

No. of pages used for day.....

of (Unit or Formation) A31 R.C.A.F. SQUADRON

Place	Date	Time	Summary of Events	References to Appendices
BURN	1943 Jan. 1st.		Arrival of three (3) R.C.A.F. ground crew. All aircraft unserviceable.	
	" 2nd		All aircraft unserviceable. Light fall of snow in last 24 hours. Standing by to put "base plan into action".	
	" 3rd		All aircraft unserviceable.	
	" 4th		Arrival of thirty-three (33) R.C.A.F. ground crew. All aircraft unserviceable.	
	" 5th		P/Lt. Williamson posted to H.Q. No. 6 Group. Arrival of one complete RCAF aircrew. All aircraft unserviceable.	
	" 6th		All aircraft unserviceable.	
	" 7th		All aircraft unserviceable. Mr. Harris of 'Hotel' Aircrews visited Squadron to make arrangements for checking all aircrews to prevent the unanticipated full feathering troubles.	
	" 8th.		Arrival of three (3) R.A.F. ground staff. All aircraft unserviceable.	
	" 9th.		All aircraft unserviceable. S/L Marshall visited No. 11. Group Operations Room.	
	" 10th.		Arrival of four (4) R.C.A.F. and three (3) R.A.F. All aircraft unserviceable.	
	" 11th.		W/O J. Coverdale proceeded on leave. S/L Mulford assumed command. Five (5) R.A.F. ground crew arrive. All aircraft unserviceable. Ice Hokeys at Grimsby. Sqdn. vs RAF Stn. Manby. Manby-2 Sqdn.-1	
	" 12th.		Arrival of two (2) R.A.F. and one (1) R.C.A.F. ground staff. All aircraft unserviceable.	
	" 13th.		Visit by W/O Merritt, Assistant Officer of H.Q. No. 6 Group. One aircraft serviceable, 40 minutes local flying. S/L Mulford visited No. 11. Group Operations Room.	
	" 14th.		Arrival of 1 complete aircrew (A R.C.A.F. & 1 R.A.F.) and 3 R.C.A.F. and 4 R.A.F. ground staff.	
	" 15th.		Three (3) aircraft serviceable. Thirty minutes local flying.	
	" 16th.		Six (6) aircraft serviceable. Weather unfit for flying.	
	" 17th.		Seven (7) aircraft serviceable. Weather unfit for flying.	
	" 18th.		Five (5) aircraft serviceable. Weather unfit for flying.	
	" 19th		Five (5) " " " " " " " " Professor Allen of Leeds University lectured to aircrew on Germany.	

Place	Date	Time	Summary of Events	References to Appendices
BUM	1943 Jan. 20th		Arrival of one complete aircrew (A.S.A.F., 1 M.S.A.F.) Nine (9) aircraft serviceable. Weather unfit for flying.	
	Jan. 21st		Visit of inspection by A.O.C. No. 4 Group, with G/O Group, O.C. parent Unit. Nine (9) aircraft serviceable, eight hours local flying in morning, but visibility decreased to 1500 yds. in afternoon, further flying had to be cancelled.	
	Jan. 22nd		Arrival of two complete M.S.A.F. aircrews. Five (5) aircraft serviceable. Weather unfit for flying.	
	Jan. 23rd		O.C. inspected the whole Sqn on parade. Five (5) aircraft serviceable. Weather unfit for flying.	
	Jan. 24th		Five aircraft serviceable. Three hours local flying.	
	" 25th		Four aircraft serviceable. Two hours local flying. Lecture to aircrew on 'Basic Flights On' Three aircraft to Leonfield for fabric repairs by Vickers servicing party.	
	Jan. 26th		Five (5) aircraft serviceable. Weather unfit for circuits and landings. Four A/C of No. 51 Sqn arrived as advance guard of their Squadron for operations, as the runways at ENATH are unserviceable. To be here about ten days.	
	Jan. 27th		Four (4) aircraft serviceable. Four hours local flying. No. 51 Sqn operated 4 A/C. The first operations to be carried out from BUM aerodrome.	
	" 28th		Three aircraft serviceable. Three hours local flying. Two aircraft returned from Leonfield. Fabric coming off one.	
	" 29th		Three aircraft serviceable. Eight hours local flying.	
	" 30th		Visit of inspection by G/O Group, S/Lt. Harris RMP, Chaplain from No. 5. District visited and interviewed M.C.A.F. personnel. Ten aircraft serviceable. Three hours local flying and ferrying of aircraft for fabric repairs.	
	Jan. 31st		Ten aircraft serviceable. Weather unfit for flying.	
			Remarks by Commanding Officer: Progress towards getting the Squadron operational this month has been slower than anticipated for two main reasons (i) Unserviceability. (ii) Weather. Unserviceability - As a direct result of urgent representations by the A.O.C. No. 4 Group arrangements were made for all Squadron A/C to be flown to Vickers Servicing.	Noted by D.A.S. S.D.O. R.S.F.O.

