

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 1340 and War Manual Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

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

446

No. of pages used for

Page No. ONEMonth THIRTEENDay THIRTEEN

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SKIPTON-ON-SWALE	1.11.44		<p>WEATHER: Cloudy, moderate to good visibility.</p> <p>WINDS: Winds calm or light N.W'y.</p> <p>OPERATIONS: The Squadron was ordered to detail all possible crews and aircraft for an attack on OBENHAUSEN. 18 A/C successfully took off for the target. One A/C failed to return. The crew is, as follows: PILOT GAW.J. 88157 P/O A. JADON; NAV. GAW.J. 37166 P/O J. FRASER; R/A GAW.R. 17155 P/S GIBSON, W.J.G.; R/E AG GAW.R. 223023 SGT KAY, R.J.; P/S RAF. 1880548 SGT VERNON, G.R.; A/C GAW.R. 221719 SGT YUNKE, W.; A/C GAW.R. 196196 P/S BOTTRELL, W. This crew was on its first operation. All crews report a very successful effort with many fires and explosions seen.</p> <p>TRAINING: Preparations for operations took up most of training time to-day.</p> <p>GENERAL: Two large boxes were received to-day from the City of Hamilton Chamber of Commerce containing chocolate bars for the personnel of the Squadron and which were greatly appreciated by all the boys.</p> <p>FLYING TIMES: Operational - Day - Nil; Night - 109 hrs. 51 mins. Non-Operational - Day - 1 hr. 42 mins. Night - Nil.</p>		A. 1440 - A. 1457
DO	2.11.44		<p>WEATHER: Fair to cloudy with light rain in early morning. Visibility moderate.</p> <p>WINDS: Wind light variable.</p> <p>OPERATIONS: The Squadron was ordered to detail 16 A/C for an attack against DUSSELDORF. All 16 A/C successfully took off for the target. Two A/C failed to return from this operation. P/O King and Crew in "B" MZ. 622 and P/O Bonar and Crew in "J" LK. 131. The 14 returning crews report a very satisfactory concentration of A/C over the target area and are sure great damage was wrought. Many fighter flares were seen.</p> <p>TRAINING: Personnel not engaged on operations were kept busy on training during the day on the ground.</p> <p>FLYING TIMES: Operational - Day - Nil; Night - 83 hrs. 45 mins. Non-Operational - Nil.</p>		A. 1458 - A. 1473
DO	3.11.44		<p>WEATHER: Cloudy with rain early morning, becoming fair to cloudy. Visibility moderate at first becoming good.</p> <p>WINDS: Light S.W'y becoming moderate W'y.</p> <p>OPERATIONS: The Squadron was not required for operations either during the day or evening.</p> <p>TRAINING: Flying training was carried out in both flights both day and night. Ground training was conducted in all Sections by the Section Leaders.</p> <p>GENERAL: Good news was heard of P/O King and Crew. From what information was received, it is believed all got out safely and will be back in this country soon as they all landed within our own lines. Confirmation of this is waited anxiously as P/O King was a splendid Skipper and very popular on the Squadron.</p> <p>FLYING TIMES: Operational - Nil Non-Operational - Day - 6 hrs. 04 mins. Night - 17 hrs. 54 mins.</p>		
DO	4.11.44		<p>WEATHER: Fair to cloudy with continuous rain in afternoon. Visibility moderate to good.</p> <p>WINDS: Light S.W'y becoming strong in evening.</p> <p>OPERATIONS: The Squadron was ordered to detail 15 A/C for an attack against BOCHUM. All 15 A/C took off successfully for the target. One A/C failed to return from this operation. A/C "B" MZ. 896, P/O Loving and Crew. All crews reported stiff opposition as there were 3/1's, heavy predicted flak and numerous enemy A/C in the immediate target area. One A/C "B" MZ. 938 with P/O Walker and Crew received terrific punishment just shortly after they</p>		A. 1474 - A. 1488

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SKIPTON-ON-SWALE	4.11.44	(Contd.)	had dropped their bombs. There were over 200 holes in the airframe and one engine rendered U/S. P/O Walker and Crew brought the A/C safely back to Base but it was declared Cat. "B" when examined. The other 13 A/C returned safely to base but all crews were unanimous in stating it was a difficult target. TRAINING: Training was carried out in all Sections during the day. FLYING TIMES: Operational - Day - Nil; Night - 81 hrs. 23 mins. Non-Operational - Day - 6 mins.; Night - Nil.		
DO	5.11.44		WEATHER: Cloudy with rain in forenoon, becoming fine in evening. Visibility moderate becoming good. WIND: Wind fresh S.W. 'ly. OPERATIONS: The Squadron was not required for any operational duties during the day or evening but word came through about noon that there would be an early morning mission. All preparations were completed and 14 A/C stood ready to go. Battle Orders were issued and the crews warned of the approximate times. TRAINING: Flying Training was carried out both this afternoon and evening. Ground training was also given in all Sections. GENERAL: GAN J. 25969 P/L D.R. Brown and Crew were screened today. GAN J. 18286 P/L W.M.R. Wood D.F.C., Engineer Leader and R.W. 123850 P/L G.D. Mitchell, Bombing Leader, were also screened. FLYING TIMES: Operational - Day - Nil; Night - Nil. Non-Operational - Day - 2 hrs. 19 mins. Night - 3 hrs.		
DO	6.11.44		WEATHER: Showery, light rain in evening. Visibility moderate to good. WIND: Wind fresh to strong S.W. 'ly. OPERATIONS: 14 A/C took off at approximately 11.30 this morning on a bombing mission against GELDEREN with alternatives of BOCHUM and DUISBURG. Two A/C had to abandon mission due to engine troubles. The 12 successful A/C report a good raid on primary and alternatives with many fires and explosions seen. Aircraft "Q" ML 458 piloted by P/O MacLean, was struck by predicted Flak on return over Holland. The M/U Gunner was seriously wounded when struck by a piece in the leg and when Pilot brought A/C down at R.A.F. Manston he was rushed by air ambulance to hospital. TRAINING: Operations took up most of time and little flying training was carried out due to local adverse weather. GENERAL: GAN J. 25379 P/O KING, J.L. who was reported missing after the operation of November 2nd walked into the office this morning after having been flown back by R.A.F. Ferry Services from Versailles. The balance of his crew are presumed to be safe. 2,000 cigarettes were received from Mr. J.B. Cross of the Calgary Brewing Co. for the boys of the Squadron. FLYING TIMES: Operational - Day - 67 hrs. 54 mins. Night - Nil. Non-Operational - Day - 2 hrs. 58 mins. Night - Nil.		A1489 - A1502
DO	7.11.44		WEATHER: Occasional showers. Visibility good. WIND: Fresh S.W. 'ly to N.W. 'ly. OPERATIONS: The Squadron was not required for the day or night as was expected it would be. TRAINING: Air Training was carried out in all Sections. Lectures were conducted in the Main Briefing Room for the Pilots, Navigators, and Air Bombers and also the Senior Intelligence Officer gave all Aircrew a lecture. An instructive film was shown in the Station Cinema late in the afternoon.		

