By ... 424 (R.C. A.F.) SQUADRON

APPENDIX.....



SECRET

PAGE NO. ONE

FOR THE MONTH OF FEBRUARY, 19 44-(*9511) Wt. 9256—56 60,000 5/42 T.S. 700 (*10964—9511) Wt. 36331—2345 1058 t2/42 T.S. 700 TIME REFERENCES. DETAILS OF SORTIE OR FLIGHT AIRCRAFT Type & Number DUTY DATE Down 15th FEB. HALIFAX III 20,40 This A/C carried 834 incendiary bombs. Due to engine rouble this crew turned back after two hours flying and landed at R.A.F. Station, Golby Grange. ALL 17.16 (CAPT) P/O H.M. Wilton "K" LW. 385 (N) WO Moore, K.W.
(N) WO Moore, K.W.
(N) A) F/S Mooney, H.G.
(M/G) F/S Mayer, W.M.
(M/R) Sgt Barnard, W.S.
(M/G) Sgt Barnard, W.S.
(A/G) F/S Marshall, W.A.
(2nd F) WO Basson, R.A. HALIFAX III "A" HX. 311 This Δ/C carrying 834 incendiaries took off on schedule. Unfortunately nothing has been heard of the crew or the Δ/C since take-off time. S/L Reilander had 22 operations to his credit. CAPT) S/L A-V. Reilander BOBEING
(NAV) F/O B.w. Foskett BESUMN
(M/A) F/O B.w. Fisher
(M/G) F/O F.w. Janes
(F/B) F/O A. Dowling
(1/G) Sgt Inton, S.
(A/G) F/S Bay Liey, Z.W.
(End F)F/L R.H. Fenslagan 17.21 This A/C carrying 814 incendiaries arrived over the target at 21.44 hrs. flying at 23,000 ft. Good visibility above 10,000 ft. with 10/10 cloud below. No F-F-F. Clarce were seen on reaching the target but a large area of fires was seen reflected on the clouds. Bembs were dropped in the centre of this glow but due to adverse weather conditions no results could be observed as to own bombing. No E/A were seen but heavy inacourate flak was experienced. From reflections on clouds it appears that fires covered a large area of the target. Glow ould be seen 60 miles away. This A/C sustained no damage and larned safely at Hethel. 15th FEB. HALLFAX III 1 NIGHT "B" HX.313 (GATT)F/L B.J. Lemlor
(NAY) Sgt whone, J.F.
(B/A) F/S Woycik, E.
(W/C) Sgt Manning, A.G.
(F/B) Sgt Rewley, C.E.
(M/C) Sgt Marson, S.O.
(A/C) Sgt Bradshaw, J.L. 17,22 BOMBING 23.59 This A/C carrying 834 incendiaries arrived over the target A.A. at 21.51 hrs. flying at 180 M.F.H. and 22.500 ft. 10/10th cloud obscured visibility up to 16,000 ft. Red flares and green stars for markers were seen and bombs dropped in centre. It was also noticed that flares were scattered over a large area. 60 - 4 lb. incendiaries hung up.

Experienced both heavy and light flak, No 5/A were seen during this trip. Although weather conditions did not permit visual observations of own bombing, the glow from manageous fires was chaeryed through cloud. No damage was sustained by this A/C. Due to adverse weather conditions at base, this crew was diverted to Hethel. 15th FEB. (AMT)F/O F. C. Hemilton BOMBING NAV) F/O D. R. McDormick BERLIN (B)A, F/S McGubbin, E. C. (W/G) Sgt Pallett, G. D. (W/G) Sgt Pomelius, U.B. (M/G) Sgt Compton, G.R.F. 17.17 "P" HX. 319

	TYPE & NUMBER	Crew	Dury		TIME		
		-		UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
15th FEB. NIGHT	HALIFAX III "J" IM. 440	(GAPT) F/S Kirkby, H. A (NAV) Sgt Vanchuck, T (B/A) P/O Drumono lia	- BERLIN	17.20	23.20	at 20.37 hrs. while at a haight of 20,000 ch	A+5
		(W/G) Sgt Parry, R. H.	y 5 Ge		·		***************************************
	***************************************	(F/E) Sgt Summers.	B				
		(M/G) Sgt Cumbers, J.	W.			considered advisable to turn back for fear that A/C would not stand stress of further evasive action. Bombs were	*******************
		(A/G) Sgt Snider, F.		***	·	Jettisoned safely 5LL3 N TICE b _4 28 TA C	*********
	***************************************		***************************************			flying at 19,000 ft. 90 - 4 lb. bombs would not male	
	***************************************						***************
			******************************	****		of Filet to abandon task. Due to adverse weather condition at base this crew was diverted to Hethel.	ns
15th FEB.	HALIFAX III					at base this trew was diverted to Hethel.	
MIGHT	"U" LW. 460	(Carr) F/S Dalgleish, J.	M. BOMBING	17.24	23-50	This A/C carrying 834 incendiary bombs arrived over the	***************************************
		(NAV) W/O Barry, J.B.	BERLIN	res recordiffication			A.6
	***************************************	(B/a) W/O Dwyer, J.A.					action in
		(W/G) Sgt Addison, W. K. (F/E) Sgt Clouston; D.					
		(M/G) Set Bedard, J.R.					
		(A/G) F/S Turner, R.A.				Warning markers were noticed en route but exact time was not logged. Attack developed very quickely, there was no	

						to adverse weather at base this A/O was diverted to Hethel	·
5th FEB.	HALIFAX III	(
NIGHT		(CAPT) F/S MacKenzie,D.) (NAV) F/O C.J. Combe	R. BOMBING BERLIN	17, 23	00.03	This A/C carrying 834 incendiary bombs arrived over the	A-7
		(B/A) F/O E.D. Gable	DISKLALIN				
		(W/G) Sgt Bailey, P.A.			***************************************	cloud with top at 9,000 ft above this was good visibilit Red flares and Green star markers were observed and the	y
		(F/E) Sgt Campbell, J.D.		ļļ.		DOMDS were dronped in the contra	
		(M/G) Sgt Mallory, B.D. (A/G) Sgt Gibbs, F.H.				Widely scattered and no definite members a	
		(A) age Grous, r.n.			***************************************		Z
	***************************************		***************************************				
	***************************************					it is considered that if F.F.F. was accurate, this raid should be a very successful one. No E/A were encountered	
						and the Ilak was very inaccompte No domeste	

th FEB.	HALLFAX III					this orew was diverted to Hethel.	
NIGHT	"C" HX 314	(CAPT) F/L J.C. Turnbull	BOMBING	17.19	00.25	Mode to the second of the seco	
		NAV) F/O E. T. Albert	BERLIN		Wyle Sod	This A/C carrying 834 incendiaries arrived over target at	8.
		B/A F/O & H. McBain				of 16,000 ft good visibility shows that 10/10th cloud with to	
		W/G) Sgt Gillett, R.G. F/E; Sgt Michael, F.E.					
		M/G) Sgt Hutt, C.A.					а
		A/G) Set Maleo, J.				released but were scattered as bomb were dropped. No congest over target. Inaccurate flak but no s/a encountered. Attack	ion
	7	2nd P) W/O Mather, A. T.				over target. Inaccurate flak but no 8/a encountered, Attack developed quickly and if P.F.F. accurate, the attack was successful developed quickly and by Arthur accurate, the attack was successful developed quickly and by Arthur accurate, the attack was successful developed quickly and by Arthur accurate, the attack was successful developed quickly and by Arthur accurate the accur	

