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OPERATIONS RECORD BOOK

Page No. 77.

of (Unit or Formation) NO. 427 SQUADRON, R.C.A.F.

No. of pages used for day

SECRET.

Place	Date	Time	Summary of Events	References to Appendices
R.C.A.F. STN. LEEMING	1.8.44.		Weather: Mainly Cloudy. Wind light Southerly. Visibility moderate. This morning was very quiet for the first day in the month and it was not until nearly five o'clock that the first aircraft became airborne. Then we engaged on a Radar cross country. The lack of flying training today was due to the fact that operations were scheduled to take place and take off was early in the evening. Twelve aircraft became airborne as scheduled and proceeded to the target which was L'ORIENT in Brittany. The crews reported that as far inland as turning back point the cloud was 10/10ths at three to eight thousand feet, completely obscuring the enemy territory. Duration of drive with Heavy flak put up in barrage form from between 11,000 to 15,000 ft. No enemy fighters were seen. No photographs were taken. No BOMBS were dropped as per instructions from the Master Bomber. Wrenling, in the form of R.T.C. personnel, took over the Bombing Section of the Squadron and were seen to swarm over the equipment and ask some awkward questions much to the embarrassment of their guides, our worthwhile Bomb Aimers.	1A to 12A
	2.8.44.		Weather: Cloudy, becoming fine during evening. Wind light variable. Visibility moderate. A little more training was done today than yesterday. This was in the form of H.2.S. encounters with four aircraft taking part. Fighters were to provide fighter affiliation practice but only one turned up. Other aircraft took part in local flying practice. Operations were scheduled but these were scrubbed at briefing, due to the disappointment of all concerned as everyone had been standing by since last night. W/C A.E. [illegible], our Commanding Officer, held that in lieu to only us, a "BLIND SESSION". This get-together is for the purpose of ironing out the little difficulties that tend to creep in the way at times and from recent meetings the talks have proved well worth while. The Gunnery Section carried out a clout shooting practice in the morning, coupled with a little turret manipulation exercises. A good day for training.	
	3.8.44.		Weather: Cloudy, becoming fine during evening. Wind light variable. Visibility moderate. No flying training was carried out today as the Squadron was called upon to supply twenty-one aircraft for operations. The R.T.C. personnel visiting the Station were entertained by the Gunnery Section today and were given the "ins" and "outs" of turret manipulation, aircraft recognition etc. It was surprising to see how well versed a large percentage of these boys were on the different types of aircraft. After three briefings, the Squadron finally became airborne and proceeded to attack the target which was POMERAIS and [illegible]. The attack opened up with yellow markers in position, white aiming points were the first crews were in position to bomb. These markers were virtually [illegible] being very concrete. Visibility was moderate to good although ranging five to eight tenths cloud was found over the targets. All crews managed to bomb through the broken cloud. In the early stages of the attack some undershooting was reported but the Master Bomber soon corrected to twenty this as the attack developed. Crews reported that a good bombing concentration was achieved in the target area and comments from the Master Bomber indicated his satisfaction. The dense cover of cloud and dust made assessment of bombing impossible once the attack was in full swing. Heavy flak was slight to negligible from the target defences and no enemy fighters were seen. All crews returned by [illegible].	1B to 21B

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Place	Date	Time	Summary of Events	References to Appendices
R.C.A.F. STN. LEEMING	4.8.44.		Weather: Cloudy, becoming fine during morning. Wind light. Visibility moderate to good but poor after dusk.	
			No flying training carried out today. Operations were scheduled late last night and fifteen aircraft became airborne just after ten o'clock this morning. The target was BOIS-DE-CHASSON and was situated in the woods. Crews reported two to seven tenths cloud at 6000 to 9000 ft. around target but a clear patch over target. The attack progressed well and bombing generally was concentrated with a bit of undershooting early which was corrected by the Master Bomber. Large explosions occurred to one of which the Master Bomber temporarily directed bombing. Flak was slight to moderate heavy both on way in and out of target, the two most active points being COURTILLES and FORGES. No fighters were seen and any casualties are attributed to flak. All crews attempted photographs.	1C to 15C
			Very little else doing during the day as the crews did not get back until after three o'clock.	
	5.8.44.		Weather: Fog at first, becoming fine. Wind light variable.	
			Last night found us again detailed to operate in early morning today but take-off was not until around ten-thirty. Nineteen aircraft participated in the attack on the target which was ST. LEAU D'ESSERENT, another supply dump. The run-up and target area were covered by four to seven tenths patchy cloud with tops around 10,000 ft. Visibility was quite good. Many crews had difficulty in making a good bombing run due to cloud interference, the rest bombed through breaks. The first red T.I's and yellow T.I.'s were identified as being very near the Aiming Point, and scattering of bombing was estimated to have to have fallen to starboard of the aiming point, and dense smoke which began to rise as the attack progressed made assessment of the attack in the later stages impossible. The Master Bomber was clear and was received by all crews. His instructions varied a great deal and crews received instruction to bomb with correction on the T.I.'s in nearly every case. Heavy flak opposition over the target and approach were moderate to heavy in intensity, put up in box barrage from 14/17000 ft. There were no sightings of enemy fighters. All crews attempted day photographs.	1D to 19D
			No flying training carried out today.	
	6.8.44.		Weather: Fog at first becoming fine. Wind light variable. Visibility poor at first, becoming moderate to good.	
			No operations scheduled today so the Squadron had a well earned rest. Although there were no operations six aircraft took part in a bombing, fighter affiliation and air to air firing exercise. Another aircraft participated in local flying.	
			Cleanliness is the word of the day with all Sections putting forth a grand effort to have the place an A.1. shape for coming visitors. Numerous suggestions are being put forth at this time as to who the visitors will be but nothing definite is established.	
	7.8.44.		Weather: Fog at first, becoming fair to cloudy. Wind southerly and light. Visibility poor at first, becoming moderate.	
			Operations were scheduled for today and twenty-one aircraft were made ready. Due to all our aircraft being required for operations it was impossible to carry out any flying training.	
			Ground training, consisting of lectures and instruction, were numerous during the early part of the morning.	
			The Twenty-one aircraft took off around 2030 Hrs. to bomb L'HOGUE.	
				MM