OPERATIONS RECORD BOOK

Page No. THREE

of (Unit or Formation) 424 (R.C. & P.) SQUADRON

No. of pages used for 3227 month THIRTEEN

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SEALTON-ON-SWALE	7.11.44	(Contd)	GENERAL: Signal received that P/O King's Crew with the exception of CAN.J.39723 P/O HARRIS, W.E. were being flown back to the U.K. this afternoon. FLYING TIMES: Operational - Nil Non-Operational - Day - 9 hrs. 36 mins. Night - Nil.		
DO	8.11.44		WEATHER: Fair to cloudy with good visibility. WINDS: Westerly. OPERATIONS: The Squadron was not required for operations to-day or to-night but towards evening was warned that there would be a maximum effort early in the morning of the 9th. All preparations were made and a Battle Order was being produced when the order came through cancelling the mission. TRAINING: Considerable flying training was carried out during the day in both Flights. Ground training was conducted in all Sections by the Leaders and all Aircrew members attended a lecture given by a Major Nicholson accompanied by S/L Sweeney from No. 6 Group. GENERAL: Four more members of P/O King's Crew arrived on the Squadron to-day. FLYING TIMES: Operational - Nil. Non-Operational - Day - 23 hrs. 43 mins. Night - Nil.		
DO	9.11.44		WEATHER: Fair to fine with good visibility. WINDS: Westerly. OPERATIONS: The Squadron was not required for operations during the day or evening. TRAINING: Considerable flying was carried out in both "A" and "B" Flights during the day and night and several of the new crews are ready for operations. GENERAL: The promotion of CAN.J.4428 P/L W.G. ANDERSON came through to-day confirming his appointment to Squadron Leader. He is "A" Flight Commander. A signal received this afternoon indicates CAN.J.39723 P/O W.E. HARRIS W/O of P/O King's Crew as injured. Extent of injuries are not known but enquiries have been instituted. FLYING TIMES: Operational - Nil. Non-Operational - Day - 18 hrs. 20 mins. Night - 14 hrs. 30 mins.		
DO	10.11.44		WEATHER: Fair to fine becoming cloudy. Good visibility. WINDS: N.W.'ly wind becoming calm. OPERATIONS: The Squadron received no orders for operations during the morning but shortly after lunch it was known there would be an early call for a maximum effort. All preparations were completed and 17 crews lined up. Just before midnight the order was cancelled. TRAINING: A satisfactory amount of flying training was carried out to-day, in both "A" and "B" Flights. Ground training was conducted in all the Sections. GENERAL: A very much appreciated lecture was delivered to all Aircrew in the Station Cinema by P/L Cox. His subject was very interesting and of very special interest to Aircrew personnel. FLYING TIMES: Operational - Nil. Non-Operational - Day - 6 hrs. 42 mins. Night - Nil.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SKIPTON-ON-SWALE	11.11.44		<p><u>WEATHER:</u> Cloudy with rain in early morning. Moderate visibility.</p> <p><u>WINDS:</u> Calm becoming light N.W.ly.</p> <p><u>OPERATIONS:</u> The Squadron was not required for operations to-day.</p> <p><u>TRAINING:</u> Much training was accomplished during the day and evening in both "A" Flight and "B" Flight. Ground training was carried out in all Sections by the Section Leaders and a lecture was given to all the personnel in the Briefing Room this afternoon.</p> <p><u>GENERAL:</u> Plans are being worked on for the improvement of conditions in both the Crew Room and the Briefing Room and everyone is gladly giving their assistance to forward the effort.</p> <p><u>FLYING TIMES:</u> Operational - Nil.</p> <p>Non-Operational - Day - 14 hrs. 06 mins. Night - Nil.</p>		
DO	12.11.44		<p><u>WEATHER:</u> Fine becoming cloudy with rain in afternoon. Moderate visibility.</p> <p><u>WINDS:</u> Calm.</p> <p><u>OPERATIONS:</u> Word came through that the Squadron would not be required to-day or to-night but towards evening we were warned that there might be an early morning call on the 13th. All preparations were completed and everything was in readiness.</p> <p><u>TRAINING:</u> Some flying training was carried out this morning but the weather was adverse for flying this afternoon. Ground training was conducted in all Sections.</p> <p><u>GENERAL:</u> The Squadron was host to the A.T.C. boys to-day. J.14744 P/O J.P. Medians of the Bombing Section gave them a much appreciated lecture and J.29040 P/O K.J. McDonald took some of them up for a ride in the Oxford. Squadron personnel not otherwise employed were busy renovating the Briefing Room.</p> <p><u>FLYING TIMES:</u> Operational - Nil.</p> <p>Non-Operational - Day - 6 hrs. 35 mins. Night - Nil.</p>		
DO	13.11.44		<p><u>WEATHER:</u> Fair becoming cloudy with rain during late evening. Moderate visibility.</p> <p><u>WINDS:</u> N. Westerly.</p> <p><u>OPERATIONS:</u> The Squadron was not required for operations during the day or night.</p> <p><u>TRAINING:</u> Considerable flying training was carried out in both "A" and "B" Flights. Cross Country and practice bombing exercises. Ground training was carried out in all Sections.</p> <p><u>GENERAL:</u> Great activity on the part of the all personnel not otherwise engaged in the renovation of the Briefing Room and equipment.</p> <p><u>FLYING TIMES:</u> Operational - Nil.</p> <p>Non-Operational - Day - 12 hrs. 53 mins. Night - Nil.</p>		
DO	14.11.44		<p><u>WEATHER:</u> Fair periods with frequent showers. Good visibility.</p> <p><u>WINDS:</u> N.W.ly wind.</p> <p><u>OPERATIONS:</u> The Squadron was not required for operations during the day or evening.</p> <p><u>TRAINING:</u> Training was general in all Sections. Round table discussions were held in all Sections conducted by the Section Leaders.</p> <p><u>GENERAL:</u> Work still goes ahead with all speed on the improvements as planned by C.A.L.G. 1205 W/C G.W. MARSHALL in the Briefing and Crew Room.</p> <p><u>FLYING TIMES:</u> Operational - Nil.</p> <p>Non-Operational - Day - Nil. Night - Nil.</p>		

