DETAIL OF WORK CARRIED OUT

(*9533) Wi. 94	5—56 60,000 S/48 T.S. 784			By For t	HE MONTH OF	ATTACON NO. AND	19.43	SECI	RET PAGE N	<b>0</b>
DATE	AIRCRAFT Type & Number	Chav		Dory	Up	Down		DETAILS OF SORTIE OR PI	IOIL	REFERENCES.
	SECRET						(CAN) SQUAD		PAGE ONE	
Sea	Island, B.C.	1 Oct/43	in whi	ch aerebatio	es. deg fi	ghting. 1	ow flying.	orning feg. 18:35 interceptions and one trip to Bound	ground centrel	
	a	2 Oct/43	aircra dusk w their	ift attacks, with the wear	cloud fly	ing. F/O	Park flew P	included flight f /O Hepe to Pat. E P/O Hutchinsen we etal flying time	ay returning at re informed of	
		3 Oct/43	were f	r uncertain clown today	with warm and low le	frent ap	preaching f	rem west. Numereu eut bringing the	s weather checks tetal flying time	
		4 0ct/43	weathe drinks C.O.'s elaber	or check. P/o	O Price wa ay. There ere was a ng which 5	s informe was a Mes very high 2 edd cas	d of his Te s Dinner to percentage es of beer	night at 1830 hou present. The air and a sing seng w	ficer, making the rs and being a ner was semewhat ere enjeyed. Later get under way and	
	<b>"</b> .	5 Oct/43	many were fascinated until the wee hours of the merning. A good time was had by all.  The weather this merning looked very doubtful but cleared up beautifully. F/O Upham, F/O Coffey, F/O Price and F/O Vickers flow to Seattle, be aving here at 1040 hours returning this afternoon. Other flying included aerosatics, low level attacks, single aircraft attacks and a dusk patrel. Tetal flying for the day - 24:55 hours.							
		6 Oct/43	giving en an attack	a lecture	on aircraf scramble flight fo	t receigni as well a rmations,	tien afterw	ours with Sgt. Mui wards. P/O Ward an dawn patrel. Othe and dusk patrel.	r flights were	
	•	7 Oct/43	Exerci	ses included se, and a di	d scramble	s, dive b	tetal flyin	ng time amounting adren fermatien,	te 19:50 hours. Army Co-op	
	- <b></b>	8 Oct/43	The en	tire Squadre	on receive	d a shert	lecture fr	em the Officer Ce	mmanding this e place in the	到



Sea Island, B.C.	8 Oct/43	near future.
	9 Oct/43	Warm bright weather with 15:50 hours of flying in which radio check, cloud flying and interceptions were carried out with one scramble.
•	10 Oct/43	Low feg in the merning and cloudy with dull weather all day. Nil flying.
•	11 Oct/43	Clear weather with a very high west wind. Only :50 mins of flying, a trip to Boundary Bay and return. Advise received this merning that the Squadren was to move Overseas reporting to No. 1 "Y" Depot on Oct. 27 which means getting cleared and completed for Overseas in two days and haif, leaving only six days for Embarkation Leave.
	12 Oct/43	Everybedy busy getting examined and equipment turned in te Steres. Geed pregress is being made.
•	13 Oct/43	Nearly all arrangements are complete new fer the meve. Mest of the persennel will be able to get 5 days Embarkation Leave.
	14 Oct/43	Mest of the personnel get away today and inventory clearing is nearing completion.
	15 Oct/43	Only two or three personnel net yet away. F/O Thompson, the Engineer Officer and F/O Willing, the Adjutant, are clearing up the stray ends before going.
•	16 Oct/43	T/O Thempsen and F/O Willing away teday. All cleared up.
•	17 to 25 0	ct/43 Everyene en leave.
Halifer, N.S.	26 Pct/43	Nearly all the Squadren reported to No. 1 "Y" Depot, Halifax on the late train tenight.
	27 Oct/43	The balance of the Squadren reported in today, the actual reporting in date. The Squadren is not being handled as a Unit but only as individuals on a draft. Nebedy seems very certain as to how it should be handled. Decumentation, clothing store check, medical night-vision test, etc. are proceeding.
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	3		
		days for Embarkation Leave.	
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		DAILY DIARY ANO. 438 (118) (CAN) SQUADROS	
r. ******		R PERIOD 1 OCTOBER, 1943 to 20 NOVEMBER, 1943.	
Halifax, N.S.	1 Nev./43	At 1500 heurs all were on the beat and had their accommedation. Quite a bit of excitement amongst the personnel as it was the first time most of them had been on a beat the $st_{2}$ e of the Mauretania and for some the first time they had been on a beat of any kind.	
"Maure tania"	2 Nev/43	Sailed at 1000 heurs leaving Halifax and heading south. The weather was enly slightly rough the first day or two but the lack of ventitation and heat on the lower decks made a great many seasiek. The ship was very overcrowded.	
	3 & 4 Nev/	43 As we preceded south the weather get very warm and the sea very smeeth. It was so het below decks that it was almost impossible to sleep.	
	5 Nev/43	We are new fellewing the Gulf Stream acress.	
	6 Nev/43	Still fine weather. One clarm today when an unidentified aircraft appreached which turned out to be our owns.	
	. 7 Nev/43	The evercast is still very lew and the weather is still warm. A Liberater aircraft flying lew just missed our masts.	
	8 Nev/43		Roads Mersey

9 Nev/45

Beurnemeuth, Nersh-10 Nev/43 Decumentation is again started, leaving plenty of time to see the beauties ants 11 - 15 Nev. Decumentation is again continued. Nothing of importance happened.

16 Nev/45 3/Ldr. F.G. Grant and F/O H.M. Thempsen went to Lenden to make further arrangements.

17 Nev/43 S/Ldr. F.G. Grant and F/O Thempson returned today. Some of the pilets have been practicing dinghy drill in the swimming peel.

At 1000 heurs we steamed up the Mercy, decking but staying en beard till night, finishing a very successful but uneventful vegage. Debarkatien was started at 1920 heurs, it taking three trains to take the entire draft to Beurnemeuth arriving the fellowing merning. Feed was previded en the train.

P.T.O.

Northants

18 Nev/43 Nething of interest.

19 Nev/43 The mevement Order arrived teday from Lenden to go to Digby, Lincs.

20 Nev/43 The Squadren entrained at 0820 heurs teday for Digby arriving at 1745 heurs after changing trains at Lendon and Grantham. F/Lt. P. Wilson had to be left in Beurnemeuth hespital with an infected feet.

(F.G. Grant)
Squadren Leader Cemmanding,
Ne. 438 (Can) Squadren.

12 Oct/45 Newsyneey many goeting examined and equipment turned in te Steres. Oses progress to being made.  13 Oct/45 Nearly all arrangements are complete new few the news. Next of the personnel will be subte aget 6 ages Schwarzsten news.  14 Oct/45 Next of the personnel get away today and inventory clearing is nearing completion.  15 Oct/45 Oct/45 Oct/45 Next of the personnel set away today and inventory clearing is nearing completion.  16 Oct/45 7/0 Thempson and F/O Willing away today. All cleared up.  17 to 25 Oct/45 Nearly all the Squadern reported to Ne. 1 "Y Dept. Halifax on the late train tenight.  26 Oct/45 Nearly all the Squadern reported to Ne. 1 "Y Dept. Halifax on the late train tenight.  27 Oct/45 Nearly all the Squadern reported to Ne. 1 "Y Dept. Halifax on the late train tenight.  28 Oct/46 Nearly all the Squadern reported to Ne. 1 "Y Dept. Halifax on the late train tenight.  29 Oct/40 Continued commentation etc. including pay parses. Squadern all completes and ready tenights of the Squadern tenights of the Squadern state of t			aays for mmoark	ation Leave.				
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SHART W. ACRES  STREAM OF AS AS 20th ROYMING 1943  AIRCRES  AIRCRES  AIRCRES  AIRCRES  AIRCRES  AIRCRES  AIRCRES  Officers - Pilets  23 23 801  Ril  Aimen - Pilets  1 1 1 Hil  BROWNED GREW  Officers  2 2 Mil  Aimen - Pilets  2 2 Mil  Aimen - Pilets  3 93 Mil  The Squadren entrained at O820 heurs teday for Digby arriving at 1745 heurs after changing trains at Lenden and Gruntham. P/L P. Wilson had to be left in Bournemouth hespital with an infected feet.  Digby, Linos. 21 New/43  The Squadren entrained at O820 heurs teday for Digby arriving at 1745 heurs after changing trains at Lenden and Gruntham. P/L P. Wilson had to be left in Bournemouth hespital with an infected feet.  Be aircraft have arrived yet and the time is being spent in Intelligence Section for the pilets. The aircraft have arrived are being checked and pilets are familiarising themselves with Hurricance. N.O.O. ground crew instructors have arrived to angeles.  23 New/43  Ground crew are continuing acceptance checks of aircraft.  A maker of the pilets are being checked out the deal on Hurricance, a great many of whom have flown these aircraft before. These were 1860 have Air Lydge with a rowy stiff wind. The adjutant, P/O Willing, left this aftermen for Wellingore, which is a satellite airfield, where the squadren will be stationed, to get things ready for the aquadren arriving tomerous. The pilets had a little difficulty in locating the milety and and the process manning. The pilets had a little difficulty in locating the milety and the squadren arriving tomerous. Fine Are are all uprage were brought over by lery during the morning and the permens. Heavy averyone in the squadren of flying teday. S/b Grawl left for Milfield on a special course teday.  Bil flying teday. S/b Grawl left for Milfield on a special course teday.  Bil flying teday in to very lew celling. Envyeene heavy getting straightened around and familiarising themselves with the Station. The pilets were instructed on Haching One and leading and signal date.	- To the second	31 0ct/4	The Depet is all STRENGTH AS,	C.B.'d until't	- Officers 2	, ∓		S
STREATH AS AS 20th NOVEMBER 1945  AIRCRH  AIRCRH  Cofficers - Filets  R. G.A.F.  R. G.A.F.  R. G.A.F.  R. G.A.F.  Retablishment  R. G.A.F.  R. M.I.  R. M. M.I.  R. M.I.  R. M.I.  R. M.I.  R. G.A.F.  R. G.A.F.  R. G.A.F.  R. G.A.F.  R. M.I.  R. M. M.I.  R. G.A.F.  R. G.A.F.  R. M.I.  R. M.I.  R. M.I.  R. M.I.  R. M.I.  R. M.I.  R. G.A.F.  R. M.I.  R. M.I.  R. M.I.  R. M.I.  R. G.A.F.  R. M.I.  R. M.I.  R. G.A.F.  R. M.I.  R. M.I.  R. M.I.  R. M.I.  R. G.A.F.  R. G.A.F.  R. M.I.  R. M.I.  R. M.I.  R. M.I.  R. M.I.  R. G. M.F.  R. G. M.F.  R. M.I.  R. M.I.  R. M.I.  R. G. M.F.  R. G. M.F.  R. M.I.  R. G. M.I.  R. M.I.  R. G. M.I.  R. M.I.  R. G. M.I.  R. M.I.  R. G. M.I.  R. G. M.I.  R. M.I.  R. G. M.I.  R. M.I.  R. G. M.I.  R. G. M.I.  R. M.I.  R. M.I.  R. M.I.  R. G. M.I.  R. M.I.  R. M.I.  R. M.I.  R. M.I							PAGE	
STEMBER AS AS 20th HOVEMEN 1943  A I R C R B B  R. G.A.F. Field Strength  R. G.A.F. Rel St	PHACE	TAPE			T.		\ Y	
AIRCREW R.G.A.F. Fetal Strength 23 23 Mil Aimen - Pilets 25 23 Mil Aimen - Pilets 25 23 Mil Record 2 2 Mil Record 2 2 Mil Aimen 2 2 2 Mil Aimen 2 3 93 93 Mil  The Squadren entrained at 0820 heurs teday for Digby arriving at 1745 heurs after changing trains at Lenden and Grantiam. 7/L 7. Wilson had to be left in Bourmouth hespital with an infected foot.  Digby, Lines. 21 Nev/43  Re aircraft have arrived yet and the time is being spent in Intelligence Section for the pilets. The aimen are on station duties.  22 Nev/43  Re aircraft have arrived are being checked and pilets are familiarizing themselves with Hurricanes. N.J.O. ground orws are continuing acceptance checks of aircraft.  23 Nev/43  Ground orws are continuing acceptance checks of aircraft.  24 Nev/43  A number of the pilets are being checked out teday on Hurricanes, a great many of when have flown these aircraft befores. These were 18500 hrs. Mf flying with a very chiff wind. The adjutant, Flo Willings, left this asthermost for Willingsor, which is a satellite airfield, where the equadren will be stationed, to get things ready for the squadren arriving tenerrow.  Wellingers  25 Nev/43  The six aircraft were flown to Wellingers during the morning. The pilots had a little difficulty in leasting the filed due to the efficient community. Squings the squadren has colded with three simes in the heaptial. They have not per top to use the the English climate. Two hours of flying teday. Sh Grant left, for Milfield on a special course teday.  26 Nev/43  Nil flying teday due to very lew ceiling. Everyone busy getting straightened around and familiarizing themselves with the Station. The pilots were instructed on Maching Ones and leading and signal data.			N. Carlotte					
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Digby, Lines. 21 Nev/43  Bearnessenth 20 New/43  The Squadren entrained at 0820 heurs teday for Digby arriving at 1/45 heurs after changing trains at Lendon and Granthem. F/L P. Wilson had to be left in Bearnessenth heepital with an infected feet.  Digby, Lines. 21 Nev/43  Re atroraft have arrived yet and the time is being spent in Intelligence Section for the pilets. The airms are en station duties.  22 Nev/43  Six Aircraft have arrived are being checked and pilets are familiarizing themselves with Hurricanes.  N.C.O. ground crow are continuing acceptance checks of aircraft.  24 Nev/43  Greund crow are continuing acceptance checks of aircraft.  24 Nev/43  A make of the pilets are being checked cut teday on Hurricanes, a great many of whom have flown these aircraft before. These were 18400 has he flying with a very stiff wind. The adjutant, F/O Willing, left this aftermen for Wellingore, which is a satellite airfield, where the squadren will be stationed, to get things ready for the squadren arriving temerrow.  Wellingere 25 Nev/43  The six aircraft were flown to Wellingore during the morning. The pilets had a little difficulty in lecating the field due to the efficient concuflaging. Equipment and luggacy were brought over by leavy during the morning and the personnal in the afterment. They are all quartered now but are suffering from the coll, when they are not near a store. Heavy are storeyone in the squadren has colds with three airms in the heavytlal. They have not yet getting straightened around and familiarizing themselves with the Station. The pilets were instructed on Maching Guns and leading and signal data.				R. C.A.F.	Total Strength	Mil		
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26 Nov/43 Nil flying today one to very low ceiling. Everyone busy getting straightened around and familiarizing themselves with the Station. The pilots were instructed on Maching Guns and leading and signal data.	Wellingere Lines.	25 Nov/49	The six simulate ware	Claum to Walliamore			Gardin Street	•
Autor.		26 Nov/43	Nil flying today due to	" very lew netline				
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· All		September 1				a Mindre and Contract	Name and	9
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days for Embarkation Leave.

Sea Island, B.C.	8 Oct/43	near future.	
•	9 Oct/43	Warm bright weather with 15:50 hours of flying in which radio check, cloud flying and interceptions were carried out with one scramble.	
•	10 Oct/43	Low feg in the merning and cloudy with dull weather all day. Mil flying.	
	11 0ct/43	Clear weather with a very high west wind. Only :50 mins of flying, a trip to boundary Bay and return. Advise received this merning that the Squadren was to move Overseas reporting to No. 1 "Y" Depot on Oct. 27 which means getting cleared and completed for Overseas in two days and hair, leaving only six days for Embarkation beave.	
	12 Oct/43	Everybedy busy getting examined and equipment turned in to Stores. Good progress is being made.	
•	13 Oct/43	Nearly all arrangements are complete new for the meve. Mest of the personnel will be able to get 5 days Embarkation Leave.	, a
•	14 Oct/43	Mest of the personnel get away today and inventory clearing is nearing completion.	
•	15 Oct/43	Only two or three personnel net yet away. F/O Thempson, the Engineer Officer and F/O Willing, the Adjutant, are clearing up the stray ends before going.	
•	16 Oct/43	T/O Thempsen and F/O Willing away teday. All cleared up.	
	17 to 25 0	ct/43 Everyene en leave.	9.31.6
Halifat, N.S.	26 Vct/43	Nearly all the Squadren reperted to Ne. 1 "Y" Depet, Halifax on the late tratenight.	in
	27 Oct/43	The balance of the Squadron reported in teday, the actual reporting in date. The Squadron is not being handled as a Unit but only as individuals on a dra Nebedy seems very certain as to how it should be handled. Decumentation, clastere check, medical night-vision test, etc. are preceding.	I L.
the state of the s	28-30 Oct/	so Centinued decumentation etc. including pay parade. Squadren all completed ready to go.	and
	31 0et/43	The Depet is all C.B.'d until'the draft gees.  STRENGTH AS AT 51 OCT/43 - Officers 24  11 Airaen 94	{

		DAILY DIARY NO. 438 (118) (CAN) SQUADRO	
¥*	FO	R PERIOD 1 OCTOBER, 1943 to 20 NOVEMBER, 1943.	PAGE THREE
Halifax, N.S.	1 Nev./43	At 1500 heurs all were on the beat and had their accommedation, a bit of excitement amongst the personnel as it was the first to of them had been on a beat the size of the Mauretania and for sfirst time they had been on a beat of any kind.	ime mest
"Mauretania"	2 Nev/43	Sailed at 1000 hours leaving Halifax and heading south. The west enly slightly rough the first day or two but the lack of ventil heat on the lower decks made a great many seasick. The ship was crowded.	tation and
•	3 & 4 Nev/	43 As we preceded south the weather get very warm and the sea It was as het below decks that it was almost impossible to slee	very smeeth.
	5 Nev/43	We are new fellowing the Gulf Stream acress.	
	6 Nev/43	Still fine weather. One alarm today when an unidentified aircrawhich turned out to be our awns.	ft appreached
•	. 7 Nev/43	The evercast is still very lew and the weather is still warm. A sircraft flying lew just missed our masts.	Liberater
	8 Nev/43	We arrived in the Reeds eff the Mercy teday at 1400 hours, and till merning.	ering there
•	9 N•v/43	At 1000 heurs we steamed up the Mercy, decking but staying en b night, finishing a very successful but uneventful vegage. Debar started at 1920 heurs, it taking three trains to take the entir Beurnemeuth arriving the fellewing merning. Feed was previded of	kation was
	Nerth-10 Nev/43	Decumentation is again started, leaving plenty of time to see to f Bournemouth.	the beauties
	11 - 15 Me	y. Decumentation is again continued. Nothing of importance happe	ned.
	16 Nev/43	S/Ldr. F.G. Grant and F/O H.M. Thempsen went to Lenden te make arrangements.	fusther
	17 Nev/43	S/Ldr. F.G. Grant and F/O Thempsen returned teday. Seme of the been practicing dinghy drill in the awimming poel.	pilets have

SH

Roads Mersey Beurnemeuth, Nerthants

19 Nev/45 The Mevement Order arrived teday from London to go to Digby, Lines,

20 Nev/45 The Squadron entrained at 0820 hours today for Digby arriving at 1745 hours after changing trains at London and Grantham. Filt. P. Wilson had to be left in Sournemeuth hespital with an infected feet.

(F.J. Grant)

Squadron Loader Commanding, No. 458 (Oan) Squadron.

	12 Oct,	/43 Everybedy busy getting examined and equipment turned in to Steres. Good progress is being made.	
•	13 Oct./	THE CONTRACT BUT FOR THE PROPERTY AND DESCRIPTIONS OF THE OWNERS OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF	
•	14 Oct/	The state of the s	
	15 Oct/	/43 Only two or three persennel not yet away. F/O Thempson, the Engineer Officer and P/O Willing, the Adjutant, are clearing up the stray ends before going.	
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	17 to 2	25 Oct/43 Everyone on leave.	
Halifal, N.S	. 26 Oct/	43 Nearly all the Squadren reported to No. 1 "Y" Depet, Halifax on the late train tenight.	
•	27 Oct/	The balance of the Squadron reported in teday, the actual reporting in date.  The Squadron is not being handled as a Unit but only as individuals on a draft.  Nobedy seems very certain as to how it should be handled. Decumentation, clothing store check, medical night-vision test, etc. are proceeding.	
<b>"</b>	28-30 0	oct/45 Centinued decumentation etc. including pay parade. Squadren all completed and ready to go.	
	31 0et/	43 The Depet is all C.B. a until the draft goes.  STRENGTH AS AT 31 OCT/43 - Officers 24	9
A Charles		N. C.	
PPLAGE	MATE	OPERATIONS RECORD BOOK GAN SQUADRON WELLTRIORE SUBMARY L. VENTS	
		STREETH AS AS 20th NOVERBER 1943  A I R C R R W  R C.A.F. Tetal Strength  Officers - Pilots 29 23 Nil  Airmon - Pilots 1 Nil	
		AROUND CREW	
		Officers 2 2 Nil Airmen 93 93 Ril	
Bournemouth	20 Nev/43	The Squadren entrained at 0820 hours today for Digby arriving at 1745 hours after changing trains at Lenden and Grantham. F/L P. Wilson had to be left in Bournemouth hospital with an infected feet.	
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	26 Nov/43	Wil flying today one to very low coiling. Everyone busy getting streightened around and familiarizing themselves with the Station. The pilots were instructed on Machine Guns and leading and signal data.	
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ners of the same

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C) Killer		OPERATIONS RECORD BOOK - 438 (									
llingere nos.	27 Nov/43	We flying teday. Bad weather with feg and rain. Right of the pilots went over to Digby for Link Training and Intelligence. F/L P. Wilson arrived teday.									
14	28 Nov/43	Digby for link Treining.									
	29 Nov/43										
MANAGEMENT OF THE STREET	30 Nov/43	Weather today permits fly: of flying of local reconnu- back to camouflaged airfic	aisance and femiliari	zation. The pilots ar	wind. There were 18:55 hrs. e now able to find their way						
14 year	The sould	STRENGTH AS AT 30 HOVEMBER	1943 AIRCREW		The way of the state of the						
179	57 6°2472.	Officers - Pilots Aimen - Pilots	R.G.A.F. 23 1	Total Strength	Establishment Nil Nil						
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parameter m	So Parish	Total Flying for the month	50:20 Hrs.		SAL THE STATE OF T						
	•	A Street		(F.G. Grant) Squadron Leader Comma							
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30 Nov/43

Weather today permits flying although ceiling is very low and a high wind. There were 18:55 hrs. of flying of local recommandance and familiarization. The pilots are now able to find their way back to camouflaged airfield without much trouble.

STRENUTH AS AT 30 NOVEMBER 1943
A I R C R B W
R.C.A.F. Total Strength Retablishment
23 Mil
1 Mil Officers - Pilots 23 23 Nil
Airmen - Pilots 1 1 Nil

OROUND CREW

Officers 2 2 Nil
Airmen 93 Nil
Total Flying for the menth 50:20 Hrs.

(P.G. Grant)
Squadron Leader Commanding
No. 438 (CAN) Squadron

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30 Nov/43

Weather today permits flying although ceiling is very low and a high wind. There were 18:55 hrs. of flying of local reconnaisance and familiarization. The pilots are now able to find their way back to camouflaged airfield without much trouble.

STRENGTH AS AT 30 NOVEMBER 1943

A I R C R E W

R.C.A.F.

23
1 Total Strength
23
1 Establishment Nil Nil GROUND CREW

Officers Airmen 2 93 Total Flying for the month 50:20 Hrs.

Nil Nil

(F.G. Grant) Squadron Leader Commanding No. 438 (CAN) Squadron

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	E2129	IX	Sgt McGarrigle, %.	• * * * *	who will under posted to oper	.C.A.F. air ai go further trai ational section	and ground crews, anining before being ions. The airmen and anining before being
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	30534 X/21X	Who there is the	rt	1103	1215			
	30172 IX	2/0 hover, 34	*	1103	1215	: 62	***************************************	
	28130 II.	P/O Coletor, E.C.	*	1105	1213			
	391630 IX	P/o fowding, h.J.	•	1103	1215			
	3:534 IX	N/L O'LONG . D.C.		1510	1630			
	95172 IX	r/o hover, Delle	= 4	1510	17.0	2		
	mayo ta	F/O Geograpy, H.G.	* 4	1510	1665	Glerona Ala - Sopolar no Slag, local all from	a .	
4	82 530 IX	Ma Dowling, Maria	a	1:10	1655	Hamistryje med Landon at Analogo	- 7	
	20474 EX	S/L Pord, Lake		1510	1655			

ċ

PAGE ONE

#### of NO. 438 (CAN) SQUADRON, WITTERING.

DECRIBER, 1943.

PLACE DATE

Wellingere, Dec. 1/43

Dec. 2/43 Dec. 3/43 Dec. 4/43 Dec. 5/43

Dec. 6/43

Dec . 7/43

#### SUMMARY OF EVENTS

STRENGTH AS AT 1 DECEMBER, 1943

	STRENGTH AS AT I DECEMBER,					
	Officers - Pilots	R.C.A.F.	Total Strength	Establishment 12	4 R.C.A.F. attached.	pe4
-	Airmen - Pilets	1	1	11		
	30 T	GRO	UNDCREW			
	Officers	Nil	N11	1 1	3 R.C.A.F., 2 R.A.F. a	ttached.
	Airmen	Mil	Mil	14	93 R.C.A.F., 5 R.A.F.	attached.
	Weathernot very good but in reconnaissance and altitud Command of the Squadron. Weather better teday but w	e tests were m	very good. Aerebati	er N. Bretz D.F.C.	arrived today to take I	emporary
	teday with 30:50 hours of	flying. Two me	re Hurricane IV's	arrived today.		
	There 4:25 hours of flying merning in the Intelligence		f the day there was	a low ground fog	. The pilots spent most	of the
	Flying was started early t recommaissance, circuits a bruising his knee and cras	nd sector reco	nnaissance were der			
	Nil flying all day. Feg al working under difficulties forms, typewriter or publi	. There is no				
	Nil flying teday. More Int	elligence abso	rption by the pilot	s and a number wer	nt to Colby for Link tra	ining.

Wil flying but more Intelligence and Link training. A very heavy fee all day. Everyone's spirits have risen considerably today as mail from Canada has started coming through.



Was believed				
SECRET	-		OPERATIONS RECORD BOOK - 438 (CAN) SQUADRON	
Wellingere, Lincs.	Dec .	8/43	Nil flying today with heavy fog all day. Link and Intelligence most of the day with a demonstration of a 40 mm. gun.	
	Dec .	. 9/43	Still nil flying with Link and Intelligence most of the day. The Intelligence Room is now pretty well set up. A trap shooting range was set up today under the supervision of F/O R.F. Reid but as yet no ammunition has arrived. Most of the Squadren have celds and a number of them are haspitalised. The Station Theatre provided "The Road to Moreoce" and although an old picture was much enjoyed by all. We are still suffering from an acute shortage of persennel.	
	Dec.	10/43	The morning started out with heavy fog which lifted about 1030 hours. The day turned out to be very clear being the first one that visibility was at all geed. There were 48:00 hours of flying, mostly formation. During the morning a Typheen came and made a number of landings to make sure it was suitable. The pilets are all very enthusiastic about flying them. Squadron Leader F.G. Grant returned this evening after an intensive two week's course at S.L.S.I.S., Milfield on low level work.	
	Dec .	11/43	Very clear in the merming turning to rain with lew celling in the afternoon. There were 48:15 hours of flying, all fermation. There are a good many colds in the Squadren, a number of the ground crew being hespitalized.	
•	Dec.	12/43	A clear day with a north-east wind. Continued formation flying and local reconnaissance of 34:40 hours. A Spitfire tried out the field today and was able to land with recm to spare.	
	Dec.	13/43	Quite clear today with 48:15 hours of flying in which lew level, formation and lecal reconnaissance were carried out. S/L F.G. Grant made a trip to No. 12 Group Headquarters with Group Captain McNabb.	
	Dec.	14/43	Wil flying teday. Instruction on cross country courses by S/L Grant during the morning.	
	Dec .	15/43	Still ne flying today, heavy feg all day. The merning was taken up with Intelligence for the pilets. Netification received today that the Squadren is to move Saturday to R.A.F. Station, Wittering.	
**	Dec.	16/43	Wil flying - fog and lew ceiling.	
11	Dec.	17/43	Mil flying - nearly all ready to meve. An advance party left today for Wittering.	
	Dec.	18/43	The aircraft were unable to move today due to feg at Wittering. The Main Party and equipment left at 1330 hours leaving just enough personnel and equipment to service the aircraft for a short period, behind.	
•	Dec.	19/43	The weather cleared enough teday to allow flying. All the aircraft landed safely at Wittering and the balance of the ground erew arrived at 1800 hours with the rest of the equipment. There were 5:10 hours of flying.	8



SECOE	_	OPERATIONS RECORD BOOK  ASS (CAN) SQUADRON
Wittering	Dec. 20/43	The Squadron is settled down again and ready to go. As this is the seventh move in four months, we are getting quite used to it. There was no flying teday.
	Dec. 21/43	Weather clear with 21:20 hours of flying in which local reconnaissance was done.
	Dec. 22/43	Hil flying - poor visibility. Most of the day was taken up with Intelligence lectures.
	Dec. 23/43	Weather is still very hasy but there were 1/110 hours of flying in which lew flying, cross country and local recommaissance were done. S/hdr. Marples flow to Booking to try to make arrangements for their booking range but was unable to make arrangements for sufficient time to be of any use. S/hdr. Grant and S/hdr. Kelly flow to fluor to take arrangements for getting more ground personnel from newly arrived ground crow to help on the soute shortage in the Squadron and were able to make arrangements for those that are most urgently needed. S/hdr. Marples flow to Sutton Bridge and was able to make arrangements for a bombing range. B/O T.A. Bugg also flow to Wellingere to get some B/P parts.
•	Dec. 24/43	Visibility was not so good today. There were 24:05 hours of flying with cross country, local reconnaissance, low flying and formation flying. S/Ldr. Grant and S/Ldr. Marples flow to Hucknell to see the A.O.O. regarding training policy for the Squadron, returning the following morning. It was decided to move eight of the pilots and aircraft with enough ground crew to service them to Acklington for B/P practices.
•	Dec. 25/43	Mil flying teday on account of feg in the morning. All personnel were given from 1100 hours to 1200 hours the fellowing day off to enjoy a very good Christmas dinner. The officers and Sr. N.C.O.'s waiting on the airmon and airwomen.
•	Dec. 26/43	Fog with weather clearing later in the day. Low level, weather check andA. & E. test were carried out in 8:45 hours of flying.
/•	Dec. 27/43	Medium visibility with 27:00 hours of flying in which low level and formation flying were done. P/O J.H. Hilton went by ear to Booking to bring back an aircraft left by S/Ldr. Marples due to minor unservice-shillty. Everyone busy making ready for themove of the detachment, S/Ldr. Marples flow to Acklington to make arrangements for the move.



SECRE	1	OPERATIONS RECORD BOOK - 498 (GAN) SQUADRON PAGE FOUR
Wittering	Dec. 29/43	Visibility fair teday with 20:10 hours of flying in which low cross country flying was done. Two of the aircraft collected birds in their radiators. The move to Acklington has been cancelled and it has not yet been decided where the Squadron will go.
	Dec. 30/43	Visibility fair, shortening later in the day. Local formation, cross country and lew level flying tegether with escorting a captive M.E.110 and Ju.88. There were 36/35 hours of flying.
•	Dec. 31/43	Pairly clear with 15:45 hours of flying with low flying and escent duty for an M.B.110 and Ju.88.

Clear weather with fair visibility. Low flying, cross country and fermation flying werecarried out in 38:05 hours of flying. It is now expected that the whole Squadron will go to Acklington in a few days. S/Ldr. Marples returned today.

TOTAL FLYING TIME FOR MONTH - NON-OPERATIONAL, DAY - 518:05 Hours

NUMBER OF AIRCRAFT ON CHARGE Hurricane IV - 18

STRENOTH AS AT 31 DECEMBER, 1943.

Dec. 28/43

A I R C R E W TOTAL STRENGTH ESTABLISHMENT R.C.A.F. Officers, Pilets 20 20 12 4 R.C.A.F., 1 R.A.F. attached. Aimen Pilets 1 . 1 11 GROUND CREW F.A.F., 1 R.A.F. attached. Officers Nil MLL 93 R.C.A.F., 3 R.A.F. attached. Brant sie

(F.G. Grant)
Squadren Leader Commanding,
No., 438 (Can) Squadren.

APPENDIX A



DETAIL OF WORK CARRIED OUT
BY MO. 438 (GAN) SQUADBON

SECRET

PAGE NO.

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Righ.F. Form 540

San instruction for one of this form in K.R. and A.C.I., San 2019, and Wes Manual. Pt. II., chapter XX., and notes in R.A.F. Pecker Book.

OPERATIONS RECORD BOOK

MONTH OF JANUARY, 1944

of (Unit or Formation) No. 458 (CAN) SQUADRON

No. of pages

Page No.ONE

Place	Date 7	ime Summary of Events SECRET.	References
	11.12.1	STRENGTH AS AT 1 JAN., 1944	Appendices
		R.C.A.F. TOTAL STRENGTH ESTABLISHMENT GROUND	
7,895		Officers, Pilets 23 23 12 R.C.A.F. TO	
		Airmen, Pilets 1 1 Officers O . (5 attached)	0 1
		Airmen 0	0 14
A.F. Station,	1 Jan/44	Heavy wind teday with nil flying. (94 attached)	
ittering.	2 Jan/44	Orders have just arrived to meve the Squadren to Ayr,	
	3 Jan/44	There were 1:50 hours of flying as visibility was not very good. S/Ldr. F.G. Grant (J.5056) and S/Ldr. Marples D.F.G. (A. F.) flow to Herthrep to consulty with A.D.G.B.	
•	4 Jan/44	Visibility goed teday with 36:25 hours of flying in which lew level cross	2
. ~	5 Jan/44	Visibility geed with fermation flying, lew level and lecel rem nneissance cevering 25:35 hours of flying.	
•	6 Jan/44	Weather bad with rain, lew level flying amounted to 3:30 hours.	
• 100 mg	7. Jen/44	Clear weather with high winds. Nil flying due to preparations for moving to Ayr, Scotland. Ground coew, with the exception of a rear party, left by special wain at 2005 hours under F/O V. Willing (C.11697), the Adjutants.  Maintehance equipment was also included.	
•	8 Jan/44	The special train arrived at Ayr at 0000 hours and was met by transport. Meat of the day was spent getting settled and unleading equipment.	
u sala	9 Jan/44	Aircraft left Wittering today but had to buck a heavy head wind and had to step at Mutten Granswick to refuel; arriving at Ayr with only three or four gallens of gas each. Two aircraft stayed at Mutten Granswick with miner unserviceability to continue the fellowing day, F/O G.F. Edington (J.11044) made a bad landing demaging his propeller. 99:00 hours of flying.	•
A.F. Station,	10 Jan/44	The remaining two aircraft arrived teday. All pilets were given a centrel lecture by the Senier Centrel Officer, Weather for the day cloudy in general ne training flying dene during the day. W/Gmdr. Marples D.F.G. left during the afterneen for Milfield.	10 (4 to 15
•	11 Jan/44	Weather not too good, with visibility limited. Only one flight carried out during the merning, which consisted of an A. and E. test, All pilets released (for twenty-feur hours commencing at neen.	<b>Q</b>

COLX OUT

Place	Date	Time	Summary of Events SECRET.	References
	Date	Time	Summary of Events SECRET.	to Appendices
A.A.F. Station, Ayr, Ayrshire	12 Jan/	44	Weather fairly mild in early part, but with lew ceiling. Nil flying carried out during day, with pilets reperting at neen from Mheir day eff. During the afterneen all pilets were phetographed for future pin-up beard, after, pilets were given ten minutes under Station Hespital sun lamp. Raining since neen; so ne flying.	
•	13 Jan/	44	Meather geed in general, quite a strong wind prevailing. Nil flying carried out Filets given seme aircraft recognition by the Squadren Intelligence Officer.	•
	14 Jan/	44	Weather rair, but mil flying carried out during the merning. Pilets attended	
			a shewing of combat films at phetegraphic section before dinner. Conditions mere, favourable in afterneen for flying, and 14:45 hours were put in an local flying. At approximately 1500 hours Filet Officer J.C.W. Hope (J.27241) spun into the ground from about 1500 to 2000 feet. Cause as yet unknown, Casualty signal sent out to Air ministry.	
A. T. S.	15 Jan/	44	All pilets down to fly, but since cram, all Hurricanes are grounded for a check the remaining merning was spent at a lecture at the Officers' Mess by W/Cmdr. Drinkwater the was from T.A.F. After this, the Station Commander said a few words. During the afterness, 16;00 hours were put in en lecal flying. W/Cmdr. marples took off and released set of reckets on our alletted K/F range, Sent a wire to P/O Hepe's relatives at Lymington, Hants.	
# 85	16 Jan/	14	Weather only fair today with failry lew cloud and visibility five miles. We flying other than a 30 min. weather check was carried out during the day. During the merning peried, pilets were lectured on sircraft identification. In the afterneon, pilets were given practical training on the making up of rockets and all necessary action to leading. Received a wire from P/O Hepe's relations in England concerning netification of next of Kin. This was answered.	
	17 Jan/4		Light drizzle and fairly lew cloud prevailing teday. Little Squadren activity during merning, consisting mainly in rehearsing funeral party for P/O Hepe. Flewers were erdered by beth 438 and 439 Squadrens. Funeral parade held at 1400 neurs, when party was taken to place of assembly by transpert. Farade slew marched into burial grounds, where a short service was held before non-althing the body to the grave. Photographs of various stages were taken for later use, to be sent to sextleft fine. Nil flying carried out during the day.	
	18 Jan/4		eather teday generally cloudy with slight drigsle prevailing throughout the day. Pliets given seme aircraft recognition by the Sqn. I.O. in the Flight reem. The property of the square several flights were carried out, consisting mainly in lew laying and lecal. It was very rough flying lew through the hills making the exercise extremely difficult.	100
	19. Jan/4		eather good in general throughout the day, except for a slight have patches, ouring the day, 20:30 hours of flying were put in. The majority of it consisted in pilet familiarization of racket firing. Almost everyone get a trip in with alght reckets aboard. A few other air exercises were carried out intermittantly maisting or section low flying, serebatics and local. At 1400 hours all pilets ere given an interregation lecture on happenings which one might encounter were to be taken prisoner in Germany.	

R.A.F. Form 540
See instructions for one of this form in K.R. and A.C.I., pore 290, and Wor Mensual. Pt. II.. chapter XX.. and notes in R.A.F. Pocker Book.

## 90Kmg 00Kmm OPERATIONS RECORD BOOK

Page No. THREE

of (Unit or Formation) 438 (GAN) SQUADRON No. of pages used for day......

Place	Date	Time	SECRET.	Reference to Appendice
A.F. Station, lyr, Ayrehire	20 ven/4	4	Weather quite good for flying but due to peer serviceability during first peef the day, flying was restricted. Savarely	ırt
			lecal, and during the afterness a short Squadness formation flight was made. The tetal of 17:00 heurs was put in. Lecture entank recention which was to have taken place was cancelled enabling flying. Womdr. Davidson (R.A.F.) arrived this afterness, and afterwards interviewed the O.C. and several pile Station and Squadren 1.0. s are giving airbrait recognition etc.	
•	21 Jan/4	4	Weather fairly geed in general, hewever, due to arcraft radio frequencies haing altered ne flying was campied out. At 1030 pilets of this Squadran were ver to 439's dispersal, where W/Cmdr. Davidson gave us a preliminary lecturen our general inture. He assured the pilets of getting Typhon alreraft. Du	
gis <b>e</b> st sing	22 Jan/4	4 0	the alterneen the pilets not having yet fired reckets were sent out to do so Stilo hours were put in during the day.  Weather good with rather high winds. Six of our pilets are deaving this mern for Acklington for an R/P course. One aircraft, on texting in high wind, steen its nase. Also one runnway you fired due to foulty fired button that	ing
•	23 Jan/4	4	casualties. An exercise of Squadren fermation carried out during the afterne Weather peer. Rain squalls and high winds. Pilets preceded to the hangar to receive cockpit check and starting precedure on Typheen. Flying washed out during the afterneon se pilets were shown combat films and low level navigat	
1 (4) (4) 4(1) (4)	24 Jan/4	4	Films. Weather peer. High winds and rain. Squadren formation carried out in afterne One aircraft nesed up taxiing. Lecture en French ceast by 1.0, Very little flying carried out.	
	25 Jan/4	<b>.</b>	Weather dull. Flying wakhed out. Teats were carried out on she knewledge of the pilets on the French ceast. Lecture in the morning by the S.I.O. and the A.J.O. Flying washed out in the afternoon so all pilets went skating. No capualties.	
	26 Jan/44		Weather and visibility very peer, rain and wind squalls all merning. A few exercises of formation carried out. In the afterneen lectures on army camped were given by the allow. At conclusion of this, W/Cmdr. Davidson gave a detailed account of the French Geast with special regards to defences. Weathering bad all afterneen me flying was done.	
	27 Jan/44		Because of bad weather no flying was carried out all day. During the afterned lectures for the pilets were given by the 1.0, and the A.D.O. The A.D.O. conducted a general lecture on tank recognition. W/Cmdr. Davidson visited dispersal and talked to pilets about Typheens and what will be expected ever the French Ceast.	) <u>n</u>
	28 Jen/44		Weather check sarried out by two aircraft in the merning but high winds and rain made flying impossible for remainder of the day. A general knewledge too the Typheen was carried out in the marning, During the afternoon a lecture was given by the 1.0. on briefing for an operational artic. All pilets are happier with these lectures on wash out day, because it keeps them busy and with very little time to sit around. The meral seems to impreve with hard we	

Place	Date	Time	on the typhoch and	Sum	mary of Events	s the affarma emile. All a	SECRET.	References to Appendices
A.F. Station, Ayr, Ayrshire	29 Ja	144	"OPTURE CHATCHET	Ad a few bours	in the morning du	to bad weat	herubutery	Appendices
			arAll the pilets we	The protty pil	as six Typheens	arrived in th	e merning, e sircraft	
restablishment	N INVIA		Squadren fermatie:  afall the pliets we for the ateficity they fiew in Lew between the they in the mess.	level formation the day was 22:0	was practiced du	lesture was	rneen and	
	30 Ja	/44	Della Lik bad all erter	room herright	EP TOUGH Par	Sanadnen fer	metion by	
	7-1-2		Mere sent up to a	s exercise was c track this forms	erried out in the tien. In the afte	rneen the fir	st Typheen	
- Albert 1	१९ १८४ (	ė	P/Lt. Wilson. This were sent up to a arrived from Main from the domenstree the Type	tenance. W/Cmdr.	Davidsen took it	ne Typheen. S	/Ldr. Grant	
			alperatt. A total		was of lawn	A STATE OF THE PARTY OF THE PAR		
1	31 Jan	44	lootume by the A	O an ganaral	field cenditions.	Methods of K	0001112	······································
			comfertable under Several trips wer 10:45 hours flyin	made during th	a afterneen en th	e Typheen, A	refat of	
	7 ASSA		STRENGTH AS AT 5		3 <del>140 - 344 -</del> Tarman - 13:	astrial and	The Management of	(A)(E)
				L JAN., 1981	TOTAL TOTAL		101	
	0 077A	R.C.A.	P. TOTAL STRENGTH	ESTABLISHMENT	arma arma tarra	R.C.A.F.	GROUND CREW OTAL STRENGTH	ESTABLISHM
Officers, Pile	ts	22	22	18	Officers	0	9	1
Airmen, Pilets		0	0 °	11	Airmen	35.00	0 "	14
1776 d.M.			AIRCRAFT STRENGTH		1944			
			Hurr	SING				
	7 196		Typh	sen IB	-51		2004/04	
			TOTAL PLYING FOR M	ONTH - 366:05 (A	LL TRAINING, DAY)	ntsia	CACTIOL TERROR	- Karana
Service Control			Red thest of LTION E		(F.G. Grant	hastoryou as	Colo Man to	
*			er erse ogster anderse	es cashi icort	Ne. 438 (Can) Sq	uadren.	April 19 To Table 19	e
· C · Cpcc · rop*			APPENDICES:-	et applicable -	Squadren net yet	eperational	nd net attach	id.
All production of the second		*************		医尼亚斯氏口管区 下面:"这是这个	RR. A. HUU. RA.			

d Art.

#### FOR THE MONTH OF FEBRUARY, 1944

Ayr, Ayrshire Feb. 1/44 Weather very bad all day and ne flying was carried out. Cockpit cheeks and starting precedure all merning on Typheens. During the afterneen the A.L.O. gave a lecture on the requirements and duties of an A.L.O. Fellowing this lecture, WfCmdr. Davidson (R.A.F.) gave a chalk talk on fermation flying. No flying was carried out during the day.

- Feb. 2#44 Bad weather curtailed all flying in the merning se lectures were given by the I.O. en M.I.S. At meen a Typheen test pilet answered questions as to its flying characteristics. Weather cleared up in the afterneen se fermation flying and sele en Typheens were carried out. A total of 10:50 hours was flown for the afterneen.
- Feb. 3/44 Flying washed out all day due to bad weather. During the merning pilets were shown cap tured German films on the capture of Grete. Weather cleared in the afterneon but the wind was too strong for flying.
- Feb. \$/44 First seles on Typheen were carried out all day by mest of the pilets. Weather curtailed intensive flying. A total of 13:50 hours was flown for the day
  - Feb. 5/44 Weather good in general, with slight haze, however flying was carried out as usual. Still seleing some pilets on the Typheen. Flying consisted of familiarization and seles on Typheens as well as ordinary training on Hurricanes.
  - Peb.6#44 Weather peer in general, a slight drizzle prevailing throughout the merning. Pilets were given an aere engine lecture on the Napter Sabre by a representative from the werks. During the afterneen, all were taken ever to Frestwick Aeredreme, where the pilets reviewed all the afterneen typs of aircraft. The effect of watching the pilets around the office prior to a Trans-Atlantic flight tended to make all of us conscious of how close we were from home by air.
  - Feb. 7/44 Weather permitted average flying to nditions, making the merning fairly active on Hurricane exercises comprising mestly of flight formations. S/Ldr. Seethby (R.A.F.) gave a short lecture on range estimation for R/P target work. During the afternoon, besides putting in Typheen time, mest bilets get in some range estimation under the supervision of the Officer Commanding.
  - Feb.8#44 Flying started seen after arriving dewn at Dispersal. Weather good, and flying centinued throughout the merning, most of which was Hurricane fermations. During the afternoon a wing fermation was carpied out by 438 and 439 Squadrens.
  - Feb. 9/44 Bad weather ourtailed all flying and pilets were released for the afterneen.

P.T.O.

	OPERATIONS REC	OORD BOOK - NO. 438 (GAN) SQUADRON - FEBRUARY, 1944
Ayr, Ayrshire	Feb. 10/44	Perfect weather all day. Several exercises of Squadren fermation were carried out. A total of 28:00 hours were flown.
•	Feb. 11/44	Good weather all day and a total of 23 hours was flown. This consisted of Squadron and Wing formations. Dive bembing practice was carried out in both these formations. The Squadron received order to proceed to Hutton-Granswick to take part in Army war games on the 15.
•	Feb. 12/44	The aircraft were grounded all day in order to prepare them for the flight to Hutton-Cranswick. Several pilets with the A.L.O. left by car in the afterneon for Hutton-Cranswick.
•	Feb.13/44	Due to lew clouds the Squadron was not able to leave from Ayr for Hutton-Cranswick. Our Airfield was completed by the arrival from Canada of 440 Squadron. Two former pilets of 438 Squadron were amongst the pilets.
itten-Granswick	Feb.14/44	Twelve aircraft arrived at Hutton-Cranswick at 1600 heurs after an unpleasant trip full of icing conditions. A total of 18:00 heurs was flown for the day.
	Feb.15/44	A lecture was given by Majer Meeney to the pilets of the Squadren as to exactly what work would be done in a nnec ion with the War maneeuvres. Feg and haze kept all aircraft grounded.
	Feb.16/44	Bad weather in the merning kept all aircraft grounded so the pilets attended a film in the Dispersal. The weather cleared in the afterneon and eight aircraft were scrambled to attack an enemy convey approacing the enemy lines. This exercise was carried out sufcessfully. A total of 12:00 hours was flown during the afterneon.
••	Feb.17/44	Bad weather all day prevented any flying. Mevies were shewn to the pilets in the 'Dispersal during the merning. The pilets were released in the afterneen and a liber run was arranged to Hull. Mest pilets took advantage of the eppertunity to "let off a little steam".
•	Feb.18/44	Rain and smew all merning prevented any Army support. Films were shewn in the afterneen and later in the day a dire bembing attack was carried out against tanks and trucks. Tetal flying time for the day was 11:10 hours.
and Tarabasa Ann	Feb.19/44	Good weather enabled several trips of Army Co-op to be carried out. These cansisted of dive bembing and strafing attacks on enemy positions and conveys. A total of 21:25 hours was flown for the day.  P.T.O.