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APPENDIX



DETAIL OF WORK CARRIED OUT

By 424 (R.C.A.F.) SQUADRON

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(*10964-9511) Wt. 9416-50	60,000 5/41 T.S. 700 6331-2345 105M 12/42 T	5, 700	FOR THE M	Tin		DETAILS OF SORTIE OR FLIGHT	REFERENCES
-	AIRCRAFT Type & Number	CREW	Dury	UP	Down		
9th FEB. NIGHT	HALIPAX III	(CAPT) P/L S.J. Mallett (NAV) F/C A.C. Gemely (B/L) F/S Sesteen, N.G. (W/G) W/O Wakely, W.G.	LEIPZIG	23.46	06.50	This A/G carrying 83% incandiaries arrived over the target at 0%.01 hrs. flying at 23,000 ft. 10/10th cloud up to 5,000 ft. but good visibility above this height Fr?s?. markers were well concentrated and own incendiaries were dropped in the control of flares, Owing to cloud thickness the same of the control of the contr	
27,4862224444224444	***************************************	(r/s) 3gt Muir, M. (M/G) Sgt Freeman, G.F. (M/G) F/S Poppa, V.				other A/C were seen bombing the target seen and evasive action was taken to lose them. Light seen and evasive action was taken to lose them.	-
						and heavy flak was plentiful but inacting to petrol shortege was sustained by this A/J which owing to petrol shortege landed at Douenham Market.	
19th FRB. NIGHT	HATIPAX III "L" LW. 436	(CAPT) F/O Dada Grosbin (NAV) F/S Moloney, D. (R/A) F/C J.E. Tinlin	Me Little Heal of	23.47	07.33	This NO carrying 83% incendiaries flew away past the target because of wrong wind information and was too late to return. This crew decided to drop their heads on a flak position 9640 H llt/ 2 which was carried out at flak position 9640 H llt/ 2 which was carried out at	
		(W/G) Sgt Brown, R. (F/E) Sgt Phyall, C. A (M/G) Sgt Boudreau, L	.j.			flak position 5040 N 1114 5 which was carried observed 04200 hrs. Thying at 22,5500 Tt. No results were observed Unsatisfactory and disappointing trip for the whole crew.	
19th FEB.	HALIPAX III *H* IW-552	(CALT) FA N.G. Loudo (NAV) F/S Hall, R.H.	BOMBING LEIFZIG	23+49	01.10	This A/O carrying 534 inconducties had to abandon trip- before setting course owing to a technical failure, the M/T being completely U/S. All bombs were jettisoned bef	A_11
	***************************************	(B/A) Sgt Wadson, B. (W/G) Sgt Woodman, (B/E) Sgt Thompson, (B/G) Sgt Corbett, E	la Sa Har Ca Ea			returning to base.	
20th FEB.	HALIFAX III "Q" LW 432	(L/G) Sgt Donald, R. (CAPT) F/O Hamilton (NAV) F/O McConnick	D.R. STUTTGAR	23.40	07.21	target at 04.09 hrs. flying 21, the were concentrate	it i-and- oserved
		(h/A) P/6 Helausan (w/G) SGT Pallett G (P/E) SGT Cousins (h/G) SGT Complian (A/G) SGT Compton	 			our bombs dropped in the centre. Namerous 1785 to 1885 the reflected on the clouds as markers were going down. In flak was experienced raising up to 25,000 feet. Slight flak see section the target, when this error activity was noticed around the target, when this error activity was noticed around the target, when the seen 10 m was on the way back glows from fires could be seen 10 m was y. Yery successful trip. This aircraft sustained n	fighter aft iles
						away, very shoots at base, and landed safely at base,	*
			2 5 7 °			-	
				10			
					-9-		

APPENDIX

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT
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ARCRAPT Type & NUMBER HALIPAX III """ HX. 514	CREW (GAT) F/L Sels Malle (NAV) F/O A.C. Gened (NAV) Sections, Navigation (NAV) (N/G) W/O Wakely, W. (N/G) Set Pressan, G. (N/G) F/S Poppa, V.	y LEIPZIG G.	Tr UP 23,46	Down O6.50	DETAILS OF SORTHE OR FLIGHT This A/G carrying 834 incendiaries arrived over the target at 04.01 hrs. flying at 23,000 ft. 10/10th cloud up to 5,000 ft. but good visibility above this height. F.F.F. markers were well concentrated and own incendiaries were dropped in the centre of Tlares. Owing to cloud thickness it was immossible to assess own bombing results. Many	REFERENCES.
0 FX. 314	(NAV) F/O A.C. Genst (B/A, F/S Swestman, N (W/G) W/O Wakely, W. (F/S) Sgt Muir, M. (M/G) Sgt Freeman, G.	y LEIPZIG G.	23.46	.06.50	at 04.01 hrs. flying at 23,000 ft. 10/10th cloud up to 5,000 ft. but good visibility above this height FFFFF markers were well concentrated and own incendiaries were dropped in the centre of flares. Owing to cloud thickness	A 9
THE THE AMERICAN	(M/G) Sgt Freeman,G.	F				
BATTRAY TIT					other AC were seen bombing the target. Several S/A were seen and symstys action was taken to lose them. Light and heavy flak was plentiful but inacourate. No damage was sustained by this A/J which owing to petrol shortege— landed at Douenham Market.	*
"I" Im. 436	(W/G) Sgt Brown, R. (F/B) Sgt Phyall, C. (M/G) Sgt Boudreau,	he LEIPZIG he	23-47	07.33	This A/C carrying 834 incendiaries flew away past the target because of wrong wind information and was too late to return. This crew decided to drop their bends on a flek position 5040 N 1114 S which was carried out at 04,20 hrs. flying at 22,500 ft. No results were observed. Unsatisfactory and disappointing trip for the whole crew.	A 10
Haupax 111 *H* LW-552	(SAIT) F/L N.S. Loud (NAV) F/S Hall, K.Z. (B/A) Sgt Wadson, R (W/G) Sgt Woodman,	oun BOMBING LEIPZIG	23.49	01.10	This a/2 carrying 334 incendiaries had to abandon trip before setting course owing to a technical failure, the M/T being completely U/S. All bombs were jettisoned befor returning to base.	A-11
HALIFAX III "Q" IN 432	(W/G) Sgt Corbett, (W/G) Sgt Domald, R (Jait) P/O Hamilton (NAV) P/O Hecomick (B/A) P/S Heckbibin (W/S) SGT Pallett ((T/E) SGT COUNSINS (M/G) SGT Cornelius	R.SG. P.C. BO.BING D.R. STUTTGART R.O. S.C.	23.40	67.21	target at 04.09 hrs. flying 21,500 feet. 10/10 cloud but good visibility above 6,000 feet. FFF were concentrated our bombs dropped in the centre. Numerous fires eres observed on the clouds as markers were going down. That The was experienced maising up to 25,000 feet. Slight ff	end erved ise ighter
	(A/G) SGT Compton G	,			was on the way back clows from fires could be seen 70 mil	BS
	"H" IW-552	(B/A) F/O J.S. Tinli (M/G) Sgt Brown, H. (M/G) Sgt Brown, H. (M/G) Sgt Boudreau, (M/G) Sgt Boudreau, (M/G) Sgt Boudreau, (M/G) Sgt Boudreau, (M/G) Sgt Woodnan, (M/G) Sgt Pallett (M/G) SGT Pallett (M/G) SGT Pallett (M/G) SGT Oppelium (M/G) SG	(B/A) F/O J.E. Tinline (WO Set Brown, H. (WO Set Brown, H. (MF) Set Prysil, C.A. (L/G) Set Doudrean, L.J. (L/G) Set Doudrean, L.J. (L/G) Set Trudean, R.R. HALFAX III (SAT) F/L K.S. Loudoum, BCLEING (M/A) Set Wadson, H.M. (WO Set Woodman, A. S. (L/G) Set Thompson, H. S. (L/G) Set Doublan, R.G. (M/G) Set Doublan, R.G. (M/G) Set Pallett C.G. (M/G) Set Fallett C.G. (M/G) Set Cornelius G.B. (L/G) Set Cornelius G.B. (L/G) Set Compton G.A.	(B/A) F/O J.E. Tinline (W/G) Sgt Brown, H. (J/B) Sgt Phyali, J.A. (L/G) Sgt Boudrean, L.J. (A/G) Sgt Boudrean, L.J. (A/G) Sgt Trudeau, J.R. HALLEX III (B/A) Sgt Trudeau, J.R. (B/A) Sgt Hadaon, H.M. (B/A) Sgt Noodman, A. 3 (B/A) Sgt Thompson, H.M. (L/G) Sgt Noodman, A. 3 (B/B) Sgt Thompson, H.M. (L/G) Sgt Donald, R.G. (L/G) Sgt Compton C.A.	B/a F/O J-E. Tinline W/G Set Brown, B. W/G Set Brown, B. W/G Set Physic O.A. U/G Set Boudrean, J-R.	to return. This crew decided to drop their beaks on a flak position 5040 N 1104 S witch was carried out at 12/30 ggt Physil, 1.3. (WG 3gt Wadson, 1.3. (

