

# OPERATIONS RECORD BOOK

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

*R.M. Howard, F.L.*  
C.7279.

*5-47-20-424*  
*2085*

Page No. ONE  
month DECEMBER  
No. of pages used for 309

| Place           | Date    | Time | Summary of Events   | SECRET. | References to Appendices |
|-----------------|---------|------|---|---------|--------------------------|
| WILTON-ON-SWALE | 1.12.44 |      | <p><b>WEATHER:</b> Cloudy with period of rain or drizzle all day. Visibility moderate.</p> <p><b>WIND:</b> Wind fresh to strong S.S.W.'ly.</p> <p><b>OPERATIONS:</b> The Squadron was not required for operations during the day or night.</p> <p><b>TRAINING:</b> Considerable training was carried out during the day and all Sections conducted exercises for the purpose of maintaining flying training.</p> <p><b>GENERAL:</b> A posting came through from No. 6 Group Headquarters today for a number of screened personnel to report to "R" Depot for repatriation.</p> <p><b>FLYING TIMES:</b> No flying to-day.</p>  |         |                          |
| DO              | 2.12.44 |      | <p><b>WEATHER:</b> Fair periods with frequent showers. Good visibility.</p> <p><b>WIND:</b> Fresh W.S.W.'ly.</p> <p><b>OPERATIONS:</b> The Squadron was ordered to detail 12 A/C for an attack against <del>WILTON</del>. All A/C successfully took off for the target but two turned back, one because of wind air collision and the other to the fact of extremely heavy icing which prevented attaining the required altitude. The 10 A/C experienced 10/10th cloud over the target which prevented a visual assessment of damage inflicted but it was generally felt that this was a successful attack. One of our A/C was damaged by flak but none encountered enemy fighters. Mine of the A/C came back to Base, one having to land away due to petrol shortage.</p> <p><b>TRAINING:</b> Flying training was carried out both during the day and at night and ground training was held in all Sections.</p> <p><b>FLYING TIMES:</b> Operational - Day - NIL; Night - 79 hrs. 07 mins.<br/>Non-Operational - Day - 3 hrs. 39 mins. Night - 7 hrs. 02 mins.</p> |         | A.1594 - A.1594          |
| DO              | 3.12.44 |      | <p><b>WEATHER:</b> Mainly cloudy becoming fair. Slight drizzle in afternoon. Good visibility.</p> <p><b>WIND:</b> Moderate West S.W.'ly to W.'ly.</p> <p><b>OPERATIONS:</b> The Squadron was not required during the day but word was sent out that we would be needed for a daylight raid the morning of the 4th. All preparations were completed and everything in readiness. Towards evening we learned there would not be any early morning attack so with all the details attended to we are in good shape for a hurried call.</p> <p><b>TRAINING:</b> Ground training was carried out in all Sections during the morning but due to adverse weather conditions no flying training was possible.</p> <p><b>GENERAL:</b> W/O Marshall declared a stand-down for the afternoon which was greatly appreciated by all personnel.</p> <p><b>FLYING TIMES:</b> NIL.</p>  |         |                          |
| DO              | 4.12.44 |      | <p><b>WEATHER:</b> Fair with occasional showers. Good visibility.</p> <p><b>WIND:</b> Fresh westerly.</p> <p><b>OPERATIONS:</b> The Squadron was ordered to detail 12 A/C for an operation tonight. All preparations were completed and all 12 A/C successfully took off for the target which was <del>WILTON</del>. All crews report a very successful raid. Opposition was negligible as there were no fighters reported and very little flak. The weather was very disagreeable going to and coming from the target area but conditions over the target area were quite good. No damage was sustained by any of our A/C and they all returned safely to base.</p> <p><b>TRAINING:</b> Considerable flying training was carried out during the day and evening and ground training was conducted in every Section.</p>  |         | A.1595 - A.1606          |