OPERATIONS RECORD BOOK

Page No. FIVE

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

No. of pages used for month SEPTEMBER
day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SHIPTON-ON-SWALE	15.11.44		<p>WEATHER: Fair becoming cloudy in late evening, with periods of rain. Good visibility.</p> <p>WINDS: N. westerly.</p> <p>OPERATIONS: The Squadron was not required for operations during the day or night.</p> <p>TRAINING: Training was carried out in both "A" and "B" Flights both during the day and night. Cross Country Flights, Bombing Practice Flights, etc. were executed and the new crews are nearly all ready for operations.</p> <p>GENERAL: All hands not engaged on training were helping with the improvements in the Briefing Room and Crew Room. Some the personnel worked right through the night. 20,000 cigarettes were received to-day from the City of Hamilton Chamber of Commerce and 1,500 cigars were received from the Sergeants' mess, R.C.A.F. Station, Trenton.</p> <p>FLYING TIMES: Operational - Nil Non-Operational - day - 31 hrs. 11 mins. Night - 8 hrs. 4 mins.</p>		
DO	16.11.44		<p>WEATHER: Cloudy with rain at first, becoming fair. Visibility moderate to good.</p> <p>WINDS: Light northerly.</p> <p>OPERATIONS: Early this morning the Squadron was ordered to detail 14 A/C for a daylight raid on JULIN near AACHEN. All the A/C successfully took off for the target between 1230 and 1300 hours. All crews report a splendid concentration over the whole of the target area and it is definitely felt that great damage was inflicted. Flying conditions were encountered but no fighter A/C were seen. Flak was the only opposition met with but the coverage was ineffective considering the number of A/C taking part in the attack. All A/C returned safely to base except one O/C J. 35095 S/O H. 00040 and Crew who had to land at a Southern aerodrome in this Country due to the shortage of petrol. <i>(A detailed follow up report is being prepared)</i></p> <p>TRAINING: Training was carried out in all sections during the day.</p> <p>GENERAL: S/L Mansay reported for duty to-day to the Squadron to double-bank the Squadron Adjutant. S/L Mansay has recently returned from the Continent after having been attached to No. 6 Group Headquarters throughout the 7th Victory Loan Campaign.</p> <p>FLYING TIMES: Operational - Day - 70 hrs. 31 mins. Non-Operational - Day - 8 hrs. 18 mins. Night - Nil</p>		A.1503 - A.1516
DO	17.11.44		<p>WEATHER: Cloudy with rain and fog. Visibility poor.</p> <p>WINDS: Light S.W. - 12y.</p> <p>OPERATIONS: The early morning operation for which the crews were awakened at 0400 hrs. this morning was cancelled just about the time they had been briefed. The time the cancellation came through to the Squadron was approximately 0700 hrs. Towards evening there was an indication that we would be required for a daylight raid on the 18th. All preparations were completed and the crews warned.</p> <p>TRAINING: Ground training was carried out in all sections during the day.</p> <p>GENERAL: The renovation of the Crew and Briefing Rooms is continuing.</p> <p>FLYING TIMES: No flying to-day.</p>		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SKIPTON-ON-SWALE	14.11.44		<p><u>WEATHER:</u> Fair to cloudy with rain at night. Visibility poor to moderate, becoming poor.</p> <p><u>WINDS:</u> Southerly.</p> <p><u>OPERATIONS:</u> The Squadron was requested for the 15 crews which were previously arranged for yesterday. All 15 successfully took off for the target which was MUSELLE and the crews report a splendid concentration of the whole target area. It is felt that great damage was inflicted but due to 10/10th cloud it was impossible to make any accurate assessment. Very little opposition was encountered throughout the whole trip. All A/C returned but due to adverse weather had to be diverted to other aerodromes.</p> <p><u>TRAINING:</u> Some flying training was carried out to-day and ground training was conducted by the Section Leaders in all Sections.</p> <p><u>FLYING TIMES:</u> Operational - Day - 2 1/2 hrs. 45 mins. Night - Nil Non-Operational Day - 2 hrs. 44 mins. Night - Nil</p>		
DO	19.11.44		<p><u>WEATHER:</u> Cloudy with periods of rain. Visibility poor to moderate.</p> <p><u>WINDS:</u> Light southerly.</p> <p><u>OPERATIONS:</u> The Squadron was ordered to detail 6 A/C for an attack against two different targets. All preparations were completed and the crews were just ready to proceed to the aircraft when the order came through cancelling the operation.</p> <p><u>TRAINING:</u> Ground training was carried out in all Sections but only one air exercise was possible due to over half the Squadron A/C being diverted and the rest being tied up for operations to-day.</p> <p><u>GENERAL:</u> Some of our A/C returned from diversion before midnight.</p> <p><u>FLYING TIMES:</u> Operational - Nil Non-Operational - Day - 3 hrs. 29 mins. Night - Nil</p>		
DO	20.11.44		<p><u>WEATHER:</u> Cloudy with rain in morning and afternoon. Visibility poor becoming moderate.</p> <p><u>WINDS:</u> Fresh N.W. 'ly.</p> <p><u>OPERATIONS:</u> The Squadron was ordered to detail 11 A/C for an early attack but it was delayed before the crews were actually briefed and times set which would have meant a night attack. Just before the second briefing time, the order came through cancelling the attack probably due to adverse weather in the target area.</p> <p><u>TRAINING:</u> Ground training was carried out in all Sections by the Section Leaders but little flying training was accomplished due to most of the A/C still being diverted.</p> <p><u>GENERAL:</u> Work still in the order of the day in renovating the Training Room.</p> <p><u>FLYING TIMES:</u> Operational - Nil Non-Operational - Day - 1 hrs. 17 mins. Night 3/4 mins.</p>		
DO	21.11.44		<p><u>WEATHER:</u> Fair or fine becoming cloudy with rain at night. Visibility good becoming poor late in evening.</p> <p><u>WINDS:</u> Fresh N.W. 'ly backing to S.W. 'ly.</p> <p><u>OPERATIONS:</u> The Squadron was ordered to detail A/C for two separate targets to-day. 14 A/C were called for in all, 8 A/C for bombing CASTLE-RAKER, an oil refinery, N.W. of DORTMUND and 6 A/C to carry out a MINING detail in OSLO HARBOUR. All the 14 A/C successfully took off for the respective targets and all returned safely to base. There was considerable opposition encountered in the whole of the bombing target area from fighters and there was also moderate heavy flak and plenty of light flak. All crews report a very successful raid.</p> <p><u>TRAINING:</u> Training was carried out in all Sections during the day.</p> <p><u>FLYING TIMES:</u> Operational - Day - Nil; Night 9 1/2 hrs. 42 mins. Non-Operational - Day - 1 hrs. 55 mins. Night - Nil</p>		A.1532 A.1539 A.1540. A1545