Autton-Cranswick	Feb. 2	20/44	Geed weather enabled several exercises of Army Co-op to be carried out. These consisted of dive bembing and one exercise to determine the visibility of smeke. signals to aircraft. 15:05 hours flying was done during the day.
	Feb. 2	21/44	Weather was fair and enabled flying to be carried out. Several demands were sent in by the Army for air support and a number of sorties were carried out. Tanks and vehicles were attacked successfully during the day. A total of 23:20 hours was flown for the day.
	Feb. 2	22/44	The weather was peer with rain and lew visibility. The Exercise Eagle was slewed up so little Air support was demanded. Several recco. flights were made ever enemy positions. Also vehicles and A.A. positions were attacked. 12:50 hours was flown for the day.
	Feb. 2	23/44	Fair weather enabled close cooperation to be given to the Army. Exercises of bembing and strafing of enemy positions were carried out. Several sweeps were also carried out and nothing sighted. 20:40 hours was flown for the day.
	Feb. 2	24/44	Bad weather curtailed any intesive flying and 10:30 hours was flown. Enemy concentrations of tanks and men were successfully attacked with bombs and gun fire.
Ayr, Ayrshire	Feb. 2	25/44	Good weather enabled the Squadren to take off from Hutton-Cranswick for Ayr. Fourteen aircraft arrived safely at 1600 hours. All pilets were very pleased with the opportunity to have taken part in the Exercise Eagle and were quite happy to see 19 Typhoens on the Airfield.
	Feb. 2	26/44	Rain and snew prevented any flying during the merning and most of the afterneon. S/Ldr. Beethby gave the pliets a lecture on air firing. In the Afterneon W/Cmdr. Davidson gave pilets of the Wing a lecture on tactics and fermation flying. A total of 2:30 hrs. was flown for the day.
	Feb. 2	37/44	Conversion training on Typheon was carried out all day with very good weather and visibility. 20:40 hours was flown in several exercises of fermation and familiarization flying. W/Cmdr. Davidson led 458 and 440 Squadrens in practice wing fermations and dive bembing. Hurricane flying consisted of 16:40 hours. Several cine gun exercises were carried out.
A Property of	Feb. 2	28/44	Good weather enabled 30 hours to be flown by the Squadren. Cine gun exercises and fermation flying were carried out. W/Cmdr. Davidsen led the three Squadrens in wing fermation and attaked an accordance. Interception on the wing was carried out by a Squadren of Spitfires.  P.T.O.
The state of the s			The state of the s

OPERATIONS RECORD BOOK - NO. 438 (CAN) SQUADRON - FEBRUARY, 1944

PAGE FOUR

Ayr, Ayrshire

Feb. 29/44 Rain and lew ceiling kept all aircraft grounded in the merning se pilets went to Stores and drew camp kits. In the afterneen fermation flying and single aircraft attacks were carried out. 12:10 hours was flown during the day.

TOTAL FLYING TIME FOR THE MONTH - TRAINING (DAY).

Hurricane IV Typheen 1B 352 Heurs 71 Hours

STRENGTH AS AT 29 FEBRUARY, 1944 - A LR CREW ESTABLISHMENT

R.C.A.F. TOTAL STRENGTH ESTABLISHMENT 22 · Officers 22 Airmon GROUND CREW

0 1
26 30 ... Officers Airmen

AIRCRAFT STRENGTH AND SERVICEABILITY AS AT 29 FEB., 1944 . A. . .

STRENGTH . SERVICEABLE

Hurricane IV Typheen 1B . . .

(F.G. Grant)
Squadren Leader Commanding,
No. 458 (Can) Squadren.

Form 541 - Operations Record Book, Detail of Work Carried, not applicable, Squadron not operational, and not attached.

Ferm 765A attached to copies 2, 4 and 5.

SECRET

DETAIL OF WORK CARRIED OUT
By 10 43

	136—36 60,000 s/	HISOGRAPHICAL SERVICE		Service Control		Time		
DATE	TYPE & N	UMBER	CREW	Dury	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
15-2-43	22H 30	I	F/O Godefroy, H.C.	Operational	1305	14.35	1	
	EB1129	II.	3/0 Womalak, R.	Assistant B	1305	1440	Jan to a series and the series of the series	
	36474	X	S/L Ford, L.S.	•. 373 1	1305	1455	13	
10-5-15	B3196	11	Sgt Dunbar, R,	•	1305	1440	Girous 266 to Dunkirk 1 P.W. 190 probably	
	20030	x	P/G Cimbal, E.L.	* 1.0 n	1305	1435	destroyed and 1 P.Ve. 190 damaged	
	AS145	IX	P/L Maguingd, G.N.	•	1,305	1435	1	
	26396	IX	P/O Cumning, B.G.		1305	1440	1	
	29287	IX	B/C FowLow, N. N.		1305	1405	3	
	B1534	IX	P/L O'Longy, P.T.	\ ·	1530	1650	1	
	20102	IX.	Sgt Hamilton, D.C.		1530	1650		
	2M130	IX.	F/O Godefroy, H.O.	• /	1530	1650	3/	
	SM29	EX .	F/O Womisk, R.	•	1530	1650	Bombon withdrawal support	
	20474	II.	S/L Ford, LaS.	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	1530	1600	Market Committee	
	26196	ET.	Sgt Dunbar, R.	•	1530	×650	Market Committee of the	
	48145	II	D/L Hagwood, C.M.	•	1500	1690	A Company of the Comp	
14	26396	X.	P/O Cunning, C.C.		1530	1650	X	
		IX	F/O Forlow, N.R.	•/	1530	1650	1	
16-2-43	·····	**	Sfi Ford, L.S.	<i>y</i>	0900 1	1055		
		22	Set Dunber, Re	/ •	0900	1055		
		*	B/L Hagwood, Call.		0900	1055		
			P/O Cimbel, E.L.	•	0900	1058		
		12	P/C MadDonald, Halls		0900	1035	Bodes Cour at 9,000 feets	
		THE PERSON NAMED IN	Sgt McGarrigle, W.		0900	1035		
			P/L O'Leary, P.2.	100	0900	1055		
-		ensistenti di	P/O Lone, W.T.	-	0900	1055	A COLUMN PROPERTY AND A COLUMN	
		Caldy Control of the	B/O Aiticen, GoDs	•	0900	1055		
Jist	113619	tietionosen ei		on-operational	0950	1020	Local Clying	
	BS287		Bgt Dunber, R.	•	1705	1750	A/O and comon test	

DATE	AIRCR Type & N	AFT.	CREW	Dury	UP DOWN		DETAILS OF SORTIE OR FLIGHT REFERENCES
	7897.02	Jaber	The state of the s		200		The state of the s
16-2-43	20174	77	3/L Ford, LaSe	Operational	1635	1805	3
	20196	×	P/S Chute, Auft		1635	1805	3
	ASSES	K	P/O Cornacher, S.N.		1635	1805	( X )diseting
3-1040	28104	×	3/0 Findow, N.B.		1635		Rodeo to France, Rear support at 25,000 feets
1	35396	12	9/0 ManDonald, H.D	•	1633	1745	3
	EIN 30	11	#/O Codefrey, H Co.	100	1635	1805	Contract to the second of the
Kapin Pakan	30534	II.	P/L O'Lecty, Para	/ .	1635	1800	3
	28183	33	P/O Dowling, H.J.		1635	1800	}
	BR630	IX	P/O Womiak, R.		1635	1800	
17-2-43	BS534	H	P/L O'Leary, P.T.	• >	0855	1035	
	20172	#	1/0 Dowding, H.J.	123 44 2 2 2 2	0855	1035	3
	20030	EX.	P/O Altken, G.D.	•	0855	1035	Soramble to 10,000 feet,
	30129	14	Agt McGarrigle, We		0855	1035	
	28101	IX	F/L Magecood, C.M.	gar 🛡 sayabayı	0855	1035	N The state of the
	10196	IX	age Dunbary Re	3.4	9885	1935	
ing the	20207	18	P/O Poulou, M.B.	•	1055	1140	1
	25,05	24	P/S Churte, A.W.	•/	1059	1140	Pedcol of Beachy Head
	ZIN 27	-SX	Sgt McGerrigle, We	A	1055	1140	13
	20129	靐	Sgt Broth, C.R.	per-operational	1345	1445	Gouran Feat
	EUN 29	**	and Drown, G. R.	• 12.	1610	1650	
	2011,30	N.	Bgb Hollerstatio, W.	• ***	1610	1650	Alreadt and connot test
8-2-43	20007	4	Sigh Dimbing Re		1320	1400	Alternati Sost
	10534	IX.	P/L-Discoy, P.T.	Operational.	1535	1705	
	200530	<b>x</b>	F/O Attion, C.D.	•	1535	1700	
	RIN 30	7	P/o Godefroy, R.G.		1535	1700	Circus to Building
THE WOLLD	DS172 /	×	P/O MacDonald, Helle		1535	1700	1
	ESTON.	174	F/O Foulow, N.R.	<b>.</b>	1535	1700	Comment of the second of the s

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of (Unit or Formation) NO. 438 (GAN) SQUADRON

R.A.F. Form 540

ONE Page No...

No. of pages used for day...

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. Pochet Book. References SECRET. to Appendices Summary of Events Time Exercises of cine gun and formation flying were carried out during the day and further work on the conversion to Typhoens was carried out. 21:55 hours were flown. Ayr, Ayranire Air to ground firing exercises were carried out all day on the range. Formation flying and oine gum work carried out. \$70 A.B. Newsome pranged a Typhoon because of a faulty clee leg. No canalities. S/hdr. Boothby (R.A.F.), the Range Officer, was very pleased with all attacks on the target. 35:0) hours flown for the day. 10 Chear and unlimited visibility enabled 42 hours to be flown including 12 hours of might flying on Burricanes. As to ground firing was carried out during the noon hours. Wing formation in Typhogons was done during the afternoon led by W/Condr. Davidson (R.A.F.) Night flying was carried out very successfully. " 3 Air to ground firing was again carried out all day. Later in the day the guns were . 4 elso carried out for a total of 23 hrs. 35 mins. Good weather enabled 39 hrs. 37 mins. to be flown during the day. This consisted of formation flying and cloud flying. Several exercises of low flying were also carried out. \* 5 hir to sir firing was carried out all day and good results were obtained. Formation and aerobatics were also carried out for a total of 30 hrs. 50 mins. flying. 6 food meather enabled sur to air firing to be carried out during the morning. Gloud flying and formation flying was carried out during the afternoon for a total of 13 hrs. and 20 mins. Section low flying, aerobatics and formation flying practiced during the day for a total of 2/10) nours. Low cloud and haze kept the aircraft grounded. The pilots reported to the chotographic Section for seems pictures. In the afternoon Wondr. Davidson gave an informal talk on the sampater in Greece and Caylor from his actual experiences there. 4/C. Daylord (all. ) visited the hispersal and Historical to Womer. Daylord talk to the pilots. Perfect flying weather emailed 40 hrs. 15 mins. to be flown during the day. This included 8005 hours of might flying. Mr to air fining carried out during the day. Formation low riving, serobution were also produced. 

Prep ration for the Squadron move continued and I hour and 30 mins. of S. & S.

Place	Date	Time	Summary of Brents SECRET.	References to Appendices
Ayr, Ayrahira	Mar 14/4	<b>1</b> -	Cloudy weather kept siroraft grounded and all pilots attended combat films at Photographic Section. Wain convey for the Marield left with 67 vehicles for durn.	a de la companya de La companya de la companya de l
-11	Max 15/4	•	fil pilots went to Glasgow to see the building of sirorift engines but only four ware permitted in the plant.	
	Mer 16/4	4	Good weather enabled flying to be carried out for a total of ten hours.	
u o	Nov 17/44		We flying was done for the day in preparation for the Squadron's move to durn.  Good weather enabled the Squadron to take off for durn. The Typhoons left fi at and the Hurricanes followed, all aircraft landed at doodwale for re-fuelling and arrived then at 1500 hours. All circust arrived a fely. Two plots were killed on the trip	1
	1		down in 439 Squadron, 40 hours were flown for the day.  Good weather allowed the Squadron to fly six hours. The Airfield is setting settled quite	
	Mer 19/44	Company .	well after the move. Nothing else to report.	
g - 1	Mar 20/44		Have the honour to report the Squadron and Airfield's first operational "do". Four Typhocus made a sweep in the Hague-Channel Islands area. Strafed some nums - one hours confirmed. Tetal time, 12 hours and 20 minutes for the day.	
	M = 21/44		Beautiful spring day. Squadron did some practice flying which totalled 26 nours. Flat.  Pollock, 439 Squadron was killed in an air collision.	
	Mar 22/44		Duff day. Squadron released in the afternoon.	
· · · · · · · · · · · · · · · · · · ·	23/4		Carried out practice flying, mainly formation work. Total flying 24: N hours.  Squadron pilots were lectured by an escaped P.O.W., Wht. Philpott in the morning	
n market market	M = 24/4		and did a limited smount of practice 11,116	
•	25/41		Weather exceptionally fine. The Squadron did some practice sorties and had dingny drill in the afternoon.	
w • 1	26/44		Total flying for the day 5:05 hours.  Seed weather allowed quite a lot of practice Squadron formation flying. Nothing further the state of the second section of the second secon	
u	Mr 27/44		The weather was "duff" in the morning and cleared in the afternoon, 45 mins of flying.	
	las 20/44		Afty minutes of Civing.	
p u ]	14 29/44		gon and all day.  gon to discrete did a Squadron away over the Cherbourg area. It went off o.k. but	
•	20/44		was uneventful.	
	20/44		another Squadron away was flown over the Casm area. Preparations being made for the Atribal to are to Fun inglan.	- 100

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Page No. THRUE

instructions for use of this a 2349 and War Manual is in R.A.F. Pocket Book.	Pt. II., chapter X.	X., and	of (Unit or Formation) 10. 4		No. of pages used for day		
Place	Date	Time	parent .	Summary of Even		SECRET.	References to Appendice
	The state of	13	STRENGTH AS AT 31 MARCH, 19	44	AIRGREN		
		1					
				R.C.A.F.	TOTAL STRENGTH	ESTABLISHMENT	
Secretor - Company		4	Officers, Pilots	25 .	25	32	
		4	Airmen, Pilots	0	0 44 4	11	
			Carlotte Comment		GROUND CRE	π	
		1	OF Town		0		
		-41		25	26	30	
- 100 000 000 0000		4					
		1	"- BAYING TIME FOR MONTH:				
	-	4		Operational, Day - Ty	phoon 1B 29	:50	
				Non-Operational, Day	- Hurricane IV 250	:50	
	-	1			Typhoen IB 18)	(63)	
and the second		A		Non-Operational, Mg	t Hurricane 20	1:50 1:25	
		-3		TOTAL PATENCE		<del></del>	
		4	AIRCRAPT ON CHARGE		•		
				Huricane IV 1	<u>1</u>		
44.00							
				PLES CLAIMED DURING MO			
			OFFRATIONAL SORTIES D				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
			CIRCUMSTANCES DELAYIN	TRAILING PROGRESS AND	OPERATIONS -	integ	
		4	progress and oper	t Typhoon siroraft sor	664		
					Mantille F.G. Granti		
					(Y.G. Grant)		100
				No.	438 (Can) Squadron		
		A	What is a second	hed to copes 2 and 4.			
9,0			1938 ANAL			TO BELL	
Marie Harris							

## OPERATIONS RECORD BOOK APPENDIX "A"

SECRET

PAGE No.

DETAIL OF WORK CARRIED OUT

No. 438 (Can) Squadm

FOR THE MONTH OF Harch 19.

	AIRCE	APT			1	Гими		
DATE	Type & Number		CREW	DUTY	Up	Down	DETAILS OF SORTIE OR FLIGHT	References.
20/3/44	Typhoon	A	W/Gndr. Davidson	<b>,</b>	1030	1130	Fighter San A C	
		P	S/Ldr. F.G. Grant	Fighter	1030	1130	Righter Sweep to Cherbourg Alderney. Troops and staff car sighted and fired upon but no confirmations.	
		T	F/Lt. J.R. Beirnes	Sweep	1030	1130	no confirmations.	
	. •	В	F/ut. P. Wilson	) at				<u> </u>
30/3/44	Typhoon	D	W/Omdr. Davidson	1	1420	1030	Fighter Sweep to Channel Islands.	
	æ	В	S/Ldr. F.G. Grant	<b>!</b>	1420	L7:57	argicot.	
		P/	F/O R.H. Burden	:	1420	1939		
	•	A	F/Lt. P. Wilson		1420	TOGO		
	•	T.	P/O Z.M. McKenzie	Sweep	J1420	לנכד		
	•	S	Fit. K.J. Fiset	4	1420	1232		
	•	R	F/Lt. R.F. Reld		1420	1232	Control Control	
		J	F/Lt. J.R. Beimes		1420	יככבי		
		٧	F/O D.W. Benting		1420	1535		
	•	M	B/U i.H. Vickers		1420	1030		
31/3/44	Typhoon	D	S/udr. F.G. Grant		1420	1340	Figurer Sweep to Care, France,	
	•	A	B/Lt. P. Wilson		1420	1040	Nothing signted.	are to be promised
		T	F/O J.C. Unthoff		1420	1540	A Proposition of the second of	
		P	F/O L.E. Park	Fighter Sweep	1420	1540	The state of the s	
	•	x	E/O N.E. Dawber		1420	1360	AND COURT OF THE C	
		R	F/Lt. J.R. Beirnes	•	1420	1540		
	•	E	F/O H.G. Uphem	1	1420	1740		
		H	17/0 T.A. Bugg	1	1420	1540	<u> </u>	
		H	F/O J.E. Cornelison	1	1420	1540	Brants 14	
	w	¥	E/O G.P. Edington		1420	1240	(F.G. Grant) Squadron Leader Commanding.	
	16-16						No. 438 (Can, Squadron.	200000
							The state of the s	

# OPERATIONS RECORD BOOK of (Unit or Formation) No. 438 (Can, Squadron

Page No. ONE

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

Date	Time		Summary of Events	SECRET.	References to Appendices
					100
1/4/44		Another "duff" day. The Main Airfic	id Party departed t 0730 hours for at 1030 hours, however, after the	Funtington. The	***
224 1		briefed for the trip, a report we trip was postponed at the last min	received that visibility was hit a fute. All equipment, save the bare m emmining tents raised so that all pe	nimum requirements	
- Dec. 24-17.5		at a moment's notice. However, the	rain continued to fall in buckets	and the aircraft	
2/4/44		bull again, however, it cleared un	roft took off at   Bill hours, the Tv	moons arriving	
1		twenty minutes later and the Hurri	cames taking thirty minutes. Ground	Banting and driver	
the state of		who proceeded with the Officers	agrage as the camp kits were necess.	ry at Mintington.	
3/4/44					
	-	harken back to those days at innet	e Island, Alaska, where it was thou	int things were grim.	
		But, by comparison, Ammette was a l	out running water, etc. Funtington	tents with floors,	<u> </u>
	7.1	consists of two summerfeldt runway	s, an old farmhouse (utilized as in	field H, a few	
		mutdanten fa a harren come - to me	ice matters worse bt is rabiling stead	tilly today and every-	
	<u> </u>	will be the second training men of made	rsomei gre wallowing in this gumbo	putting up tents and	
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		attenting to get settled down. To	make matters worse, the tents were,	of necessity, packed	
		while wet and now leak profusely a	purpose as the raincoat acts as an	extra blanket which	
		is thite necessary as it is quite	Mess, situated in a blister hangar i	s rather barren,	
		the are a few tables and the odd	beach but most of the personnel have	ve to sit on the floor	
24		to sat. All personnel are, however	digging in and making things as co	mrortable as possible	
A Company		stotes are being made out of old purite incenious contractions are	ppearing on the scene. One of the br	ight spots of the	
		camp in that a pub is situated bever it is unable to cope with the	advent of an Airlield and is now	iry until Tuesday.	
	7	No flying was done all day-	The state of the s		His said
4/4/44		Sous ron getting settled down and	socustoming themselves to the crowde	ed conditions in the	
135		tents. The equipment from the Lear	appearing in the Airmen's Mess but s	till very few benches	* 1
STATA	71	· 图》是自己的一种自己的一种自己的一种自己的	who a to an ID I I i ment th	e will ote out on	
		"Exercise Kango". All arrived back	t comp safely in fair time. In the	oleared later 2:15	
		hours of flying were put an, all	non-operational.	Carlo Control Control	
6/4/44		First clear day at Emtington, t	he mud is drying up micely. W/Cmdr.	A.D. Nesbitt DFC	
				- The contract of the	· COY
7/4/44			<b>对于新国际的企业的工作的工作的工作。但是由于加州的国际的国际的国际的国际的工作的工作的</b>	seres between the	#\'
	2/4/44 2/4/44 3/4/44 5/4/44	2/4/44 2/4/44 3/4/44	inother "durf" day. The Main Airris Air Party was scheduled to proceed by Farty was scheduled to proceed by Farty was postponed at the last mid for daily servicing were packed, I was a moment's notice. Sowever, the remained grounded all day.  2/4/44 Dull again, however, it cleared up chook over furthington and all sire party winnites later and the hurripilities remained until the following monopocadam with the following monopocadam with the Griders' is the far and the hurripilities remained until the following monopocadam with the griders' is harken back to those days at innet but, by comparison, Americants was at harken back to those days at innet but, by comparison, Americants was at the far and the possible of two summerfelds runway which we have and some fully grider hardens and seed scans small but familiar to it a berren camp, to me tiffing in a verifiable was at a familiar to the infinite of two summerfelds runway will be wet and now leak profusely a retirementing. This accomplismes a dual in the familiar of the party in the comparison of the control of the contr	Another 'dury' day. The Main dirvicid Perty departed t. 0730 hours for Air Farty was schoolied to proceed at 100 hours, however, after the briefled for the trip, a repair mean received the virginity was all try was providing were packed, remaining these vary the bare in for daily servicing were packed, remaining these research to the state of the was provided and they.  2/4/44 built scale, however, it alcared up semeshat in the afternoon. Judy of these over furtington and all structs took off at 1800 hours, the Tyleshor should like the following morning thirty minutes. Ground places remained while the following morning with the exception of 7/0 mino proceeded with the Officer's introduce as the camp lits were necessary at the first and the largest the Squairon personnel arrived at 12% at fundington is the barest the Squairon as the camp lits were necessary.  7/4/44 The Bear Party which was composed of Squairon personnel arrived at 12% at fundington is the barest the Squairon has yet all. Ampairs of the harken back to those days at inserts leading lasks, where it was though the same shall state at the same with the same necessary of the harken back to those days at inserts leading water, set ministry of the same shall state at 22 according amountain of the same shall state at 22 according amountain of the same shall state at 22 according amountain of the same shall state at 22 according amountain of the same shall state at 22 according amountain of the same shall state at 22 according amountain of the same shall state at 22 according amountain water, state as a same later to the personnel may be a same shall state at 22 according amountain of the same shall state at 22 according amountain the same shall state the same shall state the same state of the same state of the same shall state the same shall state the same state of the same same same state of the same same same same state of the same same same same same same same sam	Another "duff" day. The Main Mirfield Party departed t 0730 hours for Austington. The Ar Party was scheduled to proceed at 1070 hours, however, after the pilots had been by briefed for the tip, a Paper was not been by the party of the part

			The state of the s	age No. Ewo
Place	Date	Time	Summary of Brents SECRET.	References to Appendices
Funtington	7/4/44		Officers and airmen was played in a nearby field today, the erks winning 7 - 4. Total oring for the day 7:00 hours, all non-operational.	
	8/4/44		nother clear day, however, flying we restricted somewhat as 440 Squadron beneved the our available Typhocons for an operational "do". With the limited number of sirrart reliable this is always a necessity when any of the three Squadrons are doing a show otal flying 11:40 hours.	
	9/4/44	1	caster Day. Rain poured again instanight and we awake to find the all too familiar second outside our tent doors. A show was arranged for 1000 hours but as the weather will dull over the target it had to be postponed. S/Mdr. Isinford the dirfield Fadre conducted an Egeter Service for all Frytestant personnel in the blister hangar pear our Especial. The service was originally planmed for the garden at the rear of infilled May, but the	9/1
			advent of rain forced the move under cover. Thile S/Ldr. Ashfard made the Service as interesting as possible under the strong leaves to a safety her hard to be the late to be a safety of the safety	plus the we flysing:
. •	10/4/44		Poor visibility in the morning grounded all aircraft. 439 Squadron went on an operational above at noon, one aircraft falling to return for the first Airfield operational casualty. 425 minutes of training flying was done on Typhoons in the afternoon. Nord was received today that all our Burricane aircraft except one which will be used for target towing are to be transferred immediately. More Typhoens are on their way which will greatly facilitate operations and training. At 150 hours the Airfield Softball league to pend, 436 Officers towing a hard fought game to 439 Squadron airmen 9 - 8. F/O Bugg, returned today with the Squadron's Auster which he ferried from Colley-destern.	
	11/4/44		Usual fog and haze in the morning, clearing up early in the afternoon. Mine Typhoons and over on a recommand same of Torquay in preparation for an Army Co-op manoeuvrest total flying for the day - 22:0 hours, all hon-operations.	
•	32/4/44		Aboratt were on "stand-by" from \$500 hours the Squadron relieving other Squadrons in more on Army mangeuvres. At 0850 mours synt in first and \$70 hours on a hombing reight over the Charbourg area. At 1780 hours eight sirrart want on a hombing reight over the Charbourg area. At 1780 hours eight sirrart want on a hombing reight over the Charbourg area. At 1780 hours eight sirrart on the standard want on a hombing reight of the same of the show was quite pleased with the results obtained an experienced pitcher which accounts for the dribbing they received. Total flying for the day!  Operational -13:20 Non-Operational -4:40.	
•	13/4/44		Dull all day and no flying was carried out. Filots were checked on aircraft recognition by the Squadron and Flight Commanders.	
•	13/4/44	1 10 8	Day started out bright but turned to rain later in the day. A bombing sweep of eight sireraft went out at noon over the haiquennville area. A good percentage of hits was obtained. 4425 hours of non-operational flying washes during the day. Rain cancelled the baseball schedule in the evening. Real flying for the day 15:05 hours.	
	15/4/44		Rether dull again today. Air to see firing was arranged to take place off the quarter of little Hemoton in the offernous but only one aircraft was able to fire as weather	

of (Unit or Formation) No. 438 (Gan) Squadron No. of pages used for day.

Place	Date	Time	Summary of Events SECRET.	References to Appendices
Aintington	15/4/44	•	closed in making it imposes not to thre any purcher. I fee exercises of cloud climbing were precised in a total of 3:27 nours of thought for the day. No operational sorites were carried out.	
	16/4/44		Usual rain in the morning rounded at aircraft and laker in the afternoon the pilots were released until first light of day. A charon service was held by 3/bdr. Amford in the blister hanger near 440 happered at 1000 hours and at 1600 hours and 3.0.  Service was held in the station Sinema. Rubber boots are the order of the day as the mid grows despar and despar and succior and stronger with successive rains. We are becoming quite accustomed to damputes now although we don't exactly like it. No Trying was done all day.	***
# ·	£1/4/44	X 1	line clear day today but visibility limited preventing any operational sorties. 10105 hours of non-operational flying was done during the day. Ir Vicebaranall Broadburgs, [R.A.F. A.C. 83 Group visited the infficient in the afternoon. The Bovement Order - back to Burn - arrand today and preparations are well under way. Training and operations are compining normally.	
	18/4/44		Another clear day facilitated preparations for the dirfield and Squadron move to Hurn.  F/O Johnson had his first flying accident today, pranging, of all trings, the Huster.  It is entegorised and an is being transferred to 419 & 5 cell. Flying for the day consisted of 13:25 hours mainly formation work and first soles on the Juster.	* 1
,	19/4/44	-01 -1 -2 -1 -1	The Main Airfield Farty got agay at U700 hours in the morning. An operational bombing sortic was scheduled for 1500 hours, however, after the pilots had been briefed and were in their aircraft it was cancelled on account of weather. The mircraft departed for durn at 1800 hours landing 20 minutes later. 270 hours was the total flying.	
Aura	20/4/44	- 45 <sub>0</sub>	Bright and clear again today. The dear Farty experienced no difficulty in leaving on schedule at 0755 hours, hosbers the convey was delayed consider by when a wrong turn was taken, the party arriving at hurn two hours into at 1530 hours. Durnbay was taken, the party arriving at heart to had been been 1600 hours to 0000 hours. Durnbay was itserably sharping as breaked had been brown for to completing the setting up of camps as ready, however, and it was flower too the day conditing of C.C.I. work for deserved to take the order of the day conditing the setting up of camps to take 13100 hims was flower too the day conditing the setting the setting up of camps.	
<b>4</b>	21/4/44		brighter now are expect to be brought up to Satablishment shortly which will facilitate training and operations a great feet.  Another clear to smalles 11 % hours of flying saidly long for bone, work. Whit Mast flow a Typhoen which has been a utyped whit a makes generator over to holmslay Jouth than 11 was intended to the part of the more and leasting from the generator and the strain of the various Sections and Equators is becoming known to all.	
	22/1/44		Texture still bright and clear and tray Go-Op exercises were done today again for a total or I/V) nours lying, we now have 12 Typnocas and these are being allotted to palets. Note Being a returned at 1800 Means today after "gamning up" at the Sourch Air Support Course at Milfield. It as feat that Note Being a instruction received	2
			on the course.	

Page No Pour SECRET. References Summary of Brents Time I little hazy all morning grounding all adverset, however, by moon the sun was ending brightly and army Co-on exercises were renewed. The squadeon was scheduled to do a bombing asset, with two fators beam absent each arrover, nonvent it was postponed until the morrow. Meat of the personnel available attended a Service conducted by S.Adr. asmfored in the least Parley Cherch, the church making been leased to the Arrivella for services. It is a tribute to the sadre that alternant the least carries conducted by S.Adr. asmfored in the least for the doors. Some admit it was the first coccated on which they had voluntarily entered a church for some considerable forms. Total flying for the day amounted to 5:00 here.

Resy in the morning, however, already from they be not do the personnel dived into all trenches when things got may at 1750 hours and while the vicinity but it was too close for comfort - most of the personnel dived into all trenches when things got had a today those who headed not the wise counsel provingly given them are heatily digging allit trenches. The bombing away at 1750 hours and while the original target 1900 build now be are dropped at St. Seveur with good results. This was the first time that 1,000 pound bombs have been released operationally from Typhoon alterart and we are justify proud that he have had the opportunity to paye the way in this aphere of aerial warfare.

Total Tyling for the day - 13:00 hours. Appendices Date Place Jurn, Hants 23/4/4 24/4/44 7. W.N. Beautifully clear day enabled 11:00 hours of training flying mostly formation and dive bombing practice in connection with the Jim Gook any Romaiss. At 1/30 hours the Mirfield sent on its first operational bombing raid, bombing the bridge at Coutances Reports of the nos. 2 and 3 Squadrons indicate that the mission was secomplished with a respected mouths of training are now beginning to hear fruit. All pilots of the Squadron have now been on at least one operational sweep, 70 Ref. Getty and 70 %.H. Marrison getting way today. The aircraft situation is now looking very good we now have 15 Typhocos in addition to one for the Wondr. Hying with our cross are servicing. Total ope. Flying for the day - 14:00 hours, making a total of 21:40 all flying. 25/4/44 + 0/5 4/9 Weather continues bright and clear. Training flying was done in the morning and in the afternoon the three Squadrons of the dirical made a ling Scabing Seese of 24 chroraft attacking a long bridge at Mirville. The Wing want in at 0,000° to 2,000° and attacked at deal. Doubling was good, several three into were secret and considerable damage noticed. On the homeword trail enemy targets were strafed, considerable small flak was encountered near the Const, some aircraft were hit but all returned safely with ne example in the lower of the day operational, likely Monton, 9145 hours. 25/4/4 This was another grand clear day which later turned out to be the warmest we have had. The boys less always of the summands are a numerous sames by stripping to the warmest turning noon hour and lying around. Mine alroraft made an operational flight from 1155 hrs. to 130 hours to bomb the small bridges at Sames, France. It was successful. The new Adjutant, \$70 A.E. Bance (Chi U.8671) [Admin] arrived shortly after noon, needless to say \$70 A.E. "Ruck" However was overjoyed to see him. Total Taying for the day, operational, 10145 and non-operational 16100 hours. 27/4/4 The day damned fine but quite hazy. It cleared by eleven o'clock but visibility was still only solder its. The winds were gusty and variable. The planned equatron "do" this morning was postponed until afternoon and the boys proceeded with training. It was intended that this Squadron sortie would have been done with sight "bombers" and four "righters". Nord was later received that this sortie was "scrubbed" but that there would in the continue of the continue 28/4/44

WL 27044/02570 20082 12/45 C. & L. 61-7705

Page No. PIVA

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., pmc, 2349 and West Manual Pt. II., chapter XX., and of (Unit or Formation) 438 (Can), Squadron of (Unit or Formation)

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

otés in R.A.F. Pochet Book	Date	Time	· Summary of Events	SECRET.	References to Appendices
Harn, Harts	28/4/44	Cont'd,	a "Ving" sortie in which eight of our strangt would participat	s. Two of our alroraft	
<i>y</i> 3 -	23/4/4		made a weather recommansance over the St. Valery rea betwee the Sort e was nate sorupped and our boys presented with trathe day - 25:30 hours 3:00 hours of which was operational time	THILL TOTAL LIVING TOP	
	30/4/44	7	The day opened to about Fine but have the of our approximately 9830 hours on a dire bombing sortio against Marsh the was unsuccessful due to 10/10 cloud over the baryon are and	airoraft took off at	+41
			dropped "safe". This afternoon the sing open part in this case is not its utilities of the second last its utilities a peop with which it was replaced. Total flyin Today was a grand clear day with unlimited visibility	25:10 hours.	
10.50 p. 10.00 p. 10.			practiced Squares formation flying for shortly over an hour of 0.0 taking parts. Whire at made an operational service of 1 was bridge at Scampte France on the Charbourg Formanian, using Three other already that have been attended as further eason action against this practice before already successful the same remainship also noon and evening three Typhoons were air tested, two more are individual orose country filegies are made with the furtices. Tangmere and Kidlington respectively. Total flying 37:00 hours	two DO lb. bombs a piece.  two DO lb. bombs a piece.  This was the second casful. During the after- from on aerobatics and mid haster already to	
-4-			Numerical Strangth of Unit as at 30 April, 1944:-	ROKEN STRENGTH ESTABLISHMENT	
			Officers, Filots 23	23 12 0 11 0 CROM 1	
			Prying Time for month - Operational - Day - Typhose	27 30 1B - 105:55	
			Hori-Operational - Day Symptoms South Raying	111 11:25 111 13:25 364:35	
			Burc	Loans IV I	amendments
			Total number of operational scribes carried out curia,  Fredning progress and circumstations which have grown or delays a induce For the first 20 days of the m seriously hendicaged in both operations and training	onth the Squadron was	5.24-5-7) 4.#
			surjointy handlenged in both operations and training of 9, now already mides authorized fights consider mas overcome towards are latter part of the month and the first straining of the month and the first straining the straining of the month and the first straining the straining of the month and the straining of the straining o	(Fig. Grant)	

Page No..... References to Appendices SECRET. Summary of Brents Time Date Place Comment and the second And the second of the second

APPENDIX A

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By Ale (Can) Sundron

SECRET

PAGE No. ONE

10 -9511) Wt. 22239—1124 70m 8/43 T.S., 700 FOR THE MONTH OF ..... April 19.44 AIRCRAFT Type & Number DETAILS OF SORTIE OR FLIGHT REFERENCES. CREW DUTY Up Down Target - Gorenflos - 14 x 500 L.B./M.C. Inst. Wondr. Davidson Bombing Sweep 9/4/44 Typhoon 4. 1. 14 1815 1940 BOW.S. Hutchinson E fuse dropped at 3,500' with all bombs landing 1815 1940 Mut. P. Wilson N in target area. No flak encountered over target 1815 1940 F/O.R.E. Johnson but elsewhere it was moderate, light, accurate S/mar. F.G. Grunt 1815 1940 B/O R.E. Coffey 1815 1940 C X Flat. K.J. Esst 1815 1940 1815 1940 B/O A.H. Vickers F/O D.W. Benting 1815 1940 W/Omdr. Davidson Noball. Target, Linghem - Bombing good with 6 bombs 1840 12/4/44 Typhoon 1720 P/O R.E. Coffey 1720 seen inside target area. 8/10 cloud over France. 1840 North Davidson and Ritta silson both were hit by flak, but returned to Base. 2x500 for said of 1840 Fist. K.J. Fiset 1720 7. A.N. F/O H.G. Uphon S/Ldr. F.G. Grant 1720 B/O J.H. Hilton 1720 1840 E/Lt. P. Wilson 1/20 1840 F/O R.H. Burden 1720 1040 X 12/4/44 Typhoon Blut. K.J. Hast Weather Reace. 0850 Weather check over Cherbourg area (Uneventful). 0970 Moball. Target - Marquenneville 16 x 500/M.C. Inst. S/Ldr. F.C. Grant Bombing Sweep 14/4/44 Typhoon P/Ut. K.J. Mast Fuse dropped. Two explosions seen in target area 1400 1520 F/O J.E. Cornelison Intensive, accurate flak over target. 0/10 P/O N.H. Dawber eloud with base at 6,000 ft. FOR.H. Burden 1520 1400 1,520 Fat. R.F. Redd.

			THE STATE OF THE STATE OF	***			Pay 7	Two 1
DATE	AIRCRAF Type & Num	TRER	CREW	Dury	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
24/4/44	Typhoon	N	W/Omdr. Davidson	Bombing Sweep	1/30	Logu	Did not attack target 1300' bridge near Coutagoes are	
	Martin Pro	A	Filet. K.J. Plast	4	1736	1830	to the fact that it was covered by 10/10 cloud - bombed	
		D	F/O D.W. Banting	- 1	1730	1830	gooonday barget, bridge at road grossing St. Saveur	
		В	Fot. J.R. Beirnes		1730	1830	railroad and freight yards with 16 x 1,000 A.C. Inst -	
		A	S/Ldr. F.G. Grant		1730	1830	direct hits on bridge seen.	
		3	F/-t. R.F. Reid		1730	1830	Control of the Contro	
		E	F/O L.E. Park		1730	1830		
		N	P/Lt. P. Wilson		1730	1830	2	
25/4/44	Typhoon	R.D	W/Cadr. Davidson	Wing Sweep	1730	1850	Wing show with 48 x 500 M.C. Inst. used - the same	
Philips I		R	F/O W.H. Morrison		1730	1830	bridge near Coutanses was attacked with direct hits	
		'n	P/LE. P. Wilson		1730	1830	foundation - mears, incourate, light flak was	
	gg/ki-di		RO S.S. Hutchinson		1730	1830	foundation - meagre, Indoor and, I-g	
		A	S/Ldr. F.G. Grant		1730	1830	encounterbo.	
		C	F/O R.M. McKenzie		1730	1830	Control of the Contro	
		В	F/ht. J.R. Beirnes		1,730	1650	Constitution of Constitution of the Constituti	-
0.2		G	F/O R.C. Getty		1730	1850		
					1	7/00	498, 439 and 440 Squadrous attacked long bridge at	
26/4/44	Typhoon	A	Sfedr. F.G. Grant	Wing Sweep	1435	1620		<b>-</b>
		G	F/O A.B. Newsome		1445	1620	Mirrille, encountering light flak at Strotat. 46 x 500	
e december of the		В	P/Lt. J.R. Beirnes		1445	1520	M.G. Inst. were dropped from 5,000' to 2,000'. Some direct hits were in the near vicinity of the target.	
ally some or		N	P/Lt. P. Wilson		1445	1620	direct hits were in the near vicinity of	-
		9	P/O W.H. Morrison	r e e e e e e e e e e e e e e e e e e e	1445	1620	Two Mustangs took photos of the bombing was in progress.	
		R	F/O J.C. Unthoff	an decided the	1445	1620	- Company of the comp	
		W	F/O J.H. Hilton		2415	1620		
		1,000,000					The state of the s	gratura de la
	e an in							)2

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CEOUTS Service

APPENDIX " "

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By 138 (Can) Squadron.

SECRET

PAGE No. TIERES

7111	Wt. 22229-2224 209 8/43	Les established and a second and a	e a pože i dili lik	1	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
DATE	AIRCRAFT Type & Number	CREW	Dury	UP	Down		
27/4/44	Typhoon R.D.	M/Omdr. Davidson	Wing Sweep	1155	1305	438 and 440 Squadrons, with 36 x 500 M.C. Inst.	
	W.	3/0 J.H. Hilton	4	11.55	1305	bombed the railroad bridge near Bampte with some	
	S	3/0 L.S. Park		1155	1305	direct hits - pthers in the near vicinity. Ground	
	er en	F/O W.S. Hutchinson	1	1155	1305	strafing was carried out after the bombing run.	-
	R	F/O N.H. Dawber		1155	1305	Light flak was encountered near Carteret.	-
	A	S/Adr. Grant		1155	1305		
	g.	R/O J. S. Comeliao		1155	1305		
	В	Fat. K.J. Eset		1155	1305	Carlotte Car	
	D	F/O R.M. McKenzie		1155	1305		
27/4/44	Typhoon N	Mit. 2. Vilson		0920	1000	Operational sorumble to Cherbourg area. (Uneventful.)	
	0	B/U R.M. McKengie		0920	1000		
28/4/44	(Typhoon N	Pht. P. Wilson		1245	1315	Weather Recommandation to Franch Coust.	
	) <u>R</u>	F/O T.A. Bugge		1245	1315		-
29/4/44	Typhoon H	S/adr. F.G. Grant		0840	1000	438, 43) and 440 Squadrons set out to bomb the Rouen	
	Q.	P/bt. R.P. Reid		0840	3000	Marshalling Yards but due to 10/10 eloud, could not	
	W.	F/O R.H. Burden		0840	1,000	find the target and jettisoned the bombs in the sea.	
				0840	1000	XII 48 bombs being dropped safe.	
	- s	F/O W.H. Morrison F/Lt. K.J. Fisst		0840	1000		
	G	F/O A.B. Newsome	or many services	0840	1000		
	Lan- Mario 5 <u>1</u>	E/O H.G. Upham		0840	1000		
30 2 - 30 A	J	FAt. B.B. Coffee		0840	2000		
	1	7/0 R.C. Getty	-	0840	1000		
						The second secon	er kseun
			300 150			/	

			A STATE OF THE STA		Y	Jage 4	10
DATE	AIRCRAFT Type & Number	Crew	Duty	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
30/4/44	Typhoon C	Flat. P. Wilson	Sambing Sweep	1445	1605	430 Squadron with 3 bombers and 3 fighters b mbed bridge	
70/4/41	R	FO W.S. Hutchinson		1445	1605	at Bante straffing that area on the way out. 16 x 500	
	g	POLE Park	· ·	1345	1605	E.C. Trul save dropped from 6,000' to 2,000' No hits	
	7	P/O J.H. Hilton		1445	1605	on the threat, with all bombs landing in the near	100
	I.	byo T.A. Buss		9445	1605	vicinity. Beach defences near Fontency were attacked	
	z	ROR.H. Burden		4445	1605	and tomped 8 of carried 2 = 500 sect.	
	Н	S/Ddr. F.G. Grant		1445	1605	5/00 getty Uphone and Burden provided	
	J.	B/D-1.W. Vickers	100	1445	1605	fighter excert	7. N.A
	G	Plt. J.R. Beirnes		1445	1605	1.7.5.175	
	A.	F/O J.E. Cornelison		1445	1605	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
	2/	F/O R.C. Getty	16.00	1445	1605	A STATE OF THE STA	
	7	P/O M.G. Unham		1445	1505	2 San	
		Marian Parameter (1)	- 10 TO	100000		A second	
			1			Series and Committee and Commi	
9.90	15, 00, 4	4.4					1 1
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						(P.G. Grant)	
						No. 458 (Gan, S undron.	
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				1		Total Annual	
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#### ROYAL CANADIAN AIR FORCE

#### OVERSEAS HEADQUARTERS

944 DEC 11 DM 3:48

20. LINCOLN'S INN FIELDS. LONDON, W.C.2. 17th November, 1944.

#### SECRET

The Secretary,
Department of National Defence for Air,
Lisgar Building,
Ottawa, CANADA.

524-5.7 AH

### Operations Record Book - 438 Squadron - March, May and June 1944

 May the following emendments be made to your copy of the a/m O.R.B. please:

18th (1) Amend F.540 in the place column to read Hurn instead of Ayr.

Amend F.540 to indicate ten (10) aircraft were on the sweep instead of eight (8).

#### (b) May

2nd

3rd

F.540 mentions a/c taken on operational mission which were recalled. The squadron states that the mission was not considered operational at the time although the aircraft took off with the intention of dive-bombing enemy territory. Particulars of this mission are as follows:

Aircraft	Pilot	Time Up	Time Down
F3 H	S/L F.G. Grant	1635	1710
F3 Z	F/O W.H. Morrison	1635	1710
F3 Q	F/L R.F. Reid	1635	1710
F3 W	F/O R.E. Johnson	1635	1710
F3 K	F/L J.R. Beirnes	1635	1710
F3 S	F/O A.H. Vickers	1635	1710
F3 G .	F/L A.B. Newsome	1635	1710
F3 D	F/L R.E. Coffey	1635	1710

8 x Typhoon 1B (Bombers) each aircraft armed with 2 x 500 lb. bombs, detailed to dive bomb Rouen, France. Entire mission recalled and bombs jettissoned safe.

F.540 states seven a/c were on a bombing mission in which they apparently blew up an ammunition dump. F.541 lists eight a/c taking off and makes no mention of the attack on the ammunition dump. The squadron states eight a/c took off, but only seven actually attacked the target in the mission. F/L R.F. Reid returned early owing to mechanical trouble. As far as the reference to the ammunition dump is concerned, the squadron explains that F.541 is derived from operations and intelligence reports which only give proven results. The squadron states that conversation with one of the participating pilots revealed that some of the bombs which did not fall on the target area, fell in a small grove of trees or bush and there was quite a large explosion with a quantity of smoke. In the opinion of this pilot, there must have been an ammunition dump in the grove.

- On the first mission, F.540 shows the target as a 7th cont'd bridge at Quisset and mentions a/c landed away from base. F.541 states the target to be a bridge at Rouen and makes no mention of diverted a/c. On the second mission, the squadron states the target was near St. Valery and F.541 states that No. 440 Squadron was on the same operation. The diary of No. 440 Squadron states the target was near Totes. The squadron states the target was a bridge at Quisset, as given by F.540, and as this is a very small town near Caen, operations thought it better identified as "near Caen". One a/c became u/s and landed at Thorney Island. The pilot was J.9936 F/L R.F. Reid. The squadron further explains the difference between targets specified by No. 440 Squadron and No. 438 Squadron is that on Noball targets, the location is always between towns and may have been very close to each of the different targets given. This explanation is also given for a difference in target between these two squadrons on the 4th May, No. 438 Squadron stating it was Airdincthum, whereas No. 440 Squadron giving Ailly-le-Haut Clocher.
- (1) Donai should be amended to Douai in F.540. 8th (ii) F.540 states nine a/c, plus W/C Davidson flying, left for Manston. It further states that W/C. Davidson's a/c became u/s and that eight of these a/c having gassed-up and bombed-up at Manston participated in a combined operations sortie against martial yards at Douai in France. F.541 lis nine a/c, not including the Wing Commander flying, who, F.54 stated, forced landed in France. The squadron explained that W/C Davidson's a/c became u/s at Hurn and he flew to Manston in one of the squadron a/c and participated in the sortie. His name should have appeared on F.541 which would make F.540 correspond with the numbers stated by F.541 who had flown to Manston. Two of the nine pilots presently listed in F.541 were spares but the squadron at this stage is unable to state which ones. It will be noted from the time down column that only F/O Hutchison is stated as returning at a different time from the rest of the squadron.
- Amend F.541 in the flight column, 4th line, to read "4 x 500 lb. bombs" instead of "2 x 500 lb. bombs were dropped."
- Amend F.540 and F.541 for the "scramble at 2100 hours" to read. "on suspect of enemy a/c or shipping". (F.540 states a/c only and F.541 shipping only).
- No. 438 squadron indicates that No. 439 and 440 Squadrons accompanied No. 438 on a bembing mission in the afternoon, the target being near Dieppe. Diaries of No. 143 Wing and No.439 Squadron report that No. 439 Squadron moved to Hutton Cranswick on the 11th. The diary of No. 440 Squadron shows the target as being Douai. The mention of No. 439 Squadron should be deleted and the target should have been listed as Douai.
- On the first operation, F.540 states nine aircraft took off and landed at Tangmere on return. F.541 lists eight and does not mention the diversion. On the second operation, F.540 states the targetwas at Fungess, while F.541 says the target was a railway crossing at Fruge. The squadron states that eight a/c participated in the first mission. They landed at Tangmere rather than return to base and later in the day performed an "ops" mission from there, returning to base upon its completion. The second target was a railway crossing and station at Fungess.
- Add to the flight column, F.541, that F/O W.S. Hutchinson and F/L P. Wilson returned to base when F/L Wilson's a/c developed mechanical trouble. (Reason for return was not stated).
- Amend F.540 to indicate that the first mission was for a

29th cont'd weather recce. and the second mission channel patrol as listed by F.541.

