

OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
BURN.	1943 June, 1st.		The following message was received from H.Q. Bomber Command P.213 dated 31st May. His Majesty the King on the recommendation of the Air Officer Commander in Chief, has approved of the immediate award of the CONSPICUOUS GALLANTRY MEDAL to 1550966 Sgt. Stuart Hime Sleen. The DISTINGUISHED FLYING MEDAL to P/O. John Brian Godfrey Bailey. The DISTINGUISHED FLYING MEDAL to 1332251 Sgt. George Charles William Paralew. This was in recognition of their exploit on 23/34 th. May, 1943. Six a/c. were detailed for Gardening at St. NAZAIRES. area from Advanced base at St. Eval. All six a/c. took off at 1825 hrs and landed at St. Eval at 2055 hrs. Four a/c. took off from St. Eval at 2335 hrs. A/c. "C" pilot Sgt. Peole, J.S. was cancelled owing to failure of inter-com. system. A/c. "F" pilot Sgt. Morton, J. was cancelled owing to lighting failure. Three a/c. planted veg. as ordered after pin point on St. Oressie Pt. and D.R. run to garden. No opposition was encountered. A/c. "J" pilot P/O. Valentine, brought veg. back to base as GSE was unserviceable and was unable to be sure of pin point. The weather was poor with a good deal of cloud to 1000'. A very dark night with rain.		F 541 page 21
	June 2nd.		Eight a/c. were detailed for GARDENING at BRECHES. Six a/c. left from base for advanced base at Predannock, but A/c. "A" pilot P/Sgt. Sullivan, R.D. crash landed at Predannock. Raised undercarriage instead of flaps, and remaining a/c. were diverted to Portreath. A/c. "C" pilot Sgt. Peole, J.S. was cancelled at Portreath owing to u/a. instruments. A/c. "O" pilot Sgt. Redale, J. returned early owing to flap trouble. Couldnt turn to starboard and had to fly with full port throttle. The remaining 5 a/c. planted veg. as ordered from 750' - 800' after pin point. Gee fix and D.R. run. Vis was moderate to poor on route and in target area. No opposition was encountered.		F 541 page 21
	June, 3rd.		Aircrew were taken to Selby Baths for swimming and dinghy practice in the morning. Crews were practiced in mutual support flying. Three a/c. were detailed for GARDENING in the vicinity of ST. NAZAIRES. A/c. "A" pilot P/Lt. Hime, DA. and a/c. "F" pilot P/O. Wilkimsen, H. took off from advance base ST. EVAL. All a/c. successfully completed their mission and planted veg. from 500' - 1000' after pin point and D.R. run. Weather was moderately good over route and in target area. All crews reported a successful trip.		F 541 page 21

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
BURN	1943				
	June, 4th		Twelve aircraft were detailed for operations but sorties were cancelled. Weather was cloudy with showers.		
	June, 5th		No operations were called for. Weather was overcast with rain, clearing for a while in afternoon and deteriorating at night. In the afternoon the Squadron played a Cricket match against Caywood Cricket Club at Selby and won the match.		
	June, 6th		No operations were called for, weather being again overcast with some heavy showers. An inspection of aircrew quarters was carried out and great improvement in the cleanliness was noted.		
	June, 7th		Fourteen crews were detailed for operations. Crews were briefed but sorties were cancelled at 21.00 hrs. Weather deteriorated to rain with 9/10ths cloud during the night. Crews were practised in Ditchy Drill during the morning. The Canadian YMCA gave a cinema show in the concert hall in the evening.		
	June, 8th		Eight crews were briefed for operations to take place from advanced base. Sorties were cancelled at take off time.		
	June 9 th		Thirteen crews were briefed for operations and two for cross country flights. Weather was fine during the day, but deteriorated to cloudy and overcast at night. Operations were cancelled. No training was done as crews were all busy with D.T.'s and tests, preparatory to operations.		