OPERATIONS RECORD BOOK

Page No. SEVEN(Unit or Formation) 424 (R.C.A.F.) SQUADRONNo. of pages used for month THIRTEEN

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SKIPTON-ON-SWALE	22.11.44		<p><u>WEATHER:</u> Cloudy with rain in morning. Visibility poor becoming good.</p> <p><u>WINDS:</u> Winds fresh W.S.W. 'ly.</p> <p><u>OPERATIONS:</u> The Squadron was ordered to detail 14 A/C for an attack tonight. All preparations were completed and all was in readiness when the order came through that we would not be required.</p> <p><u>TRAINING:</u> Training was carried out in all Sections during the day. A lecture was conducted by F/L Staffer to all aircrew on Security which was greatly appreciated. The C.T.O. also gave a lecture on Engine Handling and related subjects to Pilots and Flight Engineers.</p> <p><u>GENERAL:</u> Work is still continuing on the renovation of the Briefing Room when time permits.</p> <p><u>FLYING TIMES:</u> Operational - Nil. Non-Operational - Day - 1 hr. 31 mins. Night - Nil.</p>		
DO	23.11.44		<p><u>WEATHER:</u> Fair to cloudy with some light rain. Visibility good.</p> <p><u>WINDS:</u> Winds moderate W.S.W. 'ly.</p> <p><u>OPERATIONS:</u> The Squadron was ordered to detail all available A/C for operations as there were two targets to attack. All preparations were completed for both the mining and the bombing operation but before the crews could be briefed the order came through cancelling both jobs.</p> <p><u>TRAINING:</u> Lectures were held in all Sections by the Section Leaders and ground training was carried out by all Sections.</p> <p><u>GENERAL:</u> Most of the Squadron Leaders moved from No. 2 Site to No. 3 Site according to the plan of W/O Marshall for the purpose of greater efficiency in the Squadron.</p> <p><u>FLYING TIMES:</u> Operational - Nil. Non-Operational - Day - 1 hr. 56 mins. Night - 1 hr. 09 mins.</p>		
DO	24.11.44		<p><u>WEATHER:</u> Cloudy with some rain. Visibility moderate.</p> <p><u>WINDS:</u> Winds light N. 'ly or calm.</p> <p><u>OPERATIONS:</u> The Squadron was ordered to detail every available A/C as two operations were scheduled for late tonight. All preparations were completed but before briefing occurred the bombing mission was cancelled. The Mining briefing times were pushed on until it was close to midnight and the take off was in the early hours of Nov. 25th. One A/C "L" MA902 did not take off due to a member of the crew being hurt just prior to getting away. All the other crews successfully took off for the target which was the KATMANT. All crews returned but were diverted due to adverse weather at base.</p> <p><u>TRAINING:</u> As all aircraft were prepared for the operations tonight, flying training was virtually out to-day. All Sections kept their personnel busily engaged on ground training.</p> <p><u>FLYING TIMES:</u> Operational - Day - Nil; Night - 26 hrs. 04 mins. Non-Operational - Day - 34 mins. Night - Nil.</p>		A.1546 -A.1549

