Two separate targets were attacked. 12 A/C took off at approximately 18.30 hrs. to attack BROUVILLE. All A/C bombed good concentration of high bursts and target indicators on instructions from Master Bomber. There was a good concentration of high bursts and smoke. Clear with good visibility at the target. There were no contacts and the flak was moderate to heavy in the target area. Good attack.		A.964 - A.975

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
BRITON-ON-GRASS	9.8.44	(COMM.)	<p>OPERATIONS - At approximately 21.30 hrs. 6 A/C took off to attack FORT DUN CROO. There was clear weather and excellent visibility over the target. All A/C bombed a good concentration of red and green target indicators on Master Bomber's instructions. MISS TRAVIS seen in markers. No combats reported and very slight flak.</p> <p>TRAINING - All crews not engaged in the operations were kept busy on the training programme during the day.</p> <p>Operational Flying Time - 69 hrs. 53 mins. Non-Operational Flying - 1 hr. Day.</p>		A.976 - A.981
DO	10.8.44		<p>WEATHER - Fair - cloudy with slight drizzle in early morning. Visibility good.</p> <p>WINDS - Moderate S.W. fly.</p> <p>OPERATIONS - The Squadron was ordered to "Stand-By" for operations for the greater part of the day. When it was definitely known that no bombing would be carried out there was still a question of a mining operation. It was not until late in the afternoon (17.30 hrs.) that it was ascertained that the Squadron would not be required.</p> <p>TRAINING - Training was carried out in all Sections. Turret manipulation and shoot shooting was practised by the Gunners.</p> <p>GENERAL - A new crew reported to the Squadron to-day, P/O Wright and crew. They are as follows: - CAPT. G.H.S. 25957 P/O H.W. WRIGHT; WAF. G.H.S. 57182 P/O R.S. BURGESS; P/O CAN. J. 14817 P/O W.R. GATWAY; W/O CAN. R. 19591A SGT. K. PALLET; P/S R.M. 221117 SGT. P. HENKALS; P/O CAN. R. 252127 SGT. HEDGECOCK; O.R.; A/C CAN. R. 219240 SGT. RICHES, W.I.</p> <p>Operational Flying Time - Nil; Non-Operational Flying Time - 1 hr. 40 mins. Day.</p> <p>WEATHER - Fair - cloudy with light rain. Visibility good.</p> <p>WINDS - Variable S.W. fly. Light moderate.</p> <p>OPERATIONS - The Squadron was stood down to-day.</p> <p>GENERAL - All personnel took part in the ceremonial parade held at Lismore. This took the form of an outdoor investiture. His Majesty the King accompanied by the Queen and Princess Elizabeth arrived and the King presented D.S.O.'s, D.F.C.'s, O.B.E.'s, and D.P.M.'s to members of the four Squadrons 424 - 427 - 429 and 433.</p> <p>TRAINING - No training either on the ground or in the air was carried out to-day as only skeleton staffs were retained in all Sections.</p> <p>Operational Time - Nil. Non-Operational Flying Time - Nil.</p>		
DO	12.8.44		<p>WEATHER - Cloudy becoming fine. Visibility good.</p> <p>WINDS - Moderate S.W. fly.</p> <p>OPERATIONS - The Squadron was ordered to detail 14 A/C for a daylight bombing raid. This was prepared for and cancelled at about the time the Aircrew were ready to leave for the A/C. This afternoon the call came through for a maximum effort. 13 A/C in all were detailed - 13 for one bombing target, 4 for another and two for a mining job. Just before briefing the 4 A/C mission was cancelled. On the completion of the briefing the crews were ordered to their respective Messes to wait further instructions. At approximately 21.00 hrs. two A/C set out on a MINING operation. Both were successful in their duty and report visibility good over "Gordon" area. There were large oil fires seen burning near the shore. Immediately after the mining A/C had set off 13 A/C successfully took off for a BOMBING mission against HUNTERSTON. The A/C returned early due to engine trouble. CAN. J. 14817 P/O G.D. Campbell and crew in G.D. 17.251 failed to return from this operation. Visibility was good and all crews bombed on HES with the glow of the fires in the target area. There was moderate to heavy flak and many A/C in the area. There were many combats to and from the target, and one of our aircraft claimed to have destroyed two enemy fighters.</p>		A.982 - A.983 A.984 - A.986 G