In the first operation, F/O N.E. Dawber is listed twice. F/L R.F. Reid should be substituted for the second mention of Dawber in Typhoon F3 "Q". 30th

F.540 states 11 a/c were on the second operation while F.541 lists ten and 143 Wing states that ten a/c and one spare were on this operation. F/L R.F. Reid was the spare in Typhoon F3 "Q". His time up was 1820 hours and down 1845 14th hours.

F.540 states 12 a/c participated, but, only 11 are listed on F.541. The spare was F)0 Newsome in Typhoon F3  $^{\rm mG}$  $^{\rm m}$ . Time up 0505 hours and time down 0535 hours. 17th

(W.R. Thompson) W/C, for A.O.C.-in-C., R.C.A.F. Overseas.

of (Unit or Formation) 12072 No. of pages used for day

Place	Date	Time	Summary of Events SECRET.	References to Appendices
Hurn, Hente	May 1/44		The Month of May spened with another clear warm day with unlimited visibility. The	
			lear, warm weather, full complement of struraft, very good serviceability and plenty of	
	A State		ork has the personnel of 438 Squadron is high mattle. Morale, particularly in the aircres	700
			is exceptionally good. A three ten truck was delivered to the Squadron today to be used	
		1	a a combination C.O.'s office, Adjutant's Office and Orderly Boom. Setting may from the	
			dust will be such appreciated. The Adjutant was requested by the Airfield Adjutant to attack	
			one week course of two hours per night to receive instructions and experience of various types of gume and grenades. He flying was done this morning but during the afternoon, the	
			quadron was out in force. Eight aircraft practiced Squadron formation and dive bombing.	
			When R.E. Cerrey [J.10256] and B/O's W.S. Hutchinson [J.20222] and H.C. Uphen [J.13455]	
			recticed scrobatics and four other circust did local flying. NO R.M. McKengie [J.11317]	
		***************************************	low to Tanguare and return with our Hurrisane. Plying times for the day were; operational,	
4.57.77.44			11, non-operational 19945 hours.	
	May 2/44	+	Another elear, bright day, though quite a bit cooler than it has been for the past	
			for days. The wind was very gusty all day. By special request from the dirfield all returns were completed and forwarded this morning except the 540 and 541. T/bt. A.H. Sager (J.8688)	
			from 22 Wing H.Q., with permission of the Q.C. 438 Squadron made his first flight in Typhoon	V 7
			3 J. While tarking in after landing, one of the undercarriage whoels callapsed frauence	
			uninous of the resultant damage to thouse over tags, one ming and the propeller. Fourteen	
		19	Typhoses from 438 participated in "ele to see firing test" Mailly sperational assemblion	
			turing the marning. One other effect to in half an hour of local flying. At 1635 hours	
			hours eight streraft took off for a sing sortic squinet the Bershelling Tords at Roses,	
			Preses. Shortly after take-off the airpraft were received and the 500 lb, bushe had to be dropped "safe" into the see Sying personnal took a bitter vice of this occurrence, One	
			sireraft was i, and E. the during the afternoon. Plate S.J. Plant (J. 9078) departed	
			Dry here for leady Ally after support in Probots Fig. Suppose of the trip is to	
		Lin	demonstrate the Type arrying 1,000 lb; bombs. Two ground dress, one from the Airfield	(700
			and one from the guadron proceeded by rail for servicing purposes. Eight sirereft took off	JAB -
			P. T. O.	0

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		The section of the sections of the section of the s	ge No. 2
Place	Date Time	Summary of Rrents SECRET.	References to Appendices
Hurn, Hants	May 2/44	at 2055 hours to participate in Hing formation flying. The full Ming made its first duck	A)Y
		landing at 2155 hours and all landed markly. Sotal flying for the days operational 4:40 hrs non-operational, 19:45 hours.	•
• 15 • 35	478/4	The day opened much colder than it has been but still elear and bright with	
		there was a severe dust storm. This persuaded the U.G. to nove the Squadren out on the	
		grass near the M.T. Hengar. We shall now have to essentlegue the teste, and the 2 ton	
		worked most of the morning moving the tents, belongings, etc. No. 438 Squadres was	
		readings from 0530 to 1300 hours. Only one soreshie was called, this being at 0610 hours. The two pilots made a weatherreasonal sames. During the afternoon tealwe aircraft	
		flow for various forms of practice flying. Seven siroraft took off at 1930 hours on an	
		"ope" sortic against a "Moball" target. Due to shortage of petrol they bombed St.  Helene De Bondeville Airfield instead with good results. Several bombe fell on or very	
		mear the runways and some bombs dropped in a small bush at the end of the runway	
		apparently blowing some nort of an assumition domp, there being a considerable application. Total flying for the days operational, 11:30 hours, non-op 13:00 hrs.	
urn, Hente	May 4/44	The day opened up overcent and very cool though visibility was good. Yes aircraft led by the O.G., S/bdr. Pak. Grant [J. 7056] hade a non-operational fright before	-
	4	breakfast, the Glant Testable of Table	
	. 1	out in conjunction with a combined irry exercise. At 1005 hours eight elevant participated in a Wing operational service against a "Moball" target, the Wing was forced to land at	
		Mension for refuelling, Our Squadren screen arrived home early at 1400 hours using the Sea Route, but No. 440 Squadren test onesiroraft and pilot. Total flying for the	
Turk year		dayi- non-operational, 18:30 hours and operational 11:20 hours.	
	1507-5/4	Today was cloudy in the morning and quite cool early in the morning but later the gun shone off and an and the winds were quite stiff. Due to the test convoy movement	
		or "B" party of No. 143 4.7. in which, though no "sirlift" personnal were affected, the	KB

structions for use of this form in K.R. and A.C.I.
2349 and War Manual Pt. II., chapter XX., and
in R.A.F. Pochet Book.

### OPERATIONS RECORD BOOK

Page No. 3

of (Unit or Formation) No. 438 (Con) Squadren No. of pages used for day..... References Time Date Summary of Events SECRET. to Appendices Armsment Section, the Squadron Orderly Room, etc. had to go, the Squadron pilots were lay 5/44 (Cont'd) given the morning off. Later this was extended to the shole day. The Adjutant ment with the Convey for experience as he is new in the 2nd T. . P. Regardless of having the day off B/O L.H. Viokers (\*.21585) and B/Lt. Coffey (J.10256) flow to Tangmare and return a cross country training flight. NO D.W. Benting (J.10809) flow Typhoon "Y" to Redhill and brought back a replacement Typhoon. "Y" is a heavily armour plated aircraft which m much alower than our others and as well we have had continued trouble with the engine. All personnel were gied to see it go. Wht. Flest returned at 1210 hours from Mortholt. He reported that overything had proceeded without a bitch. The two ground personnel did an assellant job on the appearance of the elegant and the fitting of the two 1,000 lb. boshe. Our Typhosn, as part of No. 83 Group's display of 2nd T.k.F. sireraft was inspected by Mis Majorty the King at approximately 1530 hours on May 5th. Elit. Plast ented to the King by Air Vice Marshall Broadburst NGO DEC ARC IR.4. P. . me accompanied the King on his inspection. Theking shook hands with Mut. Plant and had a short chat with him. It is remertable that the King mentioned the specific trouble had with the Typhon alteraft when it first on Operational - Mil; Mon-operational, 3:10. come to to use. Total flying for the days-The day opened aloudy and continued so most of the day. There were quite high winds most of the day. Very little flying my done by the Squakran Might pilots flow Equipment was moved back into the 7 ton truck early this merning and later to the day a couple of the officers made a gred job of sementiaging the Orderly Hose truck and 15 merced up under the toftomes of bright sunlight. Hims of our aircraft AS part to Airfield Wing to a at at 1015 hours on a dive bombing "ope" sortie against a bridge at fulseet, France. The one spare strongft returned at 1030 hours. Six of the

others landed at Tengers to refuel and arrived back at 1310 hours. Plut. R.F. Reid

2.4.0.

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		1	P	age No. 4
Place	Date	Time	Summary of Brents SECRET.	References to Appendices
nen, Hents	May 7/44	[Cont'e	I landed at Thorny Island with an unserviceable stroraft, accompanied by his No. 2 but .	
			both returned at approximately 1500 hours. Two aircraft were tested during the afternoon,	
with the second		. h	one an A. and E. test, the other for the guns and four others proceeded on training	
			flights, two on cine gun attacks and two on carnon tests - air to sea. A second "ope"	
Continue to a			flight was made this evening in which eight aircraft joined the Meriald Wing for an	
			attack on a "Noball" target. The Wilder. Plying was quite satisfied with the show, i	
			spers aftereft returned when it man't required. Total flying for the days- operational,	<u> </u>
			22:25, nem-operational, 7:45 hours.	
Hurn, Hento	May 8/44		The day damed bright and older though there was a heavy white frost. Nine strongs	
			from the Squadron, plus the Wing Commander, Flying, in another eigereft, departed for	
			Menston at 0850 hours. At the last minute, W/Mdr. Davidson's con siroraft become unservice-	
		4	able. Edght of these sireraft, having passed up and bombed up at Menaton, participated	
			in an "ops" wing sortic against the Marshalling Yards at Donai, France. This is the	
			farthest point that siroraft from this Squadron have bombed. The results were very good,	~~~~~~~~
			but the Airfield received a sad blow when W/Cadr. Davidson's engine cout out over France	
			and he, presumably, made a forced landing. Our sireraft refuelled at Manaton following the	
			raid and, together with the two spares, returned at 1520 hours. E/O J.W. Benting [4] 10809]	
			made a cross country flight to Tanguere and returned. One aircraft was flown in practice	·····
			aerobatics. Total flying for the day: - Operational - 8:40 hrs., non-operational - 23:50 hrs.	
hen, Hente	May 9/44		Another grand day dasmed, much warmer then we have been having. No "ops" flights	
			were made but a considerable amont of training was done, including five cross-country	
			Flights. Total flying for the day - 21:00 hours.  Woke up to still enother grand day though washillity, for the first hour or so.	
hurn, Hente	Hoy 10/44		was only moderate. One operational every was done by 12 siroraft from this Squadron. Two	
			additional aircraft went to Ford and returned as spares. Due to the distance of the target,	
			a bridge at Long, France, the sircraft refuelled and bombed up with 1,000 lb. bombs at Ford.	
			Following the sortic all but the fighters landed again at Ford for refuelling. Due to the	0
			delay in bombing up it sade a long grinding day fornthe pilots participating. The actual	W.S

R.S.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
pare. 2349 and War Manined Pt. II., chapter XX., and
notes in R.A.F. Packet Book.

### OPERATIONS RECORD BOOK

of (Unit or Formation) No. 438 (Can Squadren

Page No.

P.T.O. 6

No. of pages used for day... Date Time SECRET. y 10/44 (Cont'd target bridge was not hit but another in the immediate vicinity was heavily bombed. The en, Hants new "dince." Flying arrived today and made an hour's flight in Typhoen M.J. Total flying for the day: Operational - 15:00 hrs. , Non-operational - 14:35 hours.

Aroke to find a heavy ground mist this morning which did not dissappear until
well after mine o'clock. 438 Squadron were on readiness and standby from 0500 hours this urn, Hants morning. Only two flights were made during the morning, one an A. and E. test, the other serobatics. Opl. Harrists, one of the Junior Armssent N.C.O.'s the returned yesterday merging following six days A.V.b. was remended by 5/lidr. Great this morning to the Airfield Commander with a recommendation that he be stripped. At 1400 hours as aircraft left for for Pard from where they made a Squadren mortile against a bridge mear wong, France. carrying 1,000 1b. bombs. Two of the sirvesft moted as fighter severt. They were unsuccessful in destroying the bridge, returning home at 21:40 hours. It was a long hard grind on the boys and they waren't put in any better humour when they were tald that the whole dron was to be billetted and find at B.A.F. Surn excensive the next morning. F/O.... F.A. Buor (J. 11316) and 2/0 A.H. Waters (J. 21385), on standay, were correlated a \$ 2100 mure and sent on an hour's flight as for as Si. Valerie, France. It was on suspect of many aircraft but none were seem. Total flying for the day: - Operational - 14:40 hre. Non-operational - 13:50 hrs. Today was alser and very hot. A "sing Ope" sortic was participated in by eight Hurn, Hente V 13/4 siruraft from this Squadron, including the Wing Commander, Hlying. & minth siruraft sected as spere but was not required. The sortic, against a road and railway junction. mean Arions, was quite successful though five of the sixteen bumbs carried did not applied when dropped. The sixtee fit landed at Nord for requalling on the way home. The pilets reported no flak secontered. Inother Squadron "ope" sortic was made later in
the day by eight airco-ri, this time against a "Nobell" target. The dive-bosting was essellent this time and it is considered positive the target was destroyed, even though esseiderable flet was encountered. One siroraft detailed for the sortie did not leave the ground due to an unserviseable radio. The Wondr. Riving practiced dive bombing for

Place	Date	Time	Summary of Brents SECRET.	References to Appendices
Hurn, Hente	may 12/4	i (Cont	In hour during the afternoon. The move to R.A.F., Hurn did not proceed very smoothly due	
The second			to lack of supervision. The Squadron Adjutant was at 83 Group Rear H all day and the	
			flying personnel were tied up with two "ope" sortion. Setmen the 0.0. and the Adj. beds- were foundfor everyone by about 2330/hours. Most of the 83 Group "wight Scale" and the	
			extra effects of personnel have been taken care of. The ground personnel airmen of the	
-15-1/2			Squadron and "Airlift" members of 6638 Modelon are living in permanent buildings in the immediate vicinity and eating at M.A.F., durn. Total flying for the day:- operational,	
	-	4 /	25:30 hours; Non-operational, 5:15 hrs.	·
Hurn, Haute	May 13/4		The day opened up clear and fine but visibility began to deteriorate from about	
		1	1030 hours on. A slight drissle started at about 1430 hours. Him siroraft took off at	
			1115 on an "ope" flight [Squadron] against a "Nobell" target near Magameville, Brance.  Dive bombing was excellent and the target pounded badly. The aircraft landed at Tanguere	
			and, instead of returning to Base, were sent out on another Squadron "Ops" flight against	Maring series in
			a railway station near Pungess Pronce. Trie sortie was also nuccessful. One of the	
			eiroraft returned to Bess following the first sortismend was replaced by Pluta J.Ra	
and the second second		12	Beirnes (G.13458) she flow up from this Base. Only a comple of A. and B. tests were made	_
			as local flying during the day. Most of the Squadren, including the C.C., went into a show in term following their return in the late of termoon. Although fairly happy the	
			Squadron personnel would much rather be back in their own Messes, 143 Airfield departed	
			to a new location today. Total Clying for the day: Operational, 22:00 hras, non-sparation	<b>1</b>
urn. Hents	May 14/4	-	A "do" res plessed for early sorring and nine pilots erose at 0530 hours,	
			breakfasted and were briefed before the "do" was indefinitely postponed due to weather	
			conditions. The Squadron was released and no flying was done until late afternoon when	
		det	Wit. J.H. Seirnes A. & E. test of a comple of electrant and the C.C., S/udr. F.G. Grant	
			made a flight in a Thunderbolt, a visiting electraft. A Pay parade was held for officers of	
			438 Squares in the Officers' Mans, R.A.F. Hurn. This is always a popular event. What.  R.A. Carrey (J.10276) was auriously figuring out his back pay on his recent promotion to F.T.O.	ORB.

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of (Unit or Formation) No. 438 (Can) Squares. No. of pages used for day....

Place	Date	Time	Summary of Events  SECRET.	References to Appendices
Hurn, Hente	May 14/44 (	Cont'al	Temperary Flight Lieutenant. A party was held during the evening at 143 Airfield Officers'	Ch.
			Mess and most of the officers of 438 Squadron attended. It was an exceptionally good	
			party and a good outing at their present location. Total flying for the day:-  Operational:- Mil. Non-operational - :55 mins.	
Burn, Hente	May 15/44		The day opened clear and bright but much cooler than yesterday. The 0.0.	
			allowed the boys to sleep in because of the party and the fact that there was no early morning "do" planned. During the afternoon a few test flights were made as well as	
			seven training flights. Everything was pretty on let with no "ope" in the air.  Total flying for the day:- operational - Hil. Non-operational - 3:40 hrs.	
Hum, Hunts	Key 16/44		A clear, bright morning but quite cent. An operational sortie was planned for early morning but was totally cancelled just before briefing because of weather	
	19 50		over the target. S/ldr. Grant, Officer Commanding 438 Squadron, departed on a 48 this	
			morning and appointed Mut. "Pete" Wilson (J.9876) as seting 0.0, Very little flying.  mas done during the marning, only eight serties being made. The Squadron was released	
			for the afternoon. The Squadres was released for the afternoon. Two cross country  flights were made in the Anater. A big bag of percels for the boys arrived today so	
			everyone is heapy though cold. Total flying for the days- operational - Mil.  Non-Operational - 10:40 hrs.	
urn, Hants	May 1/44		The Squadron took over "restinees" at approximately 0647 hours this morning	
and the same	- 10		so no "ope" sortion nor training our planned. The day broke cloudy and cold with rein	
			Starting short 1030 hours. He "are maken" were called during the morning. 2/0 4.H.  Victors (J.21585) made a grown country flight to Staverton in the Auster during the	
art weren			operational - Hil, your peculional - 1:00 hras	
furn, Hente	18/44		The margin was clear and cold but control up towards 1000 hours. The ground	
			grow started the installation of extra gas tasks on the bomb ranks in preparation for "Ranger" sweeps, the was planted for today but was postponed. The Officer personnal	700
			moved bank this afternoon from the R.A.F., Hurn static billets to their tents. First	70

Р							
5	8.5	28	BV V	w.	1	🗷	200

Reference to Appendice	Summary of Brents' SECRET.	Date Time	Place
	meal for the Mirlift party with the Airfield will be breakfast on Bridey morning, Very little flying was done today, only 5 sorties being made, of those three were for testing	or 18/44 (Cont.)	<b></b>
+	the long range tasks and two "sir to sea" firing. Total flying for the days - operational lil, non-operational - 3:20 hrs.		
	This was a grand summy day though there was considerable ground hase until after	19/44	Hente Mer
	noon. It was a plenty cold night for our return to the tents. Approximately nine sortice were made during the morning, three testing long range tanks, the balance practice flying.	and the	
	Shortly efter dinner word was received of a dive bombing wing "do". The Servicing personnel immediately started taking off the long range tanks and bombing up with 500 lb. bombs. At	4	
	1790 hours 12 siroraft from the Squadron as well as the Ming Commander, Mying joined the		
	Wing to fly to Memeter, lending at Ford enroute. We had extremely poor luck in taking off from Memeter for the actual sortie, Univ six of the twelve aircraft were able to bomb the target. One aircraft did not take off due to low air pressure, one engine out out on take-	27	
100	off but due to the long runsay the pilot landed safely, another did not take off due to an		
	oil leak, still snother blow a tire on take-off and had to belly land after drapping his		
	bombs in the see, and the remaining two turned back when almost in sight of the French Colst when the engine of one started running rough. They dropped their bombs in the see		
	as well. All pilots were unburt and Witt. Rest was commended for an exceptionally good		
	belly landing. During the afternoon 2/0 4.B. ("Buo)") Newscore in our Auster with Blist		
	"Charlie" Addison setting as expilot had engine trouble and force landed at Mickey.	44	
	No demage was done and they returned in the serly evening. This was quite an eventful day		APACCA L
	all round. Total Cyling hours for the devi- operational - 12:20 hrs., non-op - 24:45 hrs.		
	A heavy fog bank lay over everything this norning but the Squadren had to go	20/44	lente de
	on standby regardless at 0450 hours. They were relieved by 440 Squadron at approximately		
	1000 hours. The day was spent meding preparations for merchant to Hutten Graneciak. The		
	officers peaked after dimer, and all properations were made to lasers at approximately		
023	1808 hours but movement was postponed until tomorrow due to weather. All the pilots returned		
MO	from Manutes today suspect 20 H.G. Uphon and four of our strengt were flow beak. The other		

Page No. 7

Place	Date	Time	Summary of Events SECRET.	References to Appendices
A.F., Hurn, Hents	May 20/4	4 (Cont.	I two advorant are demaged and will be written off charge. 2/0 "Ab." Victors departed for Memerten in our Auster to bring beak the last pilot, 2/0 H.G. Uphem. In the evening, part	
		1 59	of the Squadran, together with the O.C., drove into tom to see a show. Word was received	
		egal.	that 9/0 G.P. Edington (J.11044) who was stopping at Waterbeach seroute to Sutten Granavick	
		48.8	and who left Hurn at 1400 hours had arrived at Hutton Granswick at 1855 hours. Sotal Clying	
		100	for the day! - operational - mil; non-operational - 6:40 hours	1480mmentsburger
Hurn, Hents	Peg 21/4		The day opened cloudy and cold but with fair visibility. After obtaining a	
			weather report on the Hurn - Hutton Gransmink flight, the O.G. postpound it until after	
			dinner at least. The pilots were released until moon, 9/0 H.C. Uphen returned in the	
The state of the s			Anster this morning together with N/O "An" Vinkers. For the first time in the history	
			of the Squadron, an aircraft was forced to land in a farmer's clover field when B/O	
			Violers took violent arange during the flight and no senedrose was immediately available.	
			This is just snother incident. At approximately 1600 hours the trip to Hutton Gramswick	
Y A.			was definitely postponed due to weather. This postponement was very popular with the boys	
4			as they were able to attend a very successful in the Officers' Mess. Total flying for the	
			dept- Operational - Mil; non-operational - 1:40 hours-	
Hurn, Hents	May 22/4	3	The day desmed bright and alear, W.t. "Ken" First and Witt, "Pete" Wilson	
			departed this norming for a Righter Leader's Course at Hillield. Ruel preparations were	
			made for the move, the pilots were briefed and at 1115 hours 12 sireraft took the air	
			headed for Mutton Orenswick. The angine of one alreraft was found unserviceable and the	
			pilot returned to flure at 1130 hours. The ground party, including the adjutant and three	
			the remaining eleven store of landed at H.A.F. Station, Button Cramewick safely one hour	
7 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4			after take-off. Total Clying for the day (all non-operational) - 11:15 hours.	
A.P.G., R.A.F.,	Kay 23/44		The weather was perfect today and the Squadron got in an exceptionally good	
Hutton Cranswick			day's flying. Nost of the pilote made five porties each. A total of 56 sorties were	
			made for dire bowling and sir to ground firing practice. The ground party arrived	RB

						9830	
SEE					1	800	
n	N/S	923	78.7	993			28
4.0	218	œ	IN	o.			55

		4	Personal Principal Conference of the Principal Conference of the Conference of the Principal Conference of the Pri	age No. 10
Place	Date	Time	Summary of Events SECRET.	Reference to Appendic
Cranswick	Key 23/44	(Cont.)	safely at approximately 1600 hours having made their overnight stop at beloester. The two	
		4	pilots who were left behind arrived today by air leaving only 19/0 J.H. Hilton (J.20372)	
			whose stronger needs an engine change and who is coming by road. One stronger which	
		-1+	required a 40 hour check was flown to Hurn by Capt. Kaufman who returned in another	
		4	Typhoon which had been left at Hurn as a spare. Results of the first day's flying was	
	20247	4	considered very good. Total flying for the day (all non-operational):- 23:30 hours.	
Hutton Granswick	M-6 2V4		This is a superb day for our purposes. Ceiling and visibility are unlimited and	
The second		-1-	the boys are hard at it. A total of 49 sorties were made, the biggest majority being	
	-		"sir to ground" firing so 16 A.P.G. were unable to obtain the use of the bombing range	
	-	7	for my extended period. Besults were good. The last pilot arrived from Hurn today in	
	-		a new four bleded job. W/O R.W. MoSchole [J. 11317] made a trip to Hurn and return for the	
	+		purpose of exchanging sirereft. He brought bank a bunch of mail for both the pilets and	
A STATE OF THE STA	1	168	the ground crew of 6439 Servicing Echelon. Total flying for the day (all non-open tional):-	
lutton Granswick	1		Wake up this morning to find rain pouring down shich will effectually	
ALCON GENERALOR	Hey 25		prevent any training for the time being. Visibility increased scmewhat and between	
			1045 and 1535 sixteen "air to ground" training sorties were made. 25 pilots proceeding	1450
Z.C.		-11	on leave flow to flurn about noon. Blying was washed out after the last flight at	
			1535 hours. Total flying for the day: - operational - mil; non-operational 7:10 hours.	
Hutton Granswick	May 261/41		It we still aloudy this morning with a slight drizzle. This cleared up before	
			mine and the boys flew steadily from mine until approximately 1700 hours with an hour	
			and a half break at noon, A total of 40 sorties were made mostly on "air to ground"	
	1.		with about four dive bombing. Results on this course so far have been very promesing.	nerve-
			A very successful Squadron "dinner" and "party" was held in Hull this evening, following	
			the completion of flying. These Squadron "do's" tend to build up the Squadron spirit	
			which is desirable. Total flying for the day: (all non-operational) 25:25 hours.	
lurn, Hante	lay 27/4		This is another clear day and the boys got another full day's training though a total of only 25 serties, mostly "air to ground" firing were made. This was partly	N.B

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I., para. 2349 and War Manuel Pt. II., chapter XX., and

### OPERATIONS RECORD BOOK

Page No.21

of (Unit or Formation) No. 438 (Can) Squadron

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

Piace	Date	Time	Summary of Events SECRET.	References to Appendices
Burn, Rants	May 27/4	4	the to its being the last day at Mutton Granswick and also results, of the night before, party. No "Buck" Newsome departed this morning for Murn via Pertton. The balance of the kites will be flown down tomorrow. The officers were invited to a Sgt.'s Ness Party this	
<b>-</b>		4	evening and most of them imcluding the O.C. attended. Total flying for the day, all	
Hurn, Hents	Ney 36/4		The day opened clear and bright. The C.C. gave the pilots the morning off and both air and ground parties will leave for Hurn at approximately 1330 hours. The morning	
	e d		was spent packing applies Sydenia Hoom, collecting personal baggage, etc. Nord was received at 1130 hours that 6439 Zohelon would return to Hurn as well. Twelve siroraft led by Nudr.	
	1,27,28	1	of eleven vehicles with P/O D.M. Seath as Convoy Magader and P/O A.E. Bangs, the Squadron adjutant as O.C., Course departed for Hutton Cranswick. The jeep with four spare pilots	
atri di		1	departed separately for the trip down. W. 438 Squadron Separted from R.A.F. Sation, distance	
			A.F.C. The twelve aircraft landed safely at Hurn at 1550 hours. Total flying time for the	
Hurn, Hente	May 394		This was a clear bright dur and a willingly hot. 438 Squadren took over readiness from 0445 hours in the wanting. It was quite	
100			hard day for the boys due to the shorters of pilots and the terrific heat of the sum as they sat in the sirerart. Three areasts for a called, the first at 0517 hours on a Cannel Patrol, the second on a shipping will a their recommaissance and the third on an Air -S ea	
			rip down. The stop over was at butter with the extra pilote arrived later in the afternoon- otel flying for the days- operational, 6:00 hours; non-operational - 6:10 hours.	
Horn, Hents	4-y 30/4		The Orderly Boom was set up early and the wheels of industry want in motion with an "opel ortic at 1070 hours. This circumst took part in a "de" against a rader installation pear andricours, France, results of the bombing were only fair. In the afternoon nine aircraft	ORB.

Place	Date	Time	A Comment of the Comm	Summary of	Rvents	SECRE	Reference to Appendic
Huen, Hente	May 30/4		MADE A Squadron dive bombing at	tack against a '	"o-ball" target n	ear Wisques, France	
			landing at Tangmere on the way	back to refuel.	This time the bom	bing was much improved	• 10
		14.5	Two cross country flights to Ta	gnero vero made	in the Auster. T	his was another hot day	r•
		1 -	Total flying for the day! - ope				
Hurn, Hants	May 31/4		Another grand clear d				
<u> </u>		N.	the day for training. A few amount	A THE PARTY OF THE		Maria	397
			morning but adventage was taken	of the break to	have a typhus in	jection and to get plat	iures
		A	taxen for the new identity cards	and the second	manager of the second	llying in the afternoon	••
			Total flying for the day: - all r	di	- O:1) Rours.		
	All Marketingson		STREETH AS AT 31/3/44:				
		1000	Andrew Reservation and Adams and the Control of the	R.G.A.F.	ATRONEW TOTAL STRENGTH	ZŠTAB. ISHMEVT	
		THE	Officers, Pilots	24	24	12	iau
		71	Airmen, Filoto	1 4 4 3 4 0 10	O	- 1 (cor. 22 (sec. 17 (sec.	
		1	A 2 0 0 2 4 2 4 2 4 2 4 2 4 2 4 2 4 2 4 2	ralgo na ross. 😉	ROUND CROW	CONTROL DESCRIPTION	
		*	Officers	2	2	2 PART OF THE PARTY OF THE PART	<u> </u>
			Manager 21 0 2 10 2 2 10	15 k - 3 7 4 1 1 1 1	A.J. S. T. S.	3	
				Operational -	Typhoon 1B	177:05 He	8.
			The state of the s	Non-Operationa	I - Typnoon IB Hurricene IV	32/125 . 1:00	1.
					Auster III	35:15 363:40 363:40	
				le de la companya de	Total Hying	. 540145	
		4	NUMBER OF AIRCRAFT ON CHARG	E AS AT 31/5/44	- Typhoon 1B	- 18 - 1	
		++	TOTAL NUMBER OF OFFRATIONA	SHOPTUS DARKE	D OUT DURING MAY	_ 135	
	The section of the se		1912 1923				
					ARREL	Grant)	
	1	THE P			Squaron Pe	ader Commanding	
					No. 438 (	Can) Squadron	
e motolostos printer cules c	A. L. 51-7706		OLEHALIONS	KIRCH PERF	BOOK		- HE HERE
		100					
					gert en ver		

APPENDIX "A"

R.A.F. FORM 541.

			D	ETAIL OF	WORK	CARRIED OUT		
2.k.u. [	PS "Z" P/ PS "Q" P/ PS "K" P/ PS "S" P/ PS "S" P/	/L? F.G. Grant 163 O.W.H. Morrison 163 L. R.F. Reid 165 O.R.E. Johnson 163 L. R.J. Beirnes 163 O.A.H. Vickers 16 L. A.J. Rewsone 163 L. R.E. Coffey 163	15 1710 be 15 1710 En 15 1710 En 15 1710 15 1710 15 1710	ght Typh mbs deta tire mis	oon Bomb iled to sion rec	osimas als a 1 soudy whis year each aircraft armed with 2x500lb.  The dive bombing Rouen, France.  alled and the bombe dropped safe.	GHT PAGE N	REFERENCE
	e e e e e e e e e e e e e e e e e e e	As a si		1	T	No enemy opposition was encountered.		
May 3/44	Typhoon II K	Wut. J.R. Beirnes 2/0 A.H. Vickers	Boshing Seesp	1930	2045 2045	en-Gaus 16 x 500 M.C025 bushe we	k Airfield at St. Valer	
	23 0	P/O &. J. Novece		1930	2045	with the results assessed as poor. I	he C.O.'s tire blew	
	<b>93</b> 0	Dit. R.E. Correy		1930	2045	out just before take-off and another	aircraft returned	
	DZ DZ	WO H.G. Uphon W/O W.H. Merrison W/Lt. R.F. Reid	4	1930 1930	2000	due to low oil pressure. No flak was aircraft returned safely.	reported and all	
		P/O R.E. Johnson		1930	2000			
May 4/44	Typheon F3 A	S/Ldr. F.G. Grant	Bombing Sweep	1930	1200	Eight Typhoons loaded with 16 x	500 7A + 025 -A4-15-4	
	PS G	B/O A.B. Newsone		1035	1200	Nobell target at Airdinethum - 14 bem	derrando de la constitución de l	***************************************
	P3 B	P/O A.H. Vickers	100 marks 100	1035	1200	target in north end of wood. Bombing		
	P3 D	P/O J.E. Cornelison		1035	1200	12,000 ft. down to 7,000 ft. Meagre,	light, inscourate	
	73.H 73.S	P/ot.: P. Wilson P/O W.S. Hutchinson		1035	1200	flak mas encountered with all afrores		
	ВY	E/O E;H; Burden	A contra	1035	1200			
	BI	B/O T.A. Book	1	1035	1200	and the second	the second of the second second second	10.00
Est 4)44	Typhoon P3 B	Mit, J.R. Beirnes	Bombing Sweep	1015	1145	439, 439 and 440 Squadrons, consi	sting of 24 Typhoon	1000
4	B∆	B/O J.E. Cornelison	1	1015	1145-	Dombers, with two returning due to lo	e oil pressure, dropped	
	29 2 29 1	P/O.B.K. McConste		1015	1145	22 x 500 M.C025 on bridge near Rose through hole in cloud from 10,000 to		
	~ <b>17</b> H	S/Mer. P.G. Grant		1015	1145	noon on bridge. The flak was mil and	all siroraft returned	
	31	P/O T.A. Bogg		3015	באנד	- ray	*	
	29.0	When R.F. Raid		2015	2055	1/201	3500	
	33.5	9/0 L. E. Park		201.5	1100			RB

By Mo. 438 (Can) Squadron

APPENDIX "A"

R.A.F. FORM 541.

SECRET

PAGE NO. ONE

Wt. 22239-1284 70H 8/43 T.S. 700 FOR THE MONTH OF ...... 1944 Time AIRCRAFT Type & Number DETAILS OF SORTIE OR FLIGHT REFERENCES. DUTY - Down Typhoon F3 K Wat. J.R. Beirnes Weather Reco. 0610 0710 2 Typhocas on scramble - weather recommissance to the F) 3 B/Lt. H.E. Coffey 0610 0730 Cherbourg Area. Weather found to be unsuitable for operation No enemy opposition was encountered. Eight Typhoon Bombers to attack Mirfield at St. Valer Wit. J.R. Bairnes. May 3/44 Typhoon #3 K... 2045 en-Caux. 16 x 500 M.C. .025 bombs were dropped on the target P/O A.H. Vickers 1930 F3 B P/O A.S. Newsone 173 G 1930 with the results assessed as poor. The C.O.'s tire blow 2045 Mut. R.E. Coffey F3 C 1930 2045 out just before take-off and another siroraft returned B/O H.G. Upham 1930 2100 due to low oil pressure. No flak was reported and all aircraft returned safely. D/O W.H. Marrison BZ 1930 2045 Plut. R.F. Reid 13 S 1930 2000 P3 # F/O R.E. Johns S/Ldr. F.G. Grant Bombing Sweep May 4/44 Typhoon P3 A 1035 1 1200 Eight Typhoons loaded with 16 x 500 Lb. .025 attacked oball target at Airdingthum - 14 bombs hit directly on PS G BO A.B. Newsome 1035 1200 target in north end of wood. Bombing carried out from 1035 1200 73 B P/O A.H. Violers B/O J.E. Cornelison 1035 1200 12,000 ft. down to 7,000 ft. Meagre, light, inscourate P3 D. fish was annountered with all aircraft returning safely Pat. P. Wiles P/O W.S. Hutchinson 1200 1035 P3 S 1035 BY P/O R;H; Burden 1200 Not. J.R. Beirnes BI 1035 May 4/44 Typhoon B B 430, 437 and 440 Squadrons, consisting of 24 Typhoon P/O J.E. Cornelison BA 1015 mbers, with two returning due to low oil pressure, droppe EL P P/O B.M. Melensie 1015 19. 3 2 x 500 M.C. .025 on bridge meer Rouse. Bridge m P/O.D.W. Benting h hale in aloud from 10,000 to 5,000 ft. Six hits on on bridge. The flak was mil and all sireraft returned 373 H Midr. F.G. Grant P/O T.A. Bugg 1015 1145 BI Ba Whe, R.F. Reid 1015 1055 19 S 10 L. E. Park 100.5 1100

DATE	AIRCRAFT Type & Number	CREW	Dory	CHARLES CONTRACTOR CONTRACTOR	TIME		DETAILS OF SORTIE OR FLIGHT	REFEREN
		1-10-6-		UP	Down		W. C.	
May 7/44	Typhom 13 H	S/Ldr. F.C. Grant	Bombing Sweep	1930	21.00	438L	439 and 440 Squadrens with 24 Typhoon Bombers attacks	
54 v 9 v 1	13 P	B/O R.C. Getty		1930	5700		ell target near St. Valery. Good bombing with 22 x	
. 454.4	מ כע	B/O D.W. Benting	The same of the same	1930	21.00		.0025 landing on the target. Intense, accurate,	
	75 G	B/O G.P. Edington	1 1	1930	21.00	heavy	flak was drawn from the target area and also from	
	P) R	P/O R.H. Burden	A Period	1930	23.00	the 0	bestel Bettery from St. Velery. All elegraft returned	
	73.7	P/O W.H. Morrison		1930	2100	safel		- 400
	73.8	WOLE.Park		1930	5100	A STATE	Programme and the second second	
	BI	B/O R:E: Johnson	la l	1930	23.00			
May 8/44	Typhoan 173 H	S/Ldr. F.G. Grant	Bombing Sweep	1135	1245	438,	439 and 440 Squadrons with 24 Typhoon Bombers	
	おエ	P/O W.H. Morrison		1135	1245	atte	sked No-Ball target Z830 Doual, France with 23	
	82	Mat. R.F. Reid		1135	1245	-x 50	M.S025 dropped on target with good bombing	
	73 D	BOWS. Hutchinson		1135	1205	resu	its. No flak opposition was encountered. 1 Pilot,	
	23.0	B/O R.E. Johnson		1135	1245	.7/Cm	er. Davidson was missing as a result of the operation	A-70-104
104	D.B.	Wit. J.R. Beirnes	wante and a	1135	1245	CLou	was 3/10 at 4,000 ft. Visibility good.	
	D.E.	F/Lt. R.E. Coffey		1135	1245		300 mm - 100	
	P3 D	P/O R.C. Getty		1135	1245		A Company of the Comp	
	37	W. Davies	44	1135	1245		de Carlo de	
w 10/44	Typhoon 15: A	We Davidson	Bombing Sweep	1400	1705	ziorente tachica	Squadron with S Typhoons (1,000 lbs) 2 Typhoon (500	
	₹3, G	P/O. W.H. Morrison		1400	1515	THE RESIDENCE AND ADDRESS OF THE PERSON NAMED IN	and 2 fighters at 1435 hours bombed bridge at song	
	73.4	F/O R.H. Burden F/O R.E. Johnson		1400	135	19650000000000000	be - 16 x 1,000 lb. MC inst. bombs, 2 x 500 lb.	
	B.L			1400	1515		M.C. inst. were dropped. No direct hits on bridge	
1 3 4 a	T.R. was	P/O.N.E. Damber	5 7 7 7 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7	1400	1515		edr misses either overshooting or undershooting.	
	10 B	For J.W. Beirnes		1400			ing was carried out from 7,000 ft to 3,000 ft.	
	23.4	AP/O A.S. Nemgoo		1400	1515	L. Lou	ere, light accurate flak was encountered. No cloud,	0
-	A	NO R.M. MoKenzie	······································	1400	1515	m bas	over water. Visibility, 3 miles.	KD
-	P3.E	B/O A.H. Vickers		1400	1515	.,		

210/25

DETAIL OF WORK CARRIED OUT

SECRET

PAGE No. 3

By 438 Squadron
FOR THE MONTH OF May 19

	Wt. 22239—2284 70H 8/43			MONTH O	Time		
DATE	AIRCRAFT Type & Number	CREW	Dury	ÜP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
Nov 12/44	Typhoon F3 H	5/Ldr. F.G. Grant	Bombing Sweep	1820	1950	Seven Typhoon Bombers carrying 14 x 1,000 lb. M.C.	
	F3 T	F/O N.E. Dawber	•	1820	1950	bombs attacked bridge at Long, France. No direct hits	1 1
	<b>19</b> 3	F/ut. R.F. Reid		1820	1950	were spored on the bridge. Two Typhoon 1B sireraft	
	373 G	F/O R.E. Johnson	5	1820	1950	soted as fighter escert. Aircraft took off and Landed	
	BE	F/O R.H. Burden		1820	1950	at Ford.	
8.5	93 8	Bos Proferenton	1	1820	1920		
W - 12 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -	P3 B	P/Lt. J.R. Beirnes		1820	1920	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
	BI	P/O E.M. MoKengle	31	1820	1950		
	P3 D	19/0 D.W. Benting		1.820	1970		
ley 11/44	Typhoon F3 A	B/O A.H. Vickers	Stand By	21.00	2215	Two Typhoon 18 aircraft were scrambled on suspect of enemy shipping, patrolling as far as St. Valenie, Branes. Nothing	
	P3 W	F/O T.A. Bagg	Soramble	21.00	2215	mighted.	
		10 10 10 10 10 10 10 10 10 10 10 10 10 1	and the second				
May 12/44	Typhoon M J	W/Ondr. Judd	Bombing Sweep	0835	1005	Right Typhoon 18 aircraft with one spare carrying 16 x 500	
	Typhoon F3 E	Capt. G.H. Kaufman		.0835	1005	1b. M.C. attacked road and railway junction near Amiens.	
7	B4	B/Lt. R.F. Reid		9835	3005	Bombing results were good but five did not explode when	
	BR	F/O L.E. Park		0635	1005	dropped, No flak was encountered.	
	13.7	B/O T.A. Bugg		0835	0935		
	Вн	S/Ldr. W.G. Grant		0835	1005	A Company of the Comp	
	P3 C	P/Lt. R.E. Coffey		0835	2005	TO CANDA PARAMETER STATE OF THE	
	P3 G	F/O A.B. Newsome		0835	1005		
	P3 D	E/O B.C. Getty		0835	1005		
12/44	Typhoon F3 il	S/Ldr. P.G. Grant	- (a - a - a - a - a - a - a - a - a - a	1515	1.045	438, 439 and 440 Squadrons - 15 Bombphoons at 1600 hours	
	P3 2	B/O N.E. Dember		1515	1645	attmoked Z.3017 Chateau de Bosmalet near Dieppe (15 miles	
	P3 <sup>S</sup>	F/O J.C. Wathers	CONTRACTOR OF THE PROPERTY OF	1515	1045	south) The bombing was excellent - 16 x 500 M.C025 M.C. concentrated in centre of target area. The bombing was	
	<b>カ</b> エ	P/O T.A. Bugg		1515	1645	carried out from 7,500 ft. down to 2,500 ft. Meaure, light	177
	78	Wote J. R. Beirnes	1 1 7 7 7	践	1645	securate flak was empountered. Very misting up to 5,000 ft. with ground haze. Visibility 3 miles. Operation uneventfur	MB
	57	P/O J.s. Corneling		1215 1215	1655	110 %	

DATE	AIRCRAFT Type & NUMBER	CREW	Durk		Time	The state of the s	age4
	TIPE OF HUMBER	The section of the section of	773	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENC
May 13/44	Typhoon F3 H	S/Ldr. V.G. Grant	Bombing Sweep	1175	1230	Barnt sireraft with 500 lb. M.C. took from Ford target.	
	73 B	B/O G.P. Edington		1115	間 图图图 企同期的	No hall target near Magannavilla, France, Bombing result	
1	F3 F	F/O A.H. Vickers		1115	1230	good. Target pounded badly with several direct hits.	
	F3 D	1/0 R.G. Getting		1115	1230		
	P) A	F/O J.E. Cornelison		1115	1230		
	75 2	F/U E.H. Burden	The second second	1115	1230		
	P3 X	E/O J.C. Unthoff	2	1115	1230	Marie Carlotte and the second and th	
•	F3 Q	P/O W.H. Morrison		1115	1230		
		Company of the second		The second	1	6 by 1, 1 and 1 an	
ay 13/44	Typhoon F3 H	S/Ldr. F.G. Grant	Bombing Sweep	1550	1720	438 Squadron on Ramrod 883 - 8 Typhoons attacked railroad	
	P3 1	P/O V.H. Morrison		1550	1720	crossing H 0528, Fruge with fair bombing results.	
136 - 186	BR	P/O R.H. Burden	Carlotte Court	1550	1720	Bombing run was carried out from south to north dropping	1,000
	BX	P/O J.C. Unthoff		1550	1720		
276.27	<b>7</b> 3 B	Plat. J.R. Beirnes	W-1-1-31	1570	1720	16 x 500 M.C025 with 3 near misses on bridge, direct hits on reilroad track east of bridge, other bombs	
	73 C	F/O G.P. Edington		1550	1720		
	- P3 P	F/O A.H. Vickers		1550	1.720	unobserved owing to smoke, Weather conditions were very	
	野山	F/O J.E. Cornelison		1550	1720	ham up to 9,000 ft. with 2/10 of aloud at that level.	
19/44	Typhoon F3 B	Store Pole Grant		-2010	2145	400	
	- B I	P/O G.P. Patroton		2010	2145	438 and 400 Squadrons - with 18 Sombphomes attacked a task concentration at Evergen - target was attacked	
	730	P/O Diw. Benting		2010		from R.M N.W., 9,000 ft. to 3,000 ft. with 35 x 500	
	73.5	P/O R.M. Molengie		2010	2145	lb. M.C. 1025. All bombs in village. 6 direct hits were	
	M. J.	W/Codr. Judd		2010	2145		X
	BR	Capt. G.H. Kaufman		2010	2145	made on the factory in the village. No tanks were seen	<u> </u>
C	3 Com 13 Zq	B/O R.E. Johnson	March 1970 Comment	2010	2145	but area in which target was suspected was effectually bombed. Think ground hase to 6,000 ft. Visibility poor-	
	80	Plat. K.J. Plant		2010	2025	Very thick haze was encountered over Channel - Visibility	20
	P3 T	Pow. F. Wilson Pow.S. Hutchinson		2010	2040	1 - 2 miles. No giak was seen.	KB-
		1/0 w.S. mutaminach		2010	2040	L - 4 Miles. No Flat was seen.	

APPENDIX.....