	AIRCRAFT	Crew	Dury	T	TME		
DATE	Type & Number	CREW	DUTY	UP	Down	Details of Sortie or Flight	References
Poth FEB. NIGHT	HALIPAX III "I" IW 416	(GAFT) F/O Bennihr R (NAV) F/O May A.D. (B/A) F/O Morrison (W/G) W/O Tomlinson (F/E) SGT Dawson L.T M/G) F/O Mellstrom	STUTTGART W.H.	. 23.46	06.55	This aircraft carrying 834 incendiaries arrived over the te at 04.08 hrs flying 22,000 feet. 5/10 clouds but good visit above 7,000 feet. Whelessinformation was poor unit that to w 10 minutes. PFF markers were well concentrated and our incendiaries were dropped in the centre of the concentratio large areas of fires were deen and flames seemed to be spre	ility Este
		(A/G) 1/O queen 3.0.				rapidly all over the town. Intense barrage was put up better 18,000 and 25,000 feet. On the way to the target this ores saw an enemy also coming in on them from above. Evanive act was taken and take enemy was lost from eights "Fits a/o must no damage and landed at Eustone due to petrol shortage. A	een L
			-			successful trip.	*****************
Oth FEB -	HAIDPAX III "P" Lw 384	(GAT) F/S Kirkby F. A (NAV) F/S Vanchuck T (B/A) F/O Drumond F (W/G) Sgt Parry R. R. (F/S) Sgt Jackson F. (M/G) Sgt Cumbers J.	STUTTGART BY C.	23.45	01.47	This aircraft carried 834 incendiaries. Had to return withd completing its mission due to a technical failure; the oxyg regulator being unservicable. Books were jettisoned from 10,000 ft. at 52,10 N 00,52 W at 00,40 kms. This aircraft returned to base.	ut A14 en
		(A/G) Sgt Snider F.A	•		***************************************		*
Oth FEB	HALIFAX III						
NIGHT	"S" IN 437	(CATT)F/S Dalgleish (MAY) F/S bofthouse (B/A) F/S Dwyer JeA- (W/G) Sgt Addison W, (F/E) Sgt Clouston D (M/G) Sgt Bedard J, E (A/G) F/S Turner E, A	j. Saudegare E. .j.	23.46	03.45	This aircraft carrying 834 incondiaries abouted the trip at 61.50 hrs owing to the D.R. Compass being unservicable Bombs were jettissoned from a height of 22,000 feet. This aircraft returned to base.	A. 15
th FEB	HALIFAX III						
NIGHT	"H" In 444	(CAPT)F/L Loudoun N. ((CAPT)F/L Loudoun N. ((CAPT)F/S Hell R.S. (S/A) Set Wadoun R.M. (W/C) Set Woodman A. ((S/A) Set Thompson A. ((S/A) Set Thompson R.M. (A/G) Set Donald R.G.	GPUPIGART	23.45	07.50	This aircraft carrying 834 incendiaries arrived over the tar at 0h.22 hrs flying 21,000 feet. 5/10 cloud tops 3,000 feet Good visibility. FF sere well concentrated and our incendaries sere dropped in the middle of the concentration. Fac very large fires were noticed and nursuus other fires, seemed to be spreading all over the town. Intense flak was experienced but no fighters were seen. Fires.could be seen. 100 miles away on the return trip. A very successful sortic	
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MANN POLITICAL OF THE PARTY OF

OPERATIONS RECORD BOOK

APPENDIX..



DETAIL OF WORK CARRIED OUT
By NO. 424 (R.C.A.F.) SQUADRON.