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
WILTON-ON-MALE	12.8.44	(CONT.)	<p>OPERATIONS - Two A/C were detailed to take off around midnight on a ROCKET mission to PALATKA but at the last minute one A/C developed engine trouble and only one got away. The one A/C reports a highly successful raid, with bombing well on markers. Smoke and fires seen around T.L.'s. Trouble free trip.</p> <p>TRAINING - The continual mix-up of operations all during the day forestalled any organized progress of training to-day.</p> <p>Operational Flying Time - 77 hrs. 02 mins. Non-Operational Flying Time - 1 hr.</p>		A.997
DO	13.8.44		<p>WEATHER - Part Fair to fine. Visibility good. Winds - light variable.</p> <p>OPERATIONS - The Squadron was ordered to detail all available A/C for a daylight operation against an unknown target. All preparations were completed and crews warned but later the order came through to stand-by for an early morning effort on Monday.</p> <p>TRAINING - Considerable training was carried out in all Sections led by the Section Leaders but due to fact that the A/C were loaded with bombs, it was not possible to do much flying training.</p> <p>Operational Flying Time - Nil; Non-Operational Flying Time - Day - 2 hrs. 10 mins.</p>		
DO	14.8.44		<p>WEATHER - Fair, good visibility. Winds calm or light moderate S.W.</p> <p>OPERATIONS - The early morning operation was postponed until afternoon and then 15 A/C took off for a target in and co-operation with the Army against the retreating Germans in the vicinity of PALATKA. All our A/C were successful. Weather at the target was fair to good with clear visibility. R.P.P. marking was good and well concentrated but markers were quickly obscured by smoke and dust. Someone bombed short of the target but it was not this Squadron. It was a good trip and the target was well bombed.</p> <p>TRAINING - Those not engaged in the daylight operation were gathered together for discussion groups by the various Section Leaders.</p> <p>Operational Flying Time - Day - 77 hrs. 42 mins. Non-Operational Time - Day - 1 hr. 35 mins.</p>		A.998 - A.1015
DO	15.8.44		<p>WEATHER - Foggy in early morning, becoming fair. Visibility poor, becoming good.</p> <p>OPERATIONS - The Squadron was ordered to detail 14 A/C for a daylight raid on TARNOW an airfield in the vicinity of BRUNNEN. All took off successfully except one which failed to get away due to engine trouble. Excellent visibility at target and crews were able to identify the target visually from a considerable distance. Master Bomber very clear. Bombs well smashed by bombing. All crews felt certain that this was a very successful attack.</p> <p>GENERAL - CWO G.1362 W/C G.A. ROY DFC took over command of the Squadron from CWO J.9072.</p> <p>W/C J.A. WESTWOOD DFC upon his arrival with his crew on the Station this afternoon. The crew is as follows: CWO G.1362 W/C G.A. ROY DFC; NAV CWO J.16248 P/L G.A. BURNSTED; P/L CWO J.7040 P/L J. BARNES; W/C CWO J.17033 P/L H. ROE GURNEY; P/L CWO J.65317 P/L CWO J.85945 P/L A.V. HURVEY; XI A/C CWO J.18011 P/L M. HARRIS DFC.</p> <p>Operational Flying Time - Day - 55.04 hrs. Non-Operational Time - Day - 5.05 hrs.</p>		A.1016 - A.1028
DO	16.8.44		<p>WEATHER - Fair - cloudy with light rain in early evening. Visibility moderate to good.</p> <p>OPERATIONS - The Squadron was ordered to stand-by for a night operation. Shortly after this the order came through for 12 A/C to attack KIEL. All our A/C successfully bombed the target. Visibility only fair. Bombing was slightly scattered at first but tightening up as attack developed. Fires were spread over large area and one large fire reported at Southern end of dock. A few E/A/C sighted and some Flak and S/I over target area.</p> <p>TRAINING - Lectures and discussions were held in all Sections by the Section Leaders. Some of the newer crews engaged in local flying.</p> <p>Operational Flying Time - Night - 61.39 hrs. Non-Operational Time - Day - 2 hrs. 45 mins.</p>		A.1029 - A.1030