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| Place           | Date    | Time        | Summary of Events   | SECRET. | References to Appendices |
|-----------------|---------|-------------|---|---------|--------------------------|
| WILTON-CH-SWALE | 4.12.44 | (continued) | <p><u>GENERAL:</u> The Squadron is expected to convert to Lancaster Aircraft in the very near future and the first Lancaster was supposed to have been delivered to-day for the start of the training. Up to a late hour this evening no A/C has been forthcoming.</p> <p><u>FLYING TIMES:</u> Operational - Day - Nil; Night 78 hrs. 58 mins.</p> <p>Non-Operational - Day - 10 hrs. 46 mins. Night - 5 hrs. 30 mins.</p>  |         |                          |
| DO              | 5.12.44 |             | <p><u>WEATHER:</u> Mainly fair, with wintry showers. Good visibility.</p> <p><u>WINDS:</u> W.S.W. 14.</p> <p><u>OPERATIONS:</u> The Squadron was ordered to detail 14 A/C for an attack tonight. All plans were made and all 14 A/C took off for the target which was SOEST. All crews report a successful attack with little opposition of any kind. One A/C landed at another drone, returning to base the following morning. No damage was sustained to any of our A/C and all crews except the one diverted arrived safely at base upon completion of the trip.</p> <p><u>TRAINING:</u> Flying training was carried out both in the afternoon and evening and ground training conducted in all Sections.</p> <p><u>GENERAL:</u> More Christmas parcels were received to-day from the City of Hamilton.</p> <p><u>FLYING TIMES:</u> Operational - Day - Nil; Night - 91 hrs. 28 mins.</p> <p>Non-Operational - Day - 3 hrs. 43 mins. Night - 4 hrs. 17 mins.</p>   |         | A.1607 - A.1600          |
| DO              | 6.12.44 |             | <p><u>WEATHER:</u> Fair to cloudy becoming fine after dusk. Good visibility.</p> <p><u>WINDS:</u> Light Southerly becoming S.W.'ly.</p> <p><u>OPERATIONS:</u> The Squadron was ordered to detail 13 A/C for a night attack against OBERMUECK. All preparations were completed and all 13 A/C successfully took off. Two A/C abandoned the mission. W/Lt. 194, P/O Walker and Crew had extreme difficulty with bear frost forming on inside of A/C which reduced vision to nil. W/Lt. 827, P/O Ross and Crew had difficulty with bear frost plus a fire in the Port Inner Engine. One A/C failed to return from this operation. P/O MacCallough and Crew in "D" 18.945. The 10 successful crews report a very satisfactory raid although the weather left much to be desired. Many A/C were seen and there was also some moderate heavy risk to contend with. The 10 crews returned safely to base.</p> <p><u>TRAINING:</u> Training was carried out in every Section during the day.</p> <p><u>WEEKEND FLYING TIMES:</u> Operational - Day - Nil; Night - 71 hrs. 25 mins.</p> <p>Non-Operational - Day - 1 hr. 22 mins. Night - Nil.</p> |         | A.1621 - A.1632          |
| DO              | 7.12.44 |             | <p><u>WEATHER:</u> Fair to fine becoming cloudy. Occasional showers. Good vis. becoming moderate to poor.</p> <p><u>WINDS:</u> Light Southerly wind.</p> <p><u>OPERATIONS:</u> The Squadron was not required for any operations during the day or night.</p> <p><u>TRAINING:</u> No flying training was carried out owing to adverse weather but crews stood by for a Group Exercise which was eventually scrubbed. Ground training consisted of Dry Sdms for Navigators and Bomb Aimers. Several Air Gunners did night vision training and the Link Trainer Section was busy.</p> <p><u>GENERAL:</u> Notification of 10,000 cigarettes for the Squadron from the R.C. Government was received.</p> <p><u>FLYING TIMES:</u> Nil.</p>  |         |                          |

# OPERATIONS RECORD BOOK

Page No. THREE

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

No. of pages used for day month THREE

| Place            | Date     | Time | Summary of Events   | SECRET. | References to Appendices |
|------------------|----------|------|---|---------|--------------------------|
| HAMILTON-ON-SEAL | 8.12.44  |      | <p><u>WEATHER:</u> Cloudy becoming fair. Occasional showers. Moderate vis. becoming good.</p> <p><u>WINDS:</u> Light S.W.'ly becoming N.W.'ly.</p> <p><u>OPERATIONS:</u> The early morning operation for which all preparations were made last evening did not materialize and the Squadron was not required for day or night operations.</p> <p><u>TRAINING:</u> When the weather allowed at noon a medium flying training programme was laid on with special attention to H2S bombing. Ground training was given by the Section Leaders to all personnel in all Sections not on flying duties.</p> <p><u>GENERAL:</u> The great improvement in the Briefing Room is being appreciated by all and many favourable comments are heard on all sides.</p> <p><u>FLYING TIMES:</u> Operational - Nil</p> <p>Non-Operational - Day - 15 hrs. 05 mins. Night - 4 hrs. 51 mins.</p> |         |                          |
| DO               | 9.12.44  |      | <p><u>WEATHER:</u> Fair becoming fine. Good visibility.</p> <p><u>WINDS:</u> N.W.'ly.</p> <p><u>OPERATIONS:</u> The Squadron was not required for operations during the day but towards evening we were notified that there would be an early call on the morning of the 10th. 15 crews were required and a Battle Order was produced and all other preparations completed.</p> <p><u>TRAINING:</u> Considerable flying training was carried out during the day and one A/C was on an exercise tonight. Ground training was carried out in all Sections throughout the day.</p> <p><u>GENERAL:</u> More Christmas parcels were received to-day from the Chamber of Commerce, City of Hamilton for distribution to Squadron personnel.</p> <p><u>FLYING TIMES:</u> Operational - Nil</p> <p>Non-Operational - day - 37 hrs. 57 mins. Night 1 hr. 16 mins.</p>                  |         |                          |
| DO               | 10.12.44 |      | <p><u>WEATHER:</u> Fine becoming cloudy with period of snow in afternoon. Visibility good generally but poor in snow.</p> <p><u>WINDS:</u> Light variable becoming W.N.W.'ly.</p> <p><u>OPERATIONS:</u> The Squadron was ordered to detail 15 A/C for an operation and after all preparations were completed, Battle Order issued and crews briefed the order came through to cancel it. This was probably due to adverse weather generally.</p> <p><u>TRAINING:</u> No flying training was possible to weather but ground training was given in all Sections.</p> <p><u>GENERAL:</u> There are now over two hundred Christmas parcels here on the Squadron with the prospect of more every few days.</p> <p><u>FLYING TIMES:</u> Nil.</p>  |         |                          |
| DO               | 11.12.44 |      | <p><u>WEATHER:</u> Fair becoming cloudy. Poor to moderate visibility.</p> <p><u>WINDS:</u> Calm or light variable.</p> <p><u>OPERATIONS:</u> Shortly before noon the Squadron was notified that it would be required for operations tonight. Fifteen crews were detailed and all preparations completed. Just before take off the operation was scrubbed because of bad weather.</p> <p><u>TRAINING:</u> When operations were scrubbed a training plan was formed but due to the bad weather it did not materialize.</p> <p><u>GENERAL:</u> Painting in the Briefing Room still goes on.</p> <p><u>FLYING TIMES:</u> Nil.</p>   |         |                          |