	June 10th		No operations were called for. Weather was overcast with showers. Aircrews were taken to Selby baths for Ditchy Drill and swimming at 15.00 hrs. In the evening a cricket team from the Squadron played Templethorpe and lost by a small margin. "B" Flight aircrew and ground crew had a get together party at the Hares and Jockey Hotel, Whitley Bridge. The party was attended by the Squadron and Flight Commanders, and several officers, and was voted a great success.		
	June 11th		Thirteen crews were detailed for a raid on DUSSELDORF. Two A/Cs. returned early, 1/c "T" pilot P/Sgt. Morton, J. returned early as the petrol tank cap flew open. 1/c "T" pilot Sgt. Poole, J.S. returned early as his starboard wing was low. 9 A/Cs. attacked the primary target from heights of 18000' to 18500' and returned to base. They reported good vis over		
			continued on page 52.		

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OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) 421 R.C.A.F. Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
B-U-R-N.	1943.				
	June, 11th.		target area. Searchlights but ground details obscured by smoke and haze. 3/ights		
	cont.		missions operating in cones and cooperating with light and heavy flak which was moderate.		
			Large fires were seen over the target area, and a large explosion was observed. A/c. "M"		
			pilot Sgt. Eaglesham, I.D. failed to return, as did, a/c. "T." S/L. Halford, pilot, S/L. Halford,		
			A.C. was one of the original Flight Commanders of the Squadron, who did much towards its		
			formation. He will be a great loss to the Squadron.		
	June, 12th.		Four crews were detailed for GARDENING at ST. MARIEUX. All aircraft successfully completed		F-541 p. 111.
			their mission, and planted veg. from heights of 750 to 850' and returned to base. Pin points		
			were obtained on GARDEN and D.E. run made to garden. No opposition was encountered, and		
			weather was moderately good with fair visibility.		
	June 13th.		No operations were called for. Crews were employed on cleaning up at aircraft and round the		
			buildings and in sitting cycle stands in the morning. In the afternoon a cricket match was		
			played between picked sides. Weather was good in the morning with light showers in the		
			afternoon.		
	June 14th.		The Canadian Y.M.C.A. gave a free cinema show in the Dining Hall in the evening. The show		F-541 p. 112.
			was well attended. A cricket match between Officers and Aircrew N.C.O.'s was played		23
			in the afternoon, the Officer won by a small margin. Four crews were detailed for GARDENING		
			off LOWEST, using Chivener as an advance base. All crews successfully planted veg. from		
			heights of 400' - 700' and returned to base. Vis was good. Moderate to intense flak was		
			reported, and a/ights were active. A/c. 'Q' pilot P/Sgt. Jackson, B. was damaged by		
			light flak from Croix. Flak and a/ights were working in conjunction. Rear Gunner of 'Q'		
			Sgt. Beattie, claims to have put out two a/ights by a/gun fire. A/c. 'O' pilot P/O. Wilkinson		
			had one mine hung up.		
	June 15th.		No operations were called for, but two crews were engaged in a 'bulldoze' exercise. Weather		
			was overcast all day with some wind. There was a crew conference in the morning.		
			cont. overleaf.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
BURN.	1943				
	June, 16th.		No operations were called for. Crews were engaged in dingy drill and in work round the aircraft. Weather was fine with some smog cloud at night.		
	June, 17th.		Weather was overcast with rain. No operations were called. Aircrew were taken to jelly bath for swimming and dingy drill practice in the water.		
	June, 18th.		Weather was poor. Some practice flying and air testing was done. Crews were engaged in A.I. and other work on aircraft. A crew conference was held at 14.00 hrs and a talk given by Command Naval Liaison Officer.		
	June, 19th.		Weather was sometimes poor, but slightly improved. Four crews were called for 'GAUZEING' but operations were cancelled. There was a crew conference in the morning, and in the afternoon the Squadron played the Station personnel at cricket. The Squadron winning by a slight margin.		