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SKIPTON-ON-SWALE	25.11.44		<p><u>WEATHER:</u> Cloudy with some light rain becoming fine. Visibility moderate to good.</p> <p><u>WINDS:</u> Calm or light Westerly.</p> <p><u>OPERATIONS:</u> The Squadron was not required for any operations either during the day or evening.</p> <p><u>TRAINING:</u> A/C were de-bombed and much training was carried out in both "A" and "B" Flights both during the day and night. Ground training was carried out in all Sections.</p> <p><u>GENERAL:</u> C.A.N.C. 18886 P/L W.L.D. WOOD DFC was sent as investigating Officer to Scotland to investigate a crash. - C.A.N.J. 25964 P/L J.C. DUNN is on an investigation at Leeming.</p> <p><u>FLYING TIMES:</u> Operational - Nil.</p> <p>Non-Operational - Day = 22 hrs. 27 mins. Night = 5 hrs. 50 mins.</p>		
DO	26.11.44		<p><u>WEATHER:</u> Fine becoming cloudy with rain or sleet. Visibility moderate to poor.</p> <p><u>WINDS:</u> Light variable.</p> <p><u>OPERATIONS:</u> The Squadron was ordered to detail 12 A/C for an operation taking place late tonight. All preparations were completed and all expected to go when the order came through cancelling the operation.</p> <p><u>FLYING TIMES:</u> Training was carried out in all Sections during the day. Due to adverse weather little flying training was possible.</p> <p><u>GENERAL:</u> The move of Squadron personnel on the Sites is still in progress but nearly completed. C.A.N.J. 26959 P/C R.G. Burns and CREW were screened to-day after completion of their last trip the night of November 24th.</p> <p><u>FLYING TIMES:</u> Operational - Nil.</p> <p>Non-Operational - Day 1 hr. 54 mins. Night = Nil.</p>		
DO	27.11.44		<p><u>WEATHER:</u> Fine becoming cloudy with sleet. Visibility good becoming poor in evening.</p> <p><u>WINDS:</u> Light N.W.ly backing to S.E.ly.</p> <p><u>OPERATIONS:</u> The Squadron was ordered to detail 16 A/C for two separate operations tonight. 10 A/C were detailed to bomb HEING a marshalling yard and an Oil Refinery near COLOGNE. 6 A/C were detailed to mine in the neighborhood of FREDERICKSTAD which is near OSLO. All 16 A/C took off for their separ respective targets. All 10 BOMBING crews reported a successful attack although a change of winds resulted in the A/C arriving late over the target. The principle opposition encountered was moderate heavy flak. Search lights could not penetrate the smoke clouds and only a few fighter fires were noticed. All 10 A/C returned safely. The 6 MINEING A/C all returned safely also. Two of the 6 A/C had difficulty identifying the area and brought back the mines. The other four claim to have deposited them in the proper location.</p> <p><u>TRAINING:</u> Preparations for operations curtailed training time to-day.</p> <p><u>FLYING TIMES:</u> Operational - day = Nil; Night = 38 hrs. 44 mins.</p> <p>Non-Operational - Nil.</p>		1559 A. 1550 - A. 1554 A. 1560 - A. 1565
DO	28.11.44		<p><u>WEATHER:</u> Fair to cloudy with rain and showers. Visibility becoming good.</p> <p><u>WINDS:</u> Fresh S'y.</p> <p><u>OPERATIONS:</u> The Squadron was not required for operational duties either during the day or night.</p> <p><u>TRAINING:</u> Ground training was carried out in all Sections and considerable flying training during the afternoon and evening.</p> <p><u>GENERAL:</u> C.A.N.C. 1205 W/O C.G. MARSHALL returned to duty this morning after 7 days leave. The A/C which were diverted from the last operation were returning to base during the</p>		