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

No. of pages used for 204 MONTH SEP TEN

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SKIPTON-ON-SWALE	17.8.44		<p>WEATHER: Fair to cloudy xxx with showers. Visibility good.</p> <p>OPERATIONS: The Squadron was ordered to detail aircraft for both Mining and Bombing for tonight. The bombing mission was cancelled but 6 A/C took off on a mining operation in the vicinity of BAY OF BISCAI. Visibility over "Garden" area was good enabling all crews to do a visual check on the run up. Some Flak and S/L encountered xxxx but crews report a very successful trip.</p> <p>TRAINING: Sket shooting and turret manipulation was carried out by the Gunners and all Section Leaders had their personnel busy on ground training. There was a little local flying.</p> <p>Operational Flying Time: Night - 41.20 hrs. Non-Operational Flying - 1.15 hrs.</p>		A.1041 - A.1046
DO	18.8.44		<p>WEATHER: Cloudy with rain in late evening. Visibility moderate to good.</p> <p>OPERATIONS: The Squadron was ordered to detail 16 A/C for three different targets tonight. Four A/C set off to attack AMERSBEEK. One had to return to base with bomb load due to XX being hit by flak and also having difficulty in identifying the target.</p> <p>Our 3 successful A/C report bombing the target visually through openings in cloud, and these crews claim a very successful attack.</p> <p>Four A/C set off to attack WESTROVE. Fairly successful bombing is reported. Although results could not be accurately assessed owing to cloud.</p> <p>Eight A/C set out to attack the M/DS. at CONNAMER. One A/C had to abandon mission and jettison load due to starboard outer engine going U/S. The other A/C report a very successful operation with crews being able to identify target visually with the aid of good illumination. Trouble free trip.</p> <p>TRAINING: All Aircrew not engaged in the preparations for the operations were kept busily engaged on their training schedule to-day. A little local flying was carried out.</p> <p>Operational Flying Time - Day - 30.50 hrs. Night - 48.47 hrs. Non-Op. Flying - Day - 1.50 hrs.</p>		A.1047 - A.1050 A.1051 - A.1054 A.1055 - A.1062
DO	19.8.44		<p>WEATHER: Cloudy with rain or drizzle at times. Visibility poor to moderate.</p> <p>OPERATIONS: - The Squadron was ordered to stand-by for the greater part of the day but was not called for a detail.</p> <p>TRAINING: A Group Ballgame was planned but due to adverse weather conditions this was cancelled at a late hour.</p> <p>GENERAL: - The Commanding Officer had all personnel in all Sections tidying up around the Squadron Headquarters to-day.</p> <p>Operational Flying Time - Nil; Non-Operational Flying Time- Day - 1 hr. 30 mins.</p>		
DO	20.8.44		<p>WEATHER: Cloudy with continual drizzle or rain. Visibility poor to moderate.</p> <p>OPERATIONS: - The Squadron was not required for operations to-day but was told to stand-by for Monday morning.</p> <p>TRAINING: - Training was carried out in all Sections. Lectures and discussions were held led by the Section Leaders. There was a Security and P.O.W. lecture given by a visiting Officer to all aircrew of both 424 and 433 Squadrons in the 424 Briefing Room at 14.00 hrs. This was intensely interesting and exceedingly instructive and was enjoyed by all privileged to hear it.</p>		

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No. of pages used for MONTH TEN