	June, 20th.		Five crews were briefed for 'GAUZEING' but owing to bad weather operations were cancelled. Other crews were busy on aircraft tests. Church parade was held for Church of England personnel at 11.00 hrs and for Roman Catholic personnel at 09.00 hrs.		
	June, 21st.		Fourteen crews were briefed for a bombing raid on MUSEM. Fourteen took off at 2130 hrs. Twelve successfully bombed targets on TA markers from 15000' to 16000'. Aircraft 'Q' Pilot P/Lt. Poole J.H. returned early with bombs as he could not attain the ordered height, and speed straight and level was 130 mph. with full boost. Aircraft 'J' Pilot Wing Commander, J. COVENEY, failed to return. Fires in TA were reported as very extensive. Weather was clear although some cloud in the TA. Defences described as ineffective with only moderate H/Flak and few A/C. The Squadron as a whole regrets the loss of W/Cdr. Coveney, who has been O.C. Squadron since its formation, and who by his cheerfulness and understanding manner has endeared himself to all. With him were lost two who had been recently decorated for gallantry, P/O J.H.G. Bailey, D.F.C. and Sergeant G.C. Parsons, R.P.M.		F 541 p 44 23034
	June, 22nd.		Eleven aircraft were detailed for bombing raid over MUSEM. Aircraft 'X' Pilot P/S Huby, R. failed to take off owing to mechanical failure. Aircraft 'T' Pilot P/S Morton, J. returned to base with bombs as rear turret became U/S. Eight aircraft successfully bombed		F 541 p 44 24

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of (Unit or Formation) 451 R.C.A.F. SQUADRON.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
BURN	1943 June, 22nd, (Cont'd)		the target from 15000' to 18000' on red and green TL. Vis was good with some cloud on route out. Flak was mod to intense with a/l warring in conjunction. Fires were numerous, spreading rapidly. Numerous explosions were seen. Aircraft '7' Pilot P/L. D. L. Line, failed to return, nothing was heard of it after take off. 3 aircraft were detailed for MINING off the WEST PRISIAN ISLANDS, but all three brought bog, back, as they were unable to obtain GEE fix as instructed. A GEE was not obtainable in the vicinity of the garter.		
	June, 23rd.		No operations were called for. Crews were busy in afternoon on aircraft. Weather was fine but overcast.		
	June, 24th.		Twelve crews were briefed for a bombing raid on WUPPERTAL (RESEARCH). Twelve aircraft took off but two returned early. Aircraft '6' Pilot Sgt. Reynoldson, J., abandoned mission as stbd engine was U/S. Aircraft '7' Pilot P/Lt. Morton, J., abandoned mission as rear turret was U/S. Ten aircraft attacked the target from 17500' to 19500'. Weather was over TA was mod clear with some smoke haze. Many fires developed in TA and several explosions were seen. Flak both heavy & light was mod. some a/l activity. This was considered a very successful trip. Aircraft '1' Pilot P/O Valentine, J., was attacked by a fighter 10 mls S of ANTWERP on the homeward journey. Four attacks were made and in the 3rd attack A/B was hit and rear gunner SGT. CHESBROUGH, C. was badly injured. After the fourth attack it was discovered that the WO. A. SGT. JEWELS, W. was missing, having apparently baled out. The aircraft landed at MANSTON, with damage to rear turret, stbd nacelle and tail fin. Remainder of the crew were uninjured.		FS41 p/25
	June, 25th		Five crews were briefed for a bombing raid on GELSENKIRCHEN but 2 were cancelled. All aircraft successfully completed their task and returned safely to base. Weather over target was 7/10ths cloud mainly fair above cloud. Fires were seen through gaps in cloud and one large explosion was observed. A successful trip. Five crews were detailed for GARRISONING at ST. NAZAIRES. All crews successfully completed mission and returned to base. Weather was fair over TA. Some opposition was encountered but crews reported a successful trip.		FS41 p/27

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
BURN	1943 June 26th.		Seven aircraft were detailed for mining off Lorient. Six aircraft took off from base for advanced base A/c 'O' Pilot F/Sgt. Rodale, J. being cancelled. Five aircraft took off from advanced base Harwell. Aircraft 'T' Pilot F/Sgt. Morton, J. being cancelled. Five aircraft successfully completed mission and planted veg. from £ 800' to 1000'. A straightforward and uneventful trip. All mines were planted in correct positions with good weather except for sea haze. The Squadron 'Soft Ball' team played Smith 'Soft Ball' team at Whitley Bridge in connection with 'Wings for Victory' week there, and assisted at a concert in the evening. F/Lt. Higgins spoke at WOOLLY in connection with 'Wings for Victory' week. F/Lt (A/C) Wm. Newman, Can. 963 posted in to COMMAND the Sqdn.		F.Su/ page 27.