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Place	Date	Time	Summary of Events	References to Appendices
R.C.A.F. STN. LEEMING	8.8.44.		Weather: Cloudy, becoming fine during afternoon. Wind light South-westerly. Visibility Moderate, becoming good.	
			The crews landed from last nights operations around one o'clock in the morning, the target being L'HORME. They reported weather over target clear of cloud with some haze and visibility fair to good. Target was clearly marked with two groups of Red T.I.'s but Master Bomber ordered the main force to bomb on the northern group which were exceptionally well concentrated and bombing was accurately placed on these. Large explosions reported with yellow flashes. All crews reported that the whole target area was quickly covered with thick clouds of smoke and dust. Flak on target was nil except for a few bursts of light flak. No fighters actually seen but some fighter flares were noted on the route back from the target to the enemy coast. All crews attempted photographs. All aircraft landed safe at BIGGIN.	1E to 21E
			During the day no flying training was carried out but the aircraft managed to return from diversion base. They were made ready for operations again tonight.	1F to 15F
			Fifteen aircraft took off at approximately 1830 hours to bomb CHATILLY and returned around 2330 hours. All aircraft landed at base safely. The returning crews reported that there was nil cloud over the target. Visibility was good with a slight haze. P.S.P. was practical and target was accurately marked with both red and yellow T.I.'s. The Master Bomber was heard by the majority of crews and his instructions were clear and easily followed. Bombing was apparently very good and many explosions and fires were soon seen in the target area, these were followed by huge quantities of black oily smoke which ascended to about 10,000 ft. No enemy fighters were seen but ground defences consisted moderate to intense heavy flak. All crews attempted photographs.	
	9.8.44.		Weather: Fair to fine with westerly wind. Visibility good. Light rain during early evening.	16 to 17G
			Three aircraft were employed on local flying this morning. No intensive training was done due to the big effort on the Squadron's part yesterday. All aircraft were being checked and serviced in preparation for operations tonight. Word came through around noon hour that we could be called upon for seventeen aircraft.	
			Seventeen aircraft took off to bomb ST MEUBLAN around 2300 hours and all returned safely except [illegible] Master Bomber. The returning crews reported no cloud over target and visibility very good. Red T.I.'s appeared to be slightly prominent but yellow T.I.'s were [illegible] Master Bomber was heard clearly by only a few crews. The prevailing practice [illegible] A number of crews bombed visually. Fires which were seen to fall in target area [illegible] considerable undershooting was apparent. Flak appeared to be not better as 6/8 [illegible] was flaring very accurately predicted flak over the target between 15/17000 ft. No enemy fighters seen. All crews attempted photographs. The target was a strong one for flying [illegible]	
	10.8.44.		Weather: Fair to cloudy. Wind [illegible] at ten to fifteen m.p.h. Visibility good.	
			Flying today consisted of [illegible] and two aircraft on local flying. Very few aircraft were serviceable after yesterday's attack so there was no operations but bags of rep[illegible] were [illegible] as a whistle by [illegible] after many hours of sweat and toil on the part of the aircraft [illegible] the Fitter Engineers [illegible] were allotted to their various positions and jobs and every[illegible] thing was looked up at night so no damage could be done to the [illegible]	
			The Blood Clinic was in [illegible] today and 69 pints were given unselfishly by this Station's personnel, as this blood was badly needed for army casualties in NORMANDY. Some volunteers were turned away because the blood clinic could cope with no more.	MMO