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SKIPTON-ON-SWALE	25.8.44		<p>WEATHER: Foggy becoming cloudy. Visibility poor improving to moderate.</p> <p>OPERATIONS: The Squadron was ordered to detail 17 A/C for a bombing operation against BREEST to-night. 3 A/C failed to take off due to last minute mechanical troubles, and two returned early without completing their task. Our other A/C reported good visibility and target bombed visually. Marking was good and bombing accurate. Some crews returned with bomb load on instructions of Master Bomber due to inability to lose height for bombing in required time. Bad weather conditions prevailed at Base and A/C were diverted on return.</p> <p>TRAINING: Preparations for operations took up most of time to-day but there were some local flights carried out.</p> <p>GENERAL: Another new crew reported to the Squadron to-day. They are, as follows: CAPT. CAN.J.27679 P/O S.D. SANDERS; NAV. CAN J.37787 P/O E.R. PENNER; W/A CAN.J.36893 P/O K.D. ALLEN; W/O CAN.R.207290 SGT PRIESTLEY, A.A.; P/E RAF.1825087 SGT. COSEBROVE, J.; W/O CAN.R.212947 SGT HADSON, P.G.; A/C CAN.R.219722 SGT HAMILTON, J.J.</p> <p>Operational Flying Time - Night - 64.27 hrs. Non-Operational Time - Day - 2.55 hrs.</p>		A.1063-A.1076
DO	26.8.44		<p>WEATHER: Foggy becoming fair to cloudy. Visibility poor becoming good.</p> <p>OPERATIONS: During the morning the Squadron was ordered to detail one A/C for operations to-night - the remainder of our A/C having not returned from diversion. This order was later cancelled.</p> <p>TRAINING: Much valuable training time was gained by all Sections to-day and as our A/C returned, new crews were detailed for Radar Cross-Countries and local flying.</p> <p>GENERAL: A new crew arrived to-day. They are, as follows: CAPT. CAN.R.100433 W/O MACKIE, A.L.; NAV. CAN.R.151071 SGT NETTICE, J.S.; W/A CAN.J.36231 P/O CHRISTIE, H.D.; W/O CAN.R.98751 W/O CARRUTHERS, H.A.; P/E RAF.1825746 SGT PARQUHAR, J.H.; W/O CAN.R.166478 SGT DOBBS, P.W.; A/C CAN.R.185891 SGT HUDSON, C.H.</p> <p>Operational Flying Time - Nil; Non-Operational Flying Time - Day - 16.05 hrs.</p>		
DO	27.8.44		<p>WEATHER: Foggy becoming cloudy with rain at night. Visibility poor becoming good but moderate in rain.</p> <p>OPERATIONS: The Squadron was ordered to detail 15 A/C for an operation late this afternoon against REMOYECOURT. All took off and successfully bombed the target. Visibility was good and crews report highly successful attack with markers and bombing "bang on". Plank was negligible and no R/A/C encountered.</p> <p>TRAINING: Preparations for operations took up most of training time but some practise bombing was carried out.</p> <p>GENERAL: CAN.C.7279 P/L R.M. HOWARD, Squadron Adjutant, left this evening for R.C.A.F. Headquarters, London, on temporary duty.</p> <p>Operational Flying Time - Day - 52.37 hrs. Non-Operational Flying - Day - 4.16 hrs. Night - Nil.</p>		A.1077-A.1091
DO	28.8.44		<p>WEATHER: Cloudy with rain in morning. Visibility moderate becoming good.</p> <p>OPERATIONS: The Squadron was ordered to detail 14 A/C for operations late this afternoon. 9 were detailed to attack a launching site at BOIS de STE. RENY - one failed to get away due to engine trouble. The 8 successful A/C report visibility good and target easily identified. Many bombs seen falling in the target area. Some light R/F encountered but no R/A/C seen. The other five A/C were detailed to attack a large ship in BREEST HARBOR. All were successful and report excellent raid with bombs straddling the docks and many explosions and fires ensuing. Trouble free trip.</p> <p>Operational Flying Time - Day - 51.54 hrs. Non-Operational Flying - Nil.</p>		A.1092 - A.1099 A.1100 - A.1104