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By 438 Squadron

SECRET

PAGE No. 5

FOR THE MONTH OF (\*22762-9522) Wt. 22239-1224 90M 8/43 T.S. 760 . 19.... REFERENCES. AIRCRAFT Type & Number DETAILS OF SORTIE OR FLIGHT DATE UP DOWN Aircraft scrembled on shipping and weather reconnaisss Typhoon F3 D F/Lt. J.R. Beirnes Stand By May 29/44 0620 11 11 out St. Alban's Head to Cherbourg to West of Guernsey and FIR F/O H.G. Upham 0510 0620 F3 A F/Lt. R.F. Reid Readiness 0520 0620 elmost to Le Havre. No shipping seen. BI P/O W.H. Morrison 0620 0520 1530 1600 Scrambled on a defensive patrol, out Coast St. Alban's May 29/44 Typhoon F3 D F/Lt. J.R. Beirnes Stand By F/U H.G. Upham Head, south 80 miles in Channel. Nothing seen. 1530 1600 P3 X Aircraft ordered to attack target X11/25, a Radar Statio 1050 1215 May 30/44 Typhoon M.J. W/Cmdr. Judd Bombing Sweep at abbeville/Vaudricourt. Target attached from S.W. - M.S. From 7,700 - 2,000 ft. with 12 x 700 lb. M.O. Sombe. Two direct hits were seen on the Eastern Wurtchung which feel over. Two near misses to the Western Wurtchung and all remaining bombs burst in the target area. Moderate, F3 B F/Lt. J.R. Beirnes 1070 1120 F3 J FOR.C. Getty 1120 1050 F) D F/Lt. D.W. Banting 1050 1120 B/U H.G. Upham 1050 1120 inaccurate light flak was experienced from the target. Weather hasy up to 9,000 ft. Visbility 10 - 15 miles. On 1050 1120 F3 T S/Ldr. F.G. Grant stroraft returned early, accompanied by his No. 2 with F3 R F/U N.E. Dawber 1050 1120 P3 Q P/U N.E. Dawber 1120 1050 technical trouble. 1120 BI F/U R.E. Johnson 1050 9 Typhoon Bombers were detailed to attack No-Ball Target May 30/44 Typhoon F3 R S/Ldr. F.G. Grant Bombing Sweep 1530 1700 MI/A/90A (Wisques). The target was attacked from S.W from F3 D F/O J.C. Unthoff 1530 1700 10,000 - 5,000 ft. with 18 x 500 lb. M.C. bombs. Results Capt. G.H. Kaufin 1530 1700 P3 9 \* 173 S F/U J.H. Hilton 1530 1700 were wary good, most bombs falling in N.W. corner. Direct hits were seen on "Q" and "P". Meagre light flak was B/Lt. R.F. Reid F3 T 1530 1700 experienced from the target. Weather was heavy, wisibility 1700 F3 B Pat. J.R. Beirnes 1530 10 - 1) mies. Aircraft landed at Tanguere on return. F/O R.C. Getty 1530 1700 F3 F F/Lt. R.L. Coffey עכב 1700 P3 K P3 P F/O H.G. Uphan Two Typhoon 18 screenled on on air sea resuce. Plight was casealled immediately the aircraft because airborne. Mut. J.R. Beirne 750 1750 May 29/44 Typhoon FS D P/O H.G. Upham 83 S

nuctions for use of this form in K.R. and A.C.I., to and War Manual Ps. II., chapter XX., and R.A.F. Pocket Book,

# OPERATIONS RECORD BOOK 5.49.20.438

of (Unit or Pormation) No. 438 (Can) Squatron 17978

No. of pages

to we can be perpose of the Date Summary of Rvents SECR thresh graner. Persion best in bright som made of Hurn, Hants. June 1/ STRENGTH AS AT 1 JUNE, 1944 Officers, Pilots & NO. OF AIRCRAFT ON CHARGE: Typhoon 1B = 18 The morning broke with the centle pattering of rain on the tent roofs. It speedily cleared up but there seems "ope" nortice. Three 4 and 2, tests were made and on one of these the airspeed indicator went unserviceable, inether aircraft went up and led the unserviceable down. The pilots were given time off from noen today until 0930 hours tomorrow. The O.C., S/Ldr. F.G. Grant (J.5056) accompanied by F/O "Buck" Newsone (J.10552) flow to Chevenor and return on a cross country flight. P/O V.E. McLenn (J.13598) who was a former pilot of this Squadron was today posted back hers. Everybody veloces an old fellow pilot. rather than a stranger she would have to be broken in to the habits, flying tectics at the Squadron. Tetal flying for the day, all non-operational - Typhoon IB - 4:20 hrs. Hurn, Hants June 2/44 The day opened clear and bright with unlimited visibility. An "ops" flight was expected in the morning then postponed so only one A and E, test flight was made. Some of to date. At 1520 hrs. 12 siroraft made a Squadron "do" against a radar installation. One aircraft of the original set up could not be started and it was replaced by one of the spares. Dive hombing results were only fair. The Squadron was put on readiness and later stand-by from symmes, 1500 to 1900 hrus. He sereshles were called, A few local-Hurn, Hants t was done during the morning. The O.C. was away to a Conference at Scuthernt until late at might. It 1630 hours 12 stroyaft made a 5 the same radar installation near le Havre, France, This time results of the dive bombing

Place	Date Time	Summary of Events SECRET.	*References to Appendices
Hurn, Hants	June 3/44 (Cont	d) were very good. Later in the afternoon, two pilots flew to Redhill in an Auster and	
		brought back two Trybeons. P/O "Corny" Cornelison was flown to the hospital at Gatwick today for observation. Retal flying for the days operational = 15:00 hrs., non-op	
		Typhoon 18 - 1:10 hrs., Apatet III - 5:15 hrs.	
Hurn, Hants	June 4/44	Another bright sunny day. Arrived at Dispersal this morning to fift all aircraft with	
		their invasion markings painted on them. Ground orew completed the job between 1800 hours	
#•		and 0300 hrs. in the morning. Word was received that only local flying was to be done with the marked aircraft. Because of this and because "big" doings were expected very little	
Mary Charles and Je		flying was done. Two trips were made to Red Hill and Funtington in the Auster and a Typhoen	_
		brought back in each case. Another former pilot of 438 Squadron arrived in the evening in	_
		the person of F/O A.O. Brooker (J. 26903). This last posting gives us 26 pilots.  Total flying for the day, all non-op.:- Auster III - 5:30 hrs., Typhoon IB - 1:35 hrs.	
Hurn, Hants	June 5/44	The day opened cool and bright after a very windy afternoon and evening on Sunday.	_
		Very little flying was done today. One Squadron "ope" flight was made with 11 aircraft	
	4	against another Rader installation near Le Havre. It is believed the target was destroyed. Methods the Officer Commanding 4.38 Squadron nor the Wing Commander, Flying	
		could take part as they had been briefed for the Invasion. All pilots of 145 Airfield	4
		were called in for Invasion briefing at 2125 hours this evening. At 1140 hours the	2340
		Commanding Officer held a meeting of all 143 Airfield and announced the Invasion would get under may with a paratroop landing at 0500 hours tomorow morning. Personnel greeted	
		this grand move with cheers and it could be easily seen that the Commanding Officer's	
.V.		action was much appreciated. 438 Squadron was put on one-half hour's readiness from 0400	_
		hours the souring with first "ope" sorble at 0655 hours. Fotal flying for the day;- operational:- 12:50 hours. Non-operational - Typhoon IB- 2:55 hrs., Auster III 3:55 hrs.	
Hurn, Hants.	June 6/44	The day opened cool and slightly cloudy. Everybody was up bright and early this morning	4
		to see our 11 siroraft off, led by the Wing Commander, Flying. No. 438 Squadron was assigned the task of dive boshing two concrete block houses overlooking the beach on	
		which the 50th British Division was to land tanks. This operation had to be performed	8

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of (Unit or Formation) . Re. 438 (Can) Squadron. No. of pages used for day......

Place	Date Time	Summary of Events SECRET.	References to Appendices
Hurn, Hants	June 6/44	just as the tanks landing craft lowered their ramps. Cloud conditions were 5/10 from 2,000	
		ft. up with the result that the dive bombing had to be done from a much lewer level.	
		Despite this and the difficulties of a heavy make cloud above the beach direct hits were	
T		scored on both targets with 1,000 lb. bombs and it is believed they were totally destroyed	
·		All pilots came back safely with their sircraft though one sircraft had a piece of flak bounce off the prop. and back in the leading edge of the wing. We had no more action until	
		1715 hours when 10 aircraft made a sweep south of Caen. Attacks were made on 4 recoo. cars	Seve will fine
24.7		but results are not known. One aircraft had a flak shell pase right through the wing	
		puncturing the gas tank. Despits this he was able to get home on his nose tanks. Another "ope" sweep was made by 10 siroraft which left at 2050 hours. On this sortie attacks were	
		made on two convoys which were unfortunately well strung out. It is believed that in the	
		bombing of the one, two vehicles were destroyed. Strafing of the other resulted in four	
2.4.4.7		vehicles left hurning and ten damaged. This is the first large scale strafing the Squadron has done and they came out exceptionally lucky. One aircorft came back with a large hole	
3 3 3 3 3		in the tail, another hit some object and was soraped from front to back. Others had .	
		various rifle holes. Pollowing briefing, the O.C. spoke to the assembled boys of 438 and 6438 Echelon illustrating the day's deings with the aid of a map. This gesture	
		was much appreciated by the ground airmen and it is the intention of the O.C. to give	fagil is
		them a nightly talk. Joseph Chains, for the day: operational - 45:40 hrs., non-op	
durn, Hents	June 7/44	Typhoca 18 - 4:20 hrs., Austra III 3:10 hrs.; this morning from 0450 hours one Four	
		sit in their aircraft at the end of the runsay, and six on three mirate readiness at the	
		Dispersal. The day is cloudy and cool with only polerate visibility. Camouflague painting	
	36.	of the aircrew tent and the officers' tents was attached today. A limited amount of flying	
		was done in Typhocons and the Auster. Due Typhocos (operationally designed) were flown away and two new sire off flown back from the Galle for the Servicing Sections One	
		soremble was called today and the two aircraft made an hour's sweep over the Channel.	
		Mothing was seen. Total flying: operational = 3:25 hrs., non-op., Typheon 18 = 2:00 hrs.	91

Reference	Summary of Rvents  SECRET.	Date Time	Place
Appendice	This was a dull cool day with light rain starting about 1500 hrs. Three "ops" sorties	me 8/44	Hurn, Hants
	were sade during the day. The first, a Squadron Edo" composed of 8 Typhoons, made a smeep deep into France beyond Caen. No targets were found and the aircraft returned at 0700 hre-		
	with their bombs. A M.E.109 was seen on the way back but it was immediately attacked by some		
	Spitfires. The original setup included 2 more Typhoens as Fighter Cover but both returned		
	when one had R/T trouble. This was an exceptionally long flight of 1 hr. and 45 minutes.  One pilet had only seven gallons of gas left when he touched down. The geoond "cons" sortise		
	at 1032 hours was another Squadron "do" with 8 Typhoens with bombs and two acting as Pighter		
o plus en of	over. They made a sweep over France S.E. of Case but sighted no enemy vehicles or guas poets	394	
iblaide rel e	Subsequently dive bombing a road and bridge and it is believed the bridge was destroyed.  The third "ops" sortic at 1614 hours was made with 7 Typhoons in conjunction with 7		
	Typhoons from 439 Squadron. They attacked five moving tanks near Caen with good results,		
	though no direct hits were seen. The aircraft experienced intense flak in the target area		ere e e e e e e e e e e e e e e e e e e
re. (	but were not demaged. Poor visibility from 1800 hours on kept the hoys on the ground though they stood by in readiness until 1130 hours. Total flying for the day:- operational - 37:15 h		A CONTRACT
	non-operational - Typhosn 1B - 15 mins., Auster III - 5:40 hrs.		
w K	This was a miscrable, cold day with poor visibility. The Squadron was requested to stand rom 0800 hours on but were not called for operations. Apparently "A" Advance Party received	9/44	urn, Hants
The contract of the contract o	nstructions to move and we had to give 2 living tents to be sent with them. Some of the		
	boys are elesping five to a tent. The sun broke through for a few minutes in the evening		
	and it is hoped the weather is breaking. Total flying for the day: operational - nil; operational - Typhoen 1B - 2:00 hrs., faster HII - 1:30 hrs.	- 376	
	The weather broke during the night and ten of the boys got away on an "ope" sortie	10/44	n, Hents
	at 0540 hours. Right aircraft dive bombed a concentration of infantry and A.F.V.'s near		
	he given target. The boys experienced heavy accurate flak but all the bombs fell within		
7 H	few of the pilots received injections and were released of flying duties, but most of		
	them stood by on call. Another dive bombing "ops" sortic was made at 1855 hrs. This one,		

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Place	Date Time	Summary of Events SECRET.	References to Appendices
Hurn, Hants	June 10/44	in which seven of our aircraft together with the W/Cmdr. Flying, took part, was an attack	
		on a Consentration of tanks and M.T. at Bretteville Woods. Some direct hits mere seen	
		and all bombs landed in the target area. Two pilots flow to Redhill after supper in the	
		operational - 25:40 hrs., non-operational - Typhoon 18 - 25:40 hrs., Auster 111 - 3:05 hrs.	
Hurn, Hants	June 11/44	The weather remained cool seday and it was partly cloudy. Ten aircraft, two of them.  Fighter cover; made an "ope" flight of 1 hr. 15 mins early this merning against a	r visio <del>s</del>
		target at Fontenay Le Pessel. Due to low clouds neither the original nor any other target	(A)
		could be found, and the boys brought home their bombs. The Squadron stood by all day but	
		no further call was received from operations. A good percentage of the boys attended	
Hur		church this evening. Total flying for the day: operational - 12:30 hrs.; non-operational Typhoon 18 \$ 1:20 hours.	
Hurn, Hants	June 12/44	This morning was a grand bright morning with unlimited visibility. It became cloudy	
		later in the day but not enough to interfere with operations. This Squadron had it first run of bad luck when one aircraft failed to return from each of the two "ops" sorties.	
		The first sortie, made at 1215 hours, with eight Bombers and two top cover Fighters,	
		was a dive bombing attack on a woods near Yendes, France. Sombing was good though results were not seem. On the way back one of the aircraft flown by F/O T.A. Bugg (J.11316) began	
		to lose oil pressure and eventually the engine out out. F/O Rigg took to the silk and was	
		seen to land on the water and climb into his dinghy. Another aircraft circled him until	
		a boat picked up P/O Bugg. No further word has been received though it is reasonably certain he is uninjured. The second "ope" made at 2135 hours, was against a moving M.T.	
		This target was not found but a small concentration of vehicles in a courtyerd was very	3
		effectively bombed, but only with bombs from three sironaft, Originally it was planned	
		to take 8 Bombers and & Pighters. One Romber developed trouble on the ground and did not	
		take off, another had instrument trouble and turned back accompanied by his no. 2, Still	
		another, piloted by S. Lt. "Pete" Wilson (J.9876); 2nd in Command, at the controls,	20
		was apparent; hit by flak on the way to the target and had to drop out accompanied by	74

Place	Date	Time	Summary of Rvents	SECRET.	References to Appendice
Hurn, Hants	June 12/	<u>)</u>	his no. 2. F/Lt. Wilson was seen to jettison his hombs, but was lost sight of	about 2,000	
		7	ft. above the ground but within gliding distance of the Emergency Landing Str believed that he would land safely though no word has been received as yet. It	ips. It is was a long	
			tough day for the Squadron because, they only did two "opa" sorties, they we	re on readiness	
			from approximately 0430 hours until the last "do" which was completed at 23	05 hours. The	
		•	hoys, though, all mant more work and are very surious to get operating from Total flying fee the day:- operational - 31:40 hrs., non-operational, Typh	oon 1B - 50 mins.	
			Auster III - 1/45 hrs. post of a state of the state of th	rrefe of the	
Hurn, Hants	June 13/	44	Woke up this morning to find it pouring rain. Though we were on half-h	our readiness	
			the boys were allowed to sleep in. It stopped raining at about 1100 hours and continued on the half hour readiness until about 2200 hours. Only one "ope"	the boys	
	1		made. It was a dive bombing attack against a Woods north of Breville, made wi	th 12 aircraft.	
State Market Co.			The bombs all landed in the target area. Late tonight the Auster made a trip to London to bring back F/O T.A. Bugg who bailed out over the Channel on the 12th	Heston near	
			picked up by a boat proceeding to the beachead in France and thumbed a ride	eack in an	
			American aircraft. Everyone was very pleased to see Ted. come back uninjured	and in good	
			spirits. This ride was arran ed by none less than General Lee, who happened I No word has been heard from 1/F.LtPeter Wilson since he was lost the be Monday night! Total flying for the day: operational - 16:10 hrs., non-op - 1	eachead on	hrs.
Hurn, Hants	June 14/	4	Had a grand clear day here today and the visibility is unlimited over I  The pilots were all out early and the Squadron took over the two aircraft at end of the runway for the day. Nine aircraft participated in a Squadron dive	andby at the	
			attack on a concentration of M.T. at Lingoures, France. It was very successful		
			boys returned well pleased. A second "ops" sorties was made at 1820 hours	ith M sircraft	j
			against a concentration of runs and enemy personnel in a woods near Bremcy, - Bombing was again good though only the flashes from the guns were seen. The	France. le boys	
		Life	report the enemy very skilful at the art of camouflague. Moderate flak was	encountered.	
			at the target. The Adjutant spent the day packing up the 30 cwt, with the 1	larquee, Officers	•

We amendiousse - steam tales C. & L. 51-7706

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# OPERATIONS RECORD BOOK Page No. SEVEN of (Unit or Formation) No. of pages used for day.

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Place	Date Time	Summary of Events SECRET.	References to Appendices
Hurn, Hants	June 14/44	tents and baggage and having the marquis, tables, etc. replaced by R.A.F., Hurn, Station	
		equipment. The 30 cwt. is to go with "B" party in a couple of days and should be waiting	
4		for us in France. Total flying for the day: - operational - 39830 hrs., son op., Auster III - ml, Typhoon 18 - 2:25 hrs. Q. skind th. also Carried and Conc. F. 541)	P. N. H.
Hurn, Hants	June 15/44	This was another clear day and the boys got busy with an "ops" flight at 0520 hours.	
		Right aircraft took part in a dive hombing attack on a bridge near Amaye Sur Orne. Near misses were scored. At 0815 hours another scrtie was made with 10 aircraft against the	
	· ·	same bridge, this time carrying 1,000 lb. bombs. Near misses were scored all around the	
		bridge again. At 1215 hours 6 more aircraft attacked the same bridge, again near misses	
		were secred and it is felt certain that it was damaged, but unlucitly no direct hits were secred. The Squadron was kept on 30 minute readiness until approximately 2030 hours	
		but no further "ops" sorties were made. Word was received late this afternoon that	
		"Pete" Wilson, missing since the 12th is safe in hospital with a broken are and a gash	
A		in his leg. Everybody was much relieved at this news.  Total flying for an day: - operational 32:50 hrs., non-operational - Typhoon 1B - 1 hour.	•
Hwrn, Hents	June 16/44	Almost the have retrounded at 6600 heurs to take aver the substitution colors; the retrounded and the retrounded at the substitution of the substi	
		Cargehours. An "ope" dive bombing "do" was made with 8 aircraft at 1125 hours against M.T. Dumps and personnel in a woods near Youne, France. The bombs were brought back when the Squadron arrived at the target after the set hour. At 1650 hours, four aircraft	
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		took off on another special job. It was a low level bombing attack on a railway tunnel.  It was very successful but it was felt that 500 lb. bombs were not heavy enough for the job. While making a circle of the target immediately after dropping their bombs our aircraft were attacked by eight plus M.B.109Fs. This is the first time that any aircraft	
		of 143 Airfield have been attacked by enemy fighters. All four get in a few bursts and	
	All the state of the state of	then escaped out into the clouds apparently unburt. Here they became separated and only three returned to Base. No word has been heard since of the fourth aircraft flown by	
		P/O R.C. Getty (CAN. J.27741), though everybody is hopeful that he has landed within	43
a a sa		our lines in France and will turn up in a few days. We have three men unfit for flying	A
		duties at the present time. One is in hospital for a few days and two are grounded because	Wh

to construct to the transfer of the transfer of the termination of	Page NoEIGH

Place	Date	Time	Summary of Events SECRET.	References to Appendices
Hurn, Hants	June 16/	4 (Cont	d) of colds. Total flying time for the day:- operational - 14:10 hours; non-operational -	
urn. Hants			Typhoon 1B - 2:15 hours.  This was a fair day for flying and three Res.	
-14-105	June 17/	44	which took off at 0505 hours composed of twelve aircraft, was supposed to attack one	0
			of three bridges near Cabourg, France. Due to weather and the fact that it was atill	Vincluding on
			dark on take off the Squadron became separated and only six bombers attacked the target	
			Near misses were scored but no direct hits were made. Six aircraft returned to Been with	
terment of the second			targets later in the day and on the last one, one of the bridges was totally destroyed	
			Many near misses were made on each sortie but some trouble was also experienced with	
76.	+-+		bombs falling "safe". The usual A. and E. test flying was done. No word has been heard	
			of P/O Red. Cetty. The serviceability of the sironaft as well as the "arming up" has been very poor since it was taken over by the statio Station. We hope for an improvement	
			during the next week or so before we move to France. Total flying for the day:-	
urn, H			operational - 12:40 hours; non-operational - Typhoon 1B - 25 mins,	
urn, Hants	June 18/44.		This was just a medium sort of day, quite hazy in the vicinity of the Airfield.  An "ops" flight was called for at 0537 hours against a bridge over the River Orne. Ten	
	1		aircraft took off but found 10/10 cloud over the target. They were forced to jettison	
marra, Heath			their 1,000 bombs "safe" in the Channel and return to Base. At 1817 hours another "ops"	
			bossing was smellent. Two 1,000 lb, bombs fell at each end of the bridge and a direct whit was made with one in the centre. This componented partly for the morning "do". The boys were on immediate readiness from early morn until early evening, then went on half-bour readiness and were finally released about 2130 hours which made quite a long day.  7/O "marry" Uphas was released from the hospital today but is released from duties for three days. Total flying for the day: operational - 25:20; non-operational - Typhoon 50 min	
down gover	June 19/4		on one hour readiness all day in the hope that the weather would olear but they were	
			finally released about 1750 hours. This made a nice break for the Squadron as they were white to sleep in in the morning and get a bit of sleep and recreation in the evening. Still no word from \$7.0 R.C. Getty and no information as to which hospital \$7.tt. P. Wilson is located in. Total flying for the day consisted of 35 mins. in which two 500 lb. M.C. braft had been hombed up for man carcalled.	



R.A.P. Form 540

See instructions for use of this form in K.R. and A.C.I., gave. 3340 and War Manual Pt. II., chapter XX., and notes in R.A.F. Packet Book.

## OPERATIONS RECORD BOOK of (Unit or Formation) No. 438 (Gan) Squadren No. of pages used for day

Page No. NINE

Place	Date Time	Summary of Events SECRET.	References to Appendice
Hurn, Hants	June 20/44	The weather was fine here teday though visibility wasn't se good over the Coast of France.	
		This Squadren was responsible for the standby of two pilets at the end of the runway from	
		0430 hours to 2315 hours but, regardless of that, disparational made three separate	
		"ope" sortice against a "Moball" target, landing at Manston to refuel and re-bomb for the	
		second two. On the first sertie the target couldn't be found but a successful attack	
		was made on a 10 vehicle convey. On the second the target was bombed with only five	
		sireraft. Two sireraft were abortive due to engine trouble. Although there were no direct	The state of
	7.50, 24/81	hits on this trip, there were very near misses, On the third trip, five aircraft found	
		the target again obscured by clouds and the bembs were dropped on the West wall of France	
		as they returned to Base. While this flight was still at Mansten, or on theway back,	
		eight more aircraft took off on a low level bembing raid on a railway embankment. This	
		sortic was quite successful though it is considered that 500 lb. bombs are hardly heavy	· Andrews
		enough for the jeb. Due to lask of pilets, two of the bays, F/O G.F. Edington and F/O	
Article Control	1.2.3/8	P.E.F. Skelly, created a record by spending four hours and fifteen minutes on standby at	
		the end of the runway. Two of the aircraft failed to return from Manaton when the engines	
		could not be started. Total flying for the day: - operational - 37:20 hrs., nen-operational	
		Typheen 18 - 181 Auster III - 1811.	
Hurn, Hante	June 21/44	This was a grand merning here but apparently visibility is very peer ever France. An	
		early norming "Banger" "de" with one long range tank and one benb was postponed due to	.,
		weather over the target and the beys have been en one heur readiness. This gave the boys	
		a much appreciated "sleep in" this morning until nine thirty. No flying either "spa" or	
		nen-eps, was dens today with the exception of two aircraft returning from Manston. The	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
		beys were released about 1730 hours and some of them slipped into town with the O.C. to	
		see a show and have supper. Total flying for the day (all non-op.) - Typhoon 1B - 2:00 hrs.	Aligna and a second
furn, Hants	June 22/44	A new system was put into effect this morning whereby the boys work in shifts. Byery	
		other day half of the pilots have the morning and evening off, and on the other days they	
		have five free hours in the middle of the day. This will give them much more free time	
Maria de la companya		"sack" time as they sall it. We had grand weather teday, summy and very warm with very	- 4

Place	Date Time	Summary of Rvents SECRET.	References to Appendices
Hurn, Hants	June 22/44 (Cent	a) little cloud formation. Two Squadron "ops" sorties were made. The last was supposed	
		to be a Wing show but 439 Squadron's kites returned to Base. The first was a reconnaissance	
		sweep west of the Seine. Wise aircraft took part and successfully bembed two railway	1.11
	1 1 1 1 1 1 1 1	Marchalling Yards and a railway bridge as well as straffing two staff cars. The second was	
		another reconnaissance sweep. A Marshalling Yards was effectively dive bembed, and then	
		the Squadron had a whale of a time machine gunning various M.T. and amoured conveys.	
		One certain [ill and a number of damaged vehicles were claimed, Everyone seems quite	
		contented and happy new that they are quite busy and only one pilot is on the sick list,	
		Two weather recommaissance flights were made during the day using two planes each time.	Tasa
		fetal flying for the day: - sperational - 38:00 hrs.; non-sp Typhson 18 -1:45 hrs.  Auster V - 1:20 hrs.	
Hurn, Hants	June 23/44	feday is eleudy and depressing, but, nevertheless, the first and only "ops"	
		Squadren sertie was made at 1055 hours. It was an armed recommaissance carrying one	
		500 lb. best and one extra gas tank. They made assuccessful attack on a train destroying.  A goods trucks. There was no activity during the balance of the afterneon and evening.	
		Total flying for the day:- sporational - 15:50 hours; non-sp - Typheen 18 15 mins.,  Auster V - 30 mins.	
Hurn, Hants	June 24/44	This was a good elear day, excellent for flying. Three "ope" sorties were made	
num, name		during the day and evening. The first, with 10 aircraft, was against a railway embank-	
		ment and a railway junction. Bombing was only fair with one direct hit. All returned safely. The account, with 10 aircraft, was a "Ranger" with the aircraft carrying 1 bomb	
		(500 lbs.) and 1 extra tank. The railway junction at St. Frainbault was successfully	
AND A DESCRIPTION		bombed with six direct hits. The third made with a aircraft was part of alling "do"	7. W. A
THE PARTY		against strong points near Case on Apry Co-op work. The bembing was excellent and this	
	1	Squadron received commendation from the Apry on the job. One aircraft, flown by P/O H.Q.	
		Uphes (CAN J.13455), developed high cil temperature and was forced to land en one of the	
		strips in France. This is the type of target which the beys revel in, rather than	
		attacks on relivays, bridges, etc. Every pilet of the 25 on strength was operational at 1880 hrs. temight. Flying for the day: operational - 90:10 men-operational - 2:55 hrs.	100

11. WHOME CONTROL WINDS 12/45 C. & L. 51-7706

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I.,
para. 3240 and War Manual Pt. II., chapter XX., and
metes in R.A.F. Pecket Book.

### OPERATIONS RECORD BOOK

Page No.ELEVE

Place	Date Time	Summary of Eventa SECRET.	References to Appendice
Hurn, Hants	Tube 25/44	The day opened up clear and bright but elouded up about mean and we had some very light	
	1	rain about 1530 hours. One "ope" sortie was made with four aircraft on a weather shock	
		(armed) deep into France. This flight was intercepted by 30 plus M.E.109's and a few F.W.190's	la.
		There were no casualties nor no claims though one of our aircraft was heled by two cannon	
		shots which perforated starboard main and went through the starboard tire. The filet	
		P/Lt. J.R. Beirnes (CAN C.13458) made a very successful wheel landing regardless of the flat tire. Due to weather the aircraft made a landing at Tangmere. F/ht. Beirnes was later	
		picked up in the Auster. All pilets of the three Squadrens were partly briefed for an Amy	
		Co-Op. show temorrow merning but this was cancelled later when information come through that we would move to France temorrow. Again every one of the 25 pilots are operational	
		at 1600 hours. Total flying for the day: operational - 6:35 hran-operational,	
		Typhoen 18 - 1:40 Auster V - 1:20 hrs.	- 4 <sub>2</sub>
Hurn, Hants	June 26/44	The day opened with heavy rain falling and remained "duff" all day. Final preparations were made today for the Squadren's move to the Continent, the only flying done was a cross-	
		sountry trip in the Auster, amounting to 2:30 hours.	
Hurn, Hante	June 27/44	Everyone was wakened early this morning to be told that we were all going to the Con-	
and Lantheuil, France.		timent at 0930 hours. Eventually, seventeen of the Typheons left at about 1030 hours. Ten	
		of those were bombed up with 1,000 lb. bembs and attacked a target here before landing.	
		The attack which was gainst too bridges was very successful with two direct hits on one and many mear misses. Three more Squadren "ope" sorties were made today, but two of them were	<b></b>
		abortive, one when clouds obscured the target, the other when the flak was too intense.	
		shortive, one when clouds consure the target, the strate when his aircraft received a direct	
	1 - 4 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	flat and fell in pieces. This is our second casualty. The airlift party left Burn at 1200	
The second by the second		hours and arrived in France at approx. 1330 hours. Fellowing an hour's truck ride, we	0
Programme of the contract of t		arrived at what is to be our airstrip in a rainsterm. The must is the goosy kind which	
		sticks on anything. Everybody cats in the Airmon's Mess on stor, biscuits and tea. Whospee!	
* ( )		During the afternoon the pilots (airlift section) put up four tents and the Adjutant	$-\sqrt{20}$
		leasted the P. persal point. Our aircraft landed at an airstrip approx. 2 miles south of	31

Place	Date	Time	Summary of Bvents SECRET.	References to Appendice
Airstrip B.9		44 (Cent	of home and will operate there for a day or so until our number dries out.	
		//>	Total flying for the day: - operational - 17:20 hrs., non-op. Typheen 1B - 8:00 hrs.	
Lantheuil, France	June 28	/44	The fain had ceased by daylight but visibility was only fair. The extra pilots were	
	_ <u>  0000</u>		driven over to B.6 Airfield, presently eccupied by 124 Airfiled, and where our Squadran	17
			landed yesterday. The balance of "B" Party arrived this morning and by meen had their	3
4.00			living tents all set up. During the afterneon the ground crew of 438 and the personnal	
			of 6438 Echelen set up the servicing equipment, as well as the flight tent, the Dispersal	
			tent, etc. The Squadren made two "opa" serties today, one with 500 lb. bembs from B.6	
- 1 2 0 (1 )			Airstrip and one from B.5 airstrip with 500 lb. beabs. Excellent results were obtained on	
With a state of	(1730.27	(fet	the first but we had only near misses on the second target which was abridge south of	
			Cash. The aircraft returned here fellowing their second "de". The Officers' Mess was set	
			up today and we had our first meal tonight - thank God. We also got some excellent beer	1-
CONTRACTOR OF THE PARTY OF THE	7/104 10	V. 1	late in the evening, All is well that ends well. Total flying for the day - operational -	
1004			20:15 hours; non-ep. (Typheen 1B) - 2:00 hrs.	
	June 29/	//	Today was fairly cloudy but at lasst it wasn't raining. The Squadron was on readin	•••
77	5449 27/		from early morning until they were released about 1900 hours, During this time they did	
244942 (127)			three Squadren "ope" sorties, the first two against bridges in which a few direct hits	
			were secred, and the last against what was supposed to be an ammunition dump. On this	
			one, the bembs all fell within the target area but nothing was seen to verify that it was	
			a dump. The boys are all pretty well settled in their new location and we are lucky to be	
			quite close to the Hess. Unfortunately, the Dispersal is appreximately a mile and a hal	
			away. A very tough lightning and thunderstens developed this evening and tens of rain	
4 -25%	1	i .	fell. This will mean a day off temerrow for the pilets. Some of the chaps saw three or fo	ur .
			of the barrage balleons at the beachhood struck by lightning. We had our first Comman.	
erapi mana	anna sak	64	shell fall on the sirpert today. It did no damage but started the boys digging, orks and	
			officers alike. The Officer Commanding and four of the pilots visited the Beachhead this.	
11.474	1		evening trying to find the target which they hambed so successfully on "D" Day. They were	nt.
		1	able to find the strongpoint but did get a good idea of what the Ayay has gone through. Fetal flying for the day [all operational] - 18:00 hours.	(6)

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2400 and Wer Manual Pt. II., chapter XX., and metes in R.A.F. Pecket Book.

### OPERATIONS RECORD BOOK

Page No. THIRTEEN

of (Unit or Formation) No. 438 (Can) Squadren. No. of pages used for day..... References to Appendices SECRET. Summary of Events Time Date Today we opened fine though and though a bit cloudy following the heavy rainfaill last. Airstrip B.9 Juin 30/44 night, but shortly the sun shone brightly and it become quite warm. The Squadron was Lanthouil, France released, first until 1600 hours then until temerrow morning. Most of the Officers took advantage of it to make a trip up nearer the front. Outside of satisfying their personal curiesity, it is considered very useful to the pilets that they see what they have been bembing, and talk with the soldiers with when they are cooperating their attacks. A show was put on in the evening which a few of the pilots attended. More interest in shown just now in the battleground and the surrounding country. No flying, either "ops" or test flights were made today due to the condition of the runway. STRENGTH AS AT JUNE 30, 1944:-AIRCREW Officer Pilets R.S.A.F. STRENGTH TOTAL STRENGTH ESTABLISHMENT Officer Pilets Mil Airmen Pilets GROUND CREW Officers 26 30 ROBER OF ATROPAST ON CHARGE AS AT JUNE 30, 1944:-Hon-Operational Aircraft - Auster III - 1
Auster V - 1
HOVE, Both Auster Aircraft remained at R.A.F. Hurn-pending 83 0.S.U., Auster III A.O.O.'4 22/6/44 for aircraft. TOTAL PLYING FOR THE MONTH OF JUNE, 1944:-664:05 Georgianal, Day - Typheon 18 8:00 Operational, Night - Typheen 18 tion in 400 m 540 m 340 m 34/4 m 145 m/4 45 m/4 45 m/4 (5 47-20-143 m) m-Operational - Day - Typheen 18 (F.U. Grant)
Hadren header Comandin TOTAL OPERATIONAL SORTIES FOR MONTH OF JUNE - 440

APPENDIX "A"

P. F. S41.

DETAIL OF WORK CARRIED OUT
4,38 (Can) Squadron

SECRET

PAGE NO. ONE

Photographic Company	III) Wt. 44067—3364 130M E/44		не Монтн о	DE			
DATE	AIRCRAFT Type & Number	Casw	# Dury	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
10 2	Typhoon 18 F3 N	S/ldr. P.G. Grant	Bomber	1510	1635	12 Bombphooms attacked target - AII/35 Le Hevre/Gap de La Havre from 18,000 ft. to 5,000 ft. from S.E. to N.W.	
	P3 R	P/O J.H. Hutchinson	•	1510 1510	1635 1635	12 bombs lost in target area. 12 bombs just outside	
	F3 Z	F/O R.E. Johnson	•	1510	1635	target area to west. Light, intense, fairly accurate	-0.5
	23 G	P/O A.B. Newsome	6 6 <b>4</b>	1510	1635	flak over target, Aircraft followed by flak from three	ļ
	P3 K	P/Lts. R.Es. Coffey	• • •	1510	1635	to four miles on way out. Weathers olear, visibility	
	75 J 73 E	F/O HaGa Hpham F/O RaMa MoKensie		1510 1510	1635 1635	The second secon	
	73 A	F/O J.E. Cornelison	•	1510	1635		
	73.7	F/O R. H Burden	•	1510	1635	· Aller Control	Error III
	73-X	F/O V.E. McMann	•	1510	1635	The state of the s	
	是自然是一种的一种,但是一种的一种的一种,但是一种的一种的一种,但是一种的一种的一种的一种的一种的一种的一种的一种的一种的一种的一种的一种的一种的一	P/O.L.E. Park		1510	1635		
me 3	Typhoon 18.23.0 P5 G	F/O A.B. Newscare	Booker	1550 1530	1645	Target HIJ35 near Le Havre, Target was attacked from	
	P3 K	P/Lt. R.E. Coffer		1530	1645	10,000 - 5,000 fe, with 24 x 500 lb. M.O. 2025 delay bombs, two of which his the base of N. Tower, remainder	
		F/O A.H. Tickers F/O H.G. Uphen		1530	1645	burst in the target area, make made results difficult	
	P5 B	P/O R.M. McKenzie		1530	1645	to see intense box of light flak followed Squadron.	
	75 R	F/O T.A. Bugg	•	1530	1645		
	P3 W	P/O J.H. Hilton	•	1530	1645	Carlot Control	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	23 T	P/O W.S. Hutchinson F/O V.E. McMann		1530 1530	1645		
	23 Q	P/O J.C. Uhtheff		1530	1645		
	23 S	P/O L.B. Perk		1530	2645		
5	Typhoon 18 F5 B	F/Lt. J.R. Belines F/O R.E. McKensie			-091 <del>0</del> 0910	Targetz- Refer, Can de la Havre/Le Havre, 22 x 500 lb. M. e025 dropped from 10,000 to 5,000 ft. from S. to N.	<b>a.</b>
		P/O A.B. Howsone	•	0800	0910	No bombs on target. Bombs undershot and overshot and	124
	TO DESCRIPTION OF THE PROPERTY	P/O R.C. Getty		0900		fell to east of target, & bombs burst on large red-roofed	

DATE	AIRCRAFT	CREW	DUTY	The second second second	TMB	DETAILS OF SORTIE OR FLIGHT	REFERENCE
	Type & Number			UP	Down	DETAILS OF SORTIE OR FLIGHT	
June 5/44		P/It R.E. Coffee	Bomber	0800	0910	building near Le Havre,	
(Cont'd)		F/O A.H. Vickers		0800	0910		
		F/O J.H. Hilbers		0800	0910		
	F3 8	F/O L.E. Park	9.6	0800	0910		
	P3 T	F/O V.E. McMann		9800	0910	The state of the s	
	73.7	F/O T.A. Bugg F/O R.E. Johnson		0800	0910	1 288 A 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
June 6/14		S/Idr. F.G. Grant	Bomber	0655	0810		
		P/O A.B. Newsome	Bolloce	0655		Target:- Strong Point 878867. Target attacked with 12 x	
					0810	1,000 NbM.C 025 from 5,000 to 2,000 ft. direction E.W.	<b></b>
		F/Lt. J.R. Beirnes		0655	0810	All bombs on target. A direct hits, rest near misses.	· · · · · · · · · · · · · · · · · · ·
	93 B	P/I.t. D.W. Benting P/O R.M. McKenzie		0655 0655	0810	9. 20 -1. 20 1. moles & 27 1. c	
Krave Co.	P3 K	F/O H.G. Uphen	EGP PI	0655	0810		
	₽3 ₩	W/Ondrs Judd	•	0655	0800	Target:- Strong Point 925868. Target attacked with 12 x	
	P3 T	P/O W.S. Hutchinson	•	9655	0800	1,000 lb025 N.O. from 6,000 ft. to 1,500 ft., direction	
	23.R	P/O.R.W. Burden		0655	0800	N. to S. Target covered in smoke. 2 direct hits. 2 near	
	73 Q	F/Lt. R.F. Reid	•	0655	0805	misses. Others grouped around target.	
	73 X	F/O T.A. Bugg	•	0655	0805		
	93.I	F/O L.E. Park	•	0655	0805	CAR CONTROL OF CONTROL	
June 6/44	Typhoon F3 B	F/Lt. J.R. Beirnes	Bomber	0715	1850	Target: Armed Recoe. south of Caes. 9 Typhoen ID swept	
		F/Lt. D.W. Benting		1715	1850	area. 3 armoured cars 222's attacked with 18 x 500 lb. M.C 1925 from 3 - 2,000 ft. morth to south on road ref. U.1452	
		F/O A.C. Brooker		1715	1850	facing N. and stationery. 2 near misses. 1 aircraft hit	
		F/O A.B. Newsome		1715	1850	By Clak, returned to Base safely, category A.G.	
	P3 D	F/O R.O. Getty	• ,	1715	1850	TENER TO SECURE A SECURITION OF THE SECURITION O	
		S/Idr. P.G. Grent P/O V.E. McMann	*nes ****	12725	1850	See of well off; two war operation which and can	7018
		P/O W.S. Mutchinson		1715 1715	1850 1850		
	P3 Q	P/O N.E. Dawber	•	1715	1850		14 1 1 1

F. 541.

DETAIL OF WORK CARRIED OUT

By No. 458 (Gan) Squadron

SECRET

PAGE No. THREE

	AIRCRAFT			T	DACE	DETAILS OF SORTE OR FLIGHT	REPERÈNCE
DATE	Type & NUMBER	CREW	Dury	Up	Down	10	
June 6	Typhoon 18 F3	F S/Idr. F.G. Grant F/O A.H. Vickers	Bomber	2050 2050	2220	Target:- Armed Recoe, Caen Argentan Area. 8 Typhoon 1B (Bombers) attacked 4 trucks at U.5749	an entre
	F3 K			2050	2200	from 5,000 - 1,500 ft. with 16 x 500 lb. M.C025.	
	F3 A	F/O J.E. Cornelison	•	2050	2200	Results unobserved due to dust and smoke. At 2130 hours	
	F3 G	F/O A.B. Newsome	Fighter	2050	2200	column of troop carriers moving north U.1342 straffed.	
	F3 1	F/O R.H. Burden F/O J.H. Hilton	Boliber	2050 2050	2200 2200	4 flamers and at least 10 damaged. One aircraft hit	
	F3 1	F/O J.C. Uhthoff		2050.	2200	All Displayers	
	F3 2	F/O R.E. Johnson	•	2050	2200		
	F3 B	F/O N.E. Dawber	Fighter	2050	2200	Construction of the Constr	
June 7	Typhoon 18 F3 C	F/O D. K. MoKenzie	Stand By Aircraft	2155 2155	2255 2255	Two aircraft scrambled at 2156 hours to patrol a convoy approximately 10 miles south of St. Alban's Head. The patrol was uneventful.	
June 8	Typhoon 1B F3 I	F/Lt. J.R. Beirnes	Bomber	0515	0700	8 Typhoon Bombers and 2 Typhoon Fighters were	
	P3 G	F/O D.K Moores		0515	0700	detailed to patrol south of Caen. 4 M.E. 109 seen at	
	P3.1	P/O HaGa Uphem	•	0515	0700	5,500 ft, at U.2381 and were engaged by Spitfires.	
	P5 1	F/O R.M. McKenzie	Pighter Cover	0515 0515	0700 0530	Nothing further seen, Bomba brought back. 1 Typhoon fighter returned due to R/T trouble and was accompanies	
	F3 1	S/Idr. F.G. Grant	Bomber	0515	0700	by his No. 2.	
	<b>P3</b> 1	F/Lt. P. Wilson		0515	0700	MALE STORY OF THE	
	P5 1	P/O J.H. Hilton	-	0515 0515	0700 0700	AND THE PROPERTY OF THE PARTY OF THE WAY	
	F3 (	F/O L.E. Park	Fighter Cover	0515	0530		
June 8	Typhoon 1B F3	W/Cmdr. Judd	Bomber	1030	1220	Aircraft detailed on armed recoe, south east of	
	F3 G	F/O A.C. Brooker	* 19 * N	2030	1200 Y	CAEN. Aircraft bomed a road and bridge at T.9447 with	
	3.0000 P3.R	P/Id. R.E. Coffee		1030	1200	500 lb, M.C025 bombs. Bridge believed destroyed	
	F3 D	F/O R.C. Getty	4	1030	1200	No other novement seen.	
		P/IA. J.R. Beirnes.	Fighter Cover Bomber	1030 1030	1200 1200		)

DATE	AIRCRAFT	CREW T. CO.	Dury	7 (A)	Time	DETAILS OF SORTIE OR FLIGHT	
	Type & Number	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Up	Down	51	REFERENCE
June 8	Typheon 1B F3 1		Bomber	1030	1200	See Page Three	
	73.2		1	1030	1200	A. Parker & career .	
	173 1	F/O W.S. Hutchinson		1030	1200		
	P3 S	F/O R.E. Johnson	a de la companya de l	1030	1200		
	P3 V	F/O J.C. Uhthaff		1030	1200	The second section of the second seco	
June 8	Typhoon 1B F3 H	S/Idr. F.G. Grant	Bomber	1620	1730	Aircraft together with 439 Squadron attacked five	17,
	F3 Q	F/Id. R.F. Reid		1620	1730	morring tanks on road 7 997707 with 500 th W.O. cos	
		F/O A.B. Newsome		1620	1730	bombs from 6,000 to 2,000 ft from W. to E. 8 very near	
	P3 J	F/O G.P. Edington		1620	1730	misses observed with 7 other bombs in target area, No	
	P3 P	F/O A. H. Vickers	The reporter forces	1620	1730	tanks seen at pinpoint given as target. Intense, accurate	
	₽3 A	P/O J.E. Cornelison		1620	1730	flah came from the target area.	
	P3 K	F/O P.K. Moores		1620	1730	- Sp	
June 10	Typhoon 18 F3 H	S/IAr. F.G. Grent	Bomber	0540	0700	Target No. B.N.S/2 - Concentration of Infantry and A.F.V.	
	F3 F	F/O A.C. Brooker	·	0540	0700	8 Bombphoons and 2 Typhoon Fighters despatched, bombed	1
	P3 A	F/O J.E. Cornelison		0540	0700		
	P3.K	F/O G.P. Edington		0540		from 5 - 2,000 ft. with 16 x 500 lb025 fused. All bombs in target area. No movement seen. One heavy gun	
	F3 D	F/Lt. D.W. Banting	Fighter Cover	0540	0700	seen to be firing from T. 7273. Intense, heavy and	
	F3 N	F/Lt. P. Wilson	Bomber	0540	0700	accurate flak at 7.9565.	
	73 s	F/O L.E. Park	DEL ONE.	0540	9700		
		F/O W.S. Hutchinson		-0540	0700	A STATE OF THE STA	
		F/O.N.R. Dawbern	and the late of the late of			A STATE OF THE STA	
	P3 I		Fighter Cover	0540	0700		
une 10	Typhoon 1B F5 R	W/Cadr. Judd	Bomber	1845	2010		
	93.1	F/O J.H. Hilton		1845	2010	Target:- No. NEVA despondration of Tanks and NET	
	P3 -	P/O W.H. Morrison				U.0152. In conjunction with 1.39 and 1.40 Squadrons 48 500 lb. M.G025 bombs dropped in the FORST DE	
	P3 B	F/O R.H. Burden		1845 1845	2010	CINGLAIS U.023516. All bombs in target area. Some direct	

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APPENDIX....

F. 541.

DETAIL OF WORK CARRIED OUT

By No. 438 (Can) Squadron

SECRET

PAGE NO. FIVE.....