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Place	Date	Time	Summary of Events	References to Appendices
R.C.A.F. STN. LEMMING.	11.8.44.		Weather: Mainly fair with westerly wind at five to ten m.p.h. Visibility good. The Squadron was honoured by the visit of the King and Queen and Princess Elizabeth today, thus ending the guessing as to who the usual visitors would be. Their stay here lasted about an hour and a half. The chief highlights of the visit were: (i) the investiture of a number of gongs, there being twenty-nine recipients (ii) the visit to our crew centre and (iii) the inspection of "B" Unit. The investiture took place on the drill square where Senior officers were presented. In the crew centre the Royal Party inspected the various Sections and chatted with crews in the briefing room. From the crew centre the party visited "B" Unit where W/O MURPHY accompanied the King and explained to him how he received the bomb holes in the aircraft. The Queen spoke to the other members of the crew while this was taking place. This entire visit was instituted in the party were Air Marshal Bromley, Lady Peel and two aide de-camps. A.C.C. types were included in the Parade and also a number of Canadian W.D.'s from Group. The W.D.'s in should be presented with a bouquet of 'thorns for not helping the evening along by staying for the dance in the Airmen's Mess.	
	12.8.44.		Weather: Mainly cloudy with westerly wind at ten to fifteen m.p.h. Visibility good. Operations laid on for the morning but scrubbed at starting up time. Flying training was not very intense as two operations were laid on for the night. One aircraft being on local flying and one aircraft on air to air firing and practice bombing. The boys were briefed twice and the two targets were scrubbed. Briefing was finally held at Seven o'clock. More gas tomorrow. See entry for following day, 13.8.44. E47-2-470 d. Hdqtrs/45	
	13.8.44.		Weather: Fair to fine. Wind westerly at five to ten m.p.h. Visibility good. In the small hours of this morning between one and three o'clock the surrounding countryside vibrated to the noise of our crews returning from operations last night. Eleven aircraft carried out a bombing attack on BRUNSWICK and all returned with the exception of "M" Mike piloted by G.24496 P/O CROWEL, F.H. The returning crews reported 8 to 10/10ths cloud over the target, tops at 6/10,000 ft. with good visibility. Due to the cloud, little ground detail could be seen, but one very good concentration of fires is reported with smaller ones scattered over a wide area. Over the target Heavy flak was slight to moderate to 15/17,000 ft in barrage form and searchlights ill or ineffective. Fighters flares were laid approaching the target and for a long distance on the route home. Several combats were seen, mostly with twin engine aircraft. Eight aircraft took off to bomb the MEUNDER's flying bomb dump near ROUEN. Seven aircraft attacked the target and returned safely, one aircraft returned early due to engine trouble. The returning crews reported weather over target clear of cloud without haze. Visibility fair to good. Red 2.L.'S were in three groups in line from west to east at considerable distance apart. Bombing was scattered between the three groups. Flak was negligible and only two fighters were seen, one on way in to target and the other on the way out. Both were single engine aircraft. All crews attempted photographs. Ten of our aircraft took off on a mine laying schedule crated 2030 hours this evening.	1H to 11H 1I to 8I To be included in entry for 14th.
	14.8.44.		Weather: Hazy, moderate to good visibility. Flying training was held up today due to the aircraft being unserviceable after yesterdays big operations. Only one aircraft became airborne on training and this was employed on a cross-country exercise. Ten of our aircraft came back from mining operations at LA ROCHELLE which is south of the BREST Peninsula in the Bay of Biscay. This was the first mining trip carried out by the	1J to 10J DMS