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| Place             | Date     | Time | Summary of Events   | SECRET. | References to Appendices |
|-------------------|----------|------|---|---------|--------------------------|
| WRIGHTON-ON-ORALE | 12.12.44 |      | <p>WEATHER: Cloudy becoming fine. Visibility moderate becoming good.</p> <p>WINDS: Light N.W.'ly.</p> <p>OPERATIONS: The Squadron was not required for any operation to-day or to-night.</p> <p>TRAINING: A heavy program of flying training was laid on and a successful day's flying was completed by both "A" and "B" flights. All those not on flying duties carried out ground training in their respective Sections.</p> <p>GENERAL: Work still goes on in both the Briefing Room and the little room which is being fitted up as a Canteen and it will not be too long before we will have a very well equipped and efficiently run Canteen.</p> <p>FLYING TIMES: Operational - Nil. 40<br/>Non-Operational - Day - 28 hrs. 28 mins. Night - Nil.</p>  |         |                          |
| DO                | 13.12.44 |      | <p>WEATHER: Fine becoming fair to cloudy. Moderate visibility becoming foggy after dusk.</p> <p>WINDS: Calm or light variable wind.</p> <p>OPERATIONS: The Squadron was called upon for a maximum effort and 20 crews were detailed. All preparations were completed but before take off time the order came through cancelling the operation.</p> <p>TRAINING: Some flying training was carried out but it was limited due to the fact that nearly all available A/C were bombed up for the operation. Ground training was carried out in all Sections.</p> <p>GENERAL: The Squadron personnel are highly delighted to see the pile of Christmas boxes growing day by day which will be distributed just before Christmas.</p> <p>FLYING TIMES: Operational - Nil.<br/>Non-Operational - Day - 5 hrs. 14 mins.</p> |         |                          |
| DO                | 14.12.44 |      | <p>WEATHER: Overcast and foggy at first with period of rain in evening. Visibility poor.</p> <p>WINDS: Light S.E.'ly becoming fresh S.E.'ly.</p> <p>OPERATIONS: The operation planned for to-day did not materialize due to adverse weather conditions. The order came through before the crews had been completely briefed.</p> <p>TRAINING: Was carried out in all Sections during the day. A lecture was given to all Pilots and Leaders by the Station Commander which was greatly appreciated by all privileged to hear it.</p> <p>GENERAL: Work is nearing completion on the renovation of the Briefing and Crew Rooms.</p> <p>FLYING TIMES: Operational - Nil.<br/>Non-Operational - Day - Nil; Night - Nil.</p>   |         |                          |
| DO                | 15.12.44 |      | <p>WEATHER: Cloudy with period of rain during early morning. Poor visibility.</p> <p>WINDS: S.E.'ly.</p> <p>OPERATIONS: The Squadron was ordered to detail 19 A/C for a night attack. All preparations were completed but the mission was cancelled before the briefing of crews was accomplished.</p> <p>TRAINING: Ground training was carried out in all Sections. Lecture and discussions were conducted by the Section Leaders.</p> <p>GENERAL: The moving of personnel designed to increase the efficiency of the Squadron is still in progress.</p> <p>FLYING TIMES: Nil.</p>   |         |                          |

## OPERATIONS RECORD BOOK

Page No. FIVEof (Unit or Formation) 424 (R.C.A.F.) SQUADRONNo. of pages used for day month year

| Place            | Date     | Time | Summary of Events   | SECRET. | References to Appendices |
|------------------|----------|------|---|---------|--------------------------|
| SKIPTON-ON-SWALE | 16.12.44 |      | <p><b>WEATHER:</b> Sun Cloudy with period of rain during afternoon becoming foggy early evening. Visibility moderate becoming poor.</p> <p><b>WINDS:</b> S.W. 3-4 m.p.h.</p> <p><b>OPERATIONS:</b> The Squadron was not required throughout the day or night for any operation.</p> <p><b>TRAINING:</b> All personnel carried out <b>TRAINING</b> during the day. All Squadron personnel attended a lecture given in the Station Cinema by a very interesting person who had eluded capture who was shot down over Berlin.</p> <p><b>GENERAL:</b> The Public Relations Officer from Base came over to arrange to take pictures of the Christmas parcels being distributed.</p> <p><b>PAROLE TIMES:</b> Nil.</p>   |         |                          |
| DO               | 17.12.44 |      | <p><b>WEATHER:</b> Cloudy becoming fine. Period of rain early morning. Visibility moderate.</p> <p><b>WINDS:</b> Fresh S.W. 4 m.p.h.</p> <p><b>OPERATIONS:</b> The Squadron was ordered to detail all available A/C and crews for a maximum effort tonight. All preparations were completed and 21 crews were ready. 20 crews took off, one being a non-starter due to engine idling up which prevented his taking off before the dead line. All 20 crews successfully bombed the target although in 10th cloud prevented assessment of damage inflicted. Enemy fighters were in evidence and one crew had a combat and claim they destroyed the fighter but this is not officially confirmed as yet. All A/C returned safely but nearly all were diverted to other airfields due to adverse weather at base.</p> <p><b>TRAINING:</b> Ground training was carried out in all Sections and some flying training was completed this afternoon.</p> <p><b>GENERAL:</b> The handing out of the Christmas parcels was planned for to-morrow.</p> <p><b>PAROLE TIMES:</b> Operational - Day - Nil; Night - 123 hrs. 10 mins.</p> <p><b>Non-Operational - Day - 4 hrs. 07 mins. Night - Nil.</b></p> |         | A.1635 - A.1652          |
| DO               | 18.12.44 |      | <p><b>WEATHER:</b> Fine but fair to cloudy during day. Period of rain in afternoon. Vis. poor becoming moderate to poor.</p> <p><b>WINDS:</b> Light S. to S.E. 4 m.p.h.</p> <p><b>OPERATIONS:</b> The Squadron was ordered to detail all available crews for an operation tonight. Due to last night's diversion there were only 5 A/C here so 5 crews were detailed but before the crews were briefed the order came through cancelling the operation.</p> <p><b>TRAINING:</b> Flying training was carried out during the day and evening and ground training was given in all Sections. Quite a number of our A/C returned to Base during the day and evening.</p> <p><b>GENERAL:</b> Air Ministry Order regarding travel restrictions during the Holiday Season became effective as of to-day.</p> <p><b>PAROLE TIMES:</b> Operational - Nil.</p> <p><b>Non-Operational - Day - 13 hrs. 24 mins. Night - 1 hr. 26 mins.</b></p>  |         |                          |