	June 27th.		No operations were called for. Crews were resting and doing necessary work on A/c. A party was held at the 'Horse & Jockey' in the evening. Eight aircraft attended a 'Festival of Remembrance' at the Odson Theatre, Leeds, in connection with 'Wings for Victory' week.		
	June 28th.		Eight crews were briefed for a bombing raid on COULON. 8 took off but a/c. 'A' pilot Sgt. Long, P.A. abandoned mission as rear turret was u/a. Six a/c. attacked the target successfully. The target was well lit up and some explosions presumably bomb bursts were observed. There was moderately heavy and light flak. Some e/a. were seen in the vicinity of the target area but no attacks were made. A/c. 'O' pilot F/S. Barker, J. failed to return. A cinema show was given in the Concert Hall by the Canadian Y.M.C.A.		F.Su/ page 28
	June 29th.		No operations were called for this date. Three aircraft were at Leeds, speaking in aid of 'Wings for Victory' week. Others were engaged in test flights and compass swinging. Weather was fine and clear.		
	June 30th.		No operations were called for. Weather was dull and overcast. The proposed moving of the Squadron to take place on the 5th July, 1943, is deferred until 15th July, 1943.		

of (Unit or Formation) 431 R.C.A.F. SQUADRONPage No. ⁵⁶

No. of pages used for day

Place	Date	Time	Summary of Events	No. of pages used for day
BURMA.	19 June, 1944.		<p>PRESIDENT AIRCRAFT ON GUARD, Officers GROUND, 3 COW. Officers AIR 25 RAF 3 COW. Senior P.O.'s, GROUND, 12 RAF, 13 COW. AIR, 79 RAF 12 COW. 1 HAWK. 3 AIR. Other ranks, 53 RAF, 276 COW. S.A.S., Officers NINE. Other ranks, 35. Total, officers 31, Senior NCO's 120, other ranks, 389 WAF 35.</p> <p><u>LOST IN ACTION:</u></p> <p>Officers OUF. S/C. J. Cowardale, 27045 Pilot, Missing from operations against the enemy night of 21/22nd June, 1944. P/O. J.A.C. Bailey, DFC, 40554 WO. 4th, MISSING. S/C. R. A. Radford, S.A. 57302 Pilot, Missing from operations against the enemy night of 11/12th June, 1944. P/O. Eric Macdonald, S.A. 20296 Nav. MISSING. S/A. J.H. 11/403 Pilot, Missing from operations against the enemy night of 22/23 June, 1944. P/O. E.L. Gilmer, 40947 Nav. MISSING. P/O. F.C. Long, 125471 Nav. Missing from operations against the enemy night 11/12th June, 1944. P/O. C.W. Sheworth, 126700 Nav. Missing from operations against the enemy night of 28/29th June, 1944. Officers I.H. P/O. W.P.A. Newman, C.283 Pilot, Posted from 400 Sqdn. W.O.F. 26.6.43 (A/H.G.) To Command. Authy. 40/1748/43 dated 26.6.43 S/A. P.F. Hill, 60532 Pilot, Posted from 1692 GU W.O.F. 26.6.43 P/O. A.D. Curdson, 130528 WO. 4th, Flying duties. Authy. 