W. 2200/0000 28/11/44 C.A.L. 21/24

OPERATIONS RECORD BOOK

Page No. NINE

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

No. of pages used for MONTH THIRTEEN
DAY

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																												
SKIPTON-ON-SEALE	28.11.44	(Cont)	late afternoon. The crews report that every possible consideration was given them, which was greatly appreciated.																														
DO	29.11.44		<u>WEATHER:</u> Occasional showers. Visibility good. <u>WINDS:</u> Light to fresh S.W. 'ly. <u>OPERATIONS:</u> The Squadron was not required for operations during the day or night. Shortly after dinner to-night the order came through for a maximum effort early in the morning of the 30th. All preparations were made, crews warned and a battle order issued. <u>TRAINING:</u> Considerable training was carried out during the day in both flights. A special exercise was planned for to-night but due to the pending Operation it had to be cancelled. Group training was carried out in all sections. The new training flight of which CAN.J.25964 P/L J.C. DUNDAS and CAN.J.26927 L.C. HUTCHES are the charter members are laying their plans to make this Squadron one of the most highly trained and efficient in the group. <u>Flying Times:</u> Operational - Nil Non-Operational - Day 21.07 hrs. Night 1.27 hrs.																														
DO	30.11.44		<u>WEATHER:</u> Fair to cloudy. Visibility good. <u>WINDS:</u> Fresh W.S.W. 'ly - S.W. 'ly. <u>OPERATIONS:</u> The early morning call which was fully expected and prepared for did not materialize. Later in the day 18 A/C were ordered to attack DUISBURG to-night. All 18 A/C took off for the target. One A/C had to abandon the mission due to a technical defect in equipment. One other A/C was diverted to another aerodrome upon return from the target due to shortage of petrol plus one engine not functioning properly. All the other A/C returned safely to base and all report a satisfactory attack. Considerable opposition was encountered by from numerous enemy fighter A/C with consequent sightings and combats. All the anti-aircraft fire was apparently directed at the sky markers and due to 10/20th cloud searchlights could not penetrate. <u>TRAINING:</u> Training was carried out in all Sections. Lectures and round table discussions were held. <u>GENERAL:</u> Painting still goes on in the Briefing and Crew Rooms. <u>Flying Times:</u> Operational - day - Nil; Night - 110 hrs. 42 mins. Non-Operational - Nil.		A.1566 - A.1583																												
DO	20.11.44		<u>SUMMARY</u> <u>CASUALTIES - MISSING - CREWS</u> <table><tr><td>P. CAN.J.88163</td><td>P/O JACOBS, A.</td><td>P. CAN.J.86939</td><td>P/O BONAR, W.S.P.</td></tr><tr><td>N. CAN.J.37166</td><td>P/O FRASER, J.</td><td>N. CAN.J.89721</td><td>P/O CAYEN, A.J.W.</td></tr><tr><td>B/A CAN.R.171665</td><td>Sgt GIBSON, W.J.</td><td>B/A CAN.R.185327</td><td>P/S LAMBERT, J.A.J.</td></tr><tr><td>W/G CAN.R.223023</td><td>Sgt KAY, R.J.</td><td>W/G CAN.J.89310</td><td>P/O COTE, J.</td></tr><tr><td>P/S CAN.R.1860548</td><td>Sgt VERNON, G.E.</td><td>P/E CAN.R.1896321</td><td>Sgt GALELATH, W.</td></tr><tr><td>M/G CAN.R.221719</td><td>Sgt YUNCKO, W.</td><td>M/G CAN.R.211660</td><td>P/S MCMULLAN, A.B.</td></tr><tr><td>A/G CAN.R.196196</td><td>Sgt BOTTERILL, H.W.</td><td>A/G CAN.R.218247</td><td>P/S KEMPING, A.T.</td></tr></table>	P. CAN.J.88163	P/O JACOBS, A.	P. CAN.J.86939	P/O BONAR, W.S.P.	N. CAN.J.37166	P/O FRASER, J.	N. CAN.J.89721	P/O CAYEN, A.J.W.	B/A CAN.R.171665	Sgt GIBSON, W.J.	B/A CAN.R.185327	P/S LAMBERT, J.A.J.	W/G CAN.R.223023	Sgt KAY, R.J.	W/G CAN.J.89310	P/O COTE, J.	P/S CAN.R.1860548	Sgt VERNON, G.E.	P/E CAN.R.1896321	Sgt GALELATH, W.	M/G CAN.R.221719	Sgt YUNCKO, W.	M/G CAN.R.211660	P/S MCMULLAN, A.B.	A/G CAN.R.196196	Sgt BOTTERILL, H.W.	A/G CAN.R.218247	P/S KEMPING, A.T.		
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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SKIPTON-ON-SWALE	30.11.44		<u>CASUALTIES MISSING - CREWS</u> (Continued)		
			P. CAN.J.16130 F/O LOYING, L.R.B. DFC		
			N. CAN.J.24548 F/O CHAPMAN, A.D.		
			B/A CAN.J.57797 F/O RUGGIE, G.A.		
			W/C CAN.J.57663 F/O PLATT, A.L.		
			F/E RAF.1599003 SGT MCGRATH, R.		
			M/C RAF.179863 F/O DAVIDSON, W.G.		
			A/G CAN.J.68078 F/O DUNN, J.F.		
			KILLED - NIL		
			<u>POSTING IN - CREWS</u>		
			<u>REPORTED IN 1.11.44</u>		
			P. CAN.J.37205 F/O BERTETT, W.R.		
			N. CAN.R.165998 F/S MARTIN, R.S.		
			B/A CAN.R.171437 SGT ROY, J.R.R.		
			W/C CAN.J.86756 F/O ABRAHAM, W.W.		
			F/E RAF.1869582 SGT DUNE, A.N.		
			M/C CAN.R.255922 F/S COYNE, D.G.		
			A/G CAN.R.203420 F/S BROADBELL, R.E.		
			<u>REPORTED IN 6.11.44</u>		
			P. CAN.J.35669 F/O REYNOLDS, G.R.		
			N. CAN.J.38719 F/O MACDONALD, A.D.		
			B/A CAN.R.203619 F/S EYERS, A.S.		
			W/C CAN.R.251660 SGT HASTEDT, G.W.		
			F/E RAF.1897129 SGT DARGOING, F.G.		
			M/C CAN.R.269243 SGT ORRIG, R.W.		
			A/G CAN.R.269129 SGT HORNE, A.J.		
			<u>REPORTED IN 13.11.44</u>		
			P. CAN.J.8165 F/L ROSS, D.A.		
			N. CAN.J.40182 F/O WEAVER, H.M.		
			B/A CAN.J.38805 F/O GAGE, A.V.		
			W/C CAN.J.36516 F/O GRAY, P.E.		
			F/E RAF.1595648 SGT RAYNER, A.K.		
			M/C CAN.R.116269 SGT ATCHISON, J.M.		
			A/G CAN.R.211375 SGT ANTONEX, G.J.		
			<u>POSTING IN - MISCELLANEOUS PERSONNEL</u>		
			<u>OFFICERS</u> R.C.A.F.		
			B/A CAN.J.28490 F/O CAMPBELL, H. (Bombing Leader)		
			<u>R.A.F.</u>		
			NIL		