| Place           | Date     | Time | Summary of Events   | SECRET. | References to Appendices |
|-----------------|----------|------|---|---------|--------------------------|
| WILTON-ON-SWALE | 19.12.44 |      | <p><u>WEATHER:</u> Fine with foggy conditions persisting all day.</p> <p><u>WINDS:</u> Light S.E. 'ly.</p> <p><u>OPERATIONS:</u> The Squadron was ordered to detail 16 A/C for an operation tonight. All preparations were completed but before briefing time the order came through to cancel it. It is felt that the adverse weather was the prime reason for the cancellation.</p> <p><u>TRAINING:</u> No flying training was possible today due to the visibility and weather generally. Ground training was carried out in all Sections conducted by the leaders.</p> <p><u>GENERAL:</u> The billeting situation is getting extremely difficult with the large number of personnel to be accommodated and plans are being drafted for more efficient methods of allotting along with an indefinite period of leave programme.</p> <p><u>FLYING TIMES:</u> Nil.</p>   |         |                          |
| DO              | 20.12.44 |      | <p><u>WEATHER:</u> Foggy conditions all day with fog and drizzle late evening.</p> <p><u>WINDS:</u> Light variable.</p> <p><u>OPERATIONS:</u> The Squadron was not required for operations either during the day or the evening.</p> <p><u>TRAINING:</u> No flying training was possible due to adverse weather but it gave all the Section Leaders a splendid opportunity to get some intensive ground training completed.</p> <p><u>GENERAL:</u> The Public Relations Officer from Base came over with a photographer and took some pictures of the Christmas parcels being distributed by Santa Claus before the fire place in the Crew Room.</p> <p><u>FLYING TIMES:</u> Nil.</p>   |         |                          |
| DO              | 21.12.44 |      | <p><u>WEATHER:</u> Drizzle and fog at first becoming cloudy with rain late evening. Poor visibility becoming moderate.</p> <p><u>WINDS:</u> S.E. 'ly evening S.E. 'ly.</p> <p><u>OPERATIONS:</u> The Squadron was ordered to detail 5 crews for a special precision mining operation tonight in GLEB HATCH. All three A/C successfully took off but one had to abandon the mission due to technical failure of the A/C. The two successful A/C had no difficulty but due to 9/10th cloud had to release mines by instruments only. Upon return to this country both A/C were diverted due to adverse weather at Base.</p> <p><u>TRAINING:</u> Considerable flying training was carried out during the day. Ground training was conducted in all Sections.</p> <p><u>GENERAL:</u> Ground personnel are still reporting to collect their Christmas Boxes.</p> <p><u>FLYING TIMES:</u> Operational - Day - Nil; Night - 15 hrs. 44 mins.<br/>Non-Operational - Day - 12 hrs. 57 mins. Night 10 hrs. 44 mins.</p> |         | A.1653 - A.1655          |
| DO              | 22.12.44 |      | <p><u>WEATHER:</u> Cloudy, much smoke haze.</p> <p><u>WINDS:</u> Light variable.</p> <p><u>OPERATIONS:</u> The Squadron was not required for any operation during the day or night.</p> <p><u>TRAINING:</u> A satisfactory amount of flying training was carried out during the day in both "A" and "B" flights. Ground training was also conducted in every Section by the respective Section Leaders.</p> <p><u>GENERAL:</u> Nearly all the Christmas parcels have been handed out to the Squadron personnel. Some of the Aircrew members did not collect theirs, preferring to let the Groundcrew members have them.</p> <p><u>FLYING TIMES:</u> Operational - Nil.<br/>Non-Operational - Day - 23 hrs. 01 mins. Night - Nil.</p>  |         |                          |