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PAGE NO. THREE

HALFAX III OAFLE, A. A. P. COMBING 17.59 OZ.OO This A/C carrying incendiaries arrived over the target at 2.1/2 inc., at 2000 ft, at 180 MPH. Good visibility and an ordered and an arrived over the target at 2.1/2 inc., at 2000 ft, at 180 MPH. Good visibility and arrived point of flares, at 2000 ft, at 180 MPH. Good visibility and arrived over the target area. This A/C was attacked by 18.50 MPH. Soft. NRCHIS, S. Light flak over the target area. This A/C was attacked by 18.50 MPH. Soft. NRCHIS, S. Light flak over the target area. This A/C was attacked by 18.50 MPH. Soft. NRCHIS, S. Light flak over the target area. This A/C was attacked by 18.50 MPH. Soft. NRCHIS, S. Light flak over the target area. This A/C was attacked by 18.50 MPH. Soft. NRCHIS, S. Light flak over the target area. This A/C was attacked by 18.50 MPH. Soft. NRCHIS, S. Light flak over the target area. This A/C was attacked by 18.50 MPH. Soft. NRCHIS, S. Light flak over the target area. This A/C was attacked by 18.50 MPH. Soft. NRCHIS, S. Light flak over the target area. This A/C was attacked by 18.50 MPH. Soft. NRCHIS, S. Light flak over the target area. This A/C was attacked by 18.50 MPH. Soft. NRCHIS, S. Light flak over the target area. This A/C was attacked by 18.50 MPH. Soft. NRCHIS, S. Light flak over the target area. This A/C was diverted to SOVINGTON due to the after a ward of the target area. This A/C was diverted to SOVINGTON due to the fact that there was continued to SOVINGTON due to the fact that there was continued the sound of the sound	DATE	AIRGRAFT	CREW	DUTY	1	IME	DETAILS OF SORTIE OR FLIGHT	n
90° HK, 314 NAV. P/O. HORSWILL, T.S. SCHWEIFFER BY.A. P/S. DOWNER, Jak. 18 Nov. 2000 ft, at 180 MPH. Good visibility and no clouds, Some were released at centre of red flares, light flak over the target area. This A/C was attacked by an enemy flighter on the return trip but by taking evasative action this A/O was shelven off without any damage being was action this A/O was shelven of without any damage being was action this A/O was shelven off without any damage being was action this A/O was shelven off without any damage being was action this A/O was shelven off without any damage being was action this A/O was shelven off without any damage being was action this A/O was shelven off without any damage being was action this A/O was shelven of the shell shell be monoanful. On return this A/O was shelven of SCHIMMON action the same action this A/O was shelven of the shell shell be monoanful. On return this A/O was shelven of SCHIMMON action to the same action of the shell shell be monoanful. On return this A/O was shelven of SCHIMMON action to the same action this A/O was shelven of SCHIMMON action to the same action this A/O was shelven of SCHIMMON action to the same action of the shell shell be some action of the shell shell be some action of the shell shell be some action of the shell sh		Type & Number						REFERENCE
DO. HAIPAX III GAPT.F/L LAWLOR, J. "U" LW., ALS LAY. SOT. WINNE, J.F. BAY. SOT. RANGER, M.A. W/G. SOT. LANGER, M.A. W/G. SOT. LANGER, M.A. DO. BAJIPAX III CAPT.F/S. KIRGSY, M.A. DO. BAJIPAX III CAPT.F/S. KIRGSY, M.A. DO. BAJIPAX III CAPT.F/S. KIRGSY, M.A. DO. BAJIPAX III CAPT.F/S. WINNE, J.W. WEND LYS OF THE ARROY OF THE ARROY OF THE TARGET AND THE CONDITIONS OF THE ARROY OF THE TARGET AND THE CONDITIONS OF THE ARROY OF THE TARGET AND THE CONDITIONS OF THE ARROY OF THE TARGET AND THE CONDITIONS OF THE ARROY OF THE TARGET AND THE CONDITIONS OF THE ARROY OF THE TARGET AND THE CONDITIONS OF T	24/25Th Feb.		NAV. F/O. HORSWILL, T.S. B/A. F/S. DOWNER, J.A. W/G. SGT. PARSONS, I.E. F/E. SGT. NICHOLS, S. M/G. SGT. SWEENBY, D.M.		17.59	02,00	23.14 hrs, at 22000 ft, at 180 MPH. Good visibility and noticular. Emuls were released at centre of red flares, light flak over the target area. This A/O was attacked by an enemy lighter on the return trip but by taking evasive action this A/O was shaken off without any damage being sustained. If F.F.F. was accurate this reid should be successful. On return this A/O was diverted to RCUINTON.	A-17
### IM. SGT. WINES, J.F. 33.A P/S. WOTTER, E. 40.B SGT. NATHIN, A.G. 40.B SGT. LARSON, S.G. 40.B SGT. LARSON, S.	*****						due to adverse weather conditions at base.	
W.S. SCT. ROULEY, G.S. W.G. SCT. LARGON, S.O. A.G. SCT. HARDSHAW, J.L. DO. HALIFAX III CAPT.F/S. KIRKSY, H.A. DO. 16.09 Ol.55 This A/C carrying incendiaries arrived over the target at A.19 W.G. SCT. BRADSHAW, J.L. DO. HALIFAX III CAPT.F/S. KIRKSY, H.A. DO. 16.09 Ol.55 This A/C carrying incendiaries arrived over the target at A.19 W.G. SCT. PARCH, R.H. J. SCT. CHESKES, J.W. W.G. SCT. CHESKES, J.W. DO. 18.09 Ol.55 This A/C carrying incendiaries arrived over the target at A.19 W.G. SCT. CHESKES, J.W. DO. 18.05 W.G. SCT. SKIDER, F.A. DO. 18.05 C. SCT. SKIDER, C.R. DO. 18.05 C. SCT. SKID	DO.		NAV. SGT. WHOME, J.F. B/A. F/S. WOYCIK, E.	DO.		01.45	23.24hrs, at 22000 ft, at 180 MPH. Good visibility and red flares plainly marking the target. Some inaccurate flak	A.18
"" IM. 384	•••••••••••••••••••••••••••••••••••••••		F/E. SGT. ROWLEY, C.E.			***************************************	U/S over the target, Good concentration of bunbing achieved. Considered very successful. For inner motor went U/S on nearing landing point. This A/C landed at MAISTON due to the fact that there was afters were weather	***************************************
throughout trip to this A/C. This A/C was diverted to OAMSY DUE to adverse weather at base. Dr. Halffax III Capt.F/C. wilfon, H.M. Do. 18.05 Br. LW, 552 Br. A. W. McOres, K.W. Do. 18.05 Br. A. S. McOres, K.W. Do. 18.05 Br.	DO.	HALIFAX III "F" IW.384	NAV. F/S. VANCHUCK, T. E/A. E/O. DRIBMOND-HAY, C W/G. SGT. FARRY, R.H. F/E. SGT. CANNE, F.S. E/G. SGT. CUMBERS, J.W.		18,09	01.53	23.03ms, at 2250 ft, at 170 MPE. Bombs were released at 23.11ms in the centre of red flares. Red flares were scattered and many midely scattered incendiary fires were noticed. We ensuy fighters were encountered and there was no trouble from flak. Good trip and if FF were accurate	A-19
"" LW.552 NAV. W/O. MOORS, K.W. E/A. P/S. MOORST, H.C. SYG. P/S. MOORST, H.C. WG. P/S. MOORST, H.C. SYG. BY.S. MOORST, WM. OCCUPANT OF THE SYG. SYG. BOORSTON, W.S. WOLL SYG. SYG. BOORSTON, W.S. WOLL SYG. SYG. BOORSTON, W.S. WOLL SYG. BY.S. MARSHALL, W.A. WOLL STAKE Good trip. Several large fires seen burning and whole target area well accepted. WEST MALLING due to adverse weather conditions at base. WO. BALLPAX III CAPT. P/S. BURTON, R.W. WO. BALLPAX HII CAPT. P/S. BURTON, P/S. BURTON, R.W. WO. BALLPAX HII CAPT. P/S. BURTON, P/S. BURTON, R.W. WO. BALLPAX HII CAPT. P/S. BURTON,				••••			throughout trip to this A/C. This A/C was diverted to CARGEY DUS to adverse weather at base.	
HALIFAX III CAPP. P/S. BURTON, R.W. DO. 18.00 Cl.35 This A/C carrying incendiaries arrived over the target at 2.21 23.29hrs flying at 22000 ft. Good visibility with no clouds. B/A. 303. MMMAIN, DIL. Books released in center of 'red flares. No enemy fighters encountered but wings were holed with flak over the target. P/S. SGT. MOLECO, J.M. No Injury was sustained by any crew members. Due to adverse k/G. SGT. MCKAY, C.L. weather at base this crew was diverted to WEST MALLING.	DC.	*H* LW.552	NAV. W/O. MOORE, K.W. E/A. F/S. MOCKEY, H.C. W/G. E/S. METER, M.M. P/E. SGT. BCCLESTON, A. M/G. SGT. BARRARD, W.S.	DO.	18.05		23.34hrs flying at 21000 ft, Good visibility. Bombs released at centre of red flares with good results. No enemy fighters encountered and this A/C was not hindered by flak. Good trip. Several large fires seen burning and whole target area well covered. No damage sustained throughout trip. This A/C was diverted to WEST MAILING.	7.20
Mo injury was sustained by any orew members. Due to adverse M/G. SGR. RELF, R.G. weather at base this orew was diverted to WEST MALLING.	×0	"Q" IW.432	NAV. F/S. THRASHER, C.R. B/A. SGT. MCMAIN, D.L. W/G. W/O. CRAWFORD, E.M.	DO	18,00	01.35	This A/C carrying incendiaries arrived over the target at 23.29hrs flying at 22000 ft. Good visibility with no clouds. Bunbs released in centre of red flares. No enemy fighters encountered but wings were holded with flak over the target.	A. 21.
	522.1		F/E. SGT. MCLEOD, J.M. M/G. SGT. RELF. E.G.				No injury was sustained by any crew members. Due to adverse	***************************************
	A Second							* *