OPERATIONS RECORD BOOK

Page No. ELEVEN

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

No. of pages used for MONTH THIRTEEN

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																
SKIPTON-ON-SWALE	30.11.44		<u>POSTING IN - MISCELLANEOUS PERSONNEL</u> (Continued)																																																		
			<u>AIRCRAF</u> <u>R.C.A.F.</u> - <u>Nil</u>																																																		
			<u>R.A.F.</u>																																																		
			<u>F/E R.A.F. 1714995</u> <u>SGT FINE, J.</u> <u>F/E R.A.F. 1896319</u> <u>SGT ROBERTS, K.</u>																																																		
			<u>POSTING OUT</u>																																																		
			<u>OFFICERS - R.C.A.F.</u>																																																		
			<u>P.</u> <u>CAN. J. 25833</u> <u>F/O TIDY, M.R.</u> <u>R/A CAN. J. 88375</u> <u>F/O KESSELUK, W.A.</u>																																																		
			<u>P.</u> <u>CAN. J. 24258</u> <u>F/O BARTON, G.G.</u> <u>R/A CAN. J. 88951</u> <u>F/O BOPE, C.L.</u>																																																		
			<u>P.</u> <u>CAN. J. 23445</u> <u>F/L ARBUCKLE, G.F. DFC</u> <u>R/A CAN. J. 89324</u> <u>F/O FLEISHER, W.M.</u>																																																		
			<u>P.</u> <u>CAN. J. 37112</u> <u>F/O WHEATMAN, W.B.</u> <u>R/A CAN. J. 25530</u> <u>F/O HENCK, J.B.</u>																																																		
			<u>P.</u> <u>CAN. J. 8946</u> <u>A/S/L LOUDOUN, N.G. DFC</u> <u>R/A CAN. J. 28266</u> <u>F/O KENNEDY, J.L.</u>																																																		
			<u>P.</u> <u>CAN. J. 66077</u> <u>F/O HOLLENDER, J.</u> <u>A/C CAN. C. 87153</u> <u>F/O MAHER, J.</u>																																																		
			<u>N.</u> <u>CAN. J. 25748</u> <u>F/O HUGHES, F.E.</u> <u>N. CAN. J. 28068</u> <u>F/O VINCENT, H.</u>																																																		
			<u>N.</u> <u>CAN. J. 88660</u> <u>F/O CHADLOFF, J.</u>																																																		
			<u>OFFICERS - R.A.F.</u>																																																		
			<u>F/E R.A.F. 56067</u> <u>F/O CHENER, G.D.</u>																																																		
			<u>F/E R.A.F. 185489</u> <u>F/O MACDONALD, C.M.</u>																																																		
			<u>F/E R.A.F. 193937</u> <u>F/O MASON, L.G.</u>																																																		
			<u>F/E R.A.F. 184759</u> <u>F/O ROWE, K.</u>																																																		
			<u>AIRCRAF - R.C.A.F.</u>																																																		
			<u>A/G CAN. R. 189496</u> <u>F/S GILLANDERS, G.C. DFC</u>																																																		
			<u>A/G CAN. R. 217165</u> <u>F/S BOSS, J.M.</u>																																																		
			<u>AIRCRAF - R.A.F.</u> <u>F/E R.A.F. 1817968</u> <u>SGT EDWARDS, J.</u>																																																		
			<u>PROMOTIONS - OFFICERS</u>																																																		
			<u>CAN. J. 4428</u> <u>F/O W.G. ANDERSON</u> <u>PROMOTED TO RANK OF F/2/L w.e.f. 15.3.43</u>																																																		
			<u>CAN. J. 14744</u> <u>F/O J.P. REILLANS</u> <u>PROMOTED TO RANK OF F/2/L w.e.f. 9.10.44</u>																																																		
			<u>CAN. J. 14817</u> <u>F/O W.B. GATWAY</u> <u>PROMOTED TO RANK OF F/2/L w.e.f. 9.10.44</u>																																																		
			<u>CAN. G. 18886</u> <u>F/O W.M.B. WOOD DFC</u> <u>PROMOTED TO RANK OF F/2/L w.e.f. 26.12.43</u>																																																		
			<u>CAN. J. 4428</u> <u>F/L W.G. ANDERSON</u> <u>PROMOTED TO RANK OF A/2/L w.e.f. 26.10.44</u>																																																		
			<u>R.A.F. 123850</u> <u>F/O G.D. MITCHELL</u> <u>PROMOTED TO RANK OF F/2/L w.e.f. 29.6.44</u>																																																		
			<u>COMMISSIONS - During the month the following Airman Aircrew were commissioned:</u>																																																		
			<table border="1"> <thead> <tr> <th>Airman No.</th><th>Rank</th><th>Name</th><th>Officer No.</th><th>ECY. Date</th><th>Trade</th></tr> </thead> <tbody> <tr> <td>1629824</td><td>SGT</td><td>WARWICKER, J.L.</td><td>185457</td><td>9.3.44</td><td>A/C</td></tr> <tr> <td>R. 207712</td><td>SGT</td><td>HIDE, L.B.</td><td>J.90103</td><td>22.9.44</td><td>A/C</td></tr> <tr> <td>R. 256050</td><td>F/S</td><td>FLATO, A.A.S.</td><td>J.90253</td><td>9.3.44</td><td>A/C</td></tr> <tr> <td>R. 196070</td><td>F/S</td><td>REHAIRE, G.B.</td><td>J.90193</td><td>10.9.44</td><td>A/C</td></tr> <tr> <td>R. 207681</td><td>F/S</td><td>PATCH, J.M.</td><td>J.90165</td><td>22.9.44</td><td>A/C</td></tr> <tr> <td>R. 212655</td><td>F/S</td><td>OUTMORE, G.D.</td><td>J.90138</td><td>29.8.44</td><td>A/C</td></tr> <tr> <td>1381675</td><td>F/S</td><td>BURGARD, E.A.</td><td>185917</td><td>30.9.44</td><td>WFF/AIR</td></tr> </tbody> </table>	Airman No.	Rank	Name	Officer No.	ECY. Date	Trade	1629824	SGT	WARWICKER, J.L.	185457	9.3.44	A/C	R. 207712	SGT	HIDE, L.B.	J.90103	22.9.44	A/C	R. 256050	F/S	FLATO, A.A.S.	J.90253	9.3.44	A/C	R. 196070	F/S	REHAIRE, G.B.	J.90193	10.9.44	A/C	R. 207681	F/S	PATCH, J.M.	J.90165	22.9.44	A/C	R. 212655	F/S	OUTMORE, G.D.	J.90138	29.8.44	A/C	1381675	F/S	BURGARD, E.A.	185917	30.9.44	WFF/AIR		
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1381675	F/S	BURGARD, E.A.	185917	30.9.44	WFF/AIR																																																