# OPERATIONS RECORD BOOK

of (Unit or Formation) 424 (B.C.A.P.) SQUADRON

No. of pages used for day THIRTY

| Place            | Date     | Time | Summary of Events   | SECRET. | References to Appendices |
|------------------|----------|------|---|---------|--------------------------|
| SKIPTON-ON-WHALE | 23.12.44 |      | <p>WEATHER: Cloudy with fog and drizzle.</p> <p>WIND: Light N.W. 'ly becoming light S.E. 'ly.</p> <p>OPERATIONS: The Squadron was ordered to detail 15 A/C for an operation tonight. All preparations were completed but before the crews had completed their briefing the order came through cancelling the attack.</p> <p>TRAINING: Very little flying training was possible to-day due to the A/C all being based in but ground training was carried out in every Section conducted by the Section Leaders.</p> <p>GENERAL: All the 500 Christmas parcels sent by the Chamber of Commerce, City of Hamilton, have been distributed to the Groundcrew and Aircrew of the Squadron with the result that there are many very happy persons on this Station.</p> <p>FLYING TIMES: Operational - Nil.</p> <p>Non-Operational - Day - 1 hrs. 04 mins. Night - Nil.</p> |         |                          |
| DO               | 24.12.44 |      | <p>WEATHER: Cloudy with poor visibility often down to fog levels.</p> <p>WIND: Light S.E. 'ly.</p> <p>OPERATIONS: The Squadron was ordered to detail 3 crews for a special precision mining target for tonight. The three crews took off and were all successful in depositing their mines in the proper spot without trouble or interference of any kind. Upon return to this country they were all diverted to another airfield due to adverse weather at Base.</p> <p>TRAINING: Due to poor visibility, no flying training was carried out but ground training was conducted in all Sections.</p> <p>GENERAL: Everybody seemed astonished to find that this is the day before Christmas.</p> <p>FLYING TIMES: Operational - Day - Nil; Night - 20 hrs. 22 mins.</p> <p>Non-Operational - - Nil.</p>  |         | A.1656 - A.1658          |
| DO               | 25.12.44 |      | <p>WEATHER: Thick fog all day.</p> <p>WIND: Light S.E. 'ly.</p> <p>OPERATIONS: The Squadron was not required for any operations during the day or night.</p> <p>TRAINING: No training progress either ground or air was planned for to-day.</p> <p>GENERAL: The Squadron Officers all turned out at 1100 hrs. to serve the Groundcrew dinner their Christmas dinner. This ceremony was completed with a minimum of delay which pleased the dinner greatly and the mess was put in shape for the second sitting at which the Officers of 424 Squadron officiated. A splendid time was had by all and it was a very splendid dinner which was thoroughly enjoyed.</p> <p>FLYING TIMES: Nil.</p>   |         |                          |
| DO               | 26.12.44 |      | <p>WEATHER: Foggy all day.</p> <p>WIND: Light variable.</p> <p>OPERATIONS: The Squadron was ordered to detail 19 A/C for an attack against ST. VITH to-day. The call was so urgent and take off time so early that it was not possible to locate all the personnel in time with the result that only 15 A/C successfully got off on time. All 15 crews bombed the target and all agree that it was a good attack. No difficulties encountered and no damage sustained to any of our A/C although there was some light flak experienced. Upon return to this country they were all diverted to Dalaress due to bad visibility at Base.</p>   |         | A.1659 - A.1673          |

| Place           | Date     | Time        | Summary of Events   | SECRET                             | References to Appendices |
|-----------------|----------|-------------|---|------------------------------------|--------------------------|
| BRITON-ON-SHALE | 26.12.44 | (Continued) | <u>GENERAL:</u> Everyone who could do so was resting up from Christmas.<br><u>TRAINING:</u> No flying training was possible to-day due to poor weather.<br><u>FLYING TIMES:</u> Operational - Day - 96 hrs. 40 mins. Night - Nil.<br>Non-Operational - Nil.   |                                    |                          |
| DO              | 27.12.44 |             | <u>WEATHER:</u> Foggy at first becoming fair with good visibility.<br><u>WINDS:</u> S.E. to becoming W.N.W.'ly.<br><u>OPERATIONS:</u> The Squadron was ordered to detail 4 A/C for a bombing attack but before crews were completely briefed the order was cancelled. Towards evening word came through that there would be an early morning attack on the 28th. The Battle Order was prepared and all other arrangements made and the crews who had returned from diversion during the day were ordered to go to bed early.<br><u>TRAINING:</u> Considerable flying was carried out in both "A" and "B" flights. Ground training was conducted in all Sections.<br><u>GENERAL:</u> The crews reporting back from diversion to-day had high praise for the way they were treated at Delorosa.<br><u>FLYING TIMES:</u> Operational - Nil.<br>Non-Operational - Day - 19 hrs. 49 mins. Night - Nil.   |                                    |                          |
| DO              | 28.12.44 |             | <u>WEATHER:</u> Cloudy becoming fair to fine. Moderate visibility becoming good.<br><u>WINDS:</u> Light variable.<br><u>OPERATIONS:</u> The 9 crews detailed for the early morning take off all got away successfully to attack UPLAND. All crews report a good attack and if markers were accurate great damage was caused. One A/C was damaged by predicted flak but no other difficulties were encountered. All A/C returned to Base.<br>Four crews were detailed for a precision mining mission for tonight against CEMO MARCIE.<br>All A/C took off and report a highly successful trip. All mines were deposited in the target position and all safely returned to base without encountering difficulty of any kind.<br><u>TRAINING:</u> Some flying training was carried out during both day and evening.<br><u>FLYING TIMES:</u> Operational - Day - Nil; Night - 81 hrs. 36 mins.<br>Non-Operational - Day - 2 hrs. 35 mins. Night - 15 hrs. 45 mins.  | A.1674 - A.1682<br>A.1683 - A.1606 |                          |
| DO              | 29.12.44 |             | <u>WEATHER:</u> Fine becoming fair to cloudy. Poor to moderate visibility.<br><u>WINDS:</u> Calm becoming light S. to S.W.'ly.<br><u>OPERATIONS:</u> The Squadron was ordered to detail 14 A/C for an attack on CEMO MARCIE tonight. All A/C took off successfully and bombed the primary target with the exception of two. Due to cloud it was difficult to assess damage but it was generally felt that if the markers were accurate, the raid was highly successful. Some predicted flak was encountered but no damage sustained by our A/C. With the exception of one A/C all returned to Base.<br>One A/C was also detailed for a precision mining target in CEMO MARCIE. This A/C proceeded to the target and successfully deposited the mines in the desired spots and returned to base without interference or difficulty.<br><u>TRAINING:</u> No flying training was carried out in all Sections.<br><u>FLYING TIMES:</u> Operational - Day - Nil; Night 102 hrs. 07 mins.<br>Non-Operational - Nil. | A.1667 - A.1700<br>A.1701          |                          |