(*13799—9511)	Wt. 44067-3384 130H 1/4	T.S. 700	For the	MONTH OF	CONTRACTOR OF THE PARTY.	1944	
DATE	AIRCRAFT Type & Number	ČRĖW	Dury	Up	Down	DETAILS OF SORTE OR FLIGHT	REFERENCES.
June 10	Typhoen 1B F3 A	F/O A.H. Vickers	Bomber	1845	2010	hits were observed on the target.	
	<b>23</b> G	F/O A.B. Newsome		1845	2010	er ar : of relations from the graver (	
	P3 P	F/Lt. J.R. Beirnes	•	1845	2010	Control of the Contro	
	93.5	The state of the s	•	1845	2010		
June 11/	4 Typhoon F3 N	F/Lt. P. Wilson	Bomber	0535	0650	8 Typhoon Bombers and 2 Typhoon Fighters were detailed	
	P3 S	F/O J.H. Hilton	7/ <b>a</b>	0535	0650	to attack tanks and Infantry at Map ref. T.878674 but	
	F3 🗈	P/O B. E. Johnson	•	0536	0650	the mission was abortive due to the weather which was	
	P3 S P3 G	F/O W.H. Morrison F/O R.M. McKensie		0535 0535	0650 0650	10/16 at 5,500 ft. so all alrersft returned without making an attack.	
	F3 K	F/O H.G. Upham	•	0535	0650	**************************************	
	P3 D	F/O D.K. Moores	•	0535	0650		
	<b>73</b> J	F/O A.H. Vickers	•	0535	0650	A A A A A A A A A A A A A A A A A A A	4
		F/Id. R.P. Beid	Fighter Cover	0535	0650		
	P3 ¥	F/O V.E. MoMarm	TARRELL	0535	0650	The state of the s	121 C
June 12/4		B/Idr. F.G. Grant	Bomber	1215	1335	Squadron detailed to attack Target Serial 33 TAF 12/6	
		F/O N.E. Dawber		1215	1335	(M.T. and Tanks in T.855663). Aircraft dive bombed	
		F/O TaAs Bugg	•	1215	1315	from 1,500 ft. to 2,000 ft. All bombs concentrated in northern part of woods, 1 Typhoon developed engine	
		P/O L. E. Park P/O W.H. Morrison	Fighter Cover	1215 1215	1335 1335	trouble on return journey and the pilet F/O T.A. Bugg	
	23 T	F/O R.E. Johnson		1215	1335	baled out being picked up eafely after 15 mins. in water	
	₽3 ▲	F/Lt. D.W. Banting	Bomber	1215	1400	by a boat going out. Pilot uninjured. 8 Spitfires made	
	23 G	F/O A.H. Vickers	•	1215	1210	a durar attack on the bombing run which is protested	189 581
	23 B	F/Lt. J.R. Beirnes	•	1215	1335	emphatically.	100-60
	P3 J	P/O G.P. Edington	•	1215	1335	Advantage to accompanient to a few residence, for	1
	P3 K	P/Bt. R.E. Coffey		1215	1335	Company and the second	
	P3 D	P/O A.G. Brooker		2215	1335		an .
				[76] 			7
	A CONTRACTOR						

DATE	AIRCRAFT Type & Number	Crew	DUTY	NAME OF TAXABLE PARTY.	nes .	DETAILS OF SORTIE OR FLIGHT	REFERENCES
	THE P	Nu : et isseren :		Ur	Down	And the second s	1
June 12	Typhoon 1B F3	S/Ldr. F.G. Grant	Bomber	21.35	2305	8 Typhoon 1B (Bombers) and A Typhoon 1B (Fighters?	
	<b>73</b> J	F/O A.B. Newsone	•	23.35	2305	detailed to attack Target TED/10 - M.T. moving No. in	7.5
	P3 B	F/O J.E. Cornelison F/O H.G. Buham	Fighter Cover	2135 2135	2305	modamical trubbs, being accompanied to here by Mar	
16.75	<b>P</b> 3 D			- 2135	2305	No. 2. One Typhoon did not take off due to mechanical trouble. One aircraft, pileted by F/Lt. P. Filson	
	F3 X	P/Lt. P. Wilson	Bomber	2135		developed engine trouble over the terrest and and	
	23 V	F/O J.C. Uhtherr		2135	2305	returned, accompanied by his No. 2, landing at an	
	F3 W F3 2	F/O V.E. Molienn	•	21.35 21.35	2 <b>305</b> 2205	Energoney Landing Strip. The pilot was injured on this landing. The three remaining Rembers bembed.	
	P3 R	F/O R.H. Burden	Fighter Gover	2135	2305	. the target with 6 500 lb. M.C025 bombs. Pour hits	La
	F3 Q	F/Lt. R.F. Reid		2135	2305	were observed in Courtyard and two near misses.	
June 13	Typhoon 13 M.J	W/Oner. Judd	Bomber	1910	2040	12 Typhom Rombers detailed to attack target, Comcentrate of MET. Artillery and Infantry at U.155767/U.182758/	ilon
	P3 T	F/O W.H. Dawber F/O W.H. Morrison		1910	2030	U.157744/U.1433747. 23 x 500 M.C. Inst. bombs scattered	
	F3 Q	F/O V.E. Molienn		1910	2030	in target area, 1 Hann Up. 5 large vehicles on road	
	P3 S	F/O LaB. Park		1910	2030	U.145732 - U.169733. No other movement seen.	
	P3.W.	F/O J.H. Hilton	•		2030	The second secon	
	P3 B	P/O J.O. Uhther P/Lt. J.R. Beirnes		1910 1910	2030 2030	The same of the second of the	
	P3 P	F/O A.G. Brooker		1910	2030		
	P3 K	P/Lt. R.R. Coffey		1910	2030		
		P/O G.P. Edington F/O R.G. Getty		1910	2030	And a section of S. S. Don M. S.	
une 14	Typhoon 18 1% D	W/Cmdr. Judd	Bomber	0940	1055	To get: Defended position at HOTTOT (T.822658) 438 Squadrow	
	73 T	F/O R.H. Burden		0940	The SERBIBLE STREET	and 175 Squadron of 121 Ving were airborne at 0940 hours to	
	P3 8	P/O V.R. McMann		0310	1055	attank defended position at HOTTOT T.822658. As HOTTOT had	
	73 X	F/O N.E. Dawber		0940	1055	previously been bombed the Wing Leader ordered 175 Squ. to	

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DETAIL OF WORK CARRIED OUT
By 438 (Can) Squadron

SECRET

PAGE NO. SEVEN

(*13799-9511)	Wt. 44067—3384 230M 2/44	T3. 700	For T	HE MONTH OF	June	19.44	
DATE	AIRCRAFT Type & Number	*Color Color	Dury	UP Tr	Down	Details of Sorms on Flight	REFEREN
June 14	/44 Typhoon F3 Q	F/Lt. R.F. Reid	Bember	0940	1055	attack original target whilst 438 and 440 Squadrons	
	93 н	S/Idr. F.G. Grant		-0940	1055	attacked defended position at LINEVRES (T.806685).	
	P3 J	F/O G.P. Edington		0940	1055	Target bombed from 5 - 1,000 ft; All bombs on target.	
	P3.E	F/O D.K. Moores	•	0960	1955	Mission very successful.	
June 14,	/44 Typhoon F3 H	P/O J.R. Cornelison S/Idr. F.G. Grent	Bomber	1820	1945 1940	8 Typhoen Rembers and 2 Typhoen Fighters detailed to	
ericero.	93 ₹	F/O J.H. Hilton		1820	1940	attack a Target of Armed Racce in the CARN - VILERES	
	P3 G	F/O R.H. Burden	•	1820	1940	BOOAGE Area, 8 x 500 lb. M.C. Inst. were dropped on	
	P3.8	P/O W.H. Morrison	•	1820	1940	6 MST and road T. 7348 one MET being damaged. 4 Bombpheen	
	P3 V P3 B	F/O N.E. Dawber F/Lt. J.R. Beirnes	Tep Ower Bomber	1820	1940 1940	attacked a Wood at BOIS de BURON. 2.755489 with 8 x 500. lbs. M.C. Inst. from 5 - 1,500 ft. Results were	
	23 P	F/O G.P. Edington		1820	1940	unobserved.	
	23 E	P/O R.M. McKenzie	•	1820	1940	TOTAL SECTION AND LOSS OF THE SECTION AND AND AND AND AND AND AND AND AND AN	
	73 D	P/It. D.W. Benting		1820	1940	The state of the second state of the second state of the second s	
June 1	/44 TyphoonF3 H	P/Lt. R.E. Coffer S/Idr. P.G. Grant	Bomber	1820 2145	1940 2310	2 Reshaberre of 1.18 Squadron together with 16 Bombohoons	
	73.7	F/O D.K. Moores		2145	2310	and 4 Fighters of 4.79 and 440 Squadrons and 8 R.P. and 2 Fighters of 247 Squadron were sirborne at 2145 hrs. to	
	F3.B	F/O J.E. Cornelison		2145	2310	attack Bridge at U.200727 and MET moving on reads in	•
	P3 C P3 Q	P/O R.M. MoKenzie P/Lt. R.F. Reid	***	2345 2345	2310 2310	bonied from 5,000 to 1,000 ft. 3 near misses were observed, Aircraft landed at 2512 hours.	
	23 T	F/O V. E. MoMann		2145	2330	The state of the s	
	P3 T	P/O J.H. Hilton P/O W.H. Morrison		2145 2145	2510 2510		
June 14	/44 Typhoon P3 E	P/Lt. R.E. Coffey	Stand By	2120	2300	Black Section of 438 Squadron was scrambled from standby	
	73.8	F/O G.P. Edington		2110	2300	at 2110 hours on an Air Sea Rescue Patrol. They orbited a dingny and 2 destroyers 50 miles 3. of Christohurch and thought destroyer picked up dinghy.	M.
			43				

DATE	AIRCRAFT Type & NUMBER	CREW	Dory	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
June 15	/44 Typhoon P3 B	F/Lt, J.R. Beirnes	Bomber	0520	0645	Fight Poshphoons were devailed to attack a double bridge	
e erene teks	73 K	P/Lt. R.E. Coffey	•	0520	0645	over the River Orne (T.983577) 16 x 500 lb. M.C. bombs	
	¥3 A	F/O J.E. Cornelison	•	0520	0645	were dropped in the target area but no direct hits were	
4.0	.73 R	F/C R.H. Burden	**	0520	0645	ebserved. Near misses were seen at the East end of the	
	F3 Q	F/Lt. R.F. Reid	from a state of the state of th	0520	0645	bridge on the railway line. Considerable light	
, 4	P3 T	F/O NaEs Dewber		0520	0645	ORDINARO PRINTIPO TORON EN OLIS ON LO	100000
	P3 2	F/O J.H. Hilton	A	0520	0645	To control at the same of the same on the control and	
June 15	/44 Typhoon P3 B	F/Lt. J.R. Beirnes	Bomber	0815	0930	Eight Bombphoons with 2 Typhoon 1Bs as Pighter Cover were	
	73 A	F/O R.C. Getty		0815	0930	again ordered to attack the double bridge over the River	
	73 G	P/O A.B. Newsome		0815	0930	Orne, 16 x 500 lbs. M.C025 bombs were all bursts baing very class to the target which was believed	7
	23 K	P/O R.M. McKensie	Fighter Cover	0815	0930	damaged but not destroyed. Considerable light and	
	P3 H	F/O J.H. Hilton	Bollber	0815	0930	heavy flak was experienced over the target area.	
	33 X	F/O V.E. McMann		0815	_ 0930	12. 12. 12. 12. 12. 12. 12. 12. 12. 12.	
	. P3 T		Tevel Gover	0835	O\$30	where the content of	
	#3 Z F5 R	P/O W.H. Morrison. F/O R.H. Burden	Fighter Cover	0815 0815	- 0930	PARTIES AND THE PROPERTY OF THE PARTIES OF	
	P3 Q	P/Lt, R.F. Reid		0815	0930	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
June 15	44 Typhoon F3 H	S/Idr. F.G. Grant	Bomber	1215	1340	Six Bombrhooms were detailed for a third time to attack	
	73 R	P/O R.E. Johnson	•	1215	1340	the bridgs over the River one. 12 x 1,000 lbs. 2.0. were dropped and bursts were seen at both ends of the	
	23.2	P/O. W. H. Morrison	•	1215	1340		
	P5 ¥	F/O, J.H. Hilton		1215	-1340	bridge which was claimed as damaged. Some light flak	-
	23 8	P/0. G. P. Edington	•	1215	1340	was experienced over the targets	
	. P3 E	P/Lt. D.W. Benting		1215	1310	secretary and a secretary as a second secretary (30 order)	
June 16	Typhoen F3 X F3 B	W/Only. Judd F/O W.S. Hutchinson	Benber	1125	1245	tanger hand de 1808/56.1 yande 1/4-56. de 1918 februarie greneden hiveregree tyskele (1825/56/57) februarien et to greneden plineter ust 157-semblyen alle 18 tyskele Enberg greneden granden were de 1918 to utten the shire the	36
	77 Q 73 Z	P/O N.E. Desirer P/O Rella Burden		1125	1245	9 Tayandan Bankara CP 1,39 Squakron and 10 Typhoon Bombers,	ST sunt



APPENDIX "A"



DETAIL OF WORK CARRIED OUT

By

By

SECRET

PAGE NO.

(1377) = 3117	Wt. 44067—3384 70H 5/4			нв Монтн о	Cove	19 44	1
DATE	AIRCRAFT Type & Number	Crew	Dury	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENC
June 19/44	Typhoon F3 Z	F/O R.E. Johnson	Bomber	1125	1240	age ignation srahlward abordive does be things, f(all	
	Typhoon F3 D	F/Lt. D.W. Banting	•	1125	1240	bombs brought back. 439 attacked successfully. 440	
	Typhoon F3 F	F/O G.P. Edington	•	1125	1240	T-9857.	
	Typhoon F3 K	F/Lt. R.E. Coffey		1125	1240		
June 16/44	Typhoon F3 H	S/Idr. F.G. Grant	Bomber	1650	1800	4 Typhoon Bombers were detailed to attack a Railway	
	<b>P3</b> B	F/Lt. J.R. Beirnes	B 20 0	1650	1800	Tunnel Nr. Linioux, with 8 x 500 lbs. 11 secs. delay.	
	P3 P	F/O A.H. Vickers	F- 6	1650	1800	4 bombs in the mouth of the tunnely remainder hit on face	
	F3-A	F/O R.C. Gotty		1650	977	of tunnels 50 yards of railway track torn up. Attacked by 8 plus M.E. 109F. No. claims. 1 Typhoon and Pilot, F/O R.C. Getty manding.	
June 17/44	Typheen F3 B	P/Lt. J.R. Beirnes	Bonber	0505	0625	Aircraft detailed on Remred 1012/36 to attack bridges	•
	P3 J	F/O C.P. Bington		0505	0625	lecated at U.218761 and U.220761, Target matecked with	
	73 T	F/O A.H. Vickors	4000 040 050	0505	0625	12 x 500 1b. M.C025 bembs. Four direct hits were made.	
	73 E	F/O J.E. Cornelison	Fighter Cover	0505	6625	on U.218761 and it was totally destroyed. One near miss	
	P3 H	P/O A.G. Breeker	Bomber	0505	0535	was made on bridge U.220761. No nevement was seen.	
	P3 R	P/O R.H. Burden	Besber	0505	0625	Three aircraft returned to Base after 30 mins. flying	
	73 K	7/0 J.C. Untheff		0505	0625	due to meshanical troubles	
	93 Z	P/O W.H. Morrison	•	0505	0625	also a trulph arieralt, aprice 7 11 11	
	23 9	P/O W.S. Hatchinson		0505	.0535	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
	<b>33 ¥</b> .	F/Lt. R.F. Role	Fighter Cover	0505	0635		
	23.7.	P/O J.H. Hilton	Boober	0505	-0535		
June 17/4	4 Typheen F3 H	S/Ler. F.O. Grant	Benber	1335	2,500	Eleven Typhoen 18 (Besbors) with one Typhoen 18 as	
	23 4	P/Lt. R.F. Reid		1335	1500	Pighter cover attacked Bridges U.218761 and U.220761 with	
		F/O R.S. Johnson		1335	1500	22 x 1,000 lb. M.C025 bambs. 3 near misses were observe	1-1-
	73 E	P/O W.H. Morrison		1335	1500	on West bridge and 4 near misses on East bridge, other	
	33.	P/IA. R.H. Burden		1335	1500	beabs in target area, One third of beabs fell safe due	
	73 B 75 T	F/Gt. J.R. Betimes F/O A.C. Breeker	1 1	1335	1500 1500	to faulty furing viras. He severent was com-	991
		7.54 4 1 77	The state of the s				1

						. PAGE	CENT .
DATE	AIRCRAFT Type & Number	CREW	DOTY	Up	Time	DETAILS OF SORTIE OR FLIGHT	REFERENCES
June 15/44	Typheen 18 F2	Parties and States	Bomber	1335	1500	See page nine	34, 45
June 19/44		P/O A.B. Newsone		7553		Straight and the straig	
	<b>73</b> J	F/O A.H. Vickers	•	1335	1500		
	73 2	P/Lt. D.W. Benting		1335	1500	which have being a Great water the same of the same	
	73 V	F/Mt. R.E. Coffey	Fighter Cover	1335	1500	The state of the s	
	M.J.	P/O J.E. Cornelison	Bomber	1335	1500	Be the state of th	
June 17/44	Typhoon 1B F3	S/Mar. F.G. Grant	Bember	1840	2000	Aircraft detailed to attack bridges at U.217761/U.220761/	
	73 T	F/O A.G. Breeker	•	1840	2000	U.219792. 500 lb. M.C025 bembs were used on this	
	73.7	F/O A.H. Vickers		1840	2000	mission, bombing of the bridge at U.219792 resulted in	
	P3 B	P/O R.M. McKenzie	Fighter Cever	1840	2000	near misses as the bembs evershet, there were two near	
	P3 B	P/Lt, J.R. Beirnes	Bonber	1840	2000	misses on U.220761 but the rest evershet. All sireraft	
	<b>33</b> J	P/Lt. D.W. Benting	•	1840	2000	returned to Base safely undamaged.	
4	P3 X	P/0 T.A. Bugg	Telegraphic Addition	1840	2000	and notations and its uses to the generality (	
	F3.R	P/O N.B. Dember	and the second	1840	2000	The second of the second secon	
	73.7	P/O.R.E. Johnson		1840	2000		
Marie and	73 V	F/O J,C, Uhtherr	VENEZ.	1840	2000	ALTERNATION TO MANAGER A COMPA	
June 18/44	Typheen 18 F3 C	W/Gmdr. Judd	Bember	0530	0650	Aircraft detailed to attack target, Ramred 1015 part 3D,	•
	73.8	P/Lt. R.E. Coffee		0530	0650	3 bridges ever the River ORNE AND DINES at U.219792/	
	13 1	F/O R.M. McKensie		10530	0650	U.218761/U.220761. Weather ever the target was 10/10	
	7 23 3	P/Lt. D.W. Benting		m 0530	1 0650	base at 1000 ft. tops 3,000 ft. and over the Channel	
	273 5	F/O.A.H. Vickers		0530	0650	9-10 at 1,200 ft. Visibility above cloud unlimited.	
	F3 H	S/Ldr. F.G. Grant		0530	0650	This weather resulted in the cancellation of the trip	
	73 X	P/O T.A. Bugg	•	0530	0650	and all bombs, 1,000 lbs. M.C. 3 secs. were jettlesned	
	73 9	P/let. R.F. Reid		0530	0650	in the sea,	
	93 7	P/O W.S. Hutchinson		0530	0650	2.9857.	
	A 100 II I 33 4	P/O R.E. Johnson	•	0530	0650	crousing prof. (a) except to the of MA- that	
erne Telly	Copport 1 . If	/Ti Tohnson	-empera	1000	200	Wilder on the reliency house demonstrated to by Eligh	



#### APPENDIX "A"

# OPERATIONS RECORD BOOK

F. 541.

DETAIL OF WORK CARRIED OUT
No. 438 (Can) Squadren
By

SECRET

PAGE NO. ELEVEN

	Wt. 44069-3384 150H 1/4	, TS. 700	FOR THE	MONTH OF	- June	19	
DATE	AIRCRAFT Type & Number	A CHEW BETTE	. Pury	UP	Down	DETAILS OF SORTIE OF FLIGHT OF THE STATE OF	REFERENCES.
June 18/44	Typheon 18 F3	G W/Ondr. Judd	Bomber	1800	1920	Aircraft detailed to attack target Ramred 1015 Part 3D	
	1.23	B W/Cmdr. Drake	• *	1800	1920	bridges at U.U.065703, east of Casa. The attack was made	
	F3 1	F/O J.R. Cornelison	•	1800	1920	from 7,000 to 2,000 ft. with the following results:	
	73	P/Lt. J.R. Beirnes	Fighter Cover	1800	1920	2 x 1,000 lbs. M.C025 on H. end of bridge,	
(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	JP3 1	E F/O R.M. MaKenzie	Bember	1800	1920	2 x 1,000 lbs, M.G. ,025 on W. and of bridge.	1
	<b>7</b> 3 1	P/Lt. R.H. Burden	•	1800	1920	and 1 x 1,000 lbs. N.G., 025 believed hit on contra of	
/	F3			1800	1920	bridge and emploded underneath. Rest near missed.	
	733	7/0 W.S. Hutchinson		1800	1920	Medium, assurate, heavy flak was experienced from Caunt	
	173	P/OF H.P. Skelly	W-99-	1800	1920	All aircraft returned mafely.	
June 20/44	Typheen 18 73 1	S/Ldr. F.G. Grant	Bomber	0550	0720	Aircraft detailed to attack Nobell target near Biento	pros.
		F/O R.E. Johnson		0550	0720	The target was obscured by heavy cloud so, an attank was n	ade
	F3.	F/O W.H. Merrisen		0550	0720	on an M.T. Convey of approximately 10 vehicles, Results	desser severages
	23	F/O T.A. Bugg		0550	0720	were not observed, but the attack was believed successful	
	73	F/O A.B. Newsone	4	0550	0720	All aircraft returned to Base safely.	A
	P3	F/O D.K. Moores		0550	0720	**************************************	
	731		gree to Market to a control of	0550	0720	(m) 1	
	93	P/O A.C. Breeker		0550	0720	Control 1, Open Surton Accepts Control 20, 10 2120	
June 20/44	Andrew Control of the	H S/Ldr. F.G. Grant	Bomber	1515	1615	Six Typhoon 1B (Bombers) were detailed to attack a Noball	
	23	F/O R.E. Johnson	•	1515	1615	target at Bientques. The target was attacked with 10 x	
		P/O W.H. Morrison	and the second	1515	1615	500 lb. M.C. 2025 bembs. No direct hits were secred but	
	23	F/0 7.A. Bugg		1515	1615	there were several close near misses. F/O Moores	
	23 0	P/O A.B. Newsone		1515	1615	returned after 30 mins, flying due to mechanical	
	93	F/O D.K. Meores		1515	154)	troubles	
une 20/44		S/Lar. R.G. Grant	Bauber	1925	2055	Five Typheon Sumbers were detailed to strack Nobell	
		P/O R.E. Johnson		1925	2055	target at Bientques. The target was obscured by 10/10	
		P/O W.H. Merrisen			2003	slend, however, 10 x 500 lbs, M.C025 bembs were	
		7/0 T.A. Bugg		The Market Co.		dropped on the Constal Defense Area near Hardilet.	loly
		P/O A.B. Reman		1925 1925	2055 2055	Results were unchanged.	at -

DATE	AIRCHART TYPE & WOMBER	CREW	Dory	UP	Down	DETAILS OF SORTIE OR PLIGHT	REPERENCES.
June 20/44	Typhoen F3 Y	P/Lt. J.R. Beirnes	Bember	2110	2250	farget:- embaniment - 4900/B/31, Target attacked	
	F) K	P/O J.E. Cornelison	Down .	2110	2250	with 12 x 500 M.C. 11 sec. bembs. 4 direct bits were //	
	73.7	P/O A.H. Vickers		2110	2250	scored on the target with results obscured by make and	A A
44. H	73 X	F/O R.M. MeKenzie	Fighter Cover	- 2110	2250	dust, 2 bembs overshet, Blue Section dropped bembs en	
	F3 E	P/Lt. E.F. Burden	Egabor	2110	2250	another target, bursts seen on railway asbankment	
	73.Z	F/O Name Bawbar		2110	2250	at 25,646 (50,000 series)	
	F3.9	P/let. R.F. Red.		2110	2250	A CONTRACT OF THE PARTY OF THE	
	F3-1	P/O W.S. Hutchinson	Fighter Cover	2110	2250		
June22/44	Typhoon 73 B	F/O J.E. Cornelison	Weather Reco.	0800	0925	Aircraft simborns on weather reace. to Beach Head and	
	73 8	P/O V.E. Mellenn		0800	0925	Inlant E. of River Orne. Uneventful, Weather 10/10 slent at 2,000 ft.	
June 22/4	4 Typhoen 73 4	F/O H.G. Uphess	Weather Recea	1110	1230	diversit detailed to patrol Beach Head and Indend.	
	73.8	F/OF.R.F. Shelly		1110	1230	for operations.	
June 22/4	4 Typhoen 173 P	P/M. J.R. Beirnes	Bonber -	1,500	1650	Aircraft detailed on Raured 1031, Ayand Roope.	
	793	P/O G.P. Blington		1,500	1650	Aircraft bombed Marshalling Tards at Sargilgny, Q.8981,	
	73 D	F/Lt. D.W. Benting	4-17 (1974)	1500	1650	successfully straffing 2 staff care at Q.6225, Also	
VP 30(0)		F/O E.M. Molienzio		1500	3630	straffed were 12 large lerries noving West at 0.5372,	
A		P/O A. Lembrus	Fighter Cover	1500	1520	I destroyed, 3 designed, 8/0 lembres returned after 20	
		P/O Hall, Delber	Busher	1500	1670	minutes Clying do a to mechanical Arcoble and me accom-	
	P. P.	7/0 7.1. Dugs		1500	1650	panies how by 970 J.B. Hilton. All aircraft ware	
	73.2	F/O W.S. Butchinson	•	1500	1700	equipped with one extra fuel tank (45 gale.) reducing	
	#\$\$\$\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	T/O J.H. Hilton	Fighter Gover	1500	1520	the best less but embling much greater ranges	
	23 Z	P/O V.H. Morrison	Beiber	1,500	1650	A Company of the Comp	
June 22/4		J. Womer, Jude	Benhog	2100	2245	Alsoraft alabame on Armed recoo. Marshalling Yards at	
		P/O V.E. Mellenn		23,00	2245	Pendanuat 9,8130 beshed, also Marshalling Yards at Grulat	
	P3 9	P/Lt. R.F. Reid	at par	2100	2245	plus a reilway bridge at 4.5497. Direct hits even in	12
	193.2	P/O J.C. Enthoff	1.4	2100	2270	Marshalling Tards, On the return journey 2 staff cars	
	73 0	P/O F.R.P. Shelly	Fighter Cover	2100	2210	were straffed on read West of Laigle, Strikes seen.	1

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DETAIL OF WORK CARRIED OUT
No. 438 (Can) Squadron

SECRET

PAGE NO. THIRTEEN

13799 951	1) WL 98899—1184 708 8/43 7) WL 44067—3584 2508 2/44	T3. 700	FOR THE	MONTH OF	DCR	June 19 44	REFERENCES.
DATE	AIRCRAFT Type & NUMBER	CREW	Dury	UP	Down	DETAILS OF SORTIR OR FLIGHT	REFERENCES
June 22	/44 Typhoen F3 Z	P/O R.R. Johnson	Beaber	2100	2245	(Cont'd frum page 12) - 1 M/T destroyed and 1 demaged.	Late Concession of
	P3 H	S/Mr. F.G. Grant	A The San	2100	2245	The Pighter Gever returned when one aircraft, F3 W,	
	F3 D	F/O A.C. Breeker	*	2100	2245	developed mechanical tremble, 10 x 500 lbs, bests M.C.	
	73 K	F/Lt. R.B. Coffey		23.00	2245	-025 were dropped and 656 x 20 M/M expended on this	
	P3 #	F/O A.H. Vickers		2100	2245	trips	
	F3 E	P/O A.B. Newsome	Fighter Cever	2100	2210	Santa tory . The siles are an entered to the sale of	
	P3 Y	F/O J.E. Cornelison	Benber	2100	2245	The state of the s	
June 23/	14 Typhoon F3 H	S/Ldr. F.G. Grant	Bombar	1055	1230	Right Typheen 18 (Bembers) and 2 Typheen 18 (Fighters)	
70	P3 Y	P/O N.B. Desber		1055	1230	drepped 8 x 500 M.G. 4025 bumbs on train at reliesy	
	P3 7	7/0 T.A. Buce	And the state of t	1055	1230	siding U.0414 en an Armed Resconnaissance Flight, 2	
	F3 T		and the second	1055	1230	direct hits were seen, 3 near misses, and 3 in the	
	23 W	P/O J.H. Hilton	Fighter Cover	1055	1230	in the target area. 4 goods trucks were destroyed.	
		F/O H.G. Uphem	Bember	1055	1230	One M.M.109 seem south of Casn heading south east at	
	P3 V	F/O A. Lembres		1055	1230	8,500 ft, but it was lost in the elouds.	
	P3 B	P/Lt. J.R. Beirnes		1055	1230	The same of the sa	
	<b>73</b> G	P/O G.P. Edington		1055	1230		
	P3 S	P/Lt. D.W. Benting	Fighter Cover	1055	1230		
June 24/4	4 Typhson F3 B	P/Lt. J.B. Belraes	Benber	0630	0810	Aircraft detailed to carry out armed recoe. with	
	73 G	P/O A.B. Newsone	•	0630	0810	8 Typheon Bembers armed with 8 x 500 lbs. M.C. a025	
	P3 E	P/O A.H. Vickers	•	0630	0810	bombs and one extra fuel tank each. Railway junction	
	P3 Y	F/O J.E. Cornelis	n •	0630	0810	ut St. Frainbault bombed with results only fair,	
	P3 S	F/O H.Q. Uphen	Fighter Cover	0630	0810	only one direct hit was observed with several near	
	P3 R	F/Lt. R.H. Burdon	Besber	0630	0830	misses. All aircraft returned safely.	:
	23 8	F/O V.B. MeMann		0630	0810	The second of th	
	23 T	F/O L.E. Park		0630	0810		
	73 E	F/O F.R.F. Shelly	n and	0630	0810		
	23 V	P/o U.O. Untheff	Fighter Cover	0630	0820		La .
RECEIVED TO							0
							<b>从</b> 的扩展。

DATE	Aircraft Type & Number	A variation Consequences and	Duty	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENC
June 24/	44 Photon F3 E	P/Lt. J.R. Beimes	Bomber	1215	1400	Aircraft Airborne on aimed reces, bembing successfully	
	93 x	F/O A.B. Newsone		1215	1400	the railway junction at St. Fraimbault, six direct hits	
	P3 .	P/O J.E. Cornelises	• 25 5 F	1215	1400	on the target being observed. Bombs parried were 500 lb.	
	P3 2	P/O A.C. Breeker	•	1215	1400	M.C025, extra fuel tanks were also carried and	
	P3 1	P/O A.H. Vickers	Fighter Cover	1215	1410	jettisened. All aircraft returned to Base safely.	
	På (	P/Ic. R.F. Reid	Bomber	1215	1400	23.03	***************************************
in the same	F3 1	F/OFRF, Skelly		1215	1410		
	P3 1	P/O L.E. Park		1215	1410		
	79 Y	P/O V.B. Mellann		1215	1410	A STATE OF THE STA	
	. 23. V	P/O R.B. Johnson	Fighter Gover	1215	1410	**.****	
June 24/4	4 Typhoen F3 H	S/hdr. F.G. Grant	Bombor 3	2025	2145	438 Squadren fermed part of a Wing attack, led by	
	BI	F/O H.G. Uphen	•	2025	2125	W/Cmdr. Judd against enemy strong points near Case	
	F3 E	F/O A.B. Newsome	•	2025	2145	in composition with the Avery Reshing combine service	
element at a	- 23 J	P/O.A.H. Vickers	minnel coast	2025	2895	The Squadren was commanded by the input for its part in the show, N/O H.G. Uphan's aircraft developed	100 mg
	#3 Q	F/Lt. R.F. Reld	•	2025	21.45	part in the show, P/O H.G. Uphen's aircraft developed	
	F3 R	P/O. V.B. Mellenn		2025	2145	high oil temperature, ferming him to land on an	
	73.Y	P/O L.W. Park	•	2025	21.45	B.L.S., prior to returning to Bees on the 25th	
- 17.4	P3 Z	P/OF.R.F. Skelly		2025	21.45	option property of the property of the second	
	M.J.	W/Codr. Judd	4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2025	2146		
June 25/4	Typhoon F3 H	S/Lar. F.G. Grant	Weather Rece.	1410	1600	Aircraft airborne on a weather reconnaissance over enemy	
	73 Q	P/O J.C. Uhtheff		1410	1600	territory. The flight was intercepted by 30 plus M.B. 1091 plus a few F.W.190's. There were no casualties nor no claim	
	P3 Y	P/O H.G. Upham	• 9	1410	1600	P3 B, piloted by F/Lt. J.R. Beirnes was hit by two cannon	
	73.8	P/Lt. J.R. Beirnes		1410	1550	through the starbeard tire. Aircraft successfully landed, at Ford. Residing strengt landed at Thogetre the to	
	33.16					weather conditions, The Squadron also attacked A.T.	
	······································	·				on this mission, destroying 2 4.T. as well as I black,	
						uncompufiaged staff our with all personnel in it.	
		State of the second				the state of the s	) + 1 . LS
				The same			
					19727 1170		



APPENDIX "A"

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DETAIL OF WORK CARRIED OUT
By No. 438 (Can) Squadren

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DATE	AIRCRAFT	CREW	Dury	1	DIE	DETAILS OF SORTIE OF FLIGHT	REFERENCE
DATE	Type & Number	CEN	DOLA	UP	Down	DEIAILS OF SORTIN OR TEXANI	
une 27/44	Typheon 1B F3	H S/Ldr. F.O. Grant	Bomber	1020	1120	Aircraft airborne to attack a target of 2 bridges over the	
	<b>73 B</b>	P/O R.M. McKenzie	•	1020	1120	River Orne (V.0367 with 16 x 1,000 lb. M.C. bembs. The	
	<b>173 D</b>	P/Lt. D.W. Benting		1020	1120	target was attacked from 10,000 to 5,000 ft. from W E.	
	<b>P</b> 3 J	F/O G.P. Edington	•	1020	1120	2 direct hits were seen on the S, end of the most easterly	, 5E.
Earl Att	F3 R	F/Lt. E.H. Burden	Fighter Cover	1020	1120	bridge, many near misses observed on the other bridge. He	
	73 S	P/O L.E. Park	Bomber	1020	1120	flak was am arienced as claver use was made of cloud cover	
	P) V	F/O J.C. Uhtheff		1020	1120	of 6/10 at 5,000 ft. All sireraft landed safely at Air-	
en -	F3 X	7/0 T.A. Bugg	•	1020	1120	strip B.6 on move of Squadron to the Continent.	
	73 17	P/O J.H. Hilton		1020	1120		
une 27/44	Typhoon F3 Q	F/Lt. R.F. Reid	Bomber	1510	1550	Four Bombphoons were detailed to attack the bridge over	
	F3 T	P/O W.S. Hutchinson	•	1510	1550	the River Orne (V.038678) but the sertie was abortive	
	#3 V	P/O R.M. McKenzie	ø	1510	1550	due to 10/10 cloud from 5/11000 ft. No bombs were	
	P3 J	F/O G.P. Edington	•	1510	1550	droppeds	
une 27/44	Typheon F3 Q	F/Lt. J.R. Beirnes	Bomber	1800	1835	Four Bombphoens were again detailed to attack bri	dge
	F3 D	P/Lt. D.W. Benting		1800	1835	over the River Orne (V.038678). Appreaching the target at	
	F3 A	P/O J.B. Cornelison		1800	1835	8,000 ft. F/O L.E. Park received a direct hit from heavy	
	F3 X	e/out.Park		1800		flak and went down, his aircraft exploding in mid air.	
		No. 1.1.1	*			Owing to the very intense flak put up the remaining	
		and the state of t				aircraft returned to Base without carrying out the	
					and the same	attack.	
une 27/44	Typhoon F3 H	S/Ldr. F.G. Grant	Bomber	2130	2205	Four Sambphoons were detailed to make a further atta	ek .
	F3 V	F/O J.C. Uhthoff		2130	2205	on the bridge ever the River Orne (V.038678). The attack	
	P3 B	P/Lt. J.R. Beirnes		2130	2205	was delivered from 13,000 ft. to 8,000 ft. from W. to B.	
	P3 K	P/Lt. R.B. Coffey		2130	2205	with 8 x 500 lbs. M.C025 delay bombs. Two bursts were	
						seen at each end of the bridge about 50 yds. away, the	
	The state of the s					remainder were unobserved. Mederate, heavy flak was	-20
						experienced.	3h
							W/

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	STATE OF THE PERSON NAMED IN	TME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
Tuna 20/40				Up	Down	territory and appropriate to commence the second	
June 28/44	Typhoon 18 F3	S/Ldr. F.G. Grant	Bomber	1800	1855	Aircraft airborne to attack a commentration of enemy	
	73 G	P/O H.G. Upham		1800	1855	troops reported in Verson, near Case. 17 aircraft were	
	P3 E	F/O R.M. McKenzie		1800	1815	detailed to attack this target with 500 lb. Mid. ,025	
	<b>₽</b> 3 J	F/O G.P. Edington	•	1800	1815	bembs, however, four aircraft were late in starting and	
10 Mg 1 1 1 1 1	₽3 B	F/Lt. J.R. Beirnes	Syst .	1800	1855	did not attack the target but landed at Airstrip, B.9,	*
	F3 K	F/Lt. R.E. Coffey	•	1800	1855	" the new Squadren Base in France. One aircraft did not	
	₽3 A	F/O J.E. Cornelison		1800	1855	release its bembs. 24 x 500 lb. bembs were dropped	
	<b>7</b> 3 D	F/Lt. D.W. Banting	•	1800	1855	on the target and were seventy-five percent successful.	100
	E.J.	W/Ondr. Judd	n *	1800	1855	The Village was left in flames. All aircraft landed.	
	73 7	P/O W.S. Hutchinson	and the second	1800	1855	sofaly at Mystella B O	
	F3 S	F/O T.A. Bugg	•	1800	1855	AND CONTROL OF THE PROPERTY OF THE PARTY OF	
	P3 Z	P/O W.H. Morrison		1800	1855		
	₩ ₽3 W	F/O J.H. Hilton		1800	1835	91002 344 .	
	F3 V	F/O J.C. Uhtheff		1800	1855		
	F3 T	P/O N.E. Dawber	4	1800	1815	Min transferm (*** only are no police as sone and	*
	F3 Q	P/Lt. R.F. Reid		1800	1855	A CONTRACTOR OF THE CONTRACTOR	
	F3 R	F/Lt. R.H. Burden	•	1800	1855	A STATE OF THE STA	
June 28/44	Typheon F3 H	S/Ldr. F.G. Grant	Bomber	2105	2205	Aircraft airborne to attack a Bridge (937472 (G.C.	
	73 G	F/O H.Q. Uphen		2105	2205	30 Pb. 2.) The target was attacked with 16 x 1,000 lb.	
	P3 A	F/O J.E. Cornelison		2105	2205		
	P3 K	F/Lt. R.B. Coffey		2105	2205	M.G. Inst. bombs from 14,000 ft. to 6,000 ft. from 3. to W. The attack was unsuccessful. All bombs were	
	P3 D	F/Lt. D.W. Benting		21.05	2205		
	BATALON PROPERTY AND STREET AND STREET AND STREET	F/Lt. R.F. Reid		2105	2205	concentrated on read East of the target. Light, intense	
	73 S	F/O T.A. Bugg		2105		flat was experienced ever the target and heavy flat	
		NO STREET, STR			2205	from area 7.8178/7.9159. All aircraft returned to Base	
		F/Lt. J.R. Beirnes	3400	2105	2205	astroy.	

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APPENDIX "A"

DETAIL OF WORK CARRIED OUT By No. 438 (Can) Squadran

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PAGE No. SEVENTEEN

(*13799—931) Wt. sames—time, 700 845 T.S. 700 (*13799—931) Wt. 44009—5584 1500 1744 T.S. 700			For	THE MONTH OF	The state of the s	19.44.	
DATE	AIRCRAFT Type & Number	CREW	Dury	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
June 29/	44 Typhoon 1B F3 I	H F/Lt. E.H. Burden	Bomber	0735	0820	Aircraft detailed to attack target G.C.1 Part 1	
	F3 Y	F/O N.E. Dawber	•	0735	0820	983577 with 16 x 1,000 M.C. 14 mess025 tail.	
	73 W	P/O W.H. Merrison	-	9735	0820	to Bridge, I near miss on east approach. Other	
	73 8	F/O W.S. Hutchinson	. "	0735	0820		
¥.	73.1	F/O G.P. Blington		0735	0820	bombs scattered in area and water. Ident, intense,	
	23 B	P/O D.K. Moores	9	0735	0820	accurate flak at 9,000 ft. All sircraft returned	
	F3.D	P/O A.C. Breeker		9735	0820	esfely.	
June 29/4	¥3.V. 4 Typheon ¥3 H	F/O A. Lembros S/Ldr. F.G. Grant	Bomber	0735	0820 1300	Aircraft detailed to attack target G.G.II/Pt. 2 -	
	F3 W	P/O W.H. Merrison		1210	1300	983577. Target bambed with 12 x 1,000 lb14	
and the state of	F3 B	P/O W.S. Hutchinson		1210	1300	tall, .025 mese from 7,500 ft. to 2,000 ft. from	
	73 V	P/O A. Lembros	4	1210	1300	W. to E. large crater seen in centre of bridge.	
	P3 K	P/O H.G. Uphem	•	1210	1300	2 hits on R.R. at 982577. 1 hit on sentre of bridge.	
	F3.B	P/O E.M. McKenzie	ě	1210	1300		
June 29/4	4 Typhoon P3 H	S/her. F.G. Grant	Bomber	1630	1725	Target:- G.C. 1/29 - Ammunition Dump V.082576. Target	
	29 K	P/Lt. R.B. Coffey	4	1630	1725	bombed with 500 lb025 bombs with all bombs in the	
	73 B	F/Lt. J.R. Beirnes		1630	1725	target area with nothing similar to target as des-	
	93.0	P/O A.B. Newsone		1630	1725	eribed. Aircraft bombed from 7,000 to 2,000 from N.W.	
	73 W	P/Lt. H.H. Burden	•	1630	1725	to S.E. 2 hits on her stack at V.074573.	
	P3.7	FOFRE Stelly	•	1630	1725		
	P3 T	P/O R.E. Johnson		1630	1725		
	73.2	7/0 V.S. Melferm	•	1630	1725	Serest: 0.V. 1/29 - Amounttion Dump V.082576, Terget- attacked	
						Gundy Susain County Susain Leader Commanding.	<b>B</b> y
			ه وا <i>گر</i>	<b>(</b>		Squadron loader Commanding, 10. 438 (Gen) Squadron,	

# OPERATIONS RECORD BOOK JULY, 1944

of (Unit or Formation). 438 [Can] Squadron 20220 No. of

Place	Date Time		Summary of Events		SECULET	References to Appendices
Airstrip B.9	July 1/44	STRENGTH AS AT JULY 1,	1944. R.C.A.F.STRENGTH	TOTAL STRENGT	L ESTABLISHMENT	
Lantheuil, France.		-	<u> </u>	IRCREW		<del> </del>
	ļ	Officers, Pilots	25 N11	25 N1	12	
		1		OUND CRI		
			<u>A.Y.</u>	OURD OR		Name and the same a
		Officers	26 26	- 3 <sup>2</sup>	2	
		Awoke to find low clouds	and rain spitting, bu	t it cleared a	hortly after nine.	
		No flying was done today. The pi	lots were called to re	adiness at 180	) hours but the clouds	
		lowered and it started to rain q	uite heavily from 2000	hours on. A f	ew of the pilots visited	
		the front lines again today but	there was very little	excitement ot	nerwise. F/O "Ab"	
		Vickers (GAN J.21585), who we let				
		aircraft and landed at one of the	other airstrips which	h is covered w	ith steel netting.	
	July 2/44	The day opened cloudy but for	or a change we were no	t awakened ear	ly by"Jerry" coming	
	Marie Lane	over and drawing a barrage from	the guns. The runways	are still not	serviceable due to	
		last night's rain and it has look				
		done and towards evening we got i	the expected rain. It	looks like a h	oliday for the pilots	
		again tomorrow. A new pilot, this				
		arrived late tonight on posting.				
		lines this evening.	-143		1 7 - 7 - 1	
	July 3/44	Woke to another rainy day. I	ione we get a break in	the weather s	on or everybody will	14
		be getting "browned" off" at the	CONTRACTOR OF THE CONTRACTOR AND ASSESSMENT OF THE CONTRACTOR ASSESSMENT OF THE CONTRA	Action of the Control	THE RESIDENCE OF THE PROPERTY	
		until 1600 hours and finally unt				
		weather. No flying was done tod				
	July 4/44	The day deemed clear and se		ade a miraculo	us recoverey because	
		the boys departed on an "ops" so			THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS N	
		quarters Bldg. S siroreft took pa				
						100
3		direct hite so at 0820 hours / mo	energy a source of the first of the contract o	aga.tuattuea	me target. This time	KG.

		programme		suler.	Aver 4		one militar	Page No. TWO
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Place	Date	Time	Summary of Events SECRET.	References to Appendices
Lratrip B.9.	July 4/44	(Cont'	) the attack was very successful with all bombs in the area and four direct hits on the	
43 Wing H.Q.	Survey Control of the Control		building, light and heavy well concentrated flak was encountered on both attacks. A new	
			pilot arrived today to bring the total pilots on strength to 27. He is F/O D.J. Washburn	
			(CAN J.29339 ) and he hails from Fernie, B.C. The O.C. obtained a bulldozer today to dig a trench for the dispersal tent and we moved it into its new position. There were no more	
	July 5/44		ops sorties today. Total flying for the day:- operational - 8:55 hrs., non-op - 1:25 hrs.  The day dawned clear and bright in this vicinity but the ceiling was fairly low	
	N 2 2 7 7		further inland. One "ops" sortie was started at 0925 hours sgainst a bridge but the aircraft were recalled when it was found they had instantaneous fusing in the nose rather than .14.	125
			The fusing was changed and at 1127 hours they took off again against the same target. Although near misses were scored at the approaches and the bridge was impassible, the bridge	
4			itself was not destroyed. No flying was done during the afternoon and evening so the boys	
			all dug in to complete the placing of the dispersal tent and the Orderly Room truck and the camouflaging of same. The tent is sunk approximately five feet in the ground, the sides	
			banked up and the fresh ground covered with hay. This together with the camouflague nets makes as good a job as we can expect for a Dispersal so much in the open. Total flying	
			for the day:- operational - 11:45 hrs., non-operational - Mil.	
	July 6/44		This was a fairly clear day, quite hot during the afternoon. Two "ops" sorties were	
			made during the day, one with 5 aircraft against a bridge, the other a free lance run with	
			8 aircraft against a suspected M.T. Concentration in a woods. The attack against the	
	-		the bridge with 1,000 lb. bombs was unsuccessful (bridge later destroyed by 439 Squadron) but the attack on the M.T. with 500 lbs. bombs was very successful. A number of vehicles	
	+		were blown up and a large explosion was seen but it is not known what had been hit. Flying	
			was washed out at approximately 2000 hoursfallowing the last sortie and workmen started	
			laying the steel stripping on the landing strip. Two pilots have flown back to England	
			with aircraft since we arrived in this country. One of them returned today bringing a	
	1		small basked of fresh ripe tomatoes which was very, very nice. Total flying for the day, all operational - 12:50 hours.	28

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The red of the

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I., pure. 2349, and Wor. Manuel Pt. II., chapter XX., and

#### OPERATIONS RECORD BOOK

Page No. THREE

of (Unit or Formation) 438 (Can), Squadran

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

Place	Date Time	Summary of Events SECRET.	References to Appendices
irātrip B.9,	July 7/44	This was a grand, clear day but due to the work on the runway flying was washed	
43 ding H		out and the Squadron was released until tomorrow morning. A few of the pilots visited the	
entheuil, Prence.	1	front but most of them rested up. All are happy to see the runway laid with steel netting though we expected a cocca matting which would have laid the dust.	
•	July 8/44	The day broke clear but later clouded up and we had light rain from approx. 1500 hours on. Two Squadron "ops" sorties were made today. Both were very successful but particularly the last one against a concentration of M.T. and troops around an old Chateau.	
		Congratulatory messages were received the next morning from the Army on the very excellent	
		result. Scenting like this does a lot to keep the boys right on the bit. Total flying for the day: - Operational - 14:40 hours, non-operational - 1:55 hours.	
	July 9/44	This was a miserable sort of a day with intermittent rains and poor visibility all day. The boys stood to on 30 minute readiness all day but only one "ops" sortic was made.	
		It was an Army Go-Op effort and was not successful. The Squadron failed to find the target at the proper time and as it was a bombing show very close to our own line only one pilot	
		recognized the target well enough to drop his bombs. Six of our pilots noted as pallbearers	
		for the funeral of a Squadron beader of the R.A.A.F. who grashed in a Mosquito sircraft a	
		for mights ago. Though it is paying respect to a departed comrade, and possibly makes its	
		a bit cesier for the folks at home (pictures of funeral bearers, etc.) it is not considered	4
		the best thing for these youngsters to view. The funeral was held at the Canadian Cametery	
		and the bodies of casualties of the Geen attent were being brought in and buried on a	
		"mass" scale without coffins, etc. 7/0 "John" Unthoff departed today for England via	
		forrying plane for the purpose of bringing back the Squadren Auster. Total flying for	
		the days- operational, 5:15 hours, non-operational - 35 ming.	
	July 10/4	Found the weather very sool today and quite cloudy. Everybody dug out their	
		sweaters. Ong "ops" flight was made early in the morning but for the rest of the day the slouds hung quite los. The boys all feel beenly about the seather, just when there should	
		be plenty of targets due to the Army drive past Casn. Potal flying for the day:-	0,,,
		(all operational) - 6:15 hours.	86