Place	Date	Time	Summary of Events					SECRET.	References to Appendices
SCOTTON-ON-SWALE	30.11.44		<u>COMMISSIONS (Continued)</u>						
			R.125148	W/O	CRAWFORD, E.M.	J.90544	27.9.44	WEP/AG	
			R.192041	P/S	KLATT, E.	J.90540	22.9.44	WEP/AG	
			R.170212	P/S	SIMMONSON, C.B.	J.90508	22.9.44	WEP/AG	
			R.210962	SET	GRIFFITH, C.B.	J.90536	30.9.44	A/C	
			R.210906	P/S	INTERCHAMBER, A.M.	J.90833	30.9.44	A/C	
			<u>HONOURS AND AWARDS - NIL</u>						
			<u>CHANGES IN COMBAT - NIL</u>						
			<u>CHANGES IN ADMINISTRATION - NIL</u>						
			<u>AIRCRAFT ON STRENGTH - 26 HALIFAX MARK III A/C.</u>						
			<u>FLYING TIMES:</u>						
			Operational	Day	233 hrs. 10 mins.	Night	604 hrs. 11 mins.		
			Operational Training	Day	228 hrs. 12 mins.	Night	60 hrs. 26 mins.		
			Other Flying	Day	1 hr. 26 mins.	Night	NIL.		
			<u>NO. OF OPERATIONAL SORTIES - 144</u>						
			<u>BOMBS DROPPED AND MINES LAID (Tons 2240 lbs.)</u>						
						<u>H.E.</u>	<u>Incand.</u>	<u>Mines</u>	
			From 1.1.44 to 31.10.44			3891.8	512.3	329.2	
			During November, 1944			450.2	43.8	37.5	
						4352.0	356.1	366.7	
			<u>STRENGTH</u>						
				<u>OFFICERS</u>	<u>AIRCREW</u>	<u>GROUND CREW</u>	<u>AIRCREW</u>	<u>AIRCREW</u>	
			R.C.A.F.		139	1		94	
			R.C.A.F. (U.S.A.A.)		-	-		-	
			R.A.F.		15	-		37	
			AUS.		-	-		-	
			TOTAL		154	1		131	
			<u>NUMBER OF COMBATS WITH ENEMY AIRCRAFT</u>						
				<u>NO. OF COMBATS</u>	<u>DEST.</u>	<u>FROM.</u>	<u>DAMAGED</u>		
				4	XX	-	1		
					(SEE APPENDIX II)				

OPERATIONS RECORD BOOK

Page No. THIRTY

MONTH

of (Unit or Formation) 424 (R.C.A.F.) SQUADRONNo. of pages used for day THIRTEEN

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
<u>SEKIPTON-ON-SWALE</u>	<u>30.11.44</u>		<p><u>COMMANDING OFFICER'S RESUME</u></p> <p>During the month of November the general Squadron situation has changed considerably. The Squadron has improved its position most noticeably in regards to other Squadrons of the Base. However, we still have a long way to go. This month the Squadron detailed 145 sorties of which 144 started and of which 136 were primaries. We lost 3 crews, namely, CAN.J.88163 P/O A. JACOBS and CREW, CAN.J.86939 P/O W.S.P. BONAR and CREW, and CAN.J.16130 P/O L.R. LEVING BPO and CREW. We have now heard of CAN.R.185327 P/S LAMBERT, J.A.V., CAN.J.89310 P/O J. COZE, and CAN.R.211660 P/S MCQUEEN, A.E. who were members of P/O BONAR'S crew. The Squadron also cut down on the non-starters only having one during November.</p> <p>The Squadron took part in 3 Mining, 3 Day Bombing, and 6 Night Bombing attacks. The bombing attacks were all on Germany, and all the targets were well bombed. The operational hours put in were 837 and added to that 289 training hours, making a grand total of flying hours of 1126. The training hours and the total flying hours were the target for 63 Base.</p> <p>During the latter part of the month the Squadron started an extensive programme for training H2S bombing crews and special mining crews. All are doing very well to date with this type of work.</p> <p>An extensive programme was also started re decoration and improvement of Briefing Room, Crew Room and the Squadron as a whole. The Briefing Room is now almost complete. The billeting situation has also now been revised and a noticeable improvement has been seen.</p> <p>A Training Flight was instituted and after a period of organizing it has been found to be most helpful, contributing to a large extent to the efficiency of the Squadron and the number of good training hours flown.</p> <p>The morale on the Squadron has never been better and all crews are keen to get on with the job and feel sure that 424 Squadron will be able to lead any Squadron in as far as operational efficiency is concerned.</p>		
			<p><u>INDEX TO APPENDICES</u></p> <p>Form 541 - I</p> <p>Battle Orders - I - 1 to I - 12 Incl.</p> <p>Combat Reports - II - 1, to II - 4, Incl.</p> <p>Form 765 (A) - III</p>		

W. Churchill
 WING COMMANDER, COMMANDING,
NO. 424 (R.C.A.F.) SQUADRON.

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