## OPERATIONS RECORD BOOK

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| Place          | Date     | Time | Summary of Events   | SECRET. | References to Appendices |
|----------------|----------|------|---|---------|--------------------------|
| SHIPON-ON-SEAL | 30.12.44 |      | <p>WEATHER: Fair with good visibility.</p> <p>WIND: W.N.W. 12y.</p> <p>OPERATIONS: The Squadron was ordered to detail 15 A/C for an attack against GLOUCESTER tonight. All 15 A/C took off and successfully bombed the target. Due to clouds it was difficult to assess the damage but it was definitely felt that if the markers were accurate, the raid was of great value. No difficulties were encountered and all A/C with the exception of one returned to base. P/L Lindson in W/L 897 had an engine catch fire over base on take-off and after getting the fire extinguished proceeded on to bomb the target successfully on three engines only.</p> <p>TRAINING: Some flying training was accomplished to-day and ground training was carried out in all Sections.</p> <p>FLYING TIMES: Operational - Day - Nil; Night - 96 hrs. 14 mins.</p> <p>Non-Operational - Day - 4 hrs. 05 mins. Night 3 1/2 mins.</p>   |         | A.1702-A.1715            |
| DO             | 31.12.44 |      | <p>WEATHER: Fair becoming cloudy. Good visibility.</p> <p>WIND: N.W. 12y to N.N.W. 12y.</p> <p>OPERATIONS: The Squadron was ordered to detail 4 A/C for a precision mining target in GLOUCESTER. All 4 A/C reached the target area and succeeded in placing their mines in the desired locations without experiencing any difficulties of any kind either going to or coming from the target. All 4 A/C returned safely to Base and all crews are agreed that this was a most successful trip.</p> <p>TRAINING: No flying training during the day but one crew did a night cross-country tonight. Ground training was carried out in all Sections.</p> <p>FLYING TIMES: Operational - Day - Nil; Night - 27 hrs. 59 mins.</p> <p>Non-Operational - Day - Nil, Night - 4 hrs. 18 mins.</p>   |         | A.1717-A.1720            |
| DO             | 31.12.44 |      | <p><u>SUMMARY</u></p> <p><u>CASUALTIES - MISSING - KILLED</u></p> <p>P. CAN.J.15945 P/O MCQUEEN, D.L.C.</p> <p>M. CAN.J.39325 P/O GARDNER, A.L.</p> <p>R/A CAN.J.38390 P/O LAY, A.A.J.</p> <p>W/O CAN.J.91073 P/O PARTRIDGE, H. <u>KILLED - NIL</u></p> <p>W/E CAN.1692746 SGT ATKINSON, R.</p> <p>N/C CAN.R.186088 W/O LEE, J.R.</p> <p>A/C CAN.R.194638 SGT KROON, J.L.</p> <p><u>NEW POSTING IN - COME</u></p> <p><u>REPORTED IN 27.12.44</u></p> <p>P. CAN.J.89293 P/O SANDERS, D.R.</p> <p>M. CAN.J.38716 P/O FRANKS, G.L.</p> <p>R/A CAN.R.183947 SGT ADAMS, A.T.</p> <p>W/O CAN.R.131157 SGT LA FORT, G.D.</p> <p>W/E CAN.1897468 SGT SMITH, A.H.</p> <p>N/C R.201675 CAN. SGT WELLS, A.H.</p> <p>A/C CAN.R.215023 SGT CAMPBELL, A.S.</p> <p><u>REPORTED IN 15.12.44</u></p> <p>P. CAN.J.17061 P/L LINDSON, G.P.</p> <p>M. CAN.J.10676 P/L ROYCE, V.</p> <p>R/A CAN.J.19176 P/O LINDSAY, W.E.C.</p> <p>W/O CAN.J.10871 P/L COUSINS, G.E.</p> <p>W/E CAN.R.141921 SGT SMITH, G.</p> <p>N/C CAN.J.89973 P/O HING, R.J.</p> <p>A/C CAN.J.17003 P/O COOPER, F.G.</p> |         |                          |