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Place	Date	Time	Summary of Events	References to Appendices
R.C.A.F. STN. [redacted]	14.8.44.	(Cont'd)	Squadron in over a year. The all up weight of the aircraft was maximum, bomb doors had to be left partially opened and the take-offs were a little shaky. All aircraft dropped their mines in the allotted areas in conditions of no cloud and excellent visibility. No opposition of any kind was encountered and no difficulties were experienced. All crews attempted photographs either P.F.I. or photo flashes. Panic was pandemonium as we were called upon for eleven aircraft for take-off at 1230 hours this morning. Although this was a bit of a push it was just another chance for us to show the wonderful organization that is contained in our Squadron. The eleven aircraft took off for AIRY and returned safely. There was no cloud over the target. Horizontal visibility was fair to good, but vertical visibility was poor due to dust and smoke from earlier attacks. Master Bomber was heard clearly by the majority of crews. His first instruction was to have yellow P.I.'s and a few crews saw these on the run up but they were obscured by smoke with a one second overshoot. He also ordered crews not to bomb a Quarry, the result was that most crews bombed a smoke concentration as ordered without seeing any P.I.'s. The majority of crews were able to see the highway from [redacted] and most used the R.R. timed run as a check. Two crews report seeing a quarry bombed some distance before the target was reached and another crew report a stick falling 2000 yds. to starboard of the Mining Point. Apart from these instances a good concentration of bombs appeared to have been achieved on the smoke outline. There was no flak on the target but slight heavy flak from 7/8000 ft. approximately ten miles south of the target. No enemy fighters seen. All crews attempted photographs.	1K to 11K
	15.8.44.		Weather: Fine with early morning fog becoming fair to cloudy later. No flying training today as we were called upon for fifteen aircraft for take-off at approximately 2000 hours. The target was SCHWEINFURT as very night fighter drome in [redacted]. The total force on the target was over 300 aircraft. Cloud over the target was nil and visibility excellent. P.F.F. was having trouble on the first P.I.'s going down in the centre of the airfield. Master Bomber instructions were clearly heard also his time allotment. Bombing was particularly well concentrated, many fires being seen outside the perimeter fence and all markers were well centered. Heavy Flak at opening of attack was slight, increasing to intense in barrage form as the attack progressed, bursting 15/17000 ft. as the attack dwindled. No light flak reported. No enemy fighters seen. All crews attempted photographs.	1L to 15L.
	16.8.44.		Weather: Fine, becoming fair to cloudy with occasional shower late in evening. Good visibility. The Squadron was called upon for [illegible] for tonight so most of the day was taken up in preparations. A flying training [illegible] was managed though, and four aircraft carried out a practice bombing and [illegible] affiliation exercise. A severe thunderstorm was [illegible] in the late afternoon and make things look a little grim for the pending operation, but they were not scrubbed and fifteen aircraft became airborne to attack [redacted] at approximately 2300 hours.	
	17.8.44.		Weather: Fair to cloudy, occasional showers, good visibility. The fifteen aircraft [illegible] safely around 0300 hours this morning from [redacted] and reported varying cloud conditions over target. The attack opened up with a cluster of red and green P.I.I. to the [illegible] of Mining Point, and another group of bombs estimated to be around the Mining Point. Bomb marking was scattered throughout the building area, and small fires throughout the city indicated fairly accurate bombing. The Master Bomber was of little value as the target was being jammed and only a few crews received instructions to bomb the easterly end of the P.I.I. Markers. A smoke screen seemed to be active, and no ground detail	1M to 15M

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Place	Date	Time	Summary of Events	References to Appendices
R.C.A.F. STN. LEEMING.	17.8.44	(Cont'd)	was seen, but crews estimate that the attack was effective. Heavy Flak was slight to moderate over target and in the canal area. Fighter activity was slight. All crews attempted photographs. During the day three aircraft were employed on local flying.	
	18.8.44.		Weather: Cloudy with slight rain in evening. Good visibility. Very little flying carried out today due to bad weather and the necessity for getting the aircraft serviceable for operations tonight. We were called upon to bomb COMMANTRES with ten aircraft and lay mines with eight aircraft. Everything progressed lovely except on take off and "A" APPLE piloted by J.24486 F/O PEDROSE, R.C. blew a tire and was a non-starter. Nothing else to report for today.	
	19.8.44.		Weather: Cloudy with rain. Good visibility but fog forming in evening. The seven aircraft employed on mining duties in the LE ROCHELLE district in the Bay of Biscay returned safely to diversion base. They dropped their mines in the allotted area in conditions of nil to 2/10 thin cloud with tops 2/3000 ft. with slight haze. No fighters were seen and heavy flak was five or six guns predictor unseen and fairly accurate. Slight light flak and two or three searchlights were exposed. All crews attempted either P.P.I. or Photo flash photographs. The ten aircraft employed on bombing COMMANTRES, a marshalling yard sixty miles east of Paris successfully attacked their objective and returned to diversion base. These marshalling yards replace those in the East Paris area which were previously rendered U/S by Bomber Command. P.F.F. was quite good although a little late. A couple of enemy night fighters were seen but there were not any attacks. Mosquitoes were numerous in the district. Two aircraft were employed on training today, one on local practice and one on cross-country and Bombing practice.	1N to 8N 10" to 10"0"
	20.8.44.		Weather: Cloudy with much rain and drizzle. Moderate visibility. Weather was foul to say the least, today. Everyone spent most of their time trying to keep warm without a fire. A lecture was given to the aircrew personnel by an Air Ministry Intelligence Officer on the subject of "Escape". His talk was very interesting and amusing. Operations were expected for the night but the weather rendered poor and nothing materialized.	
	21.8.44.		Weather: Variable cloud with moderate Northerly wind. Visibility good. Weather over this country fair today but still duff on the continent - so, no operations scheduled. An extensive flying training programme was laid on with six aircraft on fighter affiliation, and one on cross-country, four on local flying, one on practice bombing, air to air firing and fighter affiliation. At night ten aircraft took part in a night flying training programme. A.T.C. boys were given a little practical experience in the Oxford aircraft. Life has been very dull on the station these past two days and the weather is getting the blame for it. It looks as though the fellows are getting restless already for some more operations.	MB