40/244/43 d/d. 26.6.43. P/O. M.R. BRIDGEMAN, 511471 Nav. Posted From 80 OBU W.O.F. 16.6.43 For P/O. W.E. Jackson, 113653 WO. 4th, Flying duties. authy. 294/187/43 d/d. 26.6.43.</p> <p><u>FORNED ALREADY DEAD:</u></p> <p>OUF. Sgt. W.B. Sefton, 134400 Pilot, Missing from operations against the enemy night of 11/12th June, 1944. P/O. H.T. Howland, 136607 Avnco, MISSING. Sgt. J.N. Brown, 1014792 WO. 4th, MISSING. Sgt. L.M. Stephenson, 1190551 A.O.</p>	

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Place	Date	Time	Summary of Events	References to Appendices
B U R N.	1943 June, 30th.		<p>1. <u>Warrant Officer's (Capt.)</u></p> <p>2. <u>Warrant Officer's (Capt.)</u></p> <p>3. <u>Warrant Officer's (Capt.)</u></p> <p>4. <u>Warrant Officer's (Capt.)</u></p> <p>5. <u>Warrant Officer's (Capt.)</u></p> <p>6. <u>Warrant Officer's (Capt.)</u></p> <p>7. <u>Warrant Officer's (Capt.)</u></p> <p>8. <u>Warrant Officer's (Capt.)</u></p> <p>9. <u>Warrant Officer's (Capt.)</u></p> <p>10. <u>Warrant Officer's (Capt.)</u></p> <p>11. <u>Warrant Officer's (Capt.)</u></p> <p>12. <u>Warrant Officer's (Capt.)</u></p> <p>13. <u>Warrant Officer's (Capt.)</u></p> <p>14. <u>Warrant Officer's (Capt.)</u></p> <p>15. <u>Warrant Officer's (Capt.)</u></p> <p>16. <u>Warrant Officer's (Capt.)</u></p> <p>17. <u>Warrant Officer's (Capt.)</u></p> <p>18. <u>Warrant Officer's (Capt.)</u></p> <p>19. <u>Warrant Officer's (Capt.)</u></p> <p>20. <u>Warrant Officer's (Capt.)</u></p> <p>21. <u>Warrant Officer's (Capt.)</u></p> <p>22. <u>Warrant Officer's (Capt.)</u></p> <p>23. <u>Warrant Officer's (Capt.)</u></p> <p>24. <u>Warrant Officer's (Capt.)</u></p> <p>25. <u>Warrant Officer's (Capt.)</u></p> <p>26. <u>Warrant Officer's (Capt.)</u></p> <p>27. <u>Warrant Officer's (Capt.)</u></p> <p>28. <u>Warrant Officer's (Capt.)</u></p> <p>29. <u>Warrant Officer's (Capt.)</u></p> <p>30. <u>Warrant Officer's (Capt.)</u></p> <p>31. <u>Warrant Officer's (Capt.)</u></p> <p>32. <u>Warrant Officer's (Capt.)</u></p> <p>33. <u>Warrant Officer's (Capt.)</u></p> <p>34. <u>Warrant Officer's (Capt.)</u></p> <p>35. <u>Warrant Officer's (Capt.)</u></p> <p>36. <u>Warrant Officer's (Capt.)</u></p> <p>37. <u>Warrant Officer's (Capt.)</u></p> <p>38. <u>Warrant Officer's (Capt.)</u></p> <p>39. <u>Warrant Officer's (Capt.)</u></p> <p>40. <u>Warrant Officer's (Capt.)</u></p> <p>41. <u>Warrant Officer's (Capt.)</u></p> <p>42. <u>Warrant Officer's (Capt.)</u></p> <p>43. <u>Warrant Officer's (Capt.)