"pip". Three aircraft from the led by E/Lt. "Jack"  River Orne, had at least an excellent job of leade as the attack was made from they have done in the pass "get to work". Total flying they have only an a first half of the day. The "ope" show was done during cancelled the boys went of General trains of 10 vento. The lother six aircraft be building, scoring 6 direct in the smap ware very make the sound of the day. The same ware very make B/O J.H. Hilton (Call Depot at Warrington. Total all though we did not fairly low most of the day a yillage in which the Chempatrinad, one dost to south other seven aircraft though the seven aircraft though the characters of the day of the seven aircraft though the characters of the day of the seven aircraft though the Characters of the day of the seven aircraft though the characters of the day of the seven aircraft though the characters of the day of the seven aircraft though the characters of the day of the seven aircraft though the characters of the day of the seven aircraft though the characters of the day of the seven aircraft though the characters of the day of the seven aircraft though the characters of the day of the seven aircraft though the characters of the day of the seven aircraft though the characters of the day of the seven aircraft though the characters of the day of the seven aircraft though the characters of the seven aircraft the seven aircr		Appendices
"pip". Three airoraft from the led by E/Lt. "Jack"  River Orne, had at least an excellent job of leade as the attack was made from they have done in the pass "get to work". Total flying to work. Total flying as a done during annualled the boys went of Concentration of 10 vehice. The other six aircraft be building, scoring 6 direction for the day. The other six aircraft be building, scoring 6 direction from the same were very made when E/O J.H. Hilton (Oal)  Depot at Warrington. Total flying in which the Chasses were very made and the same was a work of the day a village in which the Chasses were aircraft thou. Chateau destroyed. Symming the same aircraft thou.	ol and cloudy all day. Only one one cortic was made but it was a	
five led by F/Lt. "Jack"  River Orms. had at least an excellent job of leade as the attack was made fr they have done in the pas "get to work". Total flyi  July 12/44  This was caly an a first half of the day. Th "oss" shor was done durin encelled the boys went o Gencentration of 10 vehic The lother six alreraft b building, scoring 6 direct in the sweep were vary may when F/O J.H. Hilton (Cal) Depot at Warrington. Total  Although we did no fairly low most of the day a yillage in which the Che seturned, one has to south other seven aircraft thou Chateau destroyed. Symmin	om this Squadron in conjuction with two from 439 Squadron, and the	
River Orme, had at least an excellent job of leade as the attack was made for they have done in the pas "get to work". Total flyi  "July 12/44  This was only an a first half of the day. Th "ops" show was done durin encelled the boys went o Gencentration of 10 wente the lother six already be building, scoring 6 direct in the sweep ware vary may when F/O J.H. Hilton (Call Bepot at Warrington. Total  "unly 13/14  Although we did no fairly low most of the day a yillage in which the Che seturned, one has to seek other seven aircraft thou Ghateau destroyed. Symmin	Beirnes, one of our Right Commanders, attacked a bridge over the	
sa the attack was made for they have done in the pass "get to work". Total flyi  " July 12/44  This was only an a first half of the day. Th "ops" show was done durin eancelled the boys went o Gomeentration of 10 wento The jother six alreaft be building, scoring 6 direct in the swas, ware very me when F/O J.H. Hilton (Call Depot at Warrington, Total  " July 13/14  Although we did no fairly low most of the day a villare in which the Cha returned, one dus to south other seven aircraft thou Chateau destroyed. Symmin	4 direct hits and left the bridgessan lying in the river. It was	
they have done in the pass  "get to work". Total flyi  "July 12/44  This was only an a  first half of the day. Th  "ops" show was done durin  eancelled the boys went o  Gomeentration of 10 vehica.  The lother six alreaft be  building, scoring 6 direct  in the swasp ware vary man  when B/O J.H. Hilton (Can)  Depot at Warrington. Total  " ully 13/14  Although we did no  fairly lew most of the day  a villare in which the Che  seturned, one dus to sooth  other seven aircraft thou  Chateau destroyed. Symmin	ership on Jack's part and superb bombing on the part of the others.	
"get to work". Total flyi  "July 12/44  This was only an a first half of the day. Th  "ops" show was done durin  eathcelled the boys went o Gomeentration of 10 vehica.  The lother six alreaft be building, scoring 6 direct in the swasp ware vary man when B/O J.H. Hilton (Can)  Depot at Warrington. Total  "Ully 13/44  Although we did no fairly low most of the day a village in which the Che seturnad, one dust to ment other seven aircraft thou Chateau destroyed. Swimmin	rom only 5,500 ft, and the "augle of dive" was different from any	
" July 12/44  This was only an a first half of the day. The "ops" show was done during annealled the boys went of Gomeentration of 10 vento.  The lother six alreaft be building, scoring 6 direct in the swasp were very many when B/O J.H. Hilton (Can be be building). Total when B/O J.H. Hilton (Can be be building). Total when B/O J.H. Silton (Can be be building). Total which the Charles is which the Charles are done to see the section of t	t. Everyone is hoping for clear weather so that the pilots can	
first half of the day. The "ops" show was done during cancelled the boys went of Gomeentration of 10 vehice. The lother six alreaft be building, scoring 6 direct in the swamp were very many when B/O J.H. Hilton (Can begot at Warrington. Total and the swamp was did not fairly low most of the day a village in which the Che seturned, one dust to sooth other seven aircraft thou.  Chateau destroyed. Symmin.	ing for the day: - operational - 2:30 hrs., non-op - 35 mins.	
"Ope" show was done during cancelled the boys went of Concentration of 10 wents.  The lotter six already by building, sooring 6 direction the sense, sere very many when 8/0 J.H. Hilton (Call bepot at Warrington. Total large in which the Character is wh	warage day with quite low hanging alouds and odd showers for the	
cancelled the boys went of  Gomeentration of 10 vehic.  The lother six alreaft by  building, scoring 6 direct  in the sweet war very many  when P/O J.H. Hilton (Gall  Depot at Warrington. Total  duly 13/4  Although we did no  fairly low most of the day  a village in which the Cha  seturned, one has to see the  other seven aircraft thou  Ghateau destroyed. Symmin.	e weather eleared partly from approximately 1500 hours on and one	
Gomeentration of 10 vehic.  The lother six already be building, scoring 6 direction the sweep were very mind when B/O J.H. Hilton (Galine)  Beyot at Warrington. Total all though we did not fairly low most of the day a yillare in which the Character in which the Character is which the Section of the sectio	g the evening. A regular target was first givenbut when it was	
The lother six alrears to building, scoring 6 direction in the swap were very many when B/O J.H. Hilton (Call Depot at Warrington. Total Although we did not fairly low most of the day a village in which the Character in which the Character is even aircraft thou.  Chateau destroyed. Spinming	m a sort of Ranger sweep which was very successful. As M.T.	
building, scoring 6 direction in the same ware very many when B/O J.H. Hilton (Call bepot at Warrington. Total Although we did not fairly low most of the day a village in which the Character according to the second other seven aircraft thou.  Chateau destroyed. Spinming	les was bombed by four of the aircraft and they destroyed 3 vehicle	
in the same were very many when N/O J.H. Hilton (CAN)  Depot at Warrington. Total  Although we did no fairly low most of the day a village in which the Che returned, one due to much other seven aircraft thou Chateau destroyed. Spinmin.	ombed what was apprently a new galvanized iron manufacturing	
when B/O J.H. Hilton (CAN)  Depot at Warrington. Total  Although we did no fairly lew most of the day a village in which the Che seturnal, one dus to sooth other seven aircraft thou Chateau destroyed. Sylmmin.	t hits and leaving the building in flames. The boys taking part	
when B/O J.H. Hilton (CAN)  Depot at Warrington. Total  Although we did no fairly lew most of the day a village in which the Che seturnal, one dus to sooth other seven aircraft thou Chateau destroyed. Sylmmin.	ah slated by their success, se Lost one old member of the Squadron	
a village in which the Chasses of the section of the day of the section of the se	J.20372) asked for and received immediate posting to the "R"	
fairly low most of the day a village in which the Chy seturned, one dus to south other seven aircraft thou Chateau destroyed. Swimmin.	flying:- operational - 15:50 hrs., non-op - master 1:15 hrs.	
a village in which the Che returned, one due to sech other seven aircraft thou Chateau destroyed. Spinning	ot get any rain today until quite late at night the clouds hung	
saturned, one dus to south other seven aircraft thou Chateau destroyed. Sylmain.	. One "ope" mission was made at approximately 1800 hours against	
Other seven aircraft thou	tenu de Demoville was situated. The siveraft of the original size	
Chateau destroyed. Sylumin	mittal trouble, the other a late giarter. Dive bombing of the	
	gh was very successful with all bombs in the target area and the	
to the small amount of fly:	g runs have been arranged for the airmon every afternoon and due	
ADMINISTRATION OF THE PROPERTY	ing done lately quite a few have taken advantage of it.	
Total flying for the days-	operational - 6:45 hours, non- Op - Auster V - 1:20 hrs.	
	yet. We had no rain today and the min shone occasionally but	
there are heavy cloud form	nations. During the afternoon we had a bit of excitement green some	43

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Place	Date Time	Summary of Events SECRET.	References to Appendices
ratrip B.9.	July 14/44 (Cont	d) German aircraft came over quite low. They were engaged by Aok Aok and it is believed that	
3 Wing H.Q.,		at 1 ast two were shot down. During the evening everyone on the Station had a grand stand	
		seat to a dog fight between a Spitfire and an enemy aircraft which ended with the enemy	
		being shot down but with the pilot parachuting to safety. No "ops" missions were made today due to the heavy overcast. Total flying for the day consisted of one flight of 45 mins.	
		non-op in a Typhoon and 1 flight of 30 mins. in the Auster V.	
	. July 15/44	The same cloud conditions remained all day today. The boys have been on one hour	
		readiness but nothing has turned up. Jerry planes came over in quite good strength last	
		night and there was a lot of Ack Ack fire from 2330 hours until well after one. Flares were	*
		dropped in the direction of 124 Airfield and at one time there were two great flashes of	
		light, followed by tremendous explosions as though two heavy bombs might have been dropped	
10 A S		a couple of three miles away. Much to everyone's disgust there has been "ope" flying	
		again today. It is very dissappointing to our pilots to sit on the ground while the	
		Spitfires are up most of the time. This Squadron had a very unfortunate occurrence today, when a truck with approx. 7 of the miles aboard proceeding towards a spot a few miles	
		from Caen to pick up lumber for our new parachute truck, was hit by a shell. One of the	
		pilots 9/0 R.E. Johnson (CAN J.27232) was beally injured and died within a short time.	
		Luckily only two of the others were slightly injured. Everyone feels very badly about	
gold state of the state of		losing "Junior" F/Lt. "Rose" Reid (CAN J.9936) and P/O F.R.F. Skelly (CAN J.35985) were	
		admitted to No. 52 M.F.H. for a few days, Total flying for the day consisted of 1:10 hrs.	
		in Typhoon aircraft.	
•	July 16/44	Woke up to the same sort of day with heavy overcast. The sun broke through about noon	
		but only one "ope" mission was made. 9 aircraft took part and in conjunction with 9 aircraft	
		from 439 Squadron dropped 36 x 1,000 lb. bombs in the target area. A very unfortunate	
		incident occurred this evening when an aircraft of 440 Squadron taking off in formation	
5.71.20.000		of four left the runwy and blew up within a short distance of our Dispersal tent when one	
	The state of	of the 1,000 lb. bombs exploded. The explosion killed the pilot and two of our servicing	
.7		atman (ground or a) herely CAN R.191052 LAC. Wilness, R.H. and OAN R.188236 LAU. Holmes, J. S.	196

Place	Date	Time	Summary of Bvents SECRET.	References to Appendices
Airstrip B.9	July 16/4	4 (Cont	as well as making a Cat A.C. of our Auster and Cat. E. of one of our Typhoons. LAC. Holmes	
43 Wing H.Q.,			is one of the twin brothers who has been with the Squadron since it was at Annette Island,	
			Alaska and was well known both to airmen and officers. The funeral was held this evening of	
			"Junior" Johnson, killed yesterday evening by shell fire. Total flying for the day:-	
			operational - 9:00 hrs., non-operational (Typhoon 1B) - 3:20 hrs.	
•	July 17/4	4	The weather has not improved much, still quite a heavy overcast. We had a noval hap pening last night when a heavy fog or mist moved in from the sea. It was estimated to be	
			about 500 feet thick. The weather cleared a bit from noon and it became very hot. One "ops" mission was made this evening. 9 aircraft were detailed against a target which was sup-	
	-		posed to be a German food collecting point. One pilot remarked that if the rations were	
•			anything like our "compo" rations the ordinary German soldier would probably be thanking	
The State of			us for the raid. It was quite a successful show anyhow with all bombs falling within the	
			the target bush, On the way back all the aircraft had a squirt at some Panther tanks in some woods. No results were observed. Total flying for the days- operational - 6:45 hours.	
			Non-operational - 2:35 hours.	
•	July 18/4	4	The day broke fairly clear though there is quite a heavy ground haze. Everybody was up early to participate in the heavy push scheduled. Today's push is in the way of an experi-	
			ment with the Army "supporting the Air Force". Heavy area bombing is being done by all kinds	
			of aircraft with our particular Squadron making two attacks before 0900 hours against a bridge over the River Orns, Unfortunately each Squadron of the Wing lost a pilot on the	10 (10 mm) 12 (2 mm)
			early morning mission due to the intense and securate Tier. F/it. R.M. McKenzie (CAN J1317) failed to pull out of his dive on the target and was seen to crash by one of the other	
	1		pilots. We had an interesting occurrence today when ten aircrew of a liberator bailed out	
			in this district when it caught fire, and two of them landed nearby. Our boys were delighted	
			to take care of them at Dispersal here until such time as they went up to Intelligence.	
			Total flying for the day: - operational - 30:35 hrs., non-op (Typhoon) 1B - 40 mins.	
n Sime	July 19/4	4-,	Still the same type of weather, heavy ground have and relatively low ceiling. The weather cleared during the afternoon and 8 aircraft went on an Assed Recce, in the early P.T.D.	One.

MONIORES SEEM 12/40 C. P. L. \$1-7765

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Place	Date Time	Summary of Events SECRET.	References to Appendices
Airstrip B.9,	July 19/44 (Con	avaning. This was very successful. The boys bombed a cross reads, another target in a	
143 Wing H.Q., Lantheuil France		woods and also some Met. Direct hits were scored on all targets and the boys left 1	
		flamer and 2 smokers where they attacked the Met. German aircraft were over the airstrip	
		again tonight and the Ack Ack put up quite a concentration. Total flying for the day;	
		all operational, 9:20 hrs. retorbujura wow one as at a helicular	
	July 20/44	Again we have a cloudy morning with a heavy ground haze. This partly cleared shortly after noon and we sent out 8 aircraft led by the W/Ondr: Flying against a cross roads	
		at Pontenay-Le-Marmion using 1,000 lb. bombs. The ceiling was too low and the target	
•	· 网络 李涛点 ***	was covered with heavy rain cloud. Heavy accurate flak was encountered and probably due	
		to the low height of the aircraft, two were hit. One aircraft flown by F/O A.B. Newsome	
		[CAN:J.10652] was hit in the radiator. He stuck to the aircraft engine cut out, well over	1
	er a de la companya d	our lines, then took to his parashute. He received only a shaking up and returned to	
		Base by 1900 hours. The other aircraft has flown by F/Lt. T.A. Bugg (CAN J.11316) was hit	
		in the wing, through the gas tank. Regardless of the fact that his controls had also been	
		damaged and that one 1,000 lb, bomb would not release he landed the advoraft successfully	
		at B.b, an airstrip a gouple of miles away. "Ted" deserves high praise for this, as a	
		pilot under similar circumstances would be justified in taking to the silk. "Ted" has	
		already had his initial parachute jump when his engine cut out over the Channel on July 12.	
		A new pilot, F/O E.A. Magee (GANJ.17298) arrived today to replace F/Lt. R.M. McKenzie	
		missing on July 18. Total flying for the day: operational -5:50 hrs., non-op - 1:45 hrs.	
	July 21/44	Woke this morning to a heavy downpour of rain. This continued all morning and off and	
		on all afternoon. The pilots were all released until first light tomorrow morning with the	
		result that there was nothing doing at Dispersal. We found out this morning that a sunken	
		Dispersal tent which leaks, is a poor investment. The Duty Pilot and Tele-ope awake this	
	3 4 (26)	morning to find at least 5 inches of water on the floor, This gradually disseppeared	
		without any harm being done. No flying was done today.	
	July 22/44	The weather had not changed this morning. The clouds hung low all day and it spat rein	20
		off an on. The mud on all but the paved roads is terrific and there are large large or	16

Place	Date Time	Summary of Rvents SECRET.	References to Appendice
irstrip B.9	July 22/44 (Con	t) of water everywhere. Apparently the French people do not engage in much drainage of the	
3 Wing H.Q.		land. A show was put on in the Mess this afternoon which was very good. No flying all day.	
mtheuil, France	July 23/44	This is another heavy overcast day with the odd spit of rain. It cleared partly at noon	
ALCOHOLD A		but the weather was still not fit for our type of flying. The Officer Commanding spent all	
A Comment of the Comm	MENSON R	day working on his Court of Inquiry. A good number of the pilots attended church this	
		afternoon at our Dispersal Airmen's Mess. At a Mess meeting at noon today, the Adjutant,	
The second		F/O A.E. Bangs (CAN C.8671) was made Secretary of the Officers' Mess, No flying all day.	
	July 24/44	Today started with a heavy ground haze and a cloudy sky though the ceiling is better	
	1 2 7	than it has been for three of four days. The boys were put on 30 minute readiness from	
		early morning but no "ops" mission made until late afternoon. Nine alroraft with two	
		fighter cover attacked an area which was supposed to be a Troop Concentration. Results were	
		not observed but all but two of the 1,000 lb. bombs fell in the target area. Another "do"	
Translate Live		was planned but was later cancelled. We finally got disposal instructions for the Australian	-
Park March 3		pilot who has been with the Squadron for the past few weeks. F/O Cathoart is going to 245	
	363	Typhoon Squadron. E/Lt. "Bob" Coffey returned from England today with a new aircraft.	
8/		Total flying for the day: - operational - 8:10 hours; non-operational - 1:40 hours.	
	July 25/44	Early morning looked as though the weather had broken trhough, though there was a heavy	
Man I Mary		ground haze which persisted all day. Regardless it was a good day for flying and as a bit	
		of a change, this Squadron was given three targets during the day. Dive bombing results	
		were good in all three attacks with practically all the bombs in the target area, but be-	
		cause of the type of target, 2 were enemy strongpoints, and one an M.T. and Personnel	
		Concentration in a village, no positive results were observed. We had one near casualty	
		this morning when an engine cut on take-off. The pilot, 7/0 "Art" Brooker, wheeled the	
		aircraft to the side of the strip, but one of the 3 aircraft taking off immediately	
		behind his group could not see him because of the dust in time to stop and had to lift	
		clear of him with a minimum of flying speed. The miroraft were all carrying 1,000 lh.	7,
		bombs. Total flying for the day - operational, 20140 hrs., non-op - 1:30 hrs.	186
		1000 1000 1000 1000 1000 1000 1000 100	

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ter in R.A.F. Poches Book.	form in K.R. and A.C.I., Pt. II., chapter XX., and	of (Unit or Formation) 438 (GAN) Squadron. No. of pages used for	day
Place	Date Time	Summary of Events SECRET.	References to Appendices
Airstrip B.9	Judg 26/44	The day opened clear and bright with the sun shining. Threatening clouds came up during	
43 Wing H.Q.,		the morning and at noon we had a brief shower. The pilots of the three Squadrons were	
andiourl, Franc		called in to a meeting held at the Officers' Mess at 1145 hours. They were given an address	
		on the progress of the War in Normandy, given various figures of enemy and our own losses	
		and were then told that due to a limitation on gas, oil and other expenditures in this	
		Group a total of only 12 sorties per Squadron per day (monthly average) would be the	
		programme in the immediate future. The speaker, in the course of his talk, gave a most	
		important reason for our seaningly slow advance on the Normandy front, the fact that the	
		Germans have as many armoured divisions here as they have on the whole Russian front. One	
		"ops" mission was made against Fontenay-Le-Mannion using 1,000 lb. bombs. Four direct	
		hits were scored. We had smother close escape from a casualty when an aircraft with F/O	
		"Ab" Vickers at the controls had the engine out shortly after take-off at about 700 feet.	
		Ab. very cooly, dropped his bombs "safe" (they didn't explode either) and glided around	
	10 10 10 10 10 10 10 10 10 10 10 10 10 1	for a good landing. Total flying for the day: - operational - 7:50 hrs., non-op - 1:00 hr.	
•	July 27/44	This morning was clear and bright with only scattered clouds. We had a few light showers	
		during the afternoon but it was generally a grand day. No "ops" missions turned up during	
		the morning and at approx. 1430 hours the Squatron was released until tomorrow morning.	
		Total flying for the day:- (all Typhoon non-co) - 2:00 hours.	
10.0	July 28/44	No flying again today. The weather was cloudy with some rain in the morning but it wash	
		actually that which held up the flyin. Due to the four secent cases in which the aircraft	
		have seemed to explode in the air, a thorough check is being made to try and find the reason.	
		We had our first beef, brought from England, for supper last evening. The aimen had beef	
		for the first time since they arrived here today noon. Needless to say, the addition to our	
		menu is more than appreciated. Total flying for the days (All non-op) Typhoon IB - 30 mins.	
Selete and	10/70/70 (0///20)	Auster V - 3:05 hours.	
	July 29/44		
	1 1 1 1 1 mg	Another cool, cloudy morning and it is doubtful if any flying will be done today. S/Ldr.  F.G. Grant (CAN J.5056), the Officer Commanding was admitted to No. 50 M.F.H. late left	11
		night, suspected of appendicitis. Later we heard that he had been oprated on and his	an

Place	Date Time	Summary of Events	References to Appendices
rstrip B.9.	July 29/44 (Cont)	condition is satisfactory. Though we will lose him as 0.0. for a time, and maybe	* 1
3 Wing H.Q.		and all happy about it because it has been a chronic condition with	
intheutl. France.		him. The weather cleared up, the kites were released this evening and seven aircrait	
- 120 may 1		Total flying hours for	
		the day: - operational - 5:15 hours; non-op Typhoon 1B - 30 mins., Auster V - 1:3) hrs.	
	July 30/44	The pilots were awakened at 0530 hours and were briefed for a show but the weather	
		prevented take-off. The sun is shining now and then but the ceiling is not high enough.  Nothing happened all day but at 1905 hours eight aircraft successfully attacked a Troop	
		and M.T. Concentration. As usual no movement was seen but there were direct hits on the	
3.70%		target and many near misses. Total flying for the dayi- operational - 4:40 hours,	
	July 31/44	Awoke to a grand morning with the sun shining brightly. There is a quite heavy	
Balling College		ground haze throughout though and the cloud ceiling is not all that could be desired.	
		Word was received last night S/Mdr. F.G. Grant, who was operated on for appendicitis was making good progress. Total flying for the day:- operational - 18:00 hours;	
		non-operational - Typhoon 1B - 45 mins.  NENERICAL STRENGTH AS AT 31 JULY, 1944  P.C.A.F. TOTAL STRENGTH ESTABLISHMENT	
		Officers, Pilots 20 20 12	
		Airmen, Pilots Nil Nil I	
		GROUND CREW	
		Officers 2 of 2 of 3	
		27 132 30 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	
		Flying Time for Month of July, 1944:  Operational - Typhoon 1B - 210:20 hrs.	
67.5 41.12		Non-Operational - Typhoon 1B - 21:30 hrea	
		Non-Uperations 1 passes V - 9:05 hrs.	
\$496	32706 - 62700	TOTAL 240:55 hrs.	
		2.7.0.	BB

E.A.F. Form 540 des improvement for use of this form in E.S. and A.C.I.

#### OPERATIONS RECORD BOOK

Page No. BLEVEN

# OPERATIONS RECORD BOOK DETAIL OF WORK CARRIED OUT

APPENDEX "A"

A.F. FORM 541.

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PAGE No. ONE

BY ....

By 438 (Can) Squadron
For the Mouris of July 19 44

(*13799—9511)	Wt. 22220-2224 700 3/43 Wt. 44057-2384 2302 2/44	73. 700	FOR TH	в Монтн о	July	19.44	r de la company
DATE	AIRCRAFT Type & NUMBER	* Cuixvi	Dory	Ur	Down	DETAILS OF SORTE OR FLIGHT	REFERENCES.
July 4/44	Typhoon 18 F3 I	S/Ldr. F.G. Grant	Bomber	0545	0625	Aircraft detailed to attack target L.E.K.4. Target	
	<b>7</b> 3.1	P/OF.R.F. Skelly		0545	0625	attacked with 14 x 500, lb a bumbe, from 8,000 ft; to pa	
	<b>7</b> 3 1	F/O J.C. Uhthoff	•	0545	0600	2,000 ft. 2 hits on S.W. and of hut, 2 hits on S.E. and	
1	<b>193</b> 1	P/O J.H. Wilton		0545	0625	of hut. Balance in target area. Light and heavy	
	23 1	F/O J.E. Cornelison	and the second second	0545	0625	concentrated flak found over target. F/O J.C. Uhthoff	
	75	P/O A.B. Newsome	0	0545	0625	returned due to mechanical trouble.	
July 4/44	Typhoon 13 F3 I	S/Ldr. F.G. Grant	Bomber	0820	0900	Aircraft detailed to attack target G.C.14, simpaft	
	23 0	P/Lt. J.R. Beirnes		0820	0900	dive bombed from 8,000 ft. to 2,000 ft., the Bad Section	
	73	F/O A.C. Brooker		0820	0900	from W. to B., and the Blue Section from B. to W. at an	
	73.	F/O J.E. Corneliso		0820	0900	angle of 60°. Eight bombs were seen to burst in the targe	
	33 9	P/Lt.R.F. Reid		0820	0900	area as near misses. Others unobserved deete low eloud.	
	13 1	F/O F.R.F. Skelly	<b>#</b> = 0 100 100 100	0820	0900	16 x 500 lb, bombs, inst, tail and .025 nose used.	
	#3 Y	P/O J.C. Uhthoff		0820	0900	S/Ldr. Grant orbited and saw target enveloped in enche.	47.404
	73.0	F/O V.E. McMann	•	0820	0900	the to mean after a site, butter	
July 5/44	Typhoon F3 R	F/Lt. R.H. Burden	Bomber	0925	1015	Aircraft detailed to attack Target 0,0.4 - 7,951520,	
	73 Z	F/O J.H. Hilton	4	0925	1015	however, the entire flight was abortive due to the bombs	
	19.9.	PAR. T.A. Buss.	•	0925	1015	[500 lbs.] being improperly fused. Bombs were fused with	
	13 T	F/O J.G. Uhthoff	•	0925	1015	Inst. nose and .025 tail, whereas the bombs should have	
	93 J	F/Lt. C.P. Edington	. •	0925	1015	been fused with .14 nose and .025 tail. One aircraft	
	P3 B	F/Lt. R.M. McKenzi	. 1	0925	1015	detailed for the flight was unable to start and did	
	73 Q	F/O D.K. Moores		0925	1015	not take off.	
	73.8	P/Lt. D.W. Banting		0925	1015	F10 910 010 01 010 1	
July 5/44	Typhoon F3 B	F/Lt. R.H. Burden	Bomber	1120	1355	Aircraft again detailed on Target G.C.4, this time being	
	29	P/O J.H. Hilton		1125	1145	armed with 500 lb. bombs fused with .14 nose and .025 tat	. 7.4
	PJK	F/O H.G. Uphen		11.70	1155	A/C dived from 7,000' to 2,000' W. to E. at 75°. Two hits on E. approach to bridge, two hits on W. approach to bridge.	
	#3 B	F/Lt. J.B. Beimes	4	11.0	166	Balance in area. Small car destroyed on W. approach. Bridge is impassible due to this and former attacks. W/O J.H.	
	73 G	F/O D.K. Moores		1120	1155	Hilton returned due to mechanical trouble. Heavy light	
	P3 S	F/Lt. D.W. Banting	* (0)			accurate flak for height 7,000' experienced over target	86.

DATE	AIRCRAFT Type & NUMBER	CREW TOTAL	Dury	Three		PAGE TWO  DETAILS OF SORTIE OR FLIGHT REFERENCE		
	1 YPE & NUMBER			UP	Down	Daines of Sourie or Pliceri	REPERENCES.	
July 6/44	Typhoon 18 F3 Q	S/Ldr: F.G. Grant	Bomber	0835	0925	Aircraft attacked Target G.C.7 U.011610, a bridge, with It		
	₩3 B	F/O A.H. Vickers	•	0835	0925	x 1,000 lb, bombs .025 tail, .14 nose. Dive bombing was		
	73 K	F/Lt. R.E. Coffey	50 m	9835	-0925	from 8-2000'. No hits seen on target, all clustered in		
	F5 R	F/O R.E. Johnson	, if	0835	0925	target area, east of target. 2 failed to explode on landing		
	#3 W	F/O V.E. McMann	•	0835	0925	Heavy, accurate flak seen on target and on way out. 3 smal		
July 6/44	Typhoon 18 F3 H	S/Ldr, F.G. Grant	Bomber	1850	1950	Aircraft detailed to attack farret G.C. 22 T.9753		
	73.2	F/O A.E. Cathcart		1850	1950	free lance in woods and look for M.T. Target attacked with		
	73 V	P/O J.C. Uhthoff		1850	1950	16 x 500 lb. bombs Inst. nose, dive bombing from 8-2,000		
	73 R	F/O F,R.F. Skelly		1850	1950	from W, to E, at 60°, All bombs in target area. Some M.T.		
	73 V	P/O V.E. McMann	•	1850	1950	hit and blown up and large explosion at 969543. Some heavy		
	F3.J	F/O A.B. Newsome	i	. 1850	1950	inaccurate flak over target. Some M.T. observed in Target		
	₽3 B	F/O A. Lambros	т	1850	1950	Area. F/O Brooker returned to Base after 20 mins. flying		
	P3 B	F/O J.E. Cornelison	•	1850	1950	due to mechanical trouble.		
	P3 D.	F/O A.C. Brooker		1850	1910	and a so the second sec		
July 8/44	Typhoon 1B M.J.	W/Cmdr. M.T. Judd	Bomber	1055	1130	Aircraft detailed to attack target J.U.1 799632 with		
	73.7	F/O A.B. Cethoart	- Park	1055	1 1130	16 x 500 lb. bombs, inst. mose, .825 tall, dive bombing		
	P3 R	F/O R.E. Johnson	•	1055	1130	from 7,000° to 2,500° S. to N. at an angle of 45° to 50°.		
	<b>7</b> 3, 0	F/O V.E. McMann		1055	1130	All hits well in target area. A lot of anoke and dust		
ALIA CALL	11. man 23. B	P/Lt. J.R. Beirnes		1055	1130	observed to the state of the st		
	73 B	P/O A. Lambros		1055	1130	Motor and to mentioner receive.		
	73 Y	P/O A.B. Newsome	•	1055	3250	Company View Loss Education and the Company of the		
		P/Lt. R.E. Coffey		1055	- 1130			
July 8/44	Typhoon 1 B F3 H	S/bdr. F.G. Grant	Bomber	2040	2125	Target - 257.4 973634 (Troops and Met in and around		
	P3 G	F/O A. Lembros		2040	2125	Chateau de Fontaine), Tanget attacked with 500 lbf, hombs		
	100 pg. 73 Ag	F/Lt. R.E. Coffey	nother.	2040	E125	dive bombing from 6,500 ft. to 2,000 ft; g. to W. angle		
	F3 Y	P/O A.B. Newsome		2040	2125	of dive 60°. All bombs in tarret area, building destroyed		
	₽3 B	F/Lt. J.R. Beirnes	24.000	2040	2125	A great deal of moke seen. Squadron congratulated by Army	Che	

APPENDIX "A"

FORM 541.

DETAIL OF WORK CARRIED OUT
By 438 (Gan) Squadron

SECRET

PAGE No. THREE

July 8/44 Typ (Cont'd)	<b>7</b> 3		Bomber  *  *  *  *  *  *  *  *  *  *  *  *  *	2040 2040 2040 2040 2040	2125 2125 2125 2125	authorities for effective bombing of this target. Light, inaccurate flak experience at 1,000 ft. over target.	
(Cont'd)	73 73 73 73 73 73 73 73 73	y/tt, R.F. Reid y/o B.B. Johnson y/o J.G. Unthoff y/o Y.R.F. Skelly y/o V.E. Mallann	•	2040	2125 2125	inaccurate flak experience at 1,000 ft. over target.	
	173 173 173 173 173 173	Z F/O B.E. Johnson X P/O J.G. Uhthoff F/O Y.E.F. Skelly P/O V.E. MoMann	•	2040	CONTRACTOR OF THE PARTY OF THE		
	#3.1 #3.1 #3.1	y/O J.C. Unthoff  p/O F.R.F. Skelly  P/O V.E. Mollann	*	-	2125	The same of the sa	The second second second
	1933 1931 1931	F/O V.E. MoMann		2040			
	#3.1	F/O V.E. MoMann	•		2125	Contraction of the Contraction o	
	73.1			2040	2125	Aller . April to the second of	ā
July 9/44 ty			Talan.	2040	2125	Carl Co. Carlotte	
July 9/44 Ty		F/O A.E. Gathcart	W	2040	2125		1
July 9/44 Ty		P/O W.L. Beatty	•	2040	2125	The second of th	
	phoon 1B P	D P/Lt. D.W. Banting	Bomber	2135	2210	Aircraft detailed to attack Target P.H.F.H., 781626. A/C	
		B F/Lt. R.M. McKenzie	1	2135	2210	armed with 500 lb. bombs, inst. nose, .025 tail. Aircraft	
	193	B F/O D.J. Washburn	i,	2135	2210	unable to locate target, only one aircraft dropping bombs	
	THE PERSON NAMED IN COLUMN TWO	A F/Lt. G.P. Edington		2135	2210	on woods. 10/10 cloud very thin base, 4,500'. Intense	h-
	7	P W/ot. Wall-Beating	7, 44, 5	2135	2210	light flak encountered.	
	especial programment and programment of the control	Q F/O W.S. Hutchinson		2135	2210	Control (1999) Control of the second of the	
July 10/44 To	SACTOSETS DAMES OF PRINTED SPREED.	J. W/Cmdr. M.T. Judd	Bomber	0640	0720	Squadron detailed to attack Target G.C.5A, 987626,	
		F/O A.C. Brooker		0640	0720	987625, 988624. Believed correct target attacked but A.S.S	U.
	solongenessigenhotsfunkligistell (	P/O A.H. Vickers		0640	0720	says E. Terville attacked. Smoke and haze made pinpointing	
	23 D	F/O.A. Lembros		0640	0720	ye was friendt. Aircraft bombed with 1,000 Inst. nose, .02	i
	F3 B	P/Lt. E.H. Burden		0640	0720	tail . Light, inaccurate flak encountered in target area.	34 549
	F3 W	F/O A.E. Gethoart		0640	0720	province the state of contract the state of	-
	P3 Q	P/Lt. R.F. Reid	•	0640	0720	TOTAL ON PROPERTY TOTAL STREET	
	F3 Y	P/O F.R.B. Skelly	•	0640	0720	Property of the second	
	193 W	F/O R.E. Johnson		0640	9720	Capacit Harmy of the areas of the areas of the contract of the	
July 11/44 T		F/Lt. J.R. Beirnes	Bomber	1455	1545	3 Typhoon, 1B Bombers of 438 Sqdn. and 2 Typhoon Bombers of	
	<b>93 V</b>	F/O A.C. Brooker		1453	1545	439 Squadron Led by B/Lt. Beirnes attacked Y.5 D.H. 002620,	
	P3 R			1455	1545	a bridge, dive bombing from ), 00° to 2,000° 5.2. to N.W. at a 40° angle, 4 direct hits on N.W. span, balance of bomb on approaches and bridge. Span seen in river. Light,	and

	AIRCRAFT	Cenw	Dury	T	IMER	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	Type & NUMBER		Doi:	UP	Down	The second secon	A CONTRACTOR
July 12/4	4 Typhoon 18 F3	H S/Ldr. F.G. Grant	Bomber	2010	2145	10 Typhoon 1B (Bombers) detailed to attack Target G.C.22	
	#3.Z	F/O.F.R.F. Skelly	<b>10</b>	2010	2145	4 siroraft attacked Marshalling Point at Q.8995 (Port	
	P3 1	P/O V.E. Moliann		2010	2145	Anthou) attacking 10 static vehicles and destroying 3.	THE RES
	P3 9	F/Lt. R.F. Reid	W- 10 A	2010	2145	6 aircraft dive bombed a new galvanized building 200 ft.	
	F3 W	F/O. R.B., Johnson	4 1	2010	21.45	long at Q.9353. Six direct hits left the building burning	+
	. P3 I	P/Lt. J.R. Beirnes	W	2010	2145	4 bombs did not explode, 60° dive made from 7.000° to	
	. 93 A	P/IA R.B. Coffey	etgi <b>t</b> ega	2010	2145	2,000° N. to S. No flak encountered. Aircraft bombed	
	1323.0	P/O A. Lambros	•	2010	2145	with 1,000 lb. bombs, Inst. nose, .025 tell.	
		F/Lt. D.W. Benting	•	2010	2145	The state of the s	
	4.73.S	P/O D.J. Washburn	i	2010	2145		•
July 13/	14 Typhoon 18 F3	H S/Mar. F.G. Grant	Bomber	1835	1920	Aircraft detailed to attack on G.C.15, 100675, Chateau	
	73 Z	P/O F.R.F. Skelly		1835	1920	de Demoville. Target dive bombed from 5,500° to 2,000°	
	¥3 X-	P/Lt. T.A. Bugg	•	1835	1920	with 1,000 lb. bombs,025 nose, .14 tail. Angle of dive	No WHTHOSE
	73.7	P/O W.S. Hutchinson	é	1835	1920	45° and attack from B. to W. Chateau destroyed, 2 aircrai	BO HOTCHING
	7 73 V	P/O J.C. Uhthoff	•	1835	1920	jettisoned their books in the see, one being unable to	
	#3 G	F/O A.B. Newsone	•	1835	1920	locate formation after late start and the other experience	ed
	State 13 Jan	F/O.A. Lembros		1835	1920	mechanical trouble and lost the formation:	
	P3.A.	P/LtR.B. Coffey	i	1835	1920		-
	<b>23.8</b>	P/Lt, G.F. Edington		1835	1920		<u> </u>
July 16/	44 Typhoon F3 H	G/Ldr. B.G. Grant	Bomber	1999	2000	9 x Typhoon 1B (Bombers) with 9 Typhoon (Bombers of 439	
	73.9	F/O W.H. Morrison	•	1999	2600	Sqdm. detailed to attack Target G.C.S. 36 x 1,000 lb. bom	) <del> </del>
	19 1	P/Lt. R.E. Coffey P/O A.C. Brooker		1930	2000	were dropped all landing in the target area. Dive bombing	<b></b>
	19.1	F/O D.K. Moores		1900	2000	was from 8,500° to 2,000° at an angle of 65°. The entire	<b>.</b>
	19.8	P/Lt, R.H. Burden	4	1900	2000	target was covered with bombs. Intense, inaccurate light	<b>_</b>
	73 V	P/Q.V.B. McMann		1900	2000	was experienced over the target.	
	#3.2	P/O N.E. Damber		1900	2000		17,2
	737	F/O D.J. Washburn	4	1900	2000	THE RESERVE OF THE PERSON OF T	AD.

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APPENDER "A"

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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PAGE NO. FIVE

(*18761-9511 (*18799-9511	Wt. 22229—2224 700 8/43 Wt. 44067—3384 2502 2/4	. 强 %	FOR TH	E MONTH OF	July	19.44	
DATE	AIRCRAFT	CREW	Dury's	Supermination in the service of the	THE	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
DATE	Type & Number	14 17		Ur	Down	A second of the	
July 17/4	4 Typhoon 1B F3	H S/Ldr. F.G. Grant	Bomber	1535	1620	Aircraft detailed to attack G.C.3, Food Collecting Point	
	<b>3</b> 3	The second secon	•	1535	1620	at 145703, N.K.D.1. 16 x 500 lb. bombs, inst. nose, .025	
	<b>J</b> 73	Y F/O W.S. Hutchinson		1535	1620	tail fell in target area. Dive bombing was from 8,000 to	
	13		0 10	1535	1620	2,000 ft. All aircraft straffed Panther tanks in woods at	
	F3 R	F/Lt. R.H. Burden	,	1535	1620	253985 with no results seen. No flak encountered,	
	F3 B.	THE PROPERTY OF THE PROPERTY O	n > /	1535	1620		
	193 J	F/Lt. G.P. Edington		1535	1620	The second secon	
	P3 P	P/O A. H. Vloker		1535	1620	100 0 m	
July 18/4	4 Typhoon 18 F3	R F/Lt. R.H. Burden	Bomber	0705	0800	Aircraft detailed to attack bridge on 0.0.4 at 983577	
	/ 的变形的 网络沙拉尼亚亚亚亚	r F/O W.L. Beatty		0705	0800	K.L.E.H. Bridge attacked, dive bombing from 8,000 to 2,000	
	13		•	0705	0800	W. to E. 4 bombs on north approach of bridge. 2 probable	
	16	F/O W.S. Hatchinson		0705	0800	hits. Results not seen due to, smoke and debris: 1,000 lb.	
	<b>P3</b> 3	F/Lt. G.P. Edingto		0705	0800	bombs used. Intense, accurate flak experienced over targe	t.
	13.1	P/Lt. R.M. McKenzi		0705	0800	One pilot, F/lt. R.M. McKenzie hit.by flak on start of	
	P3 E	P/O H.G. Upham		0705	0800	bombing run and was seen to crash into ground when his	
	<b>73</b> 6	P/O A. Lembros		0705	0800	aircraft went into a spin from which he was unable to	
	23.7	F/O A.H. Vickers		0705	0800	recover.	
July 18/44	Typhoon 18 P3 H	S/LdrF.G Grant	Bomber	0935	1035	Aircraft detailed to attack on Target G.C.9. 16 x	
	73 K	F/Lt. R.E. Coffey	- er	0935	1035	1,000 lb. bombs .025 tail dropped. All bombs landed in.	
	F3 B	F/Lt. J.R. Beirnes		0935	1035	the target area. Results not seen due to smoke. Dive	
	<b>73 P</b>	P/O D.K. Moores		0935	1035	bombing was made from 8,000 ft. to 2,000 ft. S. to N.	
	24.0	F/O A.B. Newsone	. u	0935	1035	Might, inaccurate flak experienced over targets	
	P3 Y	P/O N.B. Dawber		0935	1035	A STATE OF THE STA	
	P) S	F/Lt. D.W. Banting		0935	1035		
	P3 B	F/O W.H. Morrison	•	0935	1035	The second secon	
July 18/44	Typhoon 1B F3 H	S/Ldr. F.G. Grant	Bomber	3445	1600	Adverage detailed on Armed Recog. G.C. 27 at indre Sur.	7
	. P3 T	W/o Why Montagn		3445	1600 (	) Orne Churchemp-Bretteville (41) Best of Calais, but due	46
	P3 V	P/O J.C. Uhthoff		1445		aloud wood at 9.455907 dive bombed from 6,000 to 2,000	

DATE	AIRCRAFT Type & Number	A O're Crew past, a 17	Dury	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
July 18/	44 Typhoon 1B F3	Q F/Lt. T.A. Buce	Bomber	1445	1600	(cont'd) from South to North at 60°. All bombs in target	
	Typhoon 18 F3 B	F/Lt. J.R. Beirnes		1445	1600	area. No results seen. Moderate flak encountered East	
	Typhoon F3 K	F/O D,J, Washburn		1445	1600	side Foret de Anglais, Many refugees seen moving South	
100	Typhoon 1B F3 G	F/O A.B. Newsome	•	1445	1600	towards Bernay. 1,000 lb. bombs used on this flight.	
	Typhoon 1B F3 B	P/O A. Lembros	o <b>X. •</b>	1445	1600		
uly 18/4	4 Typhoon 1B F3	B F/O H.G. Uphem	Bomber	1915	1950	Aircraft detailed on G.C.40 to attack Woods at 110590 -	
	P3.0	P/O.A. Lembros	•	1915	1950	110610. Bombs not dropped due to weather, cloud base	
(4)	F3 B	F/Lt. R.H. Burden	•	1915	1950	over target being 8/9/10 and 4,500 to 5,000° over Coast	
	73 P	P/O N.B. Dawber		1915	2000	and East of Case, 500 lb. bombs carried on this trip.	
	73 1	F/O V.E. McMann	•	1915	1950	# 1 F 2 10 17 17 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
	73.9	F/O W.S. Hutchinson	4	1915	1950	provide the reference of the other Constanting	7
July 19/	14 Typhoon 1B F3	H S/Ldr. F.G. Grant	Bomber	1925	2985	Aircraft detailed on Armed Reoce, Meridon - Bretteville	
	F3 &	PØ W.H. Morrison	•	1925	2035	Palaise - St. Pierre. 8 x 500 lb. bombs on 5 Met at	
	F3.2	P/O J.C. Uhthoff		1925	2035	255501, dive bombing 7-2000' S, to N. at 50° 1 Clemes	
	73.0	P/O -V.B. Moliann	¥	1925	2035	. 2 mokers, 4 bombs dropped at cross roads at 253502 with	
	CONTRACTOR STATE OF THE STATE O	F/Lt. J.R. Beirnes	•	1925	2035	direct hits. 4 hombs in woods at 1,259515. No results	
	F3 P	P/O A. Lembros		1925	2035	seen. Light heavy flak at U.1852 and light flak at	
	#3 Y	p/o D.J. Washburn	į.	1925	2035	U.2547, 12 Not seen facing west on Road T.290779 - all	
	strature visit and accommodate to the	F/O H.G. Upham		1925	2035	standing still.	+ 416
fuly 20/	THE SECOND PROPERTY OF THE PARTY OF THE PART	. W/Gmdr. M.T. Judd	Bomber	1620	1700	Squedron detailed to attack Cross Roads at Fonlenay-	
	93.9	P/O·H.G. Uohan		7331620	3700	De Marmion, however, the entire sortie was abortive due	
	73.7	P/O A.S. Newsome	• 1000	1620		to vestber, only one sire raft dropping the bombs, Heavy	
	73·B	P/14. C.P. Edington		1,620	1700	accurate flak was encountered over the target area and	
	23 V	F/O A. Lembros		1620	1700	maiti rocket gun fire on road S. of St. Andre-sur-Orme st.027618. 2. sireraft were bit, F/O A.B. Newscme abando	
	P) 2	P/Lt. R.H. Burden		1620	2700	ing his aircraft and landing uninjured behind the Allie	1
	23 9	P/O V.B. Mollenn	•	1620	1710	1,000 lb. bomb, made a wheels up landing at Airstrip	16
	The state of the s	F/Lt. T.A. Bugg F/O N.E. Dember		1620	1700 1700		

DETAIL OF WORK CARRIED OUT
By 438 (Gan) Squadron
For the Moure of July 194

SECRET

PAGE No. SEVEN

(*13799-95T	I) WL 44069—3384 150M 1/44	13.76	FOR THE	B MONTH OF	July		
DATE	AIRCRAFT Type & Number	CREW + G.S.	Duty	UP	Down	DETAILS OF SORTIS OR FLIGHT	REFERENCES.
July 24	/44 Typhoon 18 F	H S/Ldr. F.G. Gran	Bomber	1815	1905	Aircraft detailed to attack on 0.C.12, Harbour Area	
	Typhoon 1B F3	F/O W.H. Morrison		1815	1905	957596. Target attacked from 9,500 ft. to 3,000 ft.	
1	73.P	F/Lt. D.W. Banting		1815	1905	from S.W. to N.B. with 18 x 1,000 lb. bombs, Inst. nose,	
	<b>P3</b> Y	P/O N.E. Dawber	•	1815	1905	.025 tail. 16 bombs were in the target area and 2	
	F3 R	F/O W.L. Beatty		1815	1905	overshot. Results were unobserved. Light, inaccurate	
	FØ B	F/Lt. J.R. Beirnes	•	1815	1905	flak encountered.	
	₽3 G	F/O A. Lambros		1815	1905		
	<b>7</b> 3 D	F/O A.H. Vickers	•	1815	1905		- 11
	#3 A	P/Lt. G.P. Edingt	on "	1815	1905		
	F3 Q	F/O P.G. Macklem	Fighter Cover	1815	1835		
	F3.X	P/Ict. T.A. Bugg	•	1815	1935		
July 25/4	Typhoon 1B F3 H	S/Ldr. F.G. Grant	Bomber	0630	0715	Aircraft detailed to attack on G.C.4, Strongpoint at	
	P3 4	F/O D.J. Washburn	4.416	0630	0715	U.132581. Target attacked with 16 x 1,000 Inst. nose	
	P3 N	F/Lt. R.E. Coffey	•	0630	0715	bombs, .025 tail. Dive bombing from 8,000 to 2,000	
	F3.8	F/O J.E. Corneliso	a .*	0630	0715	South to North, 14 bombs on target, 2 overshot. No	
	F3 F	F/Lt. D.W. Banting	•	.0630	0715	movement seen. No results observed. Scattered, meagre,	
	73.1	F/O P.G. Macklem	•	0630	0715	flat experienced over target area.	
	FØ V	P/Lt. T.A. Bugg	•	.0630	0715		
	73.0	P/O W.L. Beatty		.0630	0715		
July 25/	44 Typhoon 1B F3	F/Lt. J.R. Beirnes	Bomber	1145	1230	Aircraft detailed on G.Q.28 - E.O.W. 3 - Village Sylvain	
	73.0	P/O A.C. Brooker	•	1145	1230	U.132541. Target attacked with 18 x 1,000 lb. Inst. nose	
	F3 E	F/Lt. R.E. Coffey		1145	1230	.025 tail, bembing from 8,000' to 3,000' East to West.	
	F3 F	F/O J.E. Corneliso		1145	1230	12 bombs direct on village, 2 on north edge, 4 east of	
	P3 \$	F/O E.A. Magee	Fighter Cover	1145	1230	target. No movement seen, no results observed.	
	F3 R	P/O V.E. MeManu	Bonber	1145	1230 1230	THE STATE OF	
	# I	F/O J.G. Uhthoff F/O W.S. Hutchinso		計算	1230 1230		
	P3 7	P/O N.E. Dawber P/O P.G. Lacklem	# Fighter Cover	1145 1145	1230 1230		B
			1				

DATE	AIRCRAFT	CREW	Dury	DESCRIPTION OF THE PROPERTY OF	DETS NO	DETAILS OF SORTIE OR FLIGHT	REFERE
	Type & Number			UP	Down		
July 25/	44 Typhoon 1B F3	H S/Ldr. F.G. Grant	Bomber	1755	1830	Aircraft detailed to attack 4 gun battery positions	
	193 Y	F/O'N.E. Dewber	Q# 15	1755	1830	at T.967560 and T.962560. Dive bombing carried out from	
4.4	F3 2	F/O W.H. Morrison	्रा	1755	1830	8,000 ft. to 2,000 ft, at 60° from South to North with	
	F3 1	F/O.W.B. Beattyliso	n #	1755	1830	1,000 lb, bombs, Inst. ness, .025 tail, All bombs on	
	P3 I	P/O E.S. McMann	and person of the	1755	1830	target area. Results unobserved. Intense, accurate,	
	<b>9</b> 3 8	F/O.W.S. Hutchinso	n Fighter Cover	1755	1830	light and heavy flak encountered over target.	
	193 J	F/Lt. G.P. Edingto	n Bomber	1755	1830		
4417	P3 P	F/O.A. Lambros	•	1755	1830		
	F3 1	F/O H.G. Upham		1755	1830	Service and the second	
	F3.0	P/O.E.A. Mages	•	1755	1830	AND	
	<b>73.9</b>	F/O D.E. Modres	Fighter Cover	1755	1830	Religional to the body of the second of the	
July 26/	4 Typhoon 1B F3	B F/Lt. J.R. Beimes	Bomber	0755	0840	Aircraft detailed to attack V.Z.U.2 on G.C.4. Eight	
	<b>7</b> 3 G	F/O B.A. Magee	7/ 1	0755	0840	aircraft dive bombed from 8,000 to 3,000 ft. South to	
	- F3 J	F/Lt. G.P. Edingto	n n	0755	0840	North at 80°; using 1,000 lb. bombs with .025 nose.	
	19 P3 D	F/O A.H. Vickers	•	0755	0815	6 hits on target, remainder in target area. No results	
	P3 9	F/Lt. R.E. Coffey	Fighter Cover	0755	0840	observed. Slight, light flak over target and elsewhere	1.58
	₽3 V	F/O D.K. Moores	Bömber	0755	0850	scattered, heavy, oily flak. F/O A.B. Vickers	7.0
	F3 X	F/Lt. R.H. Burden	•	0755	0840	encountered engine trouble shortly after take-off and	
	173 H	F/O W.S. Hutchinso	n , i	0755	0840	after jettisoning his bombs returned to base.	
	F3.Z	F/O W.H. Morrison	å	0755	0840	The state of the s	
	F3 Y	F/O.N.E. Dewber		0755	0840		
	F3 P	P/Lt. D.W. Banting	Fighter Cover	0755	0840	4	
July 29/	44 Typhoon 1B F3	B F/Lt. J.R. Beirnes	Bomber	2110	2155	7 x Typhoon 1B. (Bombers) of 438 Squadron and 9-x Typhoon	
1	P) B	F/O D.J. Washburn	*	2110	2155	(Bombers) of 439 Squadron attacked on G.C.39 - KEZ 2.	30000
	19 J 19 P	F/Lt. R.H. Burden		2110 2110	2155	Target attacked from 6,000 ft. to 1,500 ft. from N.W. to S.M. at 65° angle, All hombs in target area. Out	
	P3 Q	F/Lt. R.F. Reid		2110	2155 2155	of a total of 15 or 16 buildings in target area, only 3 buildings at N.W. and S.E. corners still standing.	120
	P3 P	P/O P.G. Macklem		21.10	2155	Meagre, inaccurate flak encountered over target area,	(AB)

APPENDIX "A"

RAF.