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Place	Date	Time	Summary of Events	References to Appendices
ROAF STATION, LEEMING.	22.8.44		Weather: Cloudy, occasional rain. Visibility good. Much cloud at two to three thousand ft. Wind northerly, light to moderate. Same as yesterday - no operations and more training - time drags. Six aircraft were employed on practice bombing and one aircraft did localflying. Again today the A.T.C. were given flight in the Oxford. A lecture was given to the Squadron by one of our Intelligence Officers on Security. Not a new subject by any means for lecures but one that can never be stressed too much.	
	23.8.44		Weather: Drizzle at first, fair later. Visibility moderate. Much cloud at one to two thousand feet. Wind northerly light becoming south south easterly light. Weather still fair to poor - no operations but training still going on as usual. Four aircraft practiced bombing on the local range at SLAIN, one aircraft was employed on a cross country exercise, two aircraft carried out fighter affiliation practice and one aircraft did local flying. There is word of early morning operations - here's hoping because everyone is really "cheesed" after four days of inactivity.	
	24.8.44		Weather: Rain early and late. Visibility - fog at first, becoming moderate, then foggy in evening. Variable cloud at two to three thousand feet. Wind south easterly light. A small operational schedule was laid on for today but was scrubbed due to weather conditions, much to the sorrow of all concerned. Flying training today consisted of two cross countries and two air to air firing and fighter affiliation combined. Lectures and ground instruction also took part. It looks as though the boys would rather operate though, so will be looking forward to better news tomorrow.	
	25.8.44		Weather: Foggy, becoming fair. Visibility - fog at first, moderate later. Large amounts at two to three thousand feet. Wind, mainly calm. Everyone in a much happier mood today as it was learned that we were to supply eighteen aircraft for operations tonight. This appeared to be a very simple task after the "breather" we have had. Although most of the time was taken in arranging for the operations, a good deal of training was also carried out. Five aircraft took part in a fighter affiliation exercise, one on air to air firing and practice bombing combined and one on air to air firing and fighter affiliation combined. On the ground the gunners were given aircraft recognition exercises and turret manipulation. The Squadron Gunnery Leader W/C W.P.ADAMS was visited by two Royal Observer Corps Officers who are putting on the aircraft recognition contest between the A.T.C. and air gunners of various Squadrons. At night eighteen aircraft soared into the air on operations, the target being ST. MATHIEU.	

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Place	Date	Time	Summary of Events SECRET.	References to Appendices
RCAF STATION, LEEMING.	26.8.44		Weather: Foggy becoming fair. Visibility - fog at first, moderate later. Large amounts at two th three thousand feet. Wind light northerly becoming light southerly. The crews all landed away last night and returned during the day. The target was ST. MATHIEU, Nr. Brest, an enemy gun site. The crews reported visibility over the target good, with a thin patch layer of cloud, indicated by Master Bomber as being four to five thousand feet which obscured ground detail for most crews. The approach was identified visually in most cases. Master Bomber instructed to bomb on red T.I.'s two concentrated clusters appearing close together and judged to be in the approximate aiming point vicinity. Crews seemed highly satisfied with the effort generally. No fighters were seen and there was no flak opposition. All crews attempted photographs. As the aircraft needed servicing upon return, it was impossible to carry out any flying training programme.	1P to 18P
	27.8.44		Weather: Cloudy becoming rainy. Visibility moderate at first, becoming excellent. Large amounts of cloud at one to two thousand feet. Wind light westerly becoming light southerly. No time for training today as the Squadron was called upon to supply fifteen aircraft for operations, the target being MINDEROQUES. Take off was after five o'clock in the afternoon and the target was pranged in daylight. The crews reported nil cloud over target, with fair amounts of haze, but visibility was good. Early crews saw stick of bombs fall across the tunnel entrance. Red T.I.'s and later green T.I.'s were identified as being very concentrated around the aiming point. The Master Bomber was heard by nearly all crews, and his orders were to bomb the concentration of T.I.'s. There was some light undershooting, but most crews report a good concentration of bomb bursts and much around the estimated aiming point. Flak opposition appeared as a loose layer barrage over target at 16 to 18000 ft., fluctuating between slight and moderate in intensity and reported as being most heavily concentrated at 17,500 ft. No enemy fighters were sighted and all crews attempted photographs. Great shooting carried out by the Air Gunners during the afternoon.	1R to 15R
	28.8.44		Weather: Rain at first becoming cloudy. Wind southerly at five to ten m.p.h. veering westerly at fifteen to twenty m.p.h. Visibility moderate becoming good. More like old times now, as the Squadron was again called upon for operations today. Two aircraft participated in training exercises, these being practice bombing and air to air firing. An Air Sea Rescue lecture was given to aircrew members during the later morning. Shortly after six o'clock in the afternoon, ten aircraft took off to bomb FORT DE MOESTEL a flying bomb site in the Pas de Calais area. The aircraft returned just after ten o'clock and reported weather over the target good with nil to 3/10th cloud. Visibility was moderate to good. On run up to target all crews saw CHIP OF TRUNKS being marked and this aided in identification of their own target. No details were seen within the site, but those who bombed saw the target area and surrounding landmarks. Crews differed in opinion as to the success of the attack, some considered it successful while others termed it a failure. Sticks were seen falling across the target area also wide and short. Flak opposition over the target was slight to intense, accurate and predicted and a fair amount was encountered just after leaving the target area. No enemy aircraft were sighted and all crews attempted photographs.	1Q to 10Q MMB