</u></p> <p>44. <u>Warrant Officer's (Capt.)</u></p> <p>45. <u>Warrant Officer's (Capt.)</u></p> <p>46. <u>Warrant Officer's (Capt.)</u></p> <p>47. <u>Warrant Officer's (Capt.)</u></p> <p>48. <u>Warrant Officer's (Capt.)</u></p> <p>49. <u>Warrant Officer's (Capt.)</u></p> <p>50. <u>Warrant Officer's (Capt.)</u></p> <p>51. <u>Warrant Officer's (Capt.)</u></p> <p>52. <u>Warrant Officer's (Capt.)</u></p> <p>53. <u>Warrant Officer's (Capt.)</u></p> <p>54. <u>Warrant Officer's (Capt.)</u></p> <p>55. <u>Warrant Officer's (Capt.)</u></p> <p>56. <u>Warrant Officer's (Capt.)</u></p> <p>57. <u>Warrant Officer's (Capt.)</u></p> <p>58. <u>Warrant Officer's (Capt.)</u></p> <p>59. <u>Warrant Officer's (Capt.)</u></p> <p>60. <u>Warrant Officer's (Capt.)</u></p> <p>61. <u>Warrant Officer's (Capt.)</u></p> <p>62. <u>Warrant Officer's (Capt.)</u></p> <p>63. <u>Warrant Officer's (Capt.)</u></p> <p>64. <u>Warrant Officer's (Capt.)</u></p> <p>65. <u>Warrant Officer's (Capt.)</u></p> <p>66. <u>Warrant Officer's (Capt.)</u></p> <p>67. <u>Warrant Officer's (Capt.)</u></p> <p>68. <u>Warrant Officer's (Capt.)</u></p> <p>69. <u>Warrant Officer's (Capt.)</u></p> <p>70. <u>Warrant Officer's (Capt.)</u></p> <p>71. <u>Warrant Officer's (Capt.)</u></p> <p>72. <u>Warrant Officer's (Capt.)</u></p> <p>73. <u>Warrant Officer's (Capt.)</u></p> <p>74. <u>Warrant Officer's (Capt.)</u></p> <p>75. <u>Warrant Officer's (Capt.)</u></p> <p>76. <u>Warrant Officer's (Capt.)</u></p> <p>77. <u>Warrant Officer's (Capt.)</u></p> <p>78. <u>Warrant Officer's (Capt.)</u></p> <p>79. <u>Warrant Officer's (Capt.)</u></p> <p>80. <u>Warrant Officer's (Capt.)</u></p> <p>81. <u>Warrant Officer's (Capt.)</u></p> <p>82. <u>Warrant Officer's (Capt.)</u></p> <p>83. <u>Warrant Officer's (Capt.)</u></p> <p>84. <u>Warrant Officer's (Capt.)</u></p> <p>85. <u>Warrant Officer's (Capt.)</u></p> <p>86. <u>Warrant Officer's (Capt.)</u></p> <p>87. <u>Warrant Officer's (Capt.)</u></p> <p>88. <u>Warrant Officer's (Capt.)</u></p> <p>89. <u>Warrant Officer's (Capt.)</u></p> <p>90. <u>Warrant Officer's (Capt.)</u></p> <p>91. <u>Warrant Officer's (Capt.)</u></p> <p>92. <u>Warrant Officer's (Capt.)</u></p> <p>93. <u>Warrant Officer's (Capt.)</u></p> <p>94. <u>Warrant Officer's (Capt.)</u></p> <p>95. <u>Warrant Officer's (Capt.)</u></p> <p>96. <u>Warrant Officer's (Capt.)</u></p> <p>97. <u>Warrant Officer's (Capt.)</u></p> <p>98. <u>Warrant Officer's (Capt.)</u></p> <p>99. <u>Warrant Officer's (Capt.)</u></p> <p>100. <u>Warrant Officer's (Capt.)</u></p>	

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