DETAIL OF WORK CARRIED OUT
By 438 (GAN) Squadron

SECRET

PAGE NO.NINE

(*12761—9511)	Wt. 22229 EE24 70M 8/43	T.S. 700	For	THE MONTH O	July	19.44	
DATE	AIRCRAFT Type & Number	CREW	Dury	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES
July 30/44	Typhoon 1B F B	P/Lt. R.H. Burden	Bonher	1900	1935	Aircraft detailed to attack on G.C.22 - buildings at	
	F) Q	F/O W.H. Morrison		1900	1935	048584. 16 x 1,000 lb. bombs, Inst. nose, 2025 tail	
<i></i>	F3.X	P/Lt. T.A. Bugg		1900	1935	dropped from 7,500° to 2,000° at 60° angle from South	
	F3 V	F/O W.S. Hutchinson		1900	1935	to North. 2 direct hits, remainder just South and North	are are expenses
	F3 J	F/Lt. G.P. Edington	я	1900	1935	of target. Buildings on West of target still standing.	9/ 3
	73 E	F/O E.A. Magee		1900	1935	Meagre, inaccurate flak encountered over target.	
	F3 E	F/O A.H. Vickers		1900	1935		
	73 A	F/O A. Lambros		1900	1935		
July 31/44	Typhoon 1B M.J.	Wandr. M.T. Judd	Bomber	1150	1230	Aircraft detailed on G.C.10 - SKR 2, H.Q. Building at	
	173 S	P/O P.R.F. Skelly		1150	1230	838543. 18 x 1,000 bombs ( 9 fused with .14 nose,	
	₽9 ¥	F/O J.C. Unthoff	of the Management	1150	1230	.025 tail and 9 Inst. Nose025 tail) dropped, dive.	
	P3 Q	F/bt. R.F. Reid	•	1150	1230	bombiag being from 8,000' to 2,000 ft. at 45°. All	
	F3 X	F/O V.E. McMann		1150	1230	bombs in target area. Cloud and smoke obscured observa-	
	P3 A	Fit. J.R. Beimee		1150	1230	tion of results. Target believed destroyed.	
	75 6	F/O D.J. Washburn		1150	1230		
	P3 D	F/O A.C. Brooker		1150	1230	Control of the Contro	
	<b>73 J</b>	P/O J.E. Cornelison	•	1150	1230		
July 31/44	Typhoon 18-15 R	Plate R.H. Burden		1455	במנ [	Aircraft detailed to attack on Target G.C.23, SKR 4.	
	F3 Z	F/O W.H. Morrison		1455	1615	Original target not located due to haze and smoke. Wood	
	₽3 V	F/O W.H. Hutchinson		1455	1615	at 9123 attacked as alternative target, aircraft dive	
	P3 5	F/O W.L. Beatty		1455	1615	bombing from 10,000 ft. to 4,000 ft. No results observe	1
	P3 J	P/Lt. G.P. Elington	ď	1455	1620	No movement seen. Meagre, inaccurate flak encountered	
	173 G	P/O A. Lambros		1455	1620	at U.2048. 1,000 lb. bombs, Inst. nose, .025 tail	
	P3 F	P/O J.E. Cornelison	a a	1455	1620	used on this attack,	
	73.D	F/O D.K. Moores		2455	1620		
	Pak	P/bt. T.A. Bugg	•	1455	1620	(ABeures Th.	
		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				(J.E. Beirnes) F/Lt.  Tor Squadron Leader Commanding, No. 438 (Can) Squadron.	Out

instructions for use of this for 2. 2349. and War Manual Pt in R.A.P. Pochet Book.	m in K.R. and II., chapter X	A.C.I.	OPERATIONS RECORD BOOK AUGUST, 1944 of (Unit or Formation) No. 438 SQUADROW. No. of page used for day
Place	Date	Time	Summary of Rvents 24159 SECRET. Referen
. 143 Wing H.Q.	Mg. 1/4		STEENOTH AS AT AUGUST 1, 1944.
nthewil, France.			THE AME TO BE A TOWN THE TOWN
	_		SAME STREET, SAME
	1990 31	17	Aimen, Pilots 181 23 and part
			BOSSOGAT E DE TORAN : STEEL A COMPANY STEEL A
	-		GROUND CKER 12:10 how mer on meter V. Satta.
			Another and the but to a not the quite heart when not a state who hear, in the hear
			2/ 31 30
200			The day opened with an extremely heavy for which out down visibility to practically mil.
	Aur. 47	N	as experient could move. The "Spits" which dropped in last night and grant the wight have
			are still hanging around. It brightened up towards noon but no "ops" flying was done today.  Posting was received here today for CAN J.17298 7/0 M.A. Magoe, a new arrival, who is giving
			to No. 247 - a Rocket Squadron. He is at present laid up with a sees of the state o
			late in reporting. Total flying for the day (all non-operational). Typhoen 18 - 1:00 hour,
			Auster V _ 30 mins; the sentence of the monoperational   Typhoon IB _ 1:00 hours,
•	ME. 2/4		The day opened with an exceptionally heavy ground for and a relatively low cloud
A Company of the			ceiling. It improved considerably by neon but even so there was a ground have the half-
			the day. Regardless, the boys started flying shortly after 1500 hours and created a real
			report, in that, in a space of six hours they participated in four Wing operational missions
			35 individual serties for a total of 32:30 "ops" hours . P/O N.A. Magee was today taken to
			No. 52 M.F.H., a suspect of chickengor, An American Marander with a "shot up" engine landed
			en the Airstrip today and the crow are being entertained by the Wing. The Section was
			thoroughly cleaned up today in preparation for the visit of Air Marshall L.S. Breedney
			C.B., D.S.C., but he neglected to visit 438 Dispersal. The manner in which the ground craw
			serviced and armed the aircraft for 4 missions in 6 hours should have theseughly demonstrated
Water Street			the efficiency of both the pilots and the ground crews of the three Squadrens of this Wing.
			Total flying for the daxi- Corational, Typhoen 18 22:30 hrs. Non.op, Typhoen 18 30 stard

Pag		

Place	Date Time	Summary of Rvents SECRET.	References to Appendices
o. 143 Wing H.Q., Dirstrip B.9,	Aug. 3/44	A heavy ground for persists this morning and we have had a few showers of rain. Regardless I see a D.C.3 flying around. The Squadron went out on its first "ops" do today at 1310 hours.	•
		Results were good but one of the sircraft failed to return. The aircraft, flown by CAN J.17649  F/O D.K. Moores had just started on its dive when it apparently suffered a direct hit by flak and expleded in the air. Everybody feels badly as most of us had met Doug's wife while we were	
		at Hurn, and it therefore brings the incident much closer to one's feelings. Two other "ops" missions were made the same afternoon with good dive bombing but as usual, it is pretty hard	
		to state any actual results. Received the excellent verbal news today that A/F.Lt. J.R. Beirnes (CAN C.13458) had been granted the rank of Acting Squadron Leader, and would be given	
		Command of 438 Squadron, Everybody - repeat everybody -is glad to see "Jack" get this. He has risen to this rank in 438 Squadron from the rank of F/Sgt. Nice going says "us". A new pilot	
4 7 7 7 7 7 7 7 7 7		CAN R.149953 F/Sgt. Fox, R.C. arrived today. He is the first N.C.O. pilot we have had posted	
		in some months. Total flying for the day: - operational, Typheon 1B 20:10 hrs., non-operational Typheon 1B, 45 mins., Amster V, 3:15 hrs.	1
	Aug. 4/44	This was a grand clear day but we still have a slight ground hase and odd clouds floating around at fairly low levels. The pilets were kept on 30 or 60 minute readiness	
		all day but only "ope" mission was made, this at 1905 hours. It was an "Armed Recce" which	
		the boys usually like but this one was quite boring when not a thing was seen. The bombs were dropped on a small woods. The first two pilots from B.14 by air today starting the new	
		schedule of leave. Flying Time - operational, Typhoon 1B - 12:10 hrs., non-op, Auster V, 30	mins.
•	Aug. 5/44	The day opened cold and raw with a heavy ground for and the occasional bit of rain. It started to clear up about noon and the sun broke out about 1500 hours but no operational fly-	
		ing was done by this Squadron. The evening turned out grand and our first Officer's Mess	
		party was well attended. Approx. 50 murses from the surrounding hespitals responded to our invitation. A new pilet, CAN J.13612 F/O G.H. Sharpe, arrived this afternoon. This brings	
1.41	31.4 (198	us up to a total of 24 pilots. We have yet to receive a replacement for S/Ldr. F.G. Grant (CAN J.5056), former O.G. Total flying for the day, non-sp., Typhoon 1B - 15 mins.	QVB

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# OPERATIONS RECORD BOOK of (Unit or Formation) No. 4% (CAN) SQUADRON No. of pages used for day

Place	Date	Time	Summary of Rvents SECRET.	References to Appendices
	mg. 6/44		The morning was gloudy and quite cool. As it was too overcast for flying, everybody alept in	
io. 149 Wing H.Q.			following the Officer's Mess party. Everybody here turned out for a Squadron picture this	4-11-11
iretrip B.9,			morning at 1130 hours, taken in front of one of our Typhoons. Early this afternoon, some of	
•			the boys went down to 50 M.F.H. to see S/Ldr. F.C. Crant, the former O.C., while most of the	
			others attended the Dispersal Church Service. One "ops" mission was performed at 1620 hours.	
			It was an "armed recoe" and was quite successful, with attacks being made on various M.T.	
			on the roads. It was a two Squadron "de" carrying 1,000 lb. hombs, but the Squadron separated when the original target did not show up. Total flying for the day: - operational, Typhoon lB	
			8:27 hrs., hen-operational, Typhoon 1B, 2:20 hours, Auster V, 1:00 hr.	
• 100	Aug. 7/44		The day opened with a very heavy, damp, fog. Everything was wet and the trees dripped	
			water as in a rainstorm. It cleared up considerably and the sun came out about 1030 hours but	
			quite about ground hase remains. Regardless of the moderate visibility close to the ground,	
			three & ope" missions were made during the day, two with 500 lb. bombs and one using the	
			thousand pounders. Dive beabing results were good on all three but the last in particular	
8,00 L			was a hency. It was an attack against the target in the area where F/Lt. R.M. McKenzie was	
			missing. Due to the heavy flak known to be in this region, S/kdr. Beimes made the attack	
			from 14,000 ft. to 6,000 ft. and every bomb landed in the target area. This was quite remark-	
			able dropped from 6,000 ft. The boys also used their cannon from about 10,000 ft, which	
			silenced all Ack Ack fire in the immediate vicinity of the target, Large fires were started	
			and one particularly large one seemed to be an oil dump. Total flying for the day,	
<u>`</u>			operates nel, 23:50 heurs, non-operational, Typhoon 1B, 3:00 hrs., Auster V, 1:00 hour.	
•	Aug. 8/44		Very early this morning there was a very heavy ground for with poor visibility.	
			This cleared up at approx. 0830 hoursand all pilots were put on 15 minute rectinese and very shortly our pilots were away on a "do". We had a visitor today in the person of S/Mr. F.C.	in the second
			Grant, former O.G. of the Squadron, who as still attached to No. 32 M.F.H. The Squadron made a total of 4 "ope" missions today, one of which, against a German H.Q. in a Chateau, was	
4.00			METY stuccessful, another, high was med, and two only fair due to pean wieshables. Word	
			ras received today singuislys that the retiring 0.0, of this Equadron, CAN J.5056 S/kdr. F.C.	6

Place	Date	Time	Summary of Events SECRET.	References to Appendice
o. 143 Wing H.Q.,	Aug. 9/4		Grant had been awarded the Distinguished Flying Cross. We all feel that S/Ldr. F.G. Grant really deserves it for his work in this War. Heavies were heard over late last	
			night Total flying for the day, operational, 17:35 hrs. Non-op., Auster V. 1:35 hr.	
•	Aug.10/4		Woke this morning to the grandest morning yet, It is quite cold until about 0830 hours	
			but then the sun warms up everything. Visibility, for a change, is unlimited. Had a very	
			interesting sight just before dimer which drew everybody outside. An American P.38, commonly	
			called a "Mightning" attacked and shot down another plane. Ours was a grandstand view of	
			(1) the cannon flashes (ii) the strikes on the aircraft (iii) the aircraft breaking out in	
			fire and (iv) the pilet parachuting to safety. Shortly after dinner we enjoyed another sight	
			which one wouldn't see in a lifetime. The crew apparently baled out of a Liberator aircraft	
			which had been shot up, but left it so well trimmed that it performed aerobatics for over	
			five minutes. It seared, climbed, relled out of loops, and finally climbed straight up until	
			it stelled, slipped back down tail first, then pulled out of it and plunged into the ground nose first with all four motors running. It was a fantastic exhibition of just what one of	
			these Liberators can stand. As well three Bustangs trying to shot it down, scored hits	
			but without any apparent effect on the ldb, Two "ops" missions were made today. One was	
			very successful with a large fire started but the other two due to 10/10 cloud over the	
			target was only moderately successful. Three aircraft were not able to bomb the target	
			and the others only secred near misses. Total flying for the day:- operational, Typhoon 1B	
			14:45 hrs., non-op., Typhoon 1B, 50 mins., Auster V, 3:25 hrs.	
•	Aug. 11/4	44	Teday started with an exceptionally heavy ground fog which saturated everything but	
			the dust. Speaking of dust, we plow through about four inches of it whenever we come to	
			Dispersal. To help matters along, the read for tracked vehicles goes all along our Dispersal	
			tent and Orderly Room truck. When the wind blows in the wrong direction, we and all the	
			equipment are caked with it. It is a peculiar dust, light as a feather and when one steps	
	100.000		in it or a wheel plows through it, it muchrooms up just like amore It cleared up nicely	
			by 0930 hours and by noon developed into a very hot day. A total of 4 "ops" missions were	
No.			performed today, three with 500 lb. bombs and one using the 1,000 lb. bombs. Results were	4
			good in all serties but the first one of the day, using 1,000 lb. bombs against enemy armour	100
W. motions and the C			OPERATIONS RECORD DOOK	ie weeten

• \*\*\*\* OPERATIONS RECORD BOOK

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
No. 143 Wing H.Q.,	Mg,11/4	(Cont.)	in a woods, was considered to be, by the O.C. of the Squadron, the best a	Chibition of dive	
antheuil, France.		107/108	bombing he has seen. Intelligence received a Congratulatory message from	a Polish Unit there	
			with a request that we repeat. This was done using 500 lb. bombs. Total f.	lying for the day -	
			operational, Typhoon 1B, 30:40, non-op., Typhoon 1B, 30 mins.		
	12/4	4	Had the usual ground fog or haze this morning but it has turned ou		
			day. A total of three "ops" missions were performed today, the first at lb. bombs. The second mission was with 12 aircraft against three different	1022 hours with 500 nt bridges using	
			1,000 lb. bombs. One bridge was definitely knocked down but results were others. In the early evening, three aircraft were again detailed to attack	not observed on the	
			mission was unsuccessful and in the dive GAN J.11316 F/Lt. T.A. Bugg was with flak and dove in. "Ted" had just returned from one week's leave at	apparently hit	
*			wife and one kiddie. Two mere pilots left on a week's holiday catching a	plane at moon	
			today. Rumor has it that ground crew leave will start approx. Sept. 1st.	PASSEL DE LA CONTRACTOR DEL LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTO	
*** W			Total flying for the day: - operational, 18:15 hrs., non-op, Typhoen 1B,	20 mins.	
•	mg.13/4		Awakened to a grand Sunday morning. The pilots were not called out ea	rly but practically	
*			all of them got up to attend a special Service conducted by the Protesta		
	3.5.		H.H.D. Ashford in honour of our three Squadron Commanders who were recom D.F.C.'s. The sun is shining, and it is quite warm with a contle breeze	tly granted the	
			perfect day. There is a bit of ground hame. This Squadron was a bit unfo aircraft were bombed up with 1,000 lb. bombs and they held us all day wa	rtunete deday. Our	
			bombing target, whereas the other Squadrons were very busy straffing. On	r boys finally	
			got away at 1745 hours and after a successful besting attack they did a		
			blowing up one truck loaded with Infantry. Retal flying for the day, op non-operational, Typhoon IB - 3:20 hrs.	erational - 12:00 hrs	•
4	ing. 14/	4	Another grand, clear day. The sky last night was alive with stars are fleating around in the sky this morning but not enough to discourage	A few clouds flying. Regardless,	
9,46			only one "ope" mission was made today. It was a leaflet raid, with the b Conds Sur Heirent and at Athis. One of the two accompanying fighter accompanying	combs dropped at	206

Place	Date	Time	Summary of Events SECRET.	References to Appendices
No. 143 Wing H.Q.,	Mg.14/0	mt'd	trouble, got lest from the others and belly-landed at an American Mirstrip. He did a mini-	
Airstrip B.9, Lanthouil, France.			mam of damage to the aircraft and CAN J.35985 F/O F.R.F. Skelly deserves commendation for his job of landing the aircraft rather than hitting the silk. Total flying for the day,	
			operational, Typhoon 1B - 3:20 hrs., non-op., Typhoon 1B, 45 mins.	
	Aug.15/4	4	A grand clear day though there is still the ground here. The boys did two "ope" today,	
			one a dive bombing show with 1,000 lb. bombs and the other a straight straffing show. This is the first straight straffing show that this Squadron has done. Results of both shows	
			were good. The boys claimed 2 flamers, 3 smokers and a few damaged M.T. A heavy thunder storm blew up in the evening and the lightning really played havoc with the balloon barrage	
			over the beach. Some of the fellows claimed to have seen at least 28 or 30 destroyed. It	
LA-FO-MULTINE			was quite a show. Mither the lightning would strike the calle, light it from end to end and	
			release the balleon, or it would strike the balloon itself in which case it would take	
			fire and fall to the ground. Tetal flying for the day, operational - Typhoon 18 -16:40 hrs.	
•	Aug. 16/	44	Weke this morning to a damp sort of day with a heavy fog bank and low lying clouds. No	
-			flying was done all morning by pilots from this field, but four or five "Spits" dropped in here due to the poor visibility. One "ops" mission was done in the early evening, using	
			1,000 lb. bombs, followed by straffing of the same target, but as usual no actual results	
			were seen. Jerry planes were over this area last night and it reminded us much of the first comple of weeks here with the Ack Ack's rearing, chunks of flak falling, etc. Total flying	A. Santa
++	aug. 17/4	4	for the day: sperational, Typhoon 18 - 7:30 hrs., non-sp, Typhoon 18 -50 mins.  Today is cool, quite cloudy and we have the odd spit of rain. It doesn't look as though	
			there will be much doing this morning, anyhow. Two "ope" missions were made, one at 1700	
angella de la companya de			hours and another at 2115 hours which was recalled due to weather; The first was quite	
			satisfactory, an armed recoe, in which 2 barges were attacked and one left burning. Things	
			seem to be shaping up into a catisfactory position and the boys may be headed for some	
	200		heavy days soon. Total flying for the day: sperational, Typhean 18 12:20 hours,	188

\* tr. specifossis (bites 12/40 C. & L. 61-770

OPERATIONS RECORD BOOK

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 motes in R.A.P. Packet Road.

instructions for use of this for tra. 2349 and War Manual Pt tes in R. A.F. Pocket Book.	U		of (Unit or Formation)	No. of pages used for	
Place	Date	Time	one berr of the Martin 110 "obe" by Summary of Events	SECRET.	References to Appendice
irstrip B.9,	Aug. 18/4	4	loday is a grand clear day, a few straggling clouds but no groundhose. The	boys really	
43 Wing H.Q., antheuil, France.	10 - 24/15		went to town today from early morn until late at night and created recom	is in all directions.	
		-	With the exception of 2, 1,000 lb. bombs carried by one aircraft in the	early morning "do"	
		7	it was all straffing and a real field day for the boys with German Met.	, tanks, etc.	
• '			galore. The following figures are the day's score. (i) 7 "ops" missions	were performed	
			for a total of 57 individual sorties and a total of 62:20 "ops" hours.	(ii) Attacks en	
			tanks resulted in 2 flamers and 1 gun carrier in flames (iii) Attacks of	Met. resulted in	
			33 flowers, 18 smokers and 31 damaged. We regret that this tremendous	success had to be	
i di			made at the less of two adversaft lest and two pilots; one who baled out	over enemy territ-	
			ery. He was CAN J.11044 F/Lt. G.P. Edington, one of the "old timers" of	the Squadron, whose	
			aircraft was hit by flak and took fire. "Ed.s" parachute was seen in a to	ree in an	
		10 THE 12	apple erchard and it is hoped he was in a satisfactory condition to try	en escape. The	
		- G	other was CAN J.13612 F/O C.H. Sharpe. He was not seen to crash but the	ourning wreckage	
	43. E3.M		of his aircraft was seen on the ground. It is believed he made too tight	furn when making an	
			attack and spun, although he was one of the newer pilots, he was a grand		r
			in the Squadren. Meet of our pilots dropped into bed early anticipating	nother heavy "go"	
			temerrow. Total flying for the day: operational - 62:20 hrs, non-op.,		
4	Aug. 19/4	4	Another grand day though there is quite a cloud owercast. The ceiling	is plenty high	
	- 55 V	ľ	though for the jeb they will be doing - straffing. Prospects looked good		
			"ops" missions (straffing) before 1600 hours the chaps ran up a score of	14 flamers, 11	
			smokers and 7 damaged Met. The weather closed down at shout 1600 hours at	nd though the	
			boys were not released until 2000 hours, no more flying was done. The day		
			Total flying for the day: - operational, 27:55 hrs., non-op, Typhoon 1B	2:30 hrs.,	
			Auster V - 45 mins.		
	Aug. 20/4	4	Had quite a heavy fall of rain last night and there were still effect	te of it left in	
			the way of drifting clouds this morning. Our boys were called out early		
1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1,044		was perfermed due to the weather. The day remained sort of hazy with the		7.
	_		nil. One flight was made late in the afternoon which was quite successful		100

Page	JOSEPH WALL	THE	CATTON

Place	Date	Time	Summary of Brents	References to Appendices
189/ Wing H.Q.,	aug. 20/44	(Cont)	weather elected right down with heavy rathe fetal flying for the day - operational,	Andrew Co.
Airstrip B., Lantheuil, France,		na remains	11:00 hours, non-op, Typhoon 1B, 1:45 hours.	(44)8H
	Aug. 21/44		It was pouring rain this morning so everybody slept in. This continued all day without	
			let up. It reminded us of a rain in Canada in about October. Shows were put on during the	
			afterneon and evening for the entertainment of personnel with time on their hands.  No flying was done all day.	August 1
	AUE. 22/44		Wake to still another wet world with mud everywhere and the taxi strips unserviceable.	
4.00	# 19/4H		The weather was clear and bright with a breeze which dried the mud up in good shape. One	1949
	- L X848 T	e dies sels	"ope" mission (straffing) was made at 1310 hours but very little found to strafe. It clouded	
			up again towards evening and the Squadron was released until early morning. Total flying	
			for the day: - operational, 8:30 hrs., non-op., Typhoon 1B - 2:30 hrs.	(A.
	Aug. 23/44		Had another heavy, extremely heavy fall of rain last night. This morning the sun is	
•			shining quite brightly, there are heavy cloud formations and the text strips are again	
			unserviceable. The Squadrons were all released shortly before moon until 1330 hours tomorrow.	
			We had the most marvellous thing happen today when CAN J.27741 F/C "Ron" Cetty, missing	
			since June 16, walked into the Mess. Ron., who was extremely popular with everyone, was	
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			at the time he went missing the youngest member of the Squadron. He was also the first	
			pilot to be lest on operations. Rem. had quite a remarkable story to tell, of perilous	
			escapes from capture, living for days with nothing but a bottle of cider, and living for	
			six weeks in a Frenchman's barn with German troops all around and quite frequently that right in the barn. Regardless of all this, he did not give up, and came back yesterday thinner	
			and with a two months growth of hair but physically well. We are all darn proud of him.	
			There was no flying all day	
0.74	ME.24/44		We had more rain during last evening and night se conditions are practically what they	
	100		were yesterday merming. The sky is fairly well overcast with the sun breaking through	
			occasionally. This lasted all day and though the boys remained at Dispersal all aftermon	
*			and part of the evening no "ops" show was called . No flying all day.	Ro

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Page No. NIIIS

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., pare. 2340 and War Manual Pt. II., chapter XX., and notes in R.A.F. Pochet Book.

of (Unit or Formation) 438 Squadron.

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

Place	Date	Time	Summary of Events SECRET.	References to Appendices
43 Wing H.Q.,	Aug. 25	/44	This was just about the grandest morning yet, though they are beginning to feel like our	
enthouil, France,			fall mernings in Canada. The boys were called out early and were back from their first show	
A1101000000			by mine e'clock. They reported ground fog in the vicinity of the target. Altegether three "ope"	
			missions were performed today, one a bombing show and the other an armed recce. The pilets	
		•	report poor hunting with very few M.T. or barges moving in the daytime. Total flying hours for the day: sperational, 5:30, non-op., Typhoon 1B, 30 mins.	
	Aug. 26/	ha	Another grand day with almost unlimited wisibility. The boys made one "ops" mission though	
			because of the lack of targets. This one attack was against another bridge, fising 1,000 lb.	
			bombs and although there were a couple of near misses, they had no direct hits. The day	
			passed very quietly though there are rumors floating around that we will be moving shortly.  Total flying for the day: - operational, 8100 hrs., non-operational - Mil.	
	Aug. 27	haa	Another peach of a day and it really got hot in the afternoon. Due to the scaroity of	
			bombing targets, only two "ops" missions were undertaken. The first, an armed recce. was	
		-	abortive due to weather but the second, a dive bombing "do" against a concentration of armour	
		-	and Met, at an attempted pressing of the Seine was a honey. Our boys, dropping 18 x 500 lb.	
			bombs right in the midst of it all. Fotal flying for the day, operational, 21:30 hrs., non-op,	
			The day opened with ground fog and olouds which threatened rain at any time. Regardless	
•	Aug. 28/	4	one fairly successful armed recoe, was done tide morning. The day cleared at neon and the	
		-	sun case out in all its glery. Everybody is thinking of our very imminent move down towards	
	-		Paris and the prospects of being within the range of Jerry planes again. Due to the move	
			elso, all electric power was discontinued this afternoon, Total flying for the day:-	
			operational, 22:50 hrs., non-op., Typhson IB, 30 mins.  Today is cloudy with scattered showers. "A" Party were to move teday to the new spot	
	Aug. 29/	4	but late last night the Group Captain, by means of the Tarmey, broadcasted a postponement.	
				1903 1903 1904 1905 1905 1905 1905 1905 1905 1905 1905
****	1,810	1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A	The Squadron was released shortly after mean but by this time it had developed into pretty much of a steady downpour. It was a bit miserable without a lighted mess tent to spend the	9
			evening in. Total flying for the day, 50 mins., Typhoen 18, non. op.	166

Place	Date Time	THE STATE OF THE S	Summary of Events	SECRET.	References to Appendice
143 Wing H.Q.,	mg. 30/44		y. Apparently a new site has been defini		
antheuil, France.			morning. Although the day cleared up t		
	-		was released at 1930 hours. The day was	spent getting ready	
		to move as weeshould pull out in			
143 Wing H.Q., Airstrip B.24.	lug. 31/44		ming but regardless it was decided that		
St. Andre, Prance.	\ <u></u>		s. Tents were struck, baggage leaded etc our of rain came. The G.C.G. postponed t		
				The state of the s	
			took off and the trucks with the pilets diately. The aircraft landed at St. And		
			part of the evening made an ope mission	· Comment of the comm	
			vehicles. It was not possible to observe		
			00 hours and tents were struck in the li		
			operational 18:00 hrs., non-on., 15:0		1
A CONTRACTOR OF THE CONTRACTOR		STRENGTH AS AT 31 AUGUST, 194		THE BEST OF THE STATE OF THE ST	
		Officers Pilets	R.G.A.F. TOTAL STRENGTH	. HSTABLISHMENT	4
		Airmon, Pilote	2 2	i i	
		Officers	2 PROUND CREW	2	
	15 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Admen	27	30 .	
	1.00	FLYING TIMES FOR AUGUST, 1944		73:55 43:55	
			Nen-Operational, Auster V (Day)	11:00	
		ALRORAFT ON CHARGE AS AT AUGI	The state of the s		4
				Editor Collins	
		TOTAL NUMBER OF OPERATIONAL SO	ETTES AUGUST, 1944 - 485		
		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7-2 51		
		The state of the s	(J. Beunes)	<u> </u>	
			No. 438 (Can) Squadren,		
		A STATE OF THE STA	200, 400 four papers.		
. 20046/ORSER 1000 13/40 C. & I	. 61-2706		Service States		
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DETAIL OF WORK CARRIED OUT

APPENDIX "A"

A.F. FORM 541.

SECRET

PAGE No. ONE

(\*12761-0511) WL 23639 1184 708 8/43 T.S. 700

By 438 Squadron

FOR THE MONTH OF AUGUST 19 44

(*13750-9511) WL 44007-3384 1508 1744 T.S. 700			FOR T	HE MONTH OF	STATES AND STREET	19.44	
DATE	AIRCRAFT TYPE & NUMBER	Crew	Dory	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
Ang 2/44	Tymboon 18 W B	S/Ldr. J.R. Beirnes	Bomber	1510	1610	9 x Typhoon 1B (Bombers) detailed to attack Concentration	
/	NEWSCHOOL STREET, STRE	P/O H.C. Uphem	DOMOGE	1510	1610	of Guns and Troops in Wood 1260, Aircraft dive bombed	
		P/O J.E. Cornelison	:	1510	1610	from E. to W. from 8,000' to 2,000' at 50° angle. All	
	MASSAGE STREET	F/O D.K. Moores	•	1510	1610	bombs in target area. No movement seen, West side of	
		P/Lt. G.P. Bington	*	1510	1610	wood area covered with smoke, Squadron erbitted and	
	CONTRACTOR	F/Lt. T.A. Bugg		1510	1610	saw large explosion at 122605, 1 bomb failed to release.	
		P/O W.L. Beatty	~e	1510	1610	17 x 1,000 lb. bembs, .025 tail expended on target.	
		F/O N.E. Dember	*	2510	1610	Ne flak encountered.	
	***************************	P/O W.H. Morfison	•	1510	1610	and the state of t	
Aug. 2/44	Typhoon 1B F3 H	S/Ldr. J.R. Beirnes	Bomber	1720	1820	9 x Typhoon 1B (Bowbers) detailed to attack U.0760 area	,
	distribution of the contract o	F/O H.G. Upham	. •	1720	1820	St. Martin De Fontenay, S.S. of Bourgebus, a concentration	m
	73 A	P/O J.E. Cornelison	•	1720	1820	of arms and tanks. Target attacked from 8,000' to 2,000'	THE STATE OF THE S
	732	F/O D.K. Moores	8	1720	1820	at 45° angle with 18 x 1,000 lb, bombs, .025 tail. All	
		P/Lt. 0.2. Blington		1720	1820	bembs on target area, No movement seen. Smoke and	
	73.8	F/Lt. B.H. Burden		1720	1820	flames seen near village, Meagre, inaccurate light and	
	SECRETARIA DE LA COMPANION DEL COMPANION DE LA COMPANION DE LA COMPANION DEL COMPANION DEL COMPANION DEL COMPANION DEL COMPANI	P/O W.L. Beatty	e Per in the	1720	1820	heavy flak encountered over target area.	
	. 237	P/O N.E. Damber	8	1720	1820		
	TO DESCRIPTION OF THE CONTRACTOR OF THE PROPERTY OF THE PROPER	P/O W.H. Morrison		1720	1820	and the second of the second o	
Aug. 2/44	Typheen 1B F) H	F/Lt. R.H. Burden	Bomber	1920	2020	9 x Typhoon 1B (Rombers) detailed to attack concentration	
	23.1	P/O P.G. Macklen		1920	2020	of tanks at 881317 = 882321. Target dive hembed from	
	79.8	P/O V.B. Molienn	3	1920	2020	8,000' to 2,000' W. to B. at 60°, with 18 x 1,000 lb.	•
	73 V	P/Lt. D.W. Benting	•	1920	200	bombs, .025 tail. All bombs in target area. No results	
		F/O W.H. Morrison	•	1920	2020	observed. Intense, accurate light and moderate inaccurate	2
		PAt, A.B. Sevene	•	1920	2020	flak encountered 3 .4 miles N. of target, Approx. 4 very	
	19 10	PAt. R.B. Coffey		1020	2020	well amoutlaged A.P.Y.'s straffed on side road S.of	
	P3 P	P/O A.H. Vickers		1920	2020	terent Strikes seen, no smoke. Vieduct appeared intact	9
	23 p	F/O D.J. Washburn		1920	2020	at 9493	66
						N. C.	

DATE	AIRCRAFT	CREW	Dury	THE RELEASE PROPERTY.	TIME	DETAILS OF SORTIE OR FLIGHT	REFERENCE
	Type & Number	4 1	All and the second	UP	Down	The state of the s	
mg. 2/44	Typhoon 18 F3B	S/Ldr. J.R. Beimmes	Bomber	2130	2210	8 x Typhoen 1B (Sembers ) detailed to attack tanks at	
	D K	P/Lt. R.E. Coffey		2130	2210	8247 and 8248. Aircraft dive bombed from 8,000° to 2,000°	0.000
	* P3 J	P/Lt. A.B. Newsons	•	2190	2210	S. to N. at 50° angle. All bembs on target area. No resul	<b>ts</b>
	F3.A	P/O A.H. Vickers	· Atom	21.30	2210	observed. Meagre, light flak encountered over target area	
	27 T	P/Lt. R.F. Reid	•	2130	2210	500 lb. bombs were ordered for this attack but due to	
	BX	P/O P.G. Macklen		2130	2210	shortness of time all sircraft could not be changed over	-
	23.2	PAt. T.A. Bure	•	2130	2210	from 1,000 lb . hombs and four sireraft carried 1,000 lb .	
	73 Y	P/o J.C. Untheff		2130	2210	bombe.	
Mg.3/44	Typhoon 1B F3 B	S/Ldr. J.R. Beirnes	Bomber	1310	1400	9 x Typhoon 1B (Bombers) detailed to attack Concent	
	portivates has carried an accompanion of the property of the p	P/O A. Lembros	•	1910	1400	tion of all arms and tanks at 787485 and 789456. Aircraft	
	23 V	F/O J.E. Cornelison	i i	1310	1400	dive bembed from 8,000' to 2,000' at 60° S. to N. All bom	•
	29 6	P/O D.K. Meores	•	1310		in target area. Large explosion seen, red erange flames t	
	23 D	F/O H.G. Uphem	ė	1310	3400	1,000 ft at 788464. P/O D.K. Moore's aircraft blew up	The second second
	73 %	P/Lt. T.A. Bugg		1310	1400	going into diving run. He was not seen to bale out.	
	23 3	P/C .W.L. Beatty	Twitter L	1310	1400	The state of the s	
	173 Y	P/O N.M. Dawber		1310	3,400	And the second s	
	27.2	F/O W.H. Morrison		1310	1400	Aughter 1	
mg.3/44	Cyphoen 18 F3 X	P/Lt. R.H. Burden	Bomber	1610	1705	9 x Typhoen 1B (Bembers) detailed to attack concentration	West Control
	stablishings/side/slat/slat/slat/slat/slat/slat/slat/slat	F/O F.R.F. Smily	•	1610	1705	of all ares in wood south of Toury Barcourt, 12 x 1,000	
	29.2	P/Lt. D.W. Benting		1610	1705	1b. bombe dropped on target, All bombe on target area. No	\$5.14
		F/O J.C. Uhtheff	•	1610	1705	results observed, 6 x 1,000 lb, bombs jettlesmed 4 miles	
	90 H	P/O.V.N. Molfann		1630	1705	west of target, No results observed, Weather - 5/10 base	
	STATE OF THE PROPERTY OF THE P	F/Lt. A.B. Newsons		1610	1795	at 5,000's Rain over target,	
		P/O A.G. Breeker		3610	1705	The second secon	
	BUILDING BUILDING STATES OF THE STATES OF THE STATES OF THE STATES OF THE STATE OF	P/Lt, E.B. Coffey		1610	1705	Control of the second of the s	
	oversocialismes blatered abbasica ballica in Miscrist COCOCAT	P/O A.H. Vickers	•	1610	1705		
	104-05/10 0						UR

DETAIL OF WORK CARRIED OUT
NO. 438 (GAN) SQUADRON.

SECRET

P3.X	CREW  P/Lt. J.R. Beirmes	Dury	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
P3.X				AL PRESENT A VICTORIA		
P3.X		Bomber	1855	1950	9 x Typhoen 1B (Bombers) détailed to attack commentration	
	F/O H.G. Upham	•	1855	1950	of enemy troops at woods at St. Martin de Sellers (S.W.	
	PAt. 6.2. Mington	•	1855	1950	of Thurty Harcourt) Target dive bombed with 18 x 1,000	
的表示的思想的表示。	F/O J.E.Cornelison	•	1855	1950	lb. bombs, .025 tail. No results observed, No movement	
73.1	F/O D.J. Washburn	•	1855	1950	seen. All house in target area. Some flak encountered	
132	P/Lt. T.A. Bugg	•	1855	1950	ever target.	
77 :	P/O W.L. Beatty	•	1855	1950	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
79.2	P/O Will: Morrison	•	1855	1950	*	
79.1	P/O P.G. Mackless	•	1855	1950		
Typheon 1B P3 B	S/Ldr; J.R. Beirnes	Boolex	1905	2035		
P3 3	S REAL CONTROL OF THE PROPERTY		1905	2035		
73 Y						
73 H	P/0 V:E: Melfann	······································				
necessoreanicological physics (parestropics)	E 45 04 04 04 04 04 04 04 04 04 04 04 04 04		Design Street			
entre aues au propriet de la company de la c	\$1556 Mary 1938 Mary 1952 Per 1953 Mary 1953	•	<b>在新发生的水子的</b> 性		books were in target area with no movement seen. No	
<b>特性性也在在中心中的特殊的企业的关系的</b> 。			<b>NESSAMONIO</b>	S WESCHELDER		
STATE OF THE PROPERTY OF THE P	<b>3.000万元的19.000万元的19.00万元的19.00万元</b>		BOATS AND ASSESSED.	o serio cescosos estas l		
	Property of the second					
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<b>以此的知识的特殊的主要进步的证明</b> 是有			Washington Control			
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MARINESAN, WASHEST SECTION TO			ROTS CONTRACTOR			
			Section 2	PASSESSES.	· · · · · · · · · · · · · · · · · · ·	
			160		District On the Control of the Contr	0
132	*****					86
	7) 1	yphoon 13 F) 5 S/Ldr. J.R. Redrams F3 J F/O W.L. Beatty	P) B P/O B.A. Pashburn  P) E P/At. 7.A. Bugg  P) T P/O W.L. Boatty  P) E P/O W.L. Boatty  P) E P/O W.L. Boatty  P) E P/O W.L. Boatty  P) T P/O J.C. Unthoff  P) E P/O W.L. Boatty  P) T P/O T.E. Molform  P) P/At. R.F. Boat  P) P/At. R.F. Boat  P) P/At. A.B. Movemen  P) P/At. A.B. Movemen  P) P/O D.J. Moshburn  P) N P/O D.J. Wothboat  P) N P/O	P3 F P/At. TiA. Bugy	P3 R P/O L. T.A. Bugs	### 1875   1970   1875   1870

DATE	AIRCRAFT TYPE & NUMBER	CREW	Dury		Trace		
				Up	Down	DETAILS OF SORTIE OR FLIGHT	REFEI
Mg.7/44		F/Lt. R.F. Reid	Bombor	1420	1590	9 x Typhoon 13 (Bamborn) detailed to attack road at	
		P/O D.J. Washburn	e de la composition della comp	1420	1530	5714. (12 plus stationary tanks). Aircraft dive banked	
		P/O H.C. Uphen		1420	1530	from S.E. to W.W. at 45° from 7,500' to 2,000'. All bomb	
		P/O W.H. Marrison	•	1420	1539	in target area, no results observed, No flak encountered	
	ESSESSES CONTRACTOR AND	P/O A.H. Vickers		1420	1530	30 plus tanks and Mot. seen at 5815 area, all stationary	
	P) R	P/Lt. R.H. Surden	•	1420	1530	10-15 Not. seen moving S. on road 579141 to 584126	-
		7/8gt. Fox, R.C.	è	1420	1530	(mine fast) also vahials parked on side of read,	-
	79.7	P/O J.C. Untheff	•	1420	1530	Scattered Not. moving south at 595150.	
	23 2	F/O V.H. Molling	•	1429	1530	To loving south at 35110.	<b>-</b>
45.7/44	Tohoon 13 73 Z	P/Lt. R.H. Burden	Bonber	1740	1855		
	25.0	P/0 0.H. Sharpe	e Cars	1740	1877	9 x Exphesn 1B (Bushers) detailed on G.C.26 Wel, to atte concentration of Infantry and Martars at 727390. Target	·
	23.3	P/O V.E. McMana	<b>S</b>	1740	1855		
	25 V	I/O.J.O. Uhthace			1075	** 500 lb. bombs, 411 bombs	
	25.2	S/Ldr. J.R. Beirnee		1740	1835	observed. Intense, accurate flak encountered ever target	
	23 9	9/bt. R.F. Bold		1740	1855	area.	
	71 71	P/O D.J. Washburn		1740	1835		
	73.1	P/O W.H. Merrison		1740	1855		
	22	P/O H. G. Uphan	0	1740	31733		
g. 7/48	5plem 18 19 1	S/ldr. J.R. Boirnes	Booker	2115	2150	9 x Typhoon 18 (Bembers) detailed to attack on G.C.45	
		P/O.F.R.F. Smily		2115	2150	J.J.M.2, small wood S.E. of Bois de Crimbong.   Aircraft	
		P/C W.S. Hatchinson		2115	2150		
		/O A. Limbrus		2115	2150	attacks from 14,000' to 5,000' S. to M. at 35° with all	
	20 E   1	/bt. D.W. Benting		2115	2150	on target these. He results observed, however, the Army	
	73 2 1	/O A.H. Vickers		21.15	2140	signalled that the attack was a complete success, fires	
	19.5	O H.C. Uphen		2115	2150	Mars seed, probably tanks,	
	P3 D 1	/O.A.C. Breeker	ě	2115	2150	Control Cana	
	207	OP.S. Mackism	100	2115	2150		86

APPENDIX "A"

A.F.

DETAIL OF WORK CARRIED OUT

By No. 438 (CAM) SQUADRON,

SECRET

PAGE No. FIVE

(*13799-9511	Wt same - 1204 70m 8/43 Wt 44057 - 2384 250m 2/44	T.S. 700	FOR THE MONTH OFAUGUST				
DATE	AIRCRAFT TYPE & NUMBER	CREW	Dury	Ur	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
Aug. 8/44	Typhoon 1B F3 Q	S/Mar. J.R. Beirnes	Bomber	1020	1110	9 x Typhoen 1B (Bombers) detailed to attack H.Q.	
	provide the second of the seco	P/O I.J.V. Wallace	•	1020	1110	Chateau at 066442, Aircraft dive bombed target from	
		P/O H.C. Unham		1020	1110	9,500' to 3,500' S. to W. with 18 x 1,000 lb. bombs,	30 5133 513
		P/Lt. A.B. Newsome	•	1020	1110	.025 tail. All bembs in target area. Target destroyed.	
	23 3		•	1020	1110	Heavy, accurate flak over target.	
	73.5		i eri	1020	1110		
	A	P/O V.S. McMann		1020	1110	and the second s	
2,50	VALUE OF THE PARTY	P/o J.C. Uhthoff	•	1020	1110	the second of th	1
		P/O P.B.V. Skelly	ê	1020	2110	The state of the s	
	165/83000000000000000000000000000000000000	PAt. B.J. Beld	Bomber	1410	1500	9 x Typhoon 1B (Bombers ) detailed to attack Concentration	
Ang. 5/44		P/O P.G. Macklem	•	1410	1500	area in Woods at 164540 to Pend 162534, however, the	
	CLUB Commence and AMMADAM agreement for the	P/Lt. R.B. Coffey	•	1410	1500	Woods at 203515 were bombed in error, Aircraft diw	
		Control of the Contro	3	1410	1500	bombed from 8,000° to 2,000° at 45° E. to W. with 16	
	93.2	P/O A.H. Vickers		1410	1500	z 500 lb. bembs, 1025 tail. No results were observed.	
	******************************	F/Lt. E.H. Burden	1	1410	1500	No never and seen, Mederate, heavy and light flak	1007
	CONTRACTOR DESCRIPTION OF THE PROPERTY OF THE	P/o P.R.P. Smily	4	1410	3500	encountered from target area. F/O W.S. Hutchinson	
		P/O W.S. Hatchinson		1410	1440	returned due to mechanical failure.	1
•	有 500%的 10000000000000000000000000000000000	F/O A. Lambres		1610	1500		
	Charles and Control of the Control o	F/Lt. R.H. Burden	Bomber	1730	1810	9 x Typhoen 1B (Bombers) detailed to attack	
7/4	Control of the Contro	P/O G.H. Sharpe		1730	1810	concentration in Woods at V.170488, Target dive bombed	
	and the second s	P/O W.S. Hutchinson		1730	1810	from 8,500' to 2,500' with 18 x 500 lb, bombs, Inst.	
		F/O F.R.F. Shelly	<u> </u>	1730	1810	nose, .025 tail. All bombs in target area, Explosions	
		P/O A. Lambros	•	1720	1810	and flower seem. Blue flower seem at 172489, No flok	
		P/o A.B. Vickers.	•	1730	1810	encountered,	
	STATES THE RESIDENCE OF STATES AND STATES AN			1730	1810	The state of the s	
	AND THE PROPERTY OF THE PERSON NAMED IN COLUMN TWO	P/kt. D.W. Benting		2730	1810		
		P/Lt. R.E. Gaffay		1730			2000
	xo.1	PORG Moklem	(2)				16

DATE	AIRCRAFT Type & Number	CREW	Dury	STATE AND DESCRIPTION OF THE PARTY OF THE PA	IMB	DETAILS OF SORTIE OR FLIGHT	REFERENCE
	TYPE & NUMBER			UP	Down		
Aug. 8/44	Typhoon 18 F) I	P/Ic. S.B. Initian	Bomber	2005	2055	9 x Typhoen 1B (Sembers) detailed to attack Gan position	4,1
	19 1	P/Sgt. Fox, R.G.		2005	2055	at 840455. Target attacked with 18 x 500 lb. bombs, .025	
	201	P/O J.C. Unthoff	i	2005	2055	tail, aircraft dive bembing from 8,000' to 4,000', All	1000
	<b>7</b> 3 -	P/O V.H. Hollann	•	2005	2055	bombs near target area. No results observed. No flak	
	73.1	P/Lt, A.B. Newsome	i ·	2005	2055	encountered. Visibility less than one half-mile.	
	<b>7</b> 3 1	P/O I.J.V. Wallace	•	2005	2055		
	P3 1	FO H.C. Upham FO D.J. Washburn		2005	2055	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
	23.9	P/O W.H. Morrison	1.	2005	2055		
Mrs. 9/44	Typhoon 18 F30	P/Lt. R.F. Beid	Bomber	1215	1310	9 x Typhoon 1B (Bombers) detailed to attack enemy	
-	191	F/Lt. D.W. Banting		1215	1310	concentration at 0842. Target attacked from 10,000* to	
	73.9	Fit. R.E. Coffey	1 2	1215	1310	4,000' with 18 x 500 lb, bombs, inst. nose, .025 tail.	<u> </u>
	13.4	P/G P.G. Macklen	۵	1215	1310	All bombs in target area. No recults observed, No	
	25 8	S/Ldr. J.R. Beirnes	•	1215	1310	movement seen. Pive aircraft straffed on dive. Intense,	
	<b>273</b> V	P/Sgt. For, B.C.	1	1215	1310	light, inaccurate flak over target.	
	191	P/O A. hambros-		1215	1310	We have a second of the second	<u> </u>
	F3 I	P/O.P.R.F. Smilly	3	1215	1310	The state of the s	PER SERVICE
	23.3	P/O W.S. Hutchinson		1215	1310	W. Comp	
Aug.9/44	Typheon 18 P3 B	S/Ldr. J.R. Beirnes	Bomber	1905	2005	9 x Typhoon 18 (Rombers) detailed to attack H.Q. in	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	7) 3	P/Lt. D.W. Benting	- 4	1905	2005	Chateau et 018225, However, red crosses were displayed	-
	P3 4	P/ht. 2.E. Coffey	•	1905	2005	on this target so aircraft attacked woods at 9923, dive	<b>_</b>
	23 X	P/O A.H; Vickers		1905	2005	bombing from 8,000° to 2,000° at 60° with 18 x 500 16.	The state of the s
	F3 A	P/O.P.G. Macklem		1905	2005	bombs, .0e5 ted1, All bombs in target area. No results'	
	AMERIKAN GARAN PROGRAM PROGRAM CONTROL (CONTROL	P/Lt. R.H. Burden		1905	2005	observed. No movement seen. Intense, light, flak	
	23 8	P/O W.L. Beatty		1905	2005	experienced over target.	
<u> </u>	<b>73 8</b>	F/O F.B.F, Stelly		1905	2005	The state of the s	<b></b>
	F) X	F/O L. Lambros	•	1905	2005		1
1200	104 155 House 1						40

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APPENDEX "A"

A.F.