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R.C.A.F. STATION LEEMING	29.8.44		Weather: Cloudy with fair to fine periods. Visibility good. Wind light westerly. No operations today but bags of flying training was carried out. Five aircraft took part in a practice bombing and air to air firing exercise. One aircraft was employed on straight practice bombing. Even the A.F.C. became airborne today as they were given short flips in the Oxford. At night we were far from relaxing as a night flying training programme was carried out. It is quite a while since we have had one and it seemed queer that the aircraft should be taking off at night on anything else besides operations. One aircraft carried out an H.2.S. exercise while three others completed a "Bullseye" exercise and two others were engaged on practice bombing. A very busy day although it was spent in training.	
	30.8.44		Weather: Mainly cloudy with thunder during afternoon. Visibility generally good. Wind light at first becoming westerly at five to ten m.p.h. Operations were laid on for today but it was not surprising when they were scrubbed as the weather today had been really miserable. Despite the weather four aircraft carried out practice bombing on the local range and did a bit of air to air firing. Lectures were given in the individual sections and everyone seemed to be quite busy. The Gunners had some more aircraft recognition and turret manipulation exercises. We are beginning to think that we should have about the best gunners in Group but training can never be too intensive. The ground crew of "A" Flight seem to be in pretty good shape today despite the Flight Party they had last night. From reports it is believed to have been a big success and was even sanctioned by the officers of the Squadron who were well represented.	
	31.8.44		Weather: Mainly cloudy with showers. Wind westerly at fifteen to twenty m.p.h. Visibility good but poor in showers. The Squadron was up bright and early this morning preparing for operations that were scheduled for ten o'clock. At ten o'clock fifteen aircraft took off to bomb CHANNEL, an island near St. Malo. The weather over the target was ideal as cloud base was about 3000 ft., all bombing took place below that height. Results of the bombing appeared good. Our aircraft "L" orbited twice about the target and reported an estimated 70% of the bombs fell within the target area. A number of explosions were observed which appeared to be other than black bursts and black smoke was seen in one instance to rise to a height estimated at 300 ft. All crews attempted photographs. All aircraft returned to base and from all reports it was a good prang easily carried out. A good way to end a month of such great activity.	1 S to 15 S
		2.	HONOURS AND AWARDS - NIL	
		3.	COMMISSIONS J.87729 P/O H.R. Collver - Appointed to a commission w.e.f. 7.7.44. J.87796 P/O P.J. Mitchell - " " 7.7.44 J.88074 P/O J.S.R.M. Rourson - " " 7.7.44 J.87767 P/O J.R. Walker - " " 7.7.44	OMB

Para. 3 cont'd overleaf.