DATE	AIRCRAFT	CREW	Dury	I	IME	DETAILS OF SORTIF OR FLIGHT	REFERENCES
DATE	Type & Number			UP	Down		KEFERENCES
24/25th. FEB.	HALIFAX III "X" LW.437	CAPT.F/S. MACKENZIE, D. NAV. F/O. COMBE, C.J. B/A. F/O. CABIE. E.D.	R. BOMBING SCHWEINFURT	18.01	01.56	This A/C carrying incendiaries arrived over the target at 2,26hrs flying at 22000 ft. Good visibility. Target Tringed about by red Tlares and bombs were released in centre	A, 22,
		W/G. SGT. BALLEY, P.A. F/E. SGT. CAMPBELL, J.D				of target area. Many good fires were seen. No enemy fight encountered and no flak was experienced. HIS went U/S.	era
		M/G. SGT. MALIONY, B.D.			<u> </u>	Glow of fires could be seen 80 miles away on the return tri Adverse weather at base so orew was diverted to WEST MALLIN	G.
DO.	HALIFAX III	CAPT.F/S. STEWART, C.J. NAV. F/O. GAUSBY, A.C.	DO. '	17.55	02.15	This A/C carrying incendiaries arrived over the target at 23.09 hrs flying at 24000 ft. Good visibility and bombs	A-23
		B/A. F/S. GREENE, PLS. W/G. W/O. VIVIAN, J.K. F/E. SGT. ROBERTS. C.E.				were released in centre of concentration of flares. Many fires were seen over the whole of the target area. No enemy fighters seen, Due to adverse weather this crew was	
***************************************		M/G. SGT. MORRILL, W.A.	***************************************			diverted to WDW.	
DO.	HALIPAX III "T" LW.438	OAPT. W/O. MATTER, A.T.	ĐO;	18,14	02.10	23.26hrs flying at 22000 ft. Good visibility and bombs wer	A 24
4.0044		B/A. F/S. CORDER, D.A. W/G. SGT. CAREY, G. F/E. SGT. CATTON, H.J.				drop, ed in centre of red flares. If F.P.S. was accurate this raid should be very successful. No enemy fighters encountered and flak was very inaccurate. Due to adverse	
		M/G. SGT. BEILSTEIN, R. A/G. W/O. HAYWARD, C.T.	÷a			weather base this crew was diverted to WESTCOTT.	
DO.	"R" LW: 435	CAPT.F/O. CROSBIE, D.A. NAV. F/S. MOLORLY, F.E.	- DO.	17.57	22,23	This A/C carrying imendiaries had to abandon task at 5035N 0022E at 20.33 hrs flying at 20500 ft due to the	A. 25
		BYA. P/O. TINLING, J.E. W/O. SGT. BROWN, R.W. F/B. SGT. PHYAMA. C.A.				failure of the immersion pump on the overload tank. All burbs were jettisoned safe. This A/C returned to base without incident.	
on		M/G. SGT. BOUDREAU, L.J. A/G. SGT. TRUDEAU, R.Z.	. Н.				•••••
25/26 FEB	"E" LW 436	CAPT 1/C BASSON, R.A.	BOMBING AUGSBURG	21.01	04, 25	This aircraft loaded with incendiariy combs arrived over the target at 01.18 hrs flying 180 m.p.h. at a height of	-
PES		BYA PYS HOLLAN L.P. W/G SGT WREN G.A. FYE SGT BRONLEY R.J.				21,000 ft. Visibility good no clouds to obstruct view. Red flares marked the target and markers were in the bombsight when bombs were released. Large fires were noticed to thin!	
		VG SGT TISDATE J.L.				target area and south of the target. Three guns in rear turn u/s after a short burst. Four night fighter attacks encount	rett
		*				all from dead astern. One of these A/C in claimed as being down. Evasive action was taken on all four attacks and were successful. Some Tlak experienced but it seemed to be all	
	***************************************					bursting below. Searchlights were active but not very accur-	
			A			ores was diverted to Lasham.	

Wall bounder

APPENDIX.....

CA.F. 541.