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# OPERATIONS RECORD BOOK

Page No. ELEVEN  
month DEC  
No. of pages used for 12 THIRTEEN

of (Unit or Formation) 424 (H.Q. & R.F.) SQUADRON

No. of pages used for 12 THIRTEEN

| Place                | Date              | Time              | Summary of Events   | SECRET.    | References to Appendices |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
|----------------------|-------------------|-------------------|---|------------|--------------------------|-------|-------------|------------------|-------------------|----------------------|-------------------|------------------|--------------|-----------------|------|---------|-----|---------------|--------|---------|-----|---------|-----|-------------|--------|---------|-----|----------|-----|--------------|---------|----------|-----|----------|-----|---------------|---------|---------|-----|----------|-----|--------------|---------|---------|-----|----------|-----|------------|---------|---------|-----|----------|-----|------------|---------|---------|-----|--|--|
| WILTON-CH-CHAMPS     | 31.12.44          |                   | <b>POSTING OUT</b><br><b>OFFICERS</b> <u>R.A.F.</u><br>R.F.183938 F/O SCARRELL, R.B. R.F.184893 F/O ALEXANDER, G.H.<br>R.F.183976 F/O MCKENNA, D. R.F.189917 F/O BURGESS, J.M.<br>R.F.123850 F/L MITCHELL, G.D. R.F.179406 F/O GALEY, G.  |            |                          |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
|                      |                   |                   | <b>AIRMAN</b> <u>R.C.A.F.</u><br>CAN.R.215132 F/S BUCOVIC, L.M.<br>CAN.R.190772 W/O PARSONS, J.   |            |                          |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
|                      |                   |                   | <b>AIRMAN</b> <u>R.A.F.</u> NIL   |            |                          |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
|                      |                   |                   | <b>PROMOTIONS - OFFICERS</b><br>CAN.J.16164 F/O E.W. SMITH PROMOTED TO THE RANK OF F/O 5.11.44<br>CAN.J.25379 F/O J.L. KING I.D. PROMOTED TO THE RANK OF F/O 3.11.44<br>CAN.J.26489 F/O S.B. CHAMBERLAIN PROMOTED TO THE RANK OF F/O 3.11.44  |            |                          |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
|                      |                   |                   | <b>COMMISSIONS</b> - During the month the following Airman Aircrew were commissioned:<br><table border="1"> <thead> <tr> <th>Airman No.</th> <th>Rank</th> <th>NAME</th> <th>Officer No.</th> <th>Eff. Date</th> <th>Grade</th> </tr> </thead> <tbody> <tr> <td>2803852</td> <td>Sgt</td> <td>Garbutt, L.</td> <td>187474</td> <td>7.11.44</td> <td>F/E</td> </tr> <tr> <td>1860922</td> <td>Sgt</td> <td>Tweed, I.O.C.</td> <td>187473</td> <td>8.11.44</td> <td>F/E</td> </tr> <tr> <td>1492827</td> <td>Sgt</td> <td>Pearson, S.</td> <td>187472</td> <td>3.11.44</td> <td>F/E</td> </tr> <tr> <td>R.191542</td> <td>F/S</td> <td>Pankratz, H.</td> <td>J.92273</td> <td>11.10.44</td> <td>W/O</td> </tr> <tr> <td>R.163685</td> <td>W/O</td> <td>McFarlane, J.</td> <td>J.92203</td> <td>8.10.44</td> <td>A/C</td> </tr> <tr> <td>R.220679</td> <td>F/S</td> <td>Geddes, A.L.</td> <td>J.92227</td> <td>6.11.44</td> <td>A/C</td> </tr> <tr> <td>R.174689</td> <td>F/S</td> <td>Dick, K.T.</td> <td>J.92320</td> <td>6.11.44</td> <td>A/C</td> </tr> <tr> <td>R.207865</td> <td>F/S</td> <td>Carr, H.D.</td> <td>J.92461</td> <td>30.9.44</td> <td>A/C</td> </tr> </tbody> </table> | Airman No. | Rank                     | NAME  | Officer No. | Eff. Date        | Grade             | 2803852              | Sgt               | Garbutt, L.      | 187474       | 7.11.44         | F/E  | 1860922 | Sgt | Tweed, I.O.C. | 187473 | 8.11.44 | F/E | 1492827 | Sgt | Pearson, S. | 187472 | 3.11.44 | F/E | R.191542 | F/S | Pankratz, H. | J.92273 | 11.10.44 | W/O | R.163685 | W/O | McFarlane, J. | J.92203 | 8.10.44 | A/C | R.220679 | F/S | Geddes, A.L. | J.92227 | 6.11.44 | A/C | R.174689 | F/S | Dick, K.T. | J.92320 | 6.11.44 | A/C | R.207865 | F/S | Carr, H.D. | J.92461 | 30.9.44 | A/C |  |  |
| Airman No.           | Rank              | NAME              | Officer No.   | Eff. Date  | Grade                    |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
| 2803852              | Sgt               | Garbutt, L.       | 187474  | 7.11.44    | F/E                      |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
| 1860922              | Sgt               | Tweed, I.O.C.     | 187473  | 8.11.44    | F/E                      |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
| 1492827              | Sgt               | Pearson, S.       | 187472  | 3.11.44    | F/E                      |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
| R.191542             | F/S               | Pankratz, H.      | J.92273   | 11.10.44   | W/O                      |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
| R.163685             | W/O               | McFarlane, J.     | J.92203   | 8.10.44    | A/C                      |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
| R.220679             | F/S               | Geddes, A.L.      | J.92227   | 6.11.44    | A/C                      |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
| R.174689             | F/S               | Dick, K.T.        | J.92320   | 6.11.44    | A/C                      |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
| R.207865             | F/S               | Carr, H.D.        | J.92461   | 30.9.44    | A/C                      |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
|                      |                   |                   | <b>RETIRES AND AWARDS</b><br>CAN.J.25379 A/F/L J.L. KING - Immediate D.F.C.<br>CAN.J.67424 F/O G.S. WALKER - Immediate D.F.C.   |            |                          |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
|                      |                   |                   | <b>CHANGES IN COMPLEMENT</b> - NIL  |            |                          |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
|                      |                   |                   | <b>CHANGES IN ORGANIZATION</b> - NIL  |            |                          |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
|                      |                   |                   | <b>AIRCRAFT ON STRENGTH</b> - 24 Halifax Mark III Aircraft.   |            |                          |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
|                      |                   |                   | <b>FLYING TIMES:</b><br><table border="1"> <thead> <tr> <th></th> <th>Day</th> <th>Night</th> </tr> </thead> <tbody> <tr> <td>Operational</td> <td>96 hrs. 40 mins.</td> <td>766 hrs. 11 mins.</td> </tr> <tr> <td>Operational Training</td> <td>198 hrs. 31 mins.</td> <td>43 hrs. 56 mins.</td> </tr> <tr> <td>Other Flying</td> <td>4 hrs. 08 mins.</td> <td>NIL.</td> </tr> </tbody> </table>   |            | Day                      | Night | Operational | 96 hrs. 40 mins. | 766 hrs. 11 mins. | Operational Training | 198 hrs. 31 mins. | 43 hrs. 56 mins. | Other Flying | 4 hrs. 08 mins. | NIL. |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
|                      | Day               | Night             |   |            |                          |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
| Operational          | 96 hrs. 40 mins.  | 766 hrs. 11 mins. |   |            |                          |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
| Operational Training | 198 hrs. 31 mins. | 43 hrs. 56 mins.  |   |            |                          |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
| Other Flying         | 4 hrs. 08 mins.   | NIL.              |   |            |                          |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |
|                      |                   |                   | <b>NO. OF OPERATIONAL SQUADS</b> - 139  |            |                          |       |             |                  |                   |                      |                   |                  |              |                 |      |         |     |               |        |         |     |         |     |             |        |         |     |          |     |              |         |          |     |          |     |               |         |         |     |          |     |              |         |         |     |          |     |            |         |         |     |          |     |            |         |         |     |  |  |