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Place	Date	Time	Summary of Events	References to Appendices
		3.	COMMISSIONS - Contd	
			J.88763 P/O W.H. Nash Appointed to a commission wef. 10.7.44	
			179228 P/O J. Cheese " " " " 16.7.44	
			J.88006 P/O D.A. Owers " " " " 16.7.44	
			J.88259 P/O E.S. Doan " " " " 22.7.44	
			J.87893 P/O A.H. Annez " " " " 16.7.44	
			J.87801 P/O R.W. Pettigrew " " " " 10.7.44	
			J.87864 P/O J.S. Williamson " " " " 10.7.44.	
			J.87762 P/O D.W. Frayling " " " " 10.7.44	
			J.87926 P/O G.J. Webb " " " " 10.7.44.	
			J.87910 P/O H.S. Smith " " " " 12.7.44	
			J.88209 P/O D.E. Porter " " " " 12.7.44	
			J.88045 P/O J.G. Curle " " " " 10.7.44	
			J.88323 P/O R.H. Rushton " " " " 17.7.44	
			J.88321 P/O J. Burton " " " " 17.7.44	
			182426 P/O D.A. Lees " " " " 24.7.44	
			182229 P/O R.S. King " " " " 29.6.44	
			PROMOTIONS	
		4.	169141 P/O J.H. Gribbon promoted to the rank of F/O wef. 5.6.44.	
			168966 P/O H.G. Young promoted to the rank of F/O wef. 5.6.44	
			J.39808 P/O D.K. Conroy promoted to the rank of F/O wef. 10.6.44.	
			C.85137 P/O C. Kelway promoted to the rank of F/O wef. 16.6.44	
			J.11866 P/O R.S. Bue promoted to the rank of F/L wef. 16.6.44.	
			J.19532 P/O L.W. Webb promoted to the rank of F/O wef. 7.6.44.	
			J.8733 F/L W.R.M. Williams - granted the acting rank of Squadron Leader wef. 11.8.44.	
			C.823 P/O A/F/L W.M. Stephen, DSO - granted the acting rank of Squadron Leader wef. 9.7.44.	
			J.19396 P/O A.N. McLennan - promoted to the rank of F/O wef. 30.5.44.	
			J.87883 P/O C.J. Ganley - granted to acting rank of flying officer wef. 24.7.44.	
			J.87069 P/O J.A. Kicak - granted the acting rank of flying officer wef. 11.7.44.	
			J.86156 P/O A. Sovran - granted the acting rank of flying officer wef. 26.6.44.	
			J.5166 F/L A/S/L E.M. Bryson - granted the acting rank of Wing Commander wef. 28.8.44.	
			J. 85133 P/O H.D. Egli. - granted the acting rank of flying officer wef. 22.8.44.	
			J.28924 P/O J.R. Thackery - promoted to the rank of F/O wef. 6.2.44.	
		5.	POSTINGS	
			J.25923 F/O W.W. MacKeracher from 61 Base wef. 6.8.44	
			J.25796 F/O L.J. Ayres from 61 Base wef. 10. 8.44.	
			J.14908 F/O D.T. Hepburn from 63 Base wef. 11.8.44	
			J.14589 F/L E.T. Sherlock from 61 Base wef. 16.8.44	
			J.14588 F/L A.A. Sherlock from 61 Base wef. 16.8.44.	
			J.25816 F/O W.B. Brillon from 61 Base wef. 17.8.44	
			J.22769 F/O J.M. Murphy from 61 Base wef. 20.8.44	
			J.5166 F/L A/S/L E.M. Bryson from 429 Sqdn wef. 28.8.44	
			J.85133 P/O H.D. Egli from 63 Base wef. 22.8.44	
			J.36933 F/O J.H. Nichol from 61 Base wef. 10.8.44.	MMB
			J.8133 F/L J.D.V. Lariviere from 61 Base wef. 16.8.44.	
			J.18046 F/O R.W. McBurney from 61 Base wef. 16.8.44.	
			J.35051 F/O A. Smitten from 61 Base wef. 17.8.44.	

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349 and War Manual Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 427 Squadron, R.C.A.F.

No. of pages used for day

SECRET.