DETAIL OF WORK CARRIED OUT
By No. 424 (R.C.A.F.) SQUADRON

SECRET

PAGE No. FOUR

THE THE NUMBER WE IN 305 NAV FFA HALL, H.S. AUGSING STEWNOODS HALL MICHAEL ALS. AUGSING MICHAEL ALS. AUGSI	THE A NAMED THE A NAMED MAIPAY III ORT F/L LOUDON, H.D. BOREIN 21.11 ON, 23 This sireraft carrying a full load of 670 incendaries bonds A.Z. MAIPAY III ORT F/L LOUDON, H.D. BOREIN Z/S BOT ANDSOR R.D. 1/S BOT CHESTY R.S. A/O BOT DOUBLE R.S. BOURDING A/O BOT DOUBLE R.S. BOURDING 21.10 ON, 10 MAIPAY III ORF F/O ERRIES R.S. BOURDING 21.10 ON, 10 MAIPAY III ORF F/O ERRIES R.S. BOURDING 21.10 ON, 10 MAIPAY III ORF F/O ERRIES R.S. BOURDING 21.10 ON, 10 MAIPAY III ORF F/O ERRIES R.S. BOURDING 21.10 ON, 10 MAIPAY III ORF F/O ERRIES R.S. BOURDING 21.10 ON, 10 MAIPAY III ORF F/O ERRIES R.S. BOURDING 21.10 ON, 10 MAIPAY III ORF F/O ERRIES R.S. BOURDING 21.10 ON, 10 MAIPAY III ORF III OURT IN COMPON AM AVG STILLMAN W.G. W/G SOT MAIRING R.G. AVG SOT WIRDON R.D. 21.10 ON, 10 MAIPAY III ORF III OURT IN COMPON AM BOURDING A/O SOT WIRDON R.D. 21.10 ON, 10 MAIPAY III ORF III OURT IN COMPON AM BOURDING A/O SOT WIRDON R.D. 21.17 ON, 20 MAIPAY III ORF III OURT IN COMPON AM BOURDING A/O SOT WIRDON R.D. 21.17 ON, 20 MAIPAY III ORF III OURT IN COMPON AM BOURDING A/O SOT WIRDON R.D. 21.17 ON, 20 MAIPAY III ORF III OURT IN COMPON AM BOURDING A/O SOT WIRDON R.D. 21.17 ON, 20 MAIPAY III ORF III OURT IN COMPON AM BOURDING A/O SOT WIRDON R.D. 21.17 ON, 20 MAIPAY III ORF III OURT IN COMPON AM BOURDING A/O SOT WIRDON R.D. 21.17 ON, 20 MAIPAY III ORF III OURT IN COMPON AM BOURDING A/O SOT WIRDON R.D. 21.17 ON, 20 MAIPAY III ORF III O		AIRCRAFT	Crew	DUTY	Tin		DETAILS OF SORTIE OR FLIGHT	REFERENCES
### HALIPAN III CAP IN. CAPTON AM. ### HALIPAN III CAPTON AM. ### HA	found good visibility with no cloud, arrived over the carget of 16 th lurs, 15 the consequence of 16 th lurs, 15 the consequence of 16 th lurs, 16 the consequence of 16 th lurs, 16 the consequence of 16 th lurs, 16 the consequence of 16 the red flares, Flares were seen region and this plant which the consequence of the red flares, Flares were seen region and the consequence of the red flares, Flares were seen region and the consequence of the red flares accounts this plant which the consequence of the red flares accounts the conseq	DATE	Type & Number	CREW	17011	UP	Down		
droped in the centre of the red filtres, Filtres are set and enging over the concentrated and large fires were seen each reging over the concentration of the property of the property of the concentration of the centre of the red filtres, Filtres are set seen reging over the concentration of the concent	dropped in the centre of the red flares, Flares were seen reging over the state of the part and an access which all the consentrations are seen as access reging over the state of the part and all the consentrations are seen as access that the consentration of camege and access that the seen that the consentration of the state of the transport of the red flares, Flares and the consentration of the state of	25/26	BUR TW ZOE	NAV F/S HALL, R.E.		21.11	04-23	found good visibility with no cloud, arrived over the cargo	
DESCRIPTION AND AND SHEET A 29 ST PARTING AND AND SHEET A 29 ST PARTING AND	Picture Pict			B/A SCT WADSON R.M. W/G SCT WOODRAN A.S.				dropped in the centre of the red Flares, Flares were well	g
### DATE OF THE PARTY OF STATES AND STATES A	### ST DOUGH N.G. ### ST DOUGH N.G. ### Were encountered. The care were devered to Hartford Bridge. #### Were encountered. The care were devered to Hartford Bridge. #### Like Aff Have F/O FREIRE W.S. #### Bull Cart W.S. ##### Bull Cart W.S. ###### Bull Cart W.S. ##################################			P/E SCP PHOLESON H.		-		to DEF was somewhat this raid was nightly success	APPEN TO THE PERSON THE PERSON TO THE PERSON TO THE PERSON TO THE PERSON TO THE PERSON
were encountered. The crew were diverted to particle stuge. HALIPAN III CART F/O FRANCE N.S. BOURING 21.10 Oh.10 This sirorsit carrying incendiaries arrived over the target & 28 at 01.12 kms. flying at 22,000 ft. Vinibility good no cloud. Each were diverted to the carry of an engine the control of fires reging below was raining to a height of 6,000 to 0,000 feet, Pires could be seen for over 20 miles. Considerable flak over target, also some concentration of search lights. This aircraft sustained no damaged throughout trip, but the to length of flight the crew was deverted to Priston as petrol was running short.	were encountered. The erew were diverted to particle Frience. This arriver to extring incerdiaries arrived over the target A.2 at 01.12 hrs. flying at 22,000 ft. Visibility good no cloud. Such sever cropped in the centre of concentration of fires region and the control of concentration of fires region. **Your ST TENNIS A.C.** **This aircraft carrying incendiaries arrived over the target target, but due to length of flight the crow was diverted to previous and the control of the	-		M/G SGT CORBETT R.E.					
Haliffax III CAFT F/O ERABER W.S. BOURING 21.10 Ob. 10 This aircraft carrying incendiaries arrived over the target at 0.20 mg/s line 146 law 9/0 Figure 3.0. AUSSIEG at 0.12 mm flying at 22,000 ft, Yindhility good no cloud. Books were dropped in the centre of concentration of fires reging below. Black smoke was rising to a height of 6,000 to 0.00 ft. SIT EXECUTIONS 7.1. Considerable flak over target, also some concentration of search lights. This aircraft sustained in damaged throughout trip, but due to length of flight the crew was diverted to Friston as period was runing short. DA FYS FARRER W.G. Friston S. L. State of the converted over the target at 0.2 story and the second over the target at 0.2 story and the converted to the converted over the target at 0.2 story and the converted to the	No. Halipax III Cart F/O Erable W.E. Bouring 21.10 Oh.10 This aircraft carrying incordiaries arrived over the target A.2 "I" IN 446 INV F/O FIREING A.C. AUGSIEG at 01.12 hrs. Flying at 22,000 ft. Visibility good no cloud Scabs were dropped in the centre of concentration of free of the control of the contr			A/G SCT DOILLID R.G.				were encountered. The crew were diverted to Hartford Bridge.	·
at 0.42 km, flying at 22,000 ft, Vashing at 26,000 ft, Vashing good in choose in the senter of concentration of firms are in the senter of miles, and the sentence of the sent	at 01.12 hrs. flying at 22,000 ft. finithing good in characters with the series of anomalization of fires reging below. Black smoke was rising to a height of 6,000 to 6,000 feet, Pires outh the seem for over 20 miles. W/G SET INSELLG. 1/6 SET EXECUTIONS I.L. 1/6 SET EXECUTION I.L. 1/6 SET EXECUTION I.L. 1/7 SET EXECUTION I.L. 1/7 SET EXECUTION I.L. 1/8 S				200.5	24.40	01-40	at the state of th	A 28
Eachs were dropped in the centre of concentration of the free with the centre of centre of concentration of the free with the centre of	Books were arrogaed in the centre of concentration of the special parts of \$100 \text{W} \text{G} ST Tillicial Mode.	DO				21,10	04-10		
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by Str Markinson Jala 1/6 Str Wilson R.D. 1/7 Str Wilson R.D. 1/6 Str Wilson R.D. 1/6 Str Wilson R.D. 1/7 Str Wilson R.D. 1/6 Str Wilson R.D. 1/6 Str Wilson R.D. 1/7 Str Wilson R.D. 1/8 Str	by Ser Mans Les. WG ST MARS E.G. A/G ST MARS E.G. Considerable flak over target, also one concentration of search lights. This aircraft sustained in damaged throughout trip, but due to length of flight the grow was diverted to Friston as petrol was running short. This aircraft sustained no damaged throughout trip, but due to length of flight the grow was diverted to Friston as petrol was running short. The search lights. This aircraft was running short. The search lights. This aircraft was diverted over the target A.2 at 06.21 hrs., 20,000 ft., at 200 mp. Weather clear, good visibility. Bonds were released at centre of red flares and wary good good fires were seen raging in target area. KA H.E.177 was noticed dropping flares in an attempt to confuse our bonders. Some enemy fighters were seen, one J.W.88 and several others but this aircraft was not attacked. The rear gumer gave a J.U.88 a burst as he went by. Considerable flak over the lart's sea on its way to the target, making it very cold for all the crew. No damage sustained to this aircraft and it was diverted to length. Weather the larget and it was diverted to length. Weather the larget and it was diverted to length. Weather allows. The larget was a sea of the larget and it was diverted to length. Weather the larget and it was diverted to length. Weather the larget and it was diverted to length. Weather search lights within aircraft was received and it was diverted to length within target are search lights. We were released at centre of the first way of believes, Forbs were released at centre of the first way of believes, Forbs were released at centre of the first way of the larget within target were larged and burn on the ground some miles way a little later. This aircraft was attacked by enemy Lighter which was shot down and seen to creak and burn on the grounds come miles way a little later. This aircraft was attacked by enemy Lighter which was also to down and seen to crea			B/A B/S TILLIAN W.C.	***************************************			marker below Black smoke was rising to a height of 0,000	