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R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. 8

of (Unit or Formation) 431 R.C.A.F. SQUADRON.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
BURN	1943 Jan. 31st		<p>Party at Leonfield to have the fabric re-stuck at all points where fabric joins metal e.g. tail plane, wing tips, fin and connections between wings and flaps. It appears that the initial issue aircraft to this Squadron were part of a batch turned out from a certain factory in which the workmanship was at fault. Unfortunately two of the aircraft serviced at Leonfield have again given trouble and at the present time (6.2.43.) the decision as to the ultimate remedy lies between HQBC and Vickers Weybridge.</p> <p>During this month all airframes ^{airscrews} have also had to have two special check inspections to prevent the recurrence of the full feathering troubles experienced by 466 and other squadrons using the 'Motol' electric airscrews. This work is all completed and it is hoped this Squadron will have no trouble.</p> <p>Brake trouble has now been cured.</p> <p><u>Weather.</u> The local visibility on the majority of days has been too poor for circuits and landings by crews who in many cases had not flown for over a month, and never at this aerodrome, but with one or two exceptions all have now (6.2.43.) completed their circuits and landings and we have done some air - ground firing, bombing and signals training.</p> <p><u>Ground Equipment.</u> - With the exception of one or two small items such as tail towing bars (essential for compass swinging) we have all the more important ground equipment which was still missing at the end of December.</p> <p><u>Aircraft Equipment & Spares.</u> - We are still some items of dingy equipment deficient and aircraft are not serviceable for operations without them.</p> <p><u>General.</u> - Provided we have a spell of reasonable weather and our fabric troubles are overcome we should have some crews ready for operations by about the 25th of the month.</p>	

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Place	Date	Time	Summary of Events	References to Appendices
BURN	1943 January		<p><u>SUPPLEMENTARY APPENDIX</u></p> <p>Sport - The running of sports on a satellite having poor public services is ^{rather} handicapped ^{difficult}, but during January there were four inter-flight games of Association football in which "A" Flight won two and "B" Flight won one, and the other was a draw. Two or three visits were made to the Selby Swimming Baths by aircrew personnel, the water varying in temperature from 60° to 40°. On the 20th of the month the baths were closed down until March due to the shortage of fuel.</p> <p>We have not yet succeeded in getting any rugby posts, but on one occasion we sent seven players to play for the Selby side. There are about twenty Rugby enthusiasts among the aircrew and as soon as we can get Rugby shorts we hope at least to get a side together to play one or other of the stations in this "clutch."</p> <p>Fifteen members of the Squadron played in the first round of the Midlands Hockey League sponsored by the Canadian Y.M.C.A. at Grimsby on the 11th, and considering that they have not practised for two years they did well to lose by 2 - 1 to R.A.F. Station, Manby. Transport is the great difficulty here; ^{only} and it took the team five hours to get to Grimsby and they had to stay the night, whereas if permission could be obtained for service transport to be used (the distance is 50 miles) the journey could be made in 1½ hours, and the team would be spared the expense of rail fares and lodging for the night. As soon as the fixtures for the second round of these league matches are fixed it is proposed to request this permission in writing from No. 4 Group. Such permission, if granted would be much appreciated by the Canadian personnel of this Squadron.</p> <p>There has been some attempt made to get badminton and table tennis going but without much success so far.</p> <p>Under the general guidance of P/O Quilter, Navigator "B" Flight, the following officers have been appointed to organise sports as shown herewith: Soccer - P/O Mitchell, Bomber "A" Flight; Rugby - P/O Gooderham, Navigator, "A" Flight; Swimming - P/O MacMillan, Gunner "B" Flight;</p>	

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BURN	1943 January		<p><u>SUPPLEMENTARY APPENDIX (continued)</u></p> <p>Ice Hockey - P/O MacMillan, Gunner "B" Flight; Badminton - same; Hockey - P/O Quilter, Navigator "B" Flight; Cricket - S/L Wulford, O.C. "A" Flight; Table Tennis - P/O Long, Navigator "B" Flight.</p> <p><u>Present Strength of Squadron</u></p> <table border="1"> <thead> <tr> <th></th> <th>GROUND</th> <th>AIR</th> </tr> </thead> <tbody> <tr> <td>Officers (RAF)</td> <td>1</td> <td>26</td> </tr> <tr> <td>" (RCAP)</td> <td>2</td> <td>2</td> </tr> <tr> <td>Senior NCO.s (RAF)</td> <td>17</td> <td>82</td> </tr> <tr> <td>" " (RCAP)</td> <td>4</td> <td>18</td> </tr> <tr> <td>" " (RNZAF)</td> <td>-</td> <td>3</td> </tr> <tr> <td>" " (RAAF)</td> <td>-</td> <td>1</td> </tr> <tr> <td>Other ranks (RAF)</td> <td>168</td> <td>-</td> </tr> <tr> <td>" " (RCAP)</td> <td>118</td> <td>-</td> </tr> <tr> <td>W.A.A.F.</td> <td>33</td> <td>-</td> </tr> </tbody> </table> <p>Wing Commander, Commanding, 431 (R.C.A.F.) Squadron.</p>		GROUND	AIR	Officers (RAF)	1	26	" (RCAP)	2	2	Senior NCO.s (RAF)	17	82	" " (RCAP)	4	18	" " (RNZAF)	-	3	" " (RAAF)	-	1	Other ranks (RAF)	168	-	" " (RCAP)	118	-	W.A.A.F.	33	-	
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