Place	Date	Time	Summary of Events	References to Appendices
RCAF STATION LEEMING		5.	POSTINGS - CONTINUED	
			J.35514 F/O G.F. Mann from 61 Base wef. 20.8.44.	
			J.35507 F/O L. Webster from 61 Base wef. 23.8.44.	
			J.11866 F/L R.S. Bue from 61 Base wef. 16.8.44.	
			J.18053 F/O H.S. Hunt from 61 Base wef. 16.8.44.	
			J.35099 F/O C.R. Laing from 61 Base wef. 17.8.44	
			J.36225 F/O E.Essenberg from 61 Base wef. 20.8.44.	
			J.18974 F/O H.J. Boucher from 61 Base wef. 16.8.44.	
			J.17589 F/O F.L. Wray from 61 Base wef. 16.8.44.	
			J.86755 F/O A.J. Breault from 61 Base wef. 16.8.44.	
			J.18935 F/O C.E.N.Monty from 61 Base wef. 16.8.44.	
			J.27957 F/O H. MacGregor from 61 Base wef. 17.8.44.	
			J.28989 F/O J.R. Thackeray from 61 Base wef. 17.8.44.	
			54163 F/O C.F. Carter from 61 Base wef. 16.8.44.	
			J.35108 F/O C.J.Robinson posted 405 wef; 10.8.44 (to)	
			J.86156 F/O A. Sovran posted to 405 wef. 10.8.44	
			J.35004 F/O V. Crawford to 405 wef. 10.8.44.	
			J.14173 F/O F.E.Woodland to A.C.A.C. wef. 8.8.44	
			J.87247 F/O J.M.P.Sz Lebel to A.C.A.C. wef. 8.8.44	
			J.21356 F/O J.H. Sanderson to 6 Group wef. 16.8.44	
			J.103976 F/L G.P. Wyse to RCAF U/K N/E Depot wef. 9.8.44	
			J.24909 F/O J.S. Beresford to RCAF U/K N/E Dept. wef. 9.8.44.	
			C.24436 F/O A/F/L P.H. Cronyn to RCAF U/K N/E Depot wef. 12.8.44	
			J.12285 F/O J.F.G. Murray to RCAF U/K N/E Depot wef. 12.8.44	
			J.28685 F/O J. Bilbe to RCAF U/K N/E Depot wef. 12.8.44	
			J.35361 F/O R.J. Burns to RCAF U/K N/E Depot wef. 12.8.44	
			J.87780 F/O R.A. Clibbery DFM to 1659 C.U. wef. 14.8.44	
			J.21292 F/O C.P.Shannon [illegible] to 1659 C.U. wef. 20.8.44	
			J.9267 F/L L.R.VanKleeck to 429 wef. 23.8.44.	
			C.4402 F/L F.P. DuVernet to 429 wef. 23.8.44	
			J.35110 F/O G.A. Michael to 429 wef. 23.8.44	
			J.87000 F/O C.G.M. Herring to 1659 C.U. wef. 25.8.44	
			J.87491 F/O E. Bleich to 1659 C.U. wef. 22.8.44	
			J.24301 F/O M.H. Albers to 1659 C.U. wef. 22.8.44	
			178592 F/O R.[illegible]. Bird to 61 Base wef. 20.8.44	
			538333 F/O E. Solman to 61 Base wef. 21.8.44	
			120431 F/L A/S/L G.J.Cribb to 17 O.T.U. wef. 28.8.44	
			142372 F/O R.C.G.Tibbles to 16 O.T.U. wef. 29.8.44	
			171367 F/O J.E.Wright to 1659 C.U. wef. 31.8.44.	
		6.	CHANGES IN STATION COMMAND - NIL	
		7.	CHANGES IN ADMINISTRATION - NIL	
		8.	CHANGES IN UNIT COMMAND - W/C E.M. BRYSON assumed command of the Squadron on W/C G.J. CRIBB DFC, relinquishing command on posting.	MMB
		9.	AIRCRAFT ON CHARGE: - 21 Mark III HALIFAXES.	

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Place	Date	Time	Summary of Events	References to Appendices
			SECRET.	

10. HEALTH: General - Health of personnel on the whole was of a high standard.
(a) Airorew - Good and satisfactory for this period.
(b) Groundorew - Health remained good.

11. NUMERICAL STRENGTH OF UNIT AS AT 31ST AUGUST, 1944.

OFFICERS	Airorew	Groundorew	AIRMEN	Airorew	Groundorew
R.C.A.F.	127	2	R.C.A.F.	94	267
R.C.A.F.(USA)	Nil	Nil	R.C.A.F.(USA)	Nil	Nil
R.A.F.	18	Nil	R.A.F.	37	11*
R.A.F.(CAN)	Nil	Nil	R.A.F.(CAN)	Nil	Nil
R.N.Z.A.F.	Nil	Nil	R.N.Z.A.F.	Nil	Nil
R.A.A.F.	Nil	Nil	R.A.A.F.	Nil	Nil
U.S.A.A.F.	Nil	Nil	U.S.A.A.F.	Nil	Nil
	145	2		131	278

NOTE * - Eight WAAF'S included

12. OPERATIONAL - NON-OPERATIONAL & TRAINING FLYING HOURS FOR AUGUST, 1944.

(a) Operational Flying Hours	DAY: =	791:15	
	NIGHT: =	460:15	1251:30
(b) Non-Operational Flying Hours	DAY: =	64:00	
	NIGHT: =	Nil	64:00
(c) Flying Training Hours	DAY: =	161:20	
	NIGHT: =	48:15	209:35
		GRAND TOTAL	1589:05

13. OPERATIONAL SORTIES DURING THE MONTH OF AUGUST, 1944 = 258

14. TOTAL BOMBS DROPPED:

	H.E.	INCENDIARY	MINES
Bombs dropped from 1.1.44 to 31.7.44	2750.5 TONS	334.9 TONS	
Bombs dropped during AUGUST, 1944	991.5 TONS	30.1 TONS	45.5 TONS
	3742.0 TONS	365.0 TONS	45.5 TONS

[redacted]

M M Bryson W/C
(M.M. BRYSON) WING COMMANDER
OFFICER COMMANDING,
NO. [illegible] SQUADRON, R.C.A.F.

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