Considerable flak over target, also some concentration of A/G ST WINSON R.D. Considerable flak over target, also some concentration of BORING ST WINSON R.D. Considerable flak over target, also some concentration of BORING ST WINSON R.D. Considerable flak over target, also some concentration of BORING ST WINSON R.D. Considerable flak over target, also some concentration of BORING ST WINSON R.D. Considerable flak over target, also some concentration of BORING ST WINSON R.D. Considerable flak over target, also some concentration of BORING ST WINSON R.D. Considerable flak over target, also some concentration of BORING ST WINSON R.D. Considerable flak over target, also some concentration of BORING ST WINSON R.D. Considerable flak over target of State Sustained to the target also Considerable flak over target, also some concentration of BORING ST WINSON R.D. Considerable flak over target, also some concentration of BORING ST WINSON R.D. Considerable flak over target, also some concentration over the target and plenty of searchilipter were seen, one JUG ST WINSON R.D. CONSIDER ST WINSON	My ST EMAS 2.6. A/G ST WIASON R.D. Considerable flak over target, also some concentration of search lights. This aircraft sustained no damaged throughout trip, but due to length of flight the crew was diverted to Friend as petrol was running short. DO HAMPAX III CAPT M. CONTON A.M. BOMETHS B/A F/S FARRER M.G. B/A F/S SUT JAPONS M.G. B/A SUT JAPONS M.G. B/A SUT JAPONS M.G. B/A SUT JAPONS M.G. B/A B.Z. 170 was noticed dropping flares in an attempt to confuse our benders, Some enemy fighters were seen, one large for the surper gave a J. U. SS a burnt as he went by. Considerable flak over the burnt sean of the way to the aircraft was not attacked. The rear gumen gave a J. U. SS a burnt as he went by. Considerable flak over the burnt sean of the way to the target, asking it very cold for all the crew. No damage mustained to this aircraft and it was diverted to Hartford Bridge. B/A B/C THAIRS J.R. B/A B/C THAIRS J.R. B/A B/C THAIRS J.R. BOBBIER B/A B/C THAIRS J.R. BOBBIER 21.13 Ok. 10 This proves meaning the very good. On approaching the target all the crew, it is the supposed of th			W/G SGT JEWEL L.G.				to con and Dimenuocold hereen for over 20 miles	
### SET WISON R.D. Search lights. This aircraft sustained no energed conjugate trip, but due to length of flight the drew was diverted to trip. but due to length of flight the drew was diverted to trip. But due to length of flight the drew was diverted to trip. But due to length of flight the drew was diverted to trip. But due to length of flight the drew was diverted to trip. But due to length of flight the drew was diverted to trip. But due to the target A.29 at 400 april. We would be applied to the target A.29 at 400 april. We would be applied to the target and many good good flight was accurate, and attempt to confuse our bonbers, Some enemy fighters were seen, one of the Formacount was not attacked. The rear gumer gave a Jul.88 aburat as he went by. Considerable flak over the target and party of searchilphts, but the aircraft was not could first was accurate, this raid was very successful. This A/C tost its pilot's except batch over the learned to the arget, making it very cold for all the crow. No damage mustained to this aircraft and it was diverted to Hartford Pridge. MAIPAX III CAPT F/O CROSSIE D.A. BOLBING. 21.13 Ok.10 This Aircraft carrying incendiaries arrived over the target and it was diverted to Hartford Pridge. MAIPAX III CAPT F/O CROSSIE D.A. BOLBING. 21.13 Ok.10 This Aircraft carrying incendiaries arrived over the target and it was diverted to Hartford Pridge. MAIPAX III CAPT F/O CROSSIE D.A. BOLBING. 21.13 Ok.10 This Aircraft carrying incendiaries arrived over the target and twenty over the target and the search of the first way of benchers. Rombs were released at centre of the first way of benchers. Rombs were released at centre of the first way of benchers. Rombs were released at centre of the first way of benchers. Rombs were released at centre of the first way of benchers. Rombs were released at centre and some damage as a first leave, first aircraft was attarded by flat and some damage sustained but the crew were uninqueed. Returned some and some damage sustained but th	Search lights. This aircraft sustained to damaged the damaged to trip, but due to length of flight the crew was diverted to trip, but due to length of flight the crew was diverted to trip, but due to length of flight the crew was diverted to Friston as petrol was running short. This aircraft sustained over the target A.2 at 00 mapsh; Westher clear, and 0.4 mapsh; Westher clear, 20 do visibility, Bonks were released at centre of red flares and many good good fires were seen regime in target area. My W/O CLARKE, J.M. My SOT JANUES O.A. My W/O CLARKE, J.M. My SOT JANUES O.A. My W/O CLARKE, J.M. My SOT JANUES O.A. My W/O WATSON F. A/G SOT JANUES O.A. BOURHAU O.A. My W/O WATSON F. A/G SOT JANUES O.A. BOURHAU O.A. My My W/O WATSON F. A/G SOT JANUES O.A. BOURHAU O.A. My My MY BOUNGAU O.A. My My MY BOURHAU O.A. My MY W/O WATSON F. My MY W/O WATSON F. My MY MY BOURHAU O.A. My MY MY BOURHAU O.A. My MY MY BOURHAU O.A. My MY WATSON F. My MY MY BOURHAU O.A. My MY WATSON F. My			1/A SON PRIVE P A				a - 12 - 22 - 21 ole owner toward also some concentration of	
trip, but due to length of flight the crew was diverted to Priston as petrol was running short. Description as petrol was running short. This aircreft carrying incendiaries arrived over the target 4.29 at 04.21 into P/O wordswaren T. Airsens 29.00 ft., at 200 m.p.h. Weather clear, good visibility. Bonks were released at centre of red flares good visibility. Bonks were released at centre of red flares good visibility. Bonks were seen raging in target area. We work that the property of the seem of the property of the pr	trip, but due to length of flight the mrow was diverted to Friston as petrol was running short. Friston as petrol was running short. This aircreft carrying incendiaries arrived over the target 4.2 at 01.21 hrs., 20.000 ft., at 200 m.p.h. Weather clear; spod visibility. Bonks were released at centre of red flares good visibility. Bonks were seen reging in target area. If you were seen running short. Fr ST FARRER M.G. Wr Wo CLARGE, J.M. P/S ST JANUS G.J. A/G ST JANUS G.J. Online our benkers, Some enemy flighters were seen, one 1.1.88 and several others but this aircraft was not attacked. The rear gumen gave a 1.1.88 and plenty of searchidghts, but the aircraft was not oned. If FFF was accurate, this raid was very successful This A/G lost its pilot's enouge that he aircraft was not to cover the borth Seen on its way to the target, making it very cold for all the crow. No damage mustained to this aircraft and it was diverted to Hartford Bridge. DO HAMPAN III CAPT F/O GROSEIR D.A. BOLBIER B/A F/O THISTED JA. BOLBIER JA. AUXSURG DO HAMPAN III CAPT F/O GROSEIR D.A. BOLBIER JA. AUXSURG COLD For THISTED JA. BOLBIER JA. AUXSURG First save of bombers. Some seem reging in target and it was done to make a seem of the save of the			TAG SOL DAVIS TOR					W
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over the forth Sea on its may to the target, making it very cold for all the crow. No damage sustained to this aircraft and it was diverted to Hartford Bridge. O. HAITPAN III CAPT F/O CROSSIE D.A. BOLBINE 21.13 Ok. 10 This signoral contribution of the larget plant over the target plant by F/S MODIONY F.M. AURSUNG at 2.15 but for the first sure of the target plant by F/S SOT BROWN R.W. The sould be seen for a distance of 50 miles as the result first sould be seen for a distance of 50 miles as the result of the first wave of benders. Bonds were released at centre of the first wave of benders. Bonds were released at centre of the first wave of benders. Bonds were released at centre of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds were released to centre of the first wave of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds were released to centre of the first wave of benders. Bonds wave of benders and the first wave of bende	very successful. This A/C lost its priot's stonge hand over the lorth Sea on its way to the target, making it very cold for all the crow. No damage sustained to this aircraft and it was diverted to Hartford Bridge. DO HAMPAN III CAPT F/O GROSEIR D.A. BOLBHE 21.13 Ok.10 This aircraft carrying incendiaries survived over the target and it was diverted to Hartford Bridge. The P/O THISHE J.B. AUXSURG at 21,500 ft, at 180 map.h. Weather elect, visibility very good. On agreeoing the target fire could be seen for a distance of 50 miles as the result fire could be seen for a distance of 50 miles as the result of the first wave of benkers. Boths were released at centre of the first wave of benkers. Boths were released at centre of the first wave of red flares and attack seemed well concentrated. Many of red flares and attack seemed well concentrated. Many fired searchlights within target area. Heavyflak bursting at 2,000 to 2,000 ft. Attacked by came, lighter which was alot down and seen to cream and burn on the ground some miles away a little later. This aircraft was struck by flak and some damage sustained but the cream were uninjured. Returned some damage sustained but the cream were uninjured. Returned some damage sustained but the cream were uninjured. Returned some damage sustained but the cream were uninjured.				***************************************				