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																		
SKIPTON-ON-SWALE	29.8.44		<p>WEATHER: Cloudy becoming fair. Visibility good.</p> <p>OPERATIONS - The Squadron was not required for operations during the day or at night.</p> <p>TRAINING - Practically all crews took part in training flights during the afternoon and evening. Cross Country, H2S Special and practice bombing flights were engaged in. This was a very beneficial day for all.</p> <p>Operational Time - Nil; Non-Operational Flying Time - Day - 25.44 hrs. Night - 21.38 hrs.</p>																																																				
DO	30.8.44		<p>WEATHER: Fair to cloudy with occasional showers or thunderstorms. Visibility good.</p> <p>OPERATIONS - The Squadron was ordered to detail 4 A/C for a mining job tonight and to stand-by for a bombing mission as well. However, both orders were scrubbed late in the afternoon.</p> <p>TRAINING - Gunners were busy to-day on turret manipulation practice and sheet shooting. At night all available crews were put up on training flights.</p> <p>Operational Flying Time - Nil; Non-Operational Flying Time - Day - 4.54 hrs. Night - 27.25 hrs.</p>																																																				
DO	31.8.44		<p>WEATHER: Showery with good visibility.</p> <p>OPERATIONS: The Squadron was ordered to detail 14 A/C for a bombing operation late in the afternoon. All preparations were made and the crews were at the aircraft when the order came through to cancel the job and to stand-by for an early morning operation.</p> <p>TRAINING - Preparations for operations kept most Sections busy but those not so engaged held discussions and round table conferences during the day.</p> <p>No Flying To-day.</p>																																																				
DO	31.8.44		<p><u>CASUALTIES</u></p> <table border="1"> <thead> <tr> <th>MISSING</th><th>OFFICERS</th><th>R.C.A.F.</th><th>R.A.F.</th><th>AIRMEN</th><th>R.C.A.F.</th><th>R.A.F.</th></tr> </thead> <tbody> <tr> <td></td><td></td><td>5</td><td>0</td><td></td><td>5</td><td>2</td></tr> </tbody> </table> <table border="1"> <thead> <tr> <th>POSTING IN</th><th>OFFICERS</th><th>R.C.A.F.</th><th>R.A.F.</th><th>AIRMEN</th><th>R.C.A.F.</th><th>R.A.F.</th></tr> </thead> <tbody> <tr> <td></td><td></td><td>27</td><td>1</td><td></td><td>37</td><td>7</td></tr> </tbody> </table> <table border="1"> <thead> <tr> <th>POSTING OUT</th><th>OFFICERS</th><th>R.C.A.F.</th><th>R.A.F.</th><th>AIRMEN</th><th>R.C.A.F.</th><th>R.A.F.</th></tr> </thead> <tbody> <tr> <td></td><td></td><td>23</td><td>2</td><td></td><td>29</td><td>12</td></tr> </tbody> </table> <p><u>PROMOTIONS - OFFICERS</u></p> <table border="1"> <tbody> <tr> <td>1 Acting Flight Lieutenant</td><td>to Temporary Flight Lieutenant</td></tr> <tr> <td>1 Flying Officer</td><td>to Temporary Flight Lieutenant</td></tr> <tr> <td>4 Pilot Officers</td><td>to Temporary Flying Officers</td></tr> <tr> <td>9 Pilot Officers</td><td>to Acting Flying Officers.</td></tr> </tbody> </table> <p><u>COMMISSIONS</u></p> <p>During the month 29 Airmen Airmen were commissioned - 9 of which were R.A.F. personnel and the remainder R.C.A.F.</p> <p><u>CHANGES IN COMMAND</u> - CAN.C.1362 W/O G.A. ROY D.F.C. arrived on August 15th and assumed full command of the Squadron taking over from CAN.J.9072 S/L J.A. WESTLAND D.F.C. who had been Acting Commanding Officer since CAN.C.198 W/O J.D. Blane went missing on the night of 28/29th July, 1944.</p>	MISSING	OFFICERS	R.C.A.F.	R.A.F.	AIRMEN	R.C.A.F.	R.A.F.			5	0		5	2	POSTING IN	OFFICERS	R.C.A.F.	R.A.F.	AIRMEN	R.C.A.F.	R.A.F.			27	1		37	7	POSTING OUT	OFFICERS	R.C.A.F.	R.A.F.	AIRMEN	R.C.A.F.	R.A.F.			23	2		29	12	1 Acting Flight Lieutenant	to Temporary Flight Lieutenant	1 Flying Officer	to Temporary Flight Lieutenant	4 Pilot Officers	to Temporary Flying Officers	9 Pilot Officers	to Acting Flying Officers.		
MISSING	OFFICERS	R.C.A.F.	R.A.F.	AIRMEN	R.C.A.F.	R.A.F.																																																	
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of (Unit or Formation) 424 (R.C.A.F.) SQUADRON