| Place            | Date     | Time | Summary of Events   | SECRET.           |         |             | References to Appendices |         |
|------------------|----------|------|---|-------------------|---------|-------------|--------------------------|---------|
| SKELTON-ON-SWALE | 21.12.44 |      | BOERS DROPPED AND MINES LAID (Tons 2240 lbs.)   | H.E.              | Incert. | Mines       |                          |         |
|                  |          |      | From 1.1.44 to 30.11.44   | 4,352.9           | 354.1   | 266.7       |                          |         |
|                  |          |      | During December, 1944   | 273.6             | 70.6    | 40.1        |                          |         |
|                  |          |      | Total during 1944   | 4,725.6           | 424.7   | 306.8       |                          |         |
|                  |          |      | STRENGTH  | OFFICERS          | AIROREW | GROUND CREW | AIROREW                  | AIROREW |
|                  |          |      | R.C.A.F.  | 143               | 1       |             | 95                       |         |
|                  |          |      | R.C.A.F. (U.S.A.)   | -                 | -       |             | -                        |         |
|                  |          |      | R.A.F.  | 13                | -       |             | 34                       |         |
|                  |          |      | AUS.  | -                 | -       |             | -                        |         |
|                  |          |      | TOTAL   | 156               | 1       |             | 129                      |         |
|                  |          |      | NUMBER OF OPERATIONS WITH ENEMY AIRCRAFT  | NO. OF OPERATIONS | DEST.   | FROM        | DATE                     |         |
|                  |          |      |   | 1                 |         |             |                          |         |
|                  |          |      | <p><u>COMMANDING OFFICER'S REVIEW</u></p> <p>The month of December was a good month for the Squadron in several respects. In spite of adverse weather, a good deal of work was accomplished.</p> <p>The Squadron detailed 140 sorties and 139 started of which 131 were primaries. We lost one crew, namely that of C/NJ.35940 P/O D.L.C. MCDONALD. The six early returns were no fault of the pilots and were due solely to weather and unserviceability.</p> <p>The Squadron took part in Mining, Day Bombing and Night Bombing attacks. The bombing attacks were all on Germany except St. Vith and all were very well bombed, particularly St. Vith.</p> <p>The Squadron flew 685 operational hours tying with 427 Squadron and 250 training hours, most of which were concentrated on specialist training for bombing and mining.</p> <p>Great interest is being shown by all crews and preparations are being made for the conversion of the Squadron to Lancaster Aircraft which will take place early in the New Year.</p> <p>The Training Flight was handicapped this month due to posting of the personnel to Canada. P/O Smith took it over at the end of the month and a noticeable improvement is hoped for in January.</p> <p>The Squadron was stood down Christmas Day and on New Year's Day and everyone had a fine holiday. It was reflected in the marvellous co-operation of the Squadron particularly on Boxing Day.</p> <p>The morale is ever improving and the Squadron has now established a name for itself throughout the rest of the Group.</p> |                   |         |             |                          |         |
|                  |          |      | <p><u>INDEX TO APPENDICES</u></p> <p>Form 541 - I</p> <p>Battle Orders - I - 1 to 1 - 14 Incl.</p> <p>Combat Report - II</p> <p>Form 765 (A) - III (1944-45 to 22nd December only at which date this return was cancelled).</p>   |                   |         |             |                          |         |