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and it was diverted to Hartford Fringe. and it was diverted to Hartford Fringe. All Ones F/O CROSSIE D.A. BOLDING 21.13 Ones I was diverted to Hartford Fringe. This 155 NAV P/S NOISING F.N. AUGSUNG at 21.500 ft. at 180 m.p.h. Weather at 21.510 ft. at 21.510 ft. at 180 m.p.h. Weather at 21.510 ft. at 21.510 ft. at 180 m.p.h. Weather at 21.510 ft. at 21.510 ft. at 180 m.p.h. Weather at 21.510 ft.	DO. HALIFAX III CAPT F/O GROSSIR D.A. BOLBIE 21.13 O4.10 This increase carrying incendiaries arrived over the target at 21.500 ft. at 130 msp.h. Weather at 21.10 msp.h. Weath							wald for all the crew. No change sustained to this aircrait	
on the state of th	### IN 45 NAV F/S DOLONET F.H. AUSSURG ###################################							and it was diverted to Hartford Bridge.	
on the state of th	### IN 45 NAV F/S DOLONET F.H. AUSSURG ###################################				DOLDERS.	24 47	04.40	This sirgraft carrying incendiaries arrived over the target	A.30
deer, winithlifty very good. On apprecining the target with 450 May 70 minute 1.8. ### 1450 May 70 minute 1.8. #### 15 outh the seen for a distance of 50 miles as the result wire seen for a distance of 50 miles as the result of the first ways of benkers, Rombs were released at centre of the first ways of benkers, Rombs were released at centre of red filars and attack seemed well concentrated, Many fixed searchlights within target area, heavyflak bursting at 20,000 to 22,000 ft. Attacked by enemy fighter which was about down and seen to create and burn on the ground some miles also down and seen to create and burn on the ground some miles area at a little later. This sireraft was struck by flak and some damage sustained but the crea were uninjured. Returned some damage sustained but the crea were uninjured. Returned	The first way of bombers. The strength of the first way of bombers. Forbs were released at centre of the first way of bombers. Forbs were released at centre of the first way of bombers. Forbs were released at centre of the first way of bombers. Forbs were released at centre of red flares and attack seemed well concentrated. Many of red flares and attack seemed well concentrated. Many of red flares and attack seemed well concentrated. Many of red flares and attack seemed well ownering the which was at 20,000 to 22,000 ft. Attacked by eneay flighter which was alord down and seem to creak and burn on the ground some miles way a little later. This sironaft was struck by flak and some damage sustained but the crea were uniquired. Returned same damage sustained but the crea were uniquired. Returned	DO		CAPT F/O GROSBIE D.A.			nampe Alai		1
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of red flares and attack seemed well concentrated bursting A/G SPT BOUDERAU R.Z. fixed searchlights within target area, learyflats bursting at 20,000 to 22,000 ft. Attacked by enery fighter which was shot down and seen to crash and burn on the ground some miles says a little later. This showeft was struck by flak and some damage sustained but the crew were uninjured. Returned safely but diversed to Lankam, IT FPF was "accurate the	of red flares and attack seemed well concentrated and will constitute the bursting A/G SUT TRUBAN R.4. Size searchight within target rese, learly lake bursting at 20,000 to 22,000 ft. Attacked by enery fighter which was slot down and seem to creak and burn on the ground some miles such down and seem to creak and burn on the ground some miles such as a six of the search of the same damage sustained but the crea were uninjured. Returned some damage sustained but the crea were uninjured. Returned some damage sustained but the crea were uninjured. Returned some damage sustained but the crea were uninjured. Returned some damage sustained but the crea were uninjured. Returned some damage sustained but the crea were uninjured.			W/G SGT BROWN R. W.					
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at 20,000 to 22,000 ft Attacked by summy fulfill makes and burn on the ground some miles shot down and seem to create and burn on the ground some miles says a little later. This aircraft was staying by flak and some damage sustained but the crea were uninjured. Returned sared to burned the grant of the later. The war accurate the	at 20,000 to 22,000 ft. Attacked by enemy right and seen to create and burn on the ground some miles shot down and seen to create and burn on the ground some miles way a little later. This sironaft was struck by flak and some damage sustained but the creaters uninjured. Returned some damage for the creater of the creater of the creater of the contract of the second seen and the creater of the			A/G SCH TRIDEAH P Z	***************************************	***************************************		fixed searchlights within target area, remy fighter which was	V
anot down and seen to crash and turn on the ground was a situated that the same damage sustained but the crew were uniquized. Returned same damage sustained but the crew were uniquized. Returned warfully but diversed to Lambase, IT FFF was "socurate the	shot down and seen to cream and corn on the ground and and and and and and and and and a			Ty or Box Enterprise Rade				at 20,000 to 22,000 It. Attacked by enemy 1100 and some mil	
some demage sustained but the crew were uninjured. Newton,	some damage sustained but the crew were uninjuried. Restrictly		***************************************				1	shot down and seen to crash and burn on the ground some state and	
safely but diverted to Lashem. If PTF was accurate the	safely but diverted to Lanham. If FFF was accurate the								g.
raid should be successful.	raid should be aucoesaful.					-		safely but diverted to Lanham. IT PTF was accurate the	
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and the same of	ATRCRAFT	Crew	Dury	Tr	ME	DETAILS OF SORTIE OR FLIGHT REFERE	NCP
DATE	AIRCRAFT Type & Number	CREW	DUTY	Up	Down	DETAILS OF SURTE OR PLIGHT	NOE
5/26 PEB	HALIPAX III	CAPT F/O HUGII W.P.	BOMBING AUGSBURG	21.08	04.34	at 01,22 hrs. flying at 21,500 ft. at 185 m.p.h. Good	
		W/G SGT SATTE B:w.				visibility, no cloud. Red flares seen and bombs of leading a/o seen bursting in target area. Edmbs released in centre of red flare area. Bombs seen to burst and fires start in target	
		M/G SGT MAYOR G.W.				area. No enemy fighters endountered, but heavy flak experienced over target, one twin engined alresalt seem with one engine spoking daying down over the target. Heavy flak also	
						seen at Fredrickshaven. "G" went u/s on homeward trip. If FF were accurate this raid was very successful. Alreroft sustained no dumage, and the orew was diverted to Leshem.	******
25/26		CAPT F/L TURNBULL J.C.	BOMBING ANNESTEG	21.03	00,25	This aircraft had to abandon due to an oil leak which developed on starboard inner engine and oil pressure dropped and temperature rose dangerously. Furthest point reached was	
		B/A F/O MGBAIN A.H. W/G SGT GILLETT F.G. P/E F/L WOOD W.M. W/G SGT HUTT G.A.				and temperature rose dangerously. Furthers point resource was 52,17 N. 0117 S. at 22,22 ms., at a height of 17,500 ft. Jettioned bombs safely and crossed English Coast at Tamboro Head at 22,45 ms. ftying at 10,000 ft. This cres	
		A/G SCT MAIRC J.				brought the sirmalt safely back to base.	
25/26 FKB	HALIFAX III "F" HX 319	CAPT F/O HAMILTON E.C.	BOMBING AUGSBURG	21.12	0030	This aircraft carrying 670 incombartes had to abandon . A. 55 the task due to a leak developing in the crygen system. All the crygen econed and was used up before cufficient height	
		P/A P/S MOSUBBIN R.G. N/G SOT PALLETT G.G. N/G SOT PINEAU G.J.				the covyen escaped and was used to become curious neighbould be lost. Furthest outsaid point reached was 5228 N. 0305 N. at 22.42 hrs. flying at 21,000 ft, at which time the leak was discovered. Bombs were jutticened at 5356 N.	
		A/G SGT COMPTON G.A.				OL5 E. at 23.19 hrs. at 11.00 ft. Sixty k-pound bombs hing up. Crossed the English Coast at Flombero Head at 21.45 hrs. at 9.800 ft. This crew brought the aircraft safely back	
		. ,				to base.	
	-					D.Blamwy.	
						WING COMMADER, COMMADING, NO. 424 (R.C.A.F.) SQUADEON.	
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