SECRET

PAGE No. SEVEN

DETAIL OF WORK CARRIED OUT
NO. 438 SQUADRON

FOR THE MONTH OF AUGUST 19 44

(*13799-9511)	Wt 44067-3384 150m 1/44	T.S. 740	FOR 11	E MONTH OF	STATE OF THE PARTY	19.77	THE RESIDENCE OF THE PARTY OF T
DATE	AIRCRAFT Type & Number	CRIXIV	Dory	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
						7 x Typheon 1B (Bembers) detailed to attack mertar and	
Aug.10/44	Typhoon 1B F3 1	\$2000年86日的中央工程中的1000年1000年1000年1000年1000年100日	Bomber	1510	1545		-4
	P3 X	P/Lt. G. Billington		1510	1545	with 14 x 1,000 lb. bombs, .025 tail. All bombs on	
	73.V	P/O As Lembros	•	1510	1545		
	73.9	P/Lt. R.F. Reid	•	1510	1545	target area, Large explosion seen at 147469 with on sign	
	#3 H	F/O P.O. Macklem	•	1510	1545	flame. Yellowish brown smoke from 142469. 14ght,	
	79 Z	P/O A.H. Vickers	•	1510	1545	inaccurate flak over target,	
	732	P/Lt. R.E. Coffey	•	1510	1545		
	11.00		10 mm			ASSESSMENT OF THE PROPERTY OF	
A 10/4	Deskar 19 F3 1	S/Mar. J.R. Beimas	Bomber	1900	2000	9 x Typhoon 1B (Bombers) detailed to attack house at	
		F/Lt. B.F. Reid	•	1900	2000	Cress Roads V.125094. 4 x 500 lb. bombs, inst, nose,	
	73 A	weather the services and the first services	•	1900	2000	.025 tail dropped on target, both near misses, 8	
		P/0 H.0. Upham	i i	1900	2000	dropped on Carrouges 1699, all bembs on target area,	
		HORSE DE DES PROPRIO DE LA COMPANSION DE	•	<b>维加斯斯</b>	2000	no results observed. 4 bombs jettisenned at 998153,	
	<b>73.</b> 2	さりがは、manacastationを発生されている。		1900	<b>建设建设建设建设</b>	ne results observed. 2 bombs jettisoned over target,	
0.00	73.8			1900	2000	no movement even, no results observed 2 aircraft	
	73 X	AND THE PERSON OF THE PERSON O		1900	2000	straffed primary target, 10/10 cloud base at 4,500*	
	<b>73 Y</b>	F/O J.C. Unthoff	•	1900	2015		
	P3 E	P/O W.L. Beatty	•	1900	2015	ever target.	
		A	120,20				
Aug. 11/44	Typheon 1B F3 B	S/Ldr. J.R. Beirnes	Bonker	1040	1130	9 x Typheon 1B (Bombers) detailed to attack tarret G.C.1	
	73.9	F/Lt. D.W. Banting		1040	1130	P.P.H.1. Target attacked with 18 x 1,000 lb, bombs, .025	
	P3 G	F/Lt. R.H. Coffey	• 1	1040	1130	tail. All bombs in target area. Large explosions seen in	
	#3 A	P/O A.H. Vickers		1040	1130	area. Target destroyed. No flak encountered.	
	73 Z	P/O P.G. Moklem		1040	1130	Commence of the Commence of th	
	<b>7</b> 3 T	F/O W.S. Hutchinso	. •	1040	1130		1
		P/Lt. G.P. Edington	•	1040	1130	the professional participates for the second subsection and the second	
W 100 X 1				2040	1130		
	1 P3 V						
		F/O F.R.P Skelly		1040	1130		Gre .
				-			

	AIRCRAFT	CREW	Duty	BEET BEET BEET BEET	ME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	Type & Number	CIEW	7.5	Ur	Down	The state of the s	
Aug. 11/44	Typhoon 1B F3 Q	F/Lt. R.F. Reid	Bomber	1310	1420	9 x Typhoon 18 (Bombers) detailed to attack concentration	
	73 2	P/O E.J.V. Wallace		1310	1420	of all arms at 115483. 18 x 500 lbs. bombs dropped on	
	73 G	F/Lt. A.B. Newsone	i	1:2320	1420	target, with all bombs on target area. No results	
	273 B	F/O W.H. Merrison	•	1310	1420	observed. No movement seen, Moderate and heavy	
	73.7	PAt. B.H. Burden	•	1310	1420	flat at 1618,	
	<b>93.</b> D	F/Sgt Box, B.C.		1310	1420		
	#3 V	P/O J.G. Uhthoff		1310	1420		
	73 A	P/O G.H. Sharpe	à	1310	1420		
	<b>P</b> 3 X	P/O W.L. Beatty	•	1310	1420		
		A Samuel				Annual Control of the	<b> </b>
Aug. 11/44	CONTRACTOR OF THE PROPERTY OF	P/Lt.,R.F. Reid	Bomber	1535	1615	9 x Typhoen 1B (Bombers) detailed to attack Amme. Dump at 215478 with 500 lb. bombs, inst. nose, All bombs in	
	watchesterate to provide the control of the control	F/O .D.J. Washburn		1535	1615		
	consist metrical fraction of the distinguish constraints of the	P/Lt. A.B. Newsons		1535	1615	target area. Two red balls of fire seen at 219478. No movement seen. Intense, heavy and accurate flak	
		P/O H.G. Uphan		1535			
	F3.E	P/O I.J.V. Wallace	·	1535	1615	encountered over target.	
3.4	CONTRACTOR PROPERTY AND	F/O 'J.Q. 'Untherf	•	1535	1615	The superior of the superior o	
		P/O C.H. Sharpe		1535 1535	1615		
		P/O W.L. Beatty					
	P3.1	P/Set. Pex. R.G.	•	1535	1615	The state of the s	
				1730	1820	8 x Typhoon 1B (Bombers) detailed to attack troop	
Aug. 11/44		S/Ldr. J.R. Beirnes	Bomber	1730	1820	concentration and gun position at 7.813258 with 500 lb.	
		F/O. H.G. Upham		1730	1820	hombs, 025 tell, III bombs in target area. No results	
	washahadan mensakan bahadan ba	P/Lt. A.B. Newsons		1730	-1820	observed. No novement aser, All bombs landed on north	
		F/G. W.H. Morrison		1730	3820	side of slepe. Slight, inscourate flak over target.	
	73 B			1730	1820		
	72 V	P/Set. Fox. R.G. F/O J.C. Unthoff	•	1730	1620	The second of th	KB
	13 V	P/O W.L. Beatty		1739	No production of the last of t		MA

PPENDIX.....

PORM 541.

DETAIL OF WORK CARRIED OUT
By 498 (GAN) SQUADRON

SECRET

PAGE NO. NINE

(\*13761-9511) WL sames—rea 700 645 TA 700 (\*13799-9511) WL 44057-3564 1300 1144 TA 700

FOR THE MONTH OF AUGUST 19 44

DATE	AIRCRAFT Type & NUMBER	CREW '	DUTY	Section was proper	næ	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
	TYPE & NUMBER	BARRIER		Ur	Down		
Mg. 12/44	Typhoon 18 F3 Y	F/Lt. R.F. Redd	Bomber	1000	1055	9 x Typhoen 1B (Bombers) detailed to attack Ammo, dump,	
	F3 D	F/O D.J. Washburn		1000	1055	but after being airborne the target was changed. However,	
	73 Z	P/O W.H. Morrison	•	1000	1055	as the R/T could not be understood, the Squadron attacked	
	F3 A	P/O I.J.V. Wallace	•	1000	1055	targets as fellows: 1 Section bombed Amma. Dump. at 21947	
	<b>3</b> 73 6	P/Lt. A.B. Newsome	9	1000	1055	with 10 x 500 lb, bombs, all bombs in target area, no	
	13.3	P/Lt, G.P. Blington	•	1000	1055	movement seen. 1 Section bombed wireless station at	
	79.8	F/O G.H. Sharpe	•	1000	1055	100571 with 8 x 500 lb. bembs. #11 bembs on target area.	
	BI	P/O W.L. Beatty	i	1000	1055	No movement seen, Bombs scattered, black smoke from	
	19 V	F/O J.C. Uhtheff	•	1000	1055	east side of target.	A - 100
			<u> </u>				
Mrs. 12/44	Typheen IB F3 E	P/Id. R.H. Burden	Bomber Red I	1345	1430	12 x Typhoon 1R (Borbers) detailed to attack bridges at	
	23.8	P/O F.R.F. Skelly	* . * <b>u</b>	1345	1430	985343, 000314, and 979261, Yellew Section attacked first	
	73 V	F/O J.C. Uhthoff	• • 111	1345	1430	bridge, all bombs in target area, no results observed.	
	73.1	F/O A. Lembres	• • 1V	1345	1430	Straffed Met in area, 1 smoker and 1 damaged, Red Section	<u></u>
	703	P/Lt. D.W. Benting	9 Blue I	1345	1430	attacked second bridge, all bombs in target area, one one	1
	73.4	F/O, D.J. Washburn	* Blue II	1345	1430	of bridge taken out.	
	93 D	P/O A.H. Vickers	* Blue III	1345	1430	Blue Section attacked third bridge. All bombs in	
	73 A	F/O W.S. Hutchinson	Blue IV	1345	1430	target area, no results seen, ne movement seen.	
	23.7	P/Lt. C.S.: Mineton	Yelle Yellow I	1345	1430	Not, attacked at 928289 - 1 flower, Intense, light	
	#3 Z	F/O G.H. Sharps .	II	1345	1430	scourate flak at all targets.	
	73.6	PAt. R.R. Coffee	<u> </u>	1.345	1430	The state of the s	
	P3 3	F/O P.G. Macklen	· • IV	1345	1430	Company of the Compan	
				4			
Mg. 12/44	Typhoon 13 P) I	F/Lt. R.H. Burden	Bosber			3 Typhson 18 (Rombers) datailed to attack bridge at 00031	
	D.S.	P/O G.H. Sharpe		1900	1940	FAt. T.A. Bugg was hat by flat on dive tembing run and	
	23.8	P/Lt. T.A. Buce		1920		is missing, 2 remaining alrersft attacked with 4 x 1,000	
						1b. bombs evershooting the target, No results observed.	Jug
						No movement seem. Intense, accurate, heavy and light flet from target area.	NO.

DATE	AIRCRAFT	CREW	Dury 🚅	UP	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCE
	Type & Number			2000	Down	Control of the second of the s	
mg. 13/4	Typhoon 1B F3 B	S/Ldr. J.R. Beirnes	Bomber 😌	1735	1835	12 x Typhoen 1B (Bombers) detailed to attack crass roads	
	29 2	P/Lt. R.H. Burden		1735	1835	at T.882321. 4 bembs dropped on Cross Roads at 881918,	
	73 G	P/O J.C. Uhtheff	•	1735	1835	4 on Read 862919. Other hombs meathered in target area.	
	73.3	PAt. C.P. Bilington	•	1735	1835	Squadren straffed large truck (3 tenner) full of troops,	
	73 T	P/O C.H. Sharpe	•	1735	1835	blew up. Very little meyement seen on Reed Conde Flers.	
	F3 M	P/Sgt. Fox, R.C.	•	1735	1835	20 ambulances seen S.E. Condo-Athis. Intense, accurate	
	#3.D	P/O W.L. Beatty	•	1735	1835	Clek over terest.	
	33.2	P/Ict. A.M. Newsone	B	1735	1835	Control of the Contro	
	. P3 A	P/O J.W. Gornelise	n •	1735	1835	Property of the second	
	P3 P	F/O H.C. Uphem	•	1735	1835	Service de la company de la co	
		P/O I.J.V. Wallace		1735	1895	The state of the s	
	33 W	P/O D.J. Washburn	•	1735	1835	The second secon	
				187920		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Aug. 14/44	Typheon 1B F3 D	F/Lt. D.W. Benting	Leaflet Bomber	1940	2030	2 x Typhoon 1B (Boshers) detailed for leaflet boshing rais	
	23.9	PATER, Smily		1940	2030	with 2 x Typhoen 1B as Pighter ower, 2 leaflet books	
	23 3	S/kdr. J.R. Beirne	Fighter Cover	1940	2030	drepped N.W. Comis Sur Neireau and 2 at Athis, F/O Skelly with mechanical trouble get separated and lost - crash	
	P3 J	P/O W.S. Hutchins		1940	2030	landed at Miretrin 4.12 siroraft Cat. A.C. Mederate,	
				talue :		insccurate flak encountered.	
ug. 15/44	Typhoon 18 F3 G	P/Lt. A.B. Newsons	Bomber	1510	1615	9 x Typhoen 1B (Bombers) detailed on Armed Recos.	
	93 H	P/O. W.H. Morrison		1510		Trun - Gace - Levaret - U.3040, 18 x 1,000 lb, bombs	
	78.4	P/O J.E. Cornelis	. ê	1510	1618	drapped on Gross roads at Turn. All bombs in target	
	25.2	P/O D.J. Washburn		353.0	1615	eres Large explosions at 311295, Squadren straffed M.T.	
	33.9	P/O H.G. Uphan		1510	1615	following bombing and claim 2 smokers and 1 damaged,	
	19.1			1510	1615	P/O Merrison bit tree on straffing attack, spun in	
	72.5	W/Ontr. P.W. Hiller			268	and emploded;	
	23 H	<b>多点人为自主企业等的企业各种等的</b>		1510	1615		9
	· · · · · · · · · · · · · · · · · · ·	THE SAME STATE OF THE SAME			70000		16

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APPENDIX "A"

A.F.

DETAIL OF WORK CARRIED OUT
436 (GAN) SQUADRON

SECRET

PAGE NO. ELEVEN

	WL 44057-3584 150M 1/44	CRBW	Dury	STATE OF THE PARTY	THE	DETAILS OF SORTIE OR FLIGHT	REFERENCE
DATE	Type & Number	CHEW	Doix	Up	Down		
lug. 15/44	Typhoon 18 F3JB	W/Gmar. M.T. Judd	Straffing	1730	1830	8 x Typhoon 18 sircraft detailed on straffing mission.	
		P/Sgt. Fox, R.G.		1730	1830	Straffed south Falsise, Term, Meieux area. Very little	
	73 M	(B) (C) (C) (C) (C) (C) (C) (C) (C) (C) (C	•	1790	1830	movement seen, 2 Flamers (Met.) and 1 smaker claimed.	
	<b>P</b> 3 T	F/O G.B. Sharpe	4	1730	1830	1723 x 20 M/M expended. No flak encountered.	
	P3 V	P/O J.G. Uhtheff	•	1730	1830	A CONTRACT OF THE CONTRACT OF	
	23 6			1730	1830	The state of the s	
	F3 P	F/O D.J. Washburn	•	1730	1830	A Committee of the Comm	1000
	STATE OF THE STATE	F/O J.B. Cornelison	î	1730	1890		ļ
					6560	· · · · · · · · · · · · · · · · · · ·	1
lug. 16/44	Typhoen 18 F3 B	S/Mr. J.R. Beirnes	Bomber	1930	2020	9 x Typhoen 1B (Seshers) detailed to attack Met. in	
	732	P/O D.J. Washburn		1930	2020	Woods at U.3439. Farget dive bombed from 8,000! to	
	93.6	PAR AN BORGON	:	1930	2020	3,000', All bembs in target area. No results observed.	
	23.3	P/O 5.E. Cornelison		1930	2020	Target straffed an bombing run, No movement seen.	
	73.7	P/O H.G. Uphes	•	1930	2020	18 x 1;000 1b. bonbs,025 tail expended, Mederate,	
	73.2	P/O J.C. Untheff		1930	2020	light, accurate flak encountered over target.	
	POT	P/Sgt. Fox, R.C.	•	1930	2020		-
	23.9	F/O W.L. Beatty	è.	1930	2020	The state of the s	
	23 T			1930	2020		+
		100 m	4 n		1 3 6		
17//	Typhomila P3 B	S/Mr. J.R. Betrees	Bonbar	1650	1800	9 x Typhoon 1B (Bombers) detailed on Armed Recos	+
		FAt: A.B. Nevsone		1650	1800	Leuviers - Quillehour, The target attacked was a dug	
	73.2	P/O .I.J.Y. Wellace	1	1650	3800	in subsulment and buts at Q.8287, N. Bernsy, Target	
	29 0	7/0 H.C. Upham	à .	1650	2500	attached with 16 x 1,000 lb. bombs, inst. tail. 2 barges	
	73.2	P/O D.J. Washinga		1650	1800	shot up at R.3289 - 325900, first one a flamer, All	
	23 2	P/O .A. Lonbres	•1 200	15,0	1800	barges going upstress. Reagre, light, inaccurate flak	
	29 3	P/o J.C. Untheff	4	1650	1725	ever terret. F/O Ditheff returned due to mechanical	
	93.0~	P/O.M.L. Beatty	•	1659	1800	troppe.	Des .
	DESCRIPTION OF THE PERSON OF T	EVER EVE		100			yas .

DATE	AIRCRAFT Type & NUMBER	CREW	a Durr	ENTERIOR PROPERTY OF THE PERSON NAMED IN COLUMN 1	IME	DETAILS OF SORTIE OR FLIGHT	REFERENC
			-4	UP	Down		
Aug. 17/44	Typhoon 13 F3 G	P/ht; A.h. Newsens	Straffing	2115	2130	9 x Typhsen 1B detailed on Armed Recce, east of	
	23 A	P/O P.S. Monkism		2125	2130	Venkutiers, Weather closed in at Bese and all	
	P3 F	F/O A.H. Vickers		2115	2130	siroraft recalled before target reached;	
43.4	39 Z	P/Lt. B.M. Coffey	•	2115	2130		
	23.2	P/Lt; D.W. Benting		2115	21.30	1980 1930 1987 1984 1984 1984 1984 1984 1984 1984 1984	
	79 B	P/Lt. C.F. Mington	30 <b>9</b> 0%	2115	2130	Company of the second s	
	73 2	P/O A. Lambres	•	2115	2130		
	19 s	P/O F.E.F. Skelly	•	2115	21.30		
- gradient	J/3 D	F/O W.S. Hutchinson	è	2115	2130		131 -436
ing. 18/44	Typheen 1B F3 G	S/Ldr. J.R. Beirnes	Streffing		0740	8 x Typheen 15 (Rembers) detailed on Armed Recog. 1 aircr	et
	P) H	P/O H.G. Uphen	. A Bomber	0630	0740	with 2 x 1,000 lb. bembs dropped on Met, in Woods at	
	73.8	P/hts D.W. Hanting	ě		0740	Q.546628. We results observed ' 25 Met. dispersed in Weeds	,
	73 R	P/O D.J. Wonbourn	A period of the	0630	0740	9.34623 attached with following results.	78.54.6
	93 D	P/O L.J.V. Wallage	•	0630	0740	9 fluore, 1 meker, 7 demaged,	
		F/O W.L. Beatty		0630	9740	Intense light, incomrete flek encountered over target.	
None of	73. Y.	P/O.J.G. Washing	9	0630	0740	2777 x 20 M/M expended.	
	198	P/O S.H. Sharpe	•	0630	0740		
		AT 200 SEA • 2003 SE 1997		13.01			
g. 18/44	Typheen 18 F3 Q	P/ht. A.R. However	Stratting	1300	1215	9 x Typheen 1B sirereft detailed on Armed Recom. Not.	
	23.0	S/Max. J.R. Belines		1300	1215	attempted with following regulters	
	73.8	P/0 H.9. Uphem		1300	1215	1 flower at 5984 1 flower at 6179	
	73 8	P/Lt. D.W. Banting	•	1100	1215	2 flamers, 2 smakers, 5 demaged at 5592 (parked)	
	23.5	7/0 D.J. Washburn		1100	1215	1 gunnarrier, flamor at 6391. 1 Not, flamor at 5591	
	23.9	P/O J.C. Dichett	4.	1100	1215	1 Games and 3 democrat At 5778;	
	23.4	J/6-2, 150 Shillip		1300		Mary subulances seen at 9.86.	
		7/0 t.B. Beatty 7/0 t.E. Sharpe		210	125		mb

APPENDIX "A"

A.F. FORM 541.

SECRET

PAGE NO. THIRTEEN

DETAIL OF WORK CARRIED OUT
By 438 (CAN) SQUADRON

OR THE MONTH OF AUGUST 19

	Wt 44067-3384 2508 2/44		Tore				
DATE	AIRCRAFT TYPE & NUMBER	Casw "	Dury	UP	Down	DETAILS OF SORTE OR FLIGHT	REFERENCES,
Mg. 18/44	Typhoon 13 M.J.	W/mdr. M.T. Judd	Straffing	1420	1520	10 Typhoen 15 of 498 Squadron and 1 Typhoen 18 of Wing	
	P3 D	F/O A.H. Vickers	•	1420	1520	Leader detailed on Armed Recce, E. and W. of Other.	
	73.8	P/O H.G. Sphon	•	1420	1520	Met, attached with following results - 2 flamers,	
	F3 A	P/O J.E. Cornelison		1420	1520	3 makers and 4 damaged, 1 pilot, F/O G.H. Sharpe	
	73.9	PAt. A.B. Newsone.		1420	1520	flew into ground, apparently trying to make a tight	
	73 ₹	W/O A.B. Harle	•	1420	1520	turn, Aircraft seen in flames.	
	repaisires posterior de de la la companya de la companya del companya de la companya de la companya del companya de la company	P/hts: G.F.: Bilington	•	1420	1520	2960 x 20 M/M expended.	
	F3 S	P/O F.R.F. Shally	•	1420	, 1520		
	A STANDARD BOOK OF CHARGO LIBERT IN	P/O W.S. Hutchinson		1420	1520		
		F/O A. Lembros	•	1420	1520		
	or the property of the second second	P/O G.H. Sharpe		1420		- Mary Control of the American Control of the Contr	
Aug. 18/44		S/ldr. J.R. Beirnes	Straffing	1620	1720	12 x Typhoen 18 detailed on armed reces. Alrereft straffed	
	CONTRACTOR SACREDAY STREET, AND THE	7/0 A. Lembros	•	1620	1720	M.T. and tanks with following results:	
	assume continents recorded to the F20 SCOUR. II	P/O W.S. Hutchinson		1620	1740	Met 8, and N. of Ligioux - 14 flamors, 8 smekers	
		P/Lt. G.F. Blington			1740	and S damaged;	
	eristeletiska kalendari Gilbert (C. Sir.)	7/0 7.3.5. Smily		1620	1722	2 tenh flemore S.M. of Orbec.	
		F/O J.G. Uhtheff F/O A.H. Vickers		<b>新聞的翻翻的感应的意</b>	1740	Interes, heavy and accurate flak from Orbec, 450 x 20 W/H expended,	
					1740	4450 x,20 1/2 expenses.	
		P/O H.G. Uphen		1620			
		P/O J.E. Cornellana	•	1620			
		W/O A.B. Harle		1620	Consultation of the second	Taking a transfer of the second	
			San Live	1624	37/6	Parameter Control of the Control of	
		P/O.P.S. Mackless B/Ldr. J.R. Reimes	Straffing	673	DESCRIPTION OF THE PARTY OF THE	5 2 Typhoon 1B detailed en Armed Recoe, M.T. attacked wit	
		P/Lt, 0.2, Mington	•	1845		following results: M.T. moving north at S. Vimontiers,	
	Average and in the second seco	P/O P.R.P. Shelly		1945		6 filmers, 4 malaire 639 demand. PAt. Bington hit by	
		P/O W.L. Bootty	7	<b>**********</b>	103	seen scattered throughout the area. F/O Beatty returned	
				156)		due to mechanical trouble. Intense, light, accurate flak (	100
		P/Lt. E.F. Rold	15		150	7	

DATE	AIRCRAFT Type & Number	Crew	Dury	UP	Down	DETAILS OF SORTIE OR FLIGHT	REPERENCE
			W. No. of	UP	DOWN		
lng.18/44	Typhoon 1B F3 P	F/Lt, D.W. Banting	Straffing	1910	2030	6 x Typheen 1B detailed on Armed Roose, Aircraft	1000
4. 3. 4.	73 Y	P/O J.E. Cornelisen	•	1910	2030	straffed scattered Met. No. Bretenl resulting in a	
	23 X	F/O D.J. Washburn	•	1910	2030	claim of 2 flamors and 3 damaged.	
	33.0	F/Lt. R.B. Coffey	·	1910	2030	1100 x 20 1/8 expended	100
	P3 11	P/O 'P.S. Mackles		1910	2030		
	23.1	P/Lt. A.B. Naverse		1910	2030		
ing. 18/44	Typheon 18 F3 Q	F/Lt. R.F. Reid	Straffing	2050	2100	6 x Typhoon 1B detailed on Armed Recoe. Aircraft straffed	
	201	P/O N.E. Dawher		205.0	2150	scattered stationary Met. Road N.W. Brettevil, Demage to	
	101	F/O V.S. Hutchinsen F/Sgt: Fen. B.C. F/O P.G. Mokies	ā	2050	2150 2150 2150	some but claims due to poor visibility. Smoky and heavy	
	***********************	*****************		2050		weather in target area. F/M. H.F. Soid returned due to	
		P/Lt. R.M. Coffey	•	2050	2150	mechanical trouble.	
lag. 19/44	Typhoon 18 F3 B	2/cc. 2.5. 2-cc.	Straffing	0920	1030	9 x Typheon 1B siroraft detailed on armed recos Orheo	1
	33.3	F/O A. Lembros		0920	1030	Bornay - Beeglie. Squadron straffed scattered M.T. in	
f 1-36/68	ž v	P/O V.L. Beatty P/O J.C. Untherr		0920	1030 1030	target area, resulting in 7 flamers, 2 smekers and 2	
		P/Lt. A.B. Newsone P/S J.B. Germalt.com	<u></u>	0920	1030 1050	demaged. Slight, light, inaccurate flak encountered.	
		F/Lt. D.W. Benting		0920	1030	W/O Harls returned due to mechanical trouble.	
	NO. 1 PHYSION SECTION AND DESCRIPTION OF THE PROPERTY OF THE P	P/O T.J.V. Wallace		0920	1050	2110 x 20 M/M expended;	
		W/O A.B. Harle		0920	0945		
g. 19/44	Typheon 18 F3 6	P/Lt. A.B. Noveme	Straffing	1140	1240	9 x Typhoen 1D sireraft detailed on Armed Recoe. Orbes -	ļ
		P/O P.O. Moklen		2140	1240	Lessp - Ferrague. Aircraft straffed throughout area.	
		W/O A.B. Harle		1140	1240	5 bares drawn anti-tank guns and 30-40 Met. feeing N.H.	
		S/Idr. J.R. Selmes		1140	1240	and 8.3. 506622, 2 flamore, 6 smelters, 20 Met. at 548607.	
	STREET,	P/O I.J.V. Wellace		-1140	1240	3.51 mars, 2 smekers and 5 damaged, Staff car flamer	-
	P3 2	P/O A. Lembros		1140	1240	et 675675, and 1 flamer and 1 ameker at 525605;	1 1 2 Y 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	73.Y	Y/O Z.R.Y. Shelly		3340	1210	Slight, light, inscourate flak encountered.	
	23 1	P/O W.S. Hutchinsen		1140	1210	2780 x 20 M/M expended.	100
	23 J	F/O A.H. Viokers	ė.	1340	1210	And the state of t	XXB

APPENDIX. "A"

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT
438 (GAN) SQUADRON

BY AUGUST 194

SECRET

PAGE No.FIFTEEN

(*13799 9511)	Wt. 22229—1124 70H 8/43 Wt. 44057—3384 150H 1/44	72 700	For T	THE MONTH OF	IN THE RESERVE OF THE PERSON NAMED IN	19.44	
DATE	AIRCRAFT Type & Number	CREW	Dury	Up	Down	DETAILS OF SORTIS OR FLIGHT	REFERENCES.
Aug. 19/44	Typhoen 18 F3 J	P/Lt. R.F. Boid	Bonber	1435	1545	8 x Typhoon 1B (Bombers) detailed on Armed Rocce, Aircraft	
	73 Y	F/O J.C. Uhtheff	*	1435	1545	dive bombed railway cutting and embankment at 662683	
	737	P/Sgt. Fez, R.G.	i i	1435	1545	(troops dug in at this point) with 16 x 500 lb. bombs.	(in - , it - )
	P3 R	P/O W.L. Beatty	•	1435	1545	All bombs in target area, Ne results observed.	and the second
	P3 B	S/Ldr. J.R. Beirnes	•	1435	1545	Aircraft straffed weeded area and patrolled read.	
	F3 G	P/Lt. D.W. Banting	è	1435	1545	No movement seen, No flak encountered.	
<u> </u>	P3 D	F/Lt. E.E. Coffey	4	1435	1545	1020 x 20 1/1 expended.	
	F3 X	W/O A.B. Harle	•	1435	1545		
Aug. 20/44	Typheon 18 F3 G	F/Lt. R.F. Reid	Straffing	1610	1720	9 x Typhoon 18 aircraft detailed on Armed Recom Orbec	
	<b>93 J</b>	P/O A.B. Vickers	4	1610	1725	Bernay - Beamonts - Barreirouch - Biegle, Aircraft	
75.43	73 1	P/O N.E. Damber	•	1610	1720	straffed with following results: 1 truck smeker 755786.	
	P3 H	P/O W.L. Beatty		1610	1720	1 D.R. flamer 830758. 1 tank flamer 733739 1 staf car	
	73.5	F/O J.E. Cornelison		1610	1725	flamer 805756. 1 half truck, 1 truck damaged 818698.	
	P3 V	P/At. R.R. Coffey		1610	1725	1 staff car smoker 768688. 1 staff car flamer 762733.	
	NAMES OF THE PROPERTY OF THE P	STANDARD AND STANDARD		1610	1725	3 trucks flamers 695783, 1 truck damaged 855745.	
	79 M	F/O D.J. Washburn	4	1610	1725	2120 x 20 W/M expended,	
	79 R	P/D P.G. Mackles	i	1610	1725		
			7				
hug .22/44		F/Lt. R.F. Bald	Straffing	1305	1405	9 x Typhoen 1B sirereft detailed on Armed Reco. Bernsy	
		P/Sgt. Fox, R.G.		1305	1405	Brioms - Beament, Aircraft swept area and attacked Met.	
	13 H	F/O W.L. Beatty	•	1305	1405	with fellowing results. 1 Not. damaged at 620821, 1 D.S.	1
		P/Lt. A.B. Newsone		1305	<b>特别的</b> 自然的	destroyed at 820821, 1 Met. demaged at 842842, 1 Met.	
		W/O A.B. Harle			1355	demagnd and 1 smoker at 870857. No other measurent seen.	
					1333	1755 x 20 x/s mon.	
		P/Dt. R.E. Coffee		1305			
		P/O N.H. Damber		1305	1405		WB -
	73.7	F/O V.N. HoMann		1505	1405		V 1-

DATE	ATROMATE	CREW	Duty	SECTION STREET, STREET	MR	DETAILS OF SORTIR OR FLIGHT	REFEREN
DATE	AIRCHAPT Type & Number	7 4 29		Up	Down	190 3 TO 190 A SEC. 190 A	
us. 25/44	Typheon 18 F3 Q	P/Lt. R.F. Roid	Bomber	0870	0920	Six Typheen IB (Sembers) detailed to attack barges	
	27) 8	P/O Y.E. Moliann	and the same of	6610	0920	on Soine River to Quelleboouf, Aircraft attacked barge.	910
	P3 E	P/Sgt. Rex, R.G.		0810	0920	at M.0814 with 16 x 500 lb. bembs. All missed. Attacked	
	73 B	P/O A.H. Vickers		0830	0920	staff car at L.8414 and left it smeking. No other	
	23 X	P/O N.B. Damber	ě	0810	0920	norment seem.	
	29.3	P/O A.C. Brooker		0830	-0920-	And the second s	
	13 2	P/Lt. R.B. Coffey		0810	0920	A.	
		W/O A.B. Harle		0810	0920	*	317. 19.77
	THE REPORT OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT OF THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS	P/O J.R. Cornelison	• • •	9830	0920	*	
Mg. 25/4	Typhoen 18 F3	F/O J.E. Cornelison	Bomber	1650	1805	11 x Typhson 1B (Bembers) detailed on G.C. 26 ts	
	STATE OF THE PROPERTY OF THE P	P/O.H.G. Uphon	•	1650	1805	attack transportation in Woods at M.5517. Marget	-
	- 33	F/O I.J.V. Wallace		1650	1805	attacked with 22 500 lb. hombs. All hombs in target	
	. 13	P/Lt. D.W. Benting		1650	1805	area. No results observed. It is suspected that some	ļ
	8	P/O P.O. Mackiles		1650 1650 1650	1805	beabs did not emplode.	
	- 5	P F/G J.C. Unthoff	•	1650	1805		
	23		3 • • • · · · · · · · · · · · · · · · ·	1650	1805	The Desire of the Control of the Con	
		2 P/O A. Lembros	. 8	1650	1805		
	13	F P/O N.L. Beatty	•	1650	1805		
Ing.25/4	Typhson 1B F3 1	P/Lt. R.F. Beid	Straffing	1935	21.00	9 z Typhoon 1E detailed on G.C.41, Armed Reccennaissance,	100
	173 (	P/O A.H. Vickers		1935	21.00	Les Andleys, Perges ares. Afteraft found slight scattered	
	93	9/6 A. Lambres		1935	5100	Not, throughout and attacked with following results.	
	191	F/O V.E. Melfenn	i	1935	2100	1 moler N.E. Bouen, 2 flamers M. 3822, 1 smoker M.4029	
	23 1	P/Q D.T. Washburn	•	1935	2100	and 2 duringed.	<b>.</b>
	72	7/0 A.C. Brooker	•	1935	2100	Possible flak trep seen at M.5004. Larry parked on road	<b>_</b>
	100	P/Lt. B.B. Coffey	***	1935	200	surrounded by 30 plus light guns. Cums opened fire	
	33		•	1935	2100	during attack.	A
	23			1557	2050	A TANK TO THE PARTY OF THE PART	RD

DETAIL OF WORK CARRIED OUT
438 SQUADRON

(\*ray6:-0511) Wt samp-risk you 8/43 T.S. 700 (\*ray99-0511) Wt 44067-3384 1500 1/44 T.S. 780

FOR THE MONTH OF AUGUST

SECRET

DATE	AIRCRAFT	CREW	DUTY	Trans		DETAILS OF SORTIE OR FLIGHT	REFERENCE
	Type & Number			Up	Down	Te sa e salar	REFERENCE
Aug.26/44	Typhoon 1B F3B	F/Lt. R.F. Reid	Bomber	1305	1335	9 x Typhoen 1B (Bombers) detailed to attack bridge at	
	734	P/O D.J. Washburn		1305	1335	Oissel. Target attacked with 14 x 1,000 lbs., dive bombin	
	F) :	F/O N.E. Dawber	â	1305	1405	from 9,000' to 5,000' at 45° angle. Two mear misses	
	79 3	F/Lt. D.W. Banting	•	1305	1405	(20 ft.), others scattered. At 8,000' over target, meagre	
	F3	F/Lt. R.E. Coffey	•	1305	1405	accurate and inaccurate and phosphorous flak from target	
	173	W/O A.B. Harle	•	1305	1405	area. F/Lt. R.F. Reid and F/O D.J. Washburn returned to	
	<b>F</b> 3	F/O A. Lambros		1305	1405	Base due to mechanical trouble.	
	<b>173</b>	F/O W.L. Beatty	i.,	1305	1405	The state of the state of the pottone state of the	
	73	P/O J.G. Untheff	•	1305	1405	The second secon	
Aug. 27/4	4 Typheon 1B F3	B F/Lt. R.F. Reid	Straffing	1120	1230	12 x Typhogn 1B aircraft detailed on Armed Recoe.	
	<b>P</b> 3.Y	F/O N.E. Dawbor		1120	1230	Lebecuf, Fleury, Vernen. Entire mission abortive due to	
	73 9	F/O A.H. Vickers	1	1120	1230	poor visibility, Hase up to 6,000', 7/10 sloud base at	
	F3 I	F/O W.L. Beatty		1120	1230	6,000'.	
	F3 2	F/Sgt, R.G. Fox		1120	1230		100000000000000000000000000000000000000
	23.2	P/Lt. D.W. Banting		-1120	1230		
	23	F/O D.J. Washburn		1120	1230		
	134	P/O I.J.V. Wallace	2	1120	1230		
	<b>193 8</b>	W/O. A.B. Harle	8	1120	1230		
	#3 Y	P/O A.C. Breoker	- 1	1120	1230		
Mg. 27/4	Typhoon 1B MJ	, W/Cadr. M.T. Judd	Bomber	1550	1640	9 x Typhoon 15 (Sumbers) detailed to dive bomb forry and	* * *
	P3 Y	P/O N.E. Dewher	•	1550	1640	Not, at L.9622, 18 x 500 lb, bombs dropped on target. All	
	P) R	P/O A. Lambres	•	1550	1640	bombs in target area, large fires and explosion with heavy	
	23 B	P/O J.C. Unthorr	4.	1550	NATIONAL SECRETARISTS IN	black make seen. 40.50 Met. jamed up tewards jetty.	Programme and the second
32.0	P3 H	P/O H.S. Upham		SHEAR SOUTHERN D	The second secon	Very intense, light, accurate flak in two mile radius of	
	P3 B	F/O P.O. Mackies	4			tarest. # 10	
	73.2	F/Lt. D.W. Benting		1550	THE PROPERTY IN		
	P3 M	P/O Lal.V. Walland		1550			
	P3 A	P/O A.C. Brooker		1550	1640		k6
							A Commence

DATE	AIRCRAFT Type & NUMBER	CREW	" Dory	BARRIS contrascoprocessions	TIME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
	TYPE & NUMBER			UP	Down	District Control of the Control of t	
lug. 39/44	Typhoon 18 F3 B	F/Lt. R.F. Reid	Straffing	0845	1010	Aircraft detailed on Armed Soce. Gourney, Gisors, Lyon.	
		P/Sgt. R.G. Fox		08450	1010	Alrereft searched area and straffed scattered Mat, with	
		F/O A.H. Vickers F/O V.R. McMann		0845	1010	following results: 1 flamer and 1 smoker at M.5515; 1	
	P) R	P/O A. Lembros		0845	1010	smeker R.5989, 40 plus teaks (own) seen in area M.41.	
	P) H	P/O H.G. Upham		0845	0900	5 Met. (3 tenners) going N.H. M.6015 full of traces in	
	79.5	P/O I.J.V. Wallace		0845	1010	I hash waving white flags, did not take evasive action after 5 passes so did not attack. P/O Upham returned due to	and the second
			- Bandyan	00-3	77.70	mechanical trouble.	
Aug. 28/4	Typhoon 18 F3 I	F/Lt. D.W. Benting	Bomber	1755	1910	9 x Typhoon 1B (Bosbers) detailed to attack Woods Sest of	
	- F3 K	P/O H.G. Uphom		1755	1910	Rouen (Foret de Thelle). Target attacked with 18 x 500 lb.	
	F3 3	B/O D.J. Washburn		1755	1910	bombs, .025 tail. All bombs in target area. No results	n (Luba)
	190	W/O A.B. Harle	ě	1755	1910	observed. No movement seen.	
	10.0	F/Lt. R.V. Reid F/O J.C. Mathers		1755	1910		
and the same	23.2	P/O W.L. Boatty	į	1755	1910	7 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	
	P3 Y	F/O N.E, Dawbor		1755	1910	Cabination of the control of the control of	
Aug. 31/4		S/Ldr. J.R. Beirnes	Straffing	1940	2110	12 x Typheon 1B miroraft detailed on Armed Recce, in	
	P3	F/O J.E. Cornelison		1940	2110	Horney area, Area searched and Met attacked with Pollowing	
	COMMUNICATION AND ADMINISTRATION OF THE PROPERTY OF THE PROPER	F/O P.G. Macklem		1940	2110	results: 4 Met. flemers, 3 Met. smokers, and 50 plus	
	23.3	P/Lt. D.W. Benting P/O H.G. Uphen		1940 1940	2110	H.D.T. on Road M.87 attacked and believed destroyed.	
	23.	P/O D.J. Washburn		1940	2110		
	70 8	F/Lt. R.F. Reid		1940	2110		
		P/O . R. Grosby	- 4				
	GERMANIE PROPERTY			1940	20.10		
	193	F/O . A. Lambron	•	1040	2110	The state of the s	
	123	2/0 A.H. Vickers		1940	2030	TA CANDO AND A STATE OF THE THE THE THE THE THE THE	
	73 1	7/0 J.C. Unthoff	•	1940	2110	A TOWN A SECTION OF THE PART OF A SECTION AND A SECTION ASSESSMENT OF THE PART	·
	23.8	P/O P.R.F. Smily		1940	2110	Charles Charles	
			1			Haunes/L	14.
Says (	174			, Australia		Squadron Leader Commanding,	

#### Secret

22nd November 1944

fficer Commanding, Jo. 488 (RCAF) Squadron, c/o Gdn Overseas Postal Depot, England,

#### Operations Record Book - Wo. 438 Sqdn. Sept/1944

1. The name of the compiling officer should be shown at the top of first page of Form 540 (A.P. 3040, para 7).

2. The following information would be appreciated as last of the month entries on F.540:
(a) Postings in and out of aircrew (b) Honours and Awards (c) Total tennage of bombs dropped (d) Commissioning (e) Promotions. Effective dates should be shown where applicable.

(W. R. Thompson) W/C for A.O.C.-in-C., R.C.A.F. Overseas

P/Lt Jenkins silk DAS (His.II)

of (Unit or Formation) 498 Squadron.

Place	Date Time	Summary of Events SECRET.	References to Appendices
143 Wing H.Q.	Sept. 1/44	NUMERICAL STRENGTH AS AT 1 SEPT., 1944.	
Airstrip 24,		· LIKCKEN ·	
St. Andre, France		Officers, Pilets 20 20 12-01	
		Airmen, Pilota 2 2 11	
		GROUND CREW	
		Officers 2 2 3	
		Aimen 27 31 30	
:		September started with a wenderful clear bright day. Apparently due to the distance from	
		the front this Squadron, though the pilets steed on readiness all day, was not called for	<u> </u>
		eperations. The Discreel Tent will not be here until late this evening or temerrow so a small ridge tent was put up for the pilet's dispersal. We are all ready for ops here but are	
•	Sept. 2/44	heping for an early move closer to the bemb line, Total flying, all non-op - Austorn 5:35 hrs.	
		Another clear day but no operational trips were called. Late in the day word case through	
		that "A" Party will move temorrow merning, so the Orderly Reas Equipment was again packed.	3/2
143 Wing H.Q.	Sept. 3/44	Total flying for the day, all non-sperational, Apples VIE 1:15 hrs.	
Atretrip 8,48,		Was Party moved out for an Airport mear Gliny, a short piece from Amiens, early this morn-	
lisy, France.		ing. He operational trips were dens today but late in the afterneen word came in for the	
		Squadren aircraft to fly to Amiens. Although there was quite a ground mist the Squadren teek	
*		eff at apprex. 1800 hours and landed safely. One pilet who took off late, together with two	
		other pilets from 439 Squadren found it too dark to land and returned to St. Andre. Emergency	
	<del>  </del>	measures were taken at St. Andre, cars and trucks being used to light the runway tegether	
		with flares. The pilet P/O I.J.V. Wellace (CAN J.29904) landed safely and then ran out of	
***		gas while tarting to Dispersal. Total flying for the day, all non-operational:-	
PM 10 1.01 14		Typhoen 1B 14:30 hrs. Austor V 5:30 hrs.	
a to the	Sept. 4/44	The remaining aircraft took off for Amiens at approx. 0930 hours this norming, with grand	
		lying weather. The Adjutant and Squadron truck left shortly afterwards by read. The Squadron	t ver
	The Land	truck brein down enroute and had to be left in charge of the driver at Rome shout the helf.	
		peint. Tetal flying for the day, all non-sp: Typheen 18 - 4:15 hrs., Auster V - 5:30 hrs.	6

		Participation of the second of	ge No
Place	Date Time	Summary of Rvents SECRET.	References to Appendices
143 Wing H.C.	Sept.5/44	Today was spent quietly by the Squadren. It was a marvellous day but we are still too far	
lisy, France.	4	behind the bemb line. This is a grand spet with hard surface runways and smeeth grass fields	
		between. To help things along Amiens is within walking distance. Maitation Corman aircraft	
		are strewn around and the buildings are all very well camouflagued. Jerry moved out, or was	
		driven out of this district less than a week age. An interesting thing today was formations of	
		D.C.3's coming in at the rate of 12 aircraft every 6 minutes, bringing gaseline, supplies, etc.	
MARCHAEL LANGE FOR CO.		This continued all afterneon. truck was not picked up by the Rear Party so the Adjutant	
		went back this evening with another truck and switched the lead, arriving back just at dawn.  Werd come through this evening that "A" Party will proceed in the morning to a spot in the	
	1000 0000	vicinity of Brussels. Total flying for the day, all non-ep: Mil.	
43 Wing H.Q.	Sept. 6/44	"A" Advance Party, departed early this morning. It was another grand day and the "Canadians" get a grand reception all along the route, but particularly in Belgium. Civilians could not de-	
missels, Belgium.	100.54	enough for them, giving them beer, wine, fruit, etc. enreute. The aircraft departed Amiens	
		at apprex. 1745 hours and made a very successful flight to our new spot near Brussels.  Even the Auster flown by one of our newer pilets hit the Airport right on the nose. 439 and	
+		440 Squadrens were not nearly so lucky, landing with a total of 16 aircraft short. The weather	
		at Amiens turned badly shortly after the aircraft left and it rained steadily all evening.	
	Sept. 7/44	retal flying for the day: all non-sp., Typhoen 1B - 15:00 hrs. Auster Y - 1:15 hrs.  Weite this morning to a cloudy, damp day with a light drizele. Regardless, tents were struck	
		and the Squadren truck and jeep departed for Brussels shortly after 1000 hours, arriving at	
		approx, 1830 hours. It had been the same sert of day with high winds, at Brussels, and no	
	-	operational flying was done. The pilets were released at 1800 hours and a goodly portion of	
		them went into Brussels. It is a levely city, the first we have seen for ever two menths and	
		the people are enthusiastic in their welcome. No flying was done all day.	
•	Sept. 8/44	The pilots were called out at dawn for our first operations in September, but did not take	
		eff until apprex. 0800 hours. The morning has been spent getting settled though it deem't	- 31
45004	1 - 1 - 1 - 1 - 1 - 1 - 1	look as though we shall even stay here very leng. The "ops" trip this morning was an Armed	,
		Recoe. of 1:30 hrs. duration and approx, 45 mins, was spent going and coming. Altegather,	W6

Page No. THREE

of (Unit or Formation) 438 Squadron.

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

Place	Date	Time	Summary of Events SECRET.	References to Appendices
19 Wing H.Q. Lrstrip B.58 Russels, Belgium.	Sept. 8/4	4 (Cent	'd) four operational recommaissance "de's" were carried out today, These were all