No. of pages used for THIS MONTH TEN

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																																									
<u>SKIPTON-ON-DALE</u>	<u>31.8.44</u>		<p><u>CHANGES IN ADMINISTRATION</u> - NIL.</p> <p><u>AIRCRAFT ON CHARGE</u> - 20</p> <p><u>FLYING TIMES</u> Operational - Day - 565.32 hrs. Night - 462.05 hrs. Non-Operational - Day - 81.00 hrs. Night - 95.39 hrs.</p> <p><u>OPERATIONAL SORTIES</u> - 233</p> <p><u>BOMBS DROPPED AND MINES LAID</u> (Tons 2240 lbs.) <table border="1"> <thead> <tr> <th></th> <th>H.E.</th> <th>INCED.</th> <th>MINES</th> </tr> </thead> <tbody> <tr> <td>From 1.1.44 to 31.7.44</td> <td>2130.8</td> <td>194.9</td> <td>204.2</td> </tr> <tr> <td>During August, 1944.</td> <td>681.3</td> <td>12.5</td> <td>60.7</td> </tr> <tr> <td>Cumulative Total from 1.1.44</td> <td>2812.1</td> <td>207.4</td> <td>264.9</td> </tr> </tbody> </table> </p> <p><u>NO. of COMBATS WITH ENEMY AIRCRAFT</u> - <u>No. of Combats</u> <table border="1"> <thead> <tr> <th></th> <th>Dest.</th> <th>Prob.</th> <th>Damaged</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>-</td> <td>1</td> <td>1</td> </tr> </tbody> </table> </p> <p><u>STRENGTH</u> <table border="1"> <thead> <tr> <th></th> <th>OFFICERS</th> <th>Aircrew</th> <th>Groundcrew</th> <th>AIRCORN</th> <th>Aircrew</th> <th>Groundcrew</th> </tr> </thead> <tbody> <tr> <td>R.C.A.A.F.</td> <td>123</td> <td>-</td> <td>2</td> <td>-</td> <td>135</td> <td>267</td> </tr> <tr> <td>R.C.A.F. (U.S.A.)</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> <td>1</td> <td>-</td> </tr> <tr> <td>R.A.F.</td> <td>15</td> <td>-</td> <td>-</td> <td>-</td> <td>38</td> <td>4</td> </tr> <tr> <td>AUS.</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-4</td> </tr> <tr> <td>U.S.A.A.F.</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td></td> <td>139</td> <td>2</td> <td></td> <td></td> <td>154</td> <td>275</td> </tr> </tbody> </table> </p> <p><u>COMMANDING OFFICER'S RESUME</u> <p>The Squadron this month flew 233 sorties - 226 of which were successful. It was a good operational month except for the too large number of nonstarters at the end of the month. Watered sage. was the main source of trouble and the exceptionally bad weather we had accounted for this. Losses were very small. CAN.J.25978 P/O P.E. CRONIN and CAN.J.28541 P/O G.D. CAMPBELL were the Captains of the only two crews we lost, respectively on the 4th and 13th of August, 1944.</p> <p>The Squadron took part in four Mining, twelve Day Bombing and seven Night Bombing operations for a total of 1027 hrs. 37 mins. The training figure unfortunately was too low - 176 hrs. 39 mins. We will do better next month.</p> </p>		H.E.	INCED.	MINES	From 1.1.44 to 31.7.44	2130.8	194.9	204.2	During August, 1944.	681.3	12.5	60.7	Cumulative Total from 1.1.44	2812.1	207.4	264.9		Dest.	Prob.	Damaged	2	-	1	1		OFFICERS	Aircrew	Groundcrew	AIRCORN	Aircrew	Groundcrew	R.C.A.A.F.	123	-	2	-	135	267	R.C.A.F. (U.S.A.)	1	-	-	-	1	-	R.A.F.	15	-	-	-	38	4	AUS.	-	-	-	-	-	-4	U.S.A.A.F.	-	-	-	-	-	-		139	2			154	275		
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SKIPTON-ON-SWALE	31.8.44.		<p><u>COMMANDING OFFICER'S RESUME (CONTINUED)</u></p> <p>We received a good piece of news last week that four members of W/C Blane's Crew were reported as Prisoners of War so that W/C Blane and the other members of his crew should be at large.</p> <p style="text-align: right;"> <i>for W/C</i> WING COMMANDER, COMMANDING, NO. 124 (R.C.A.F.) SQUADRON. </p>	

WL 8943/OLSR 850M 10/41 C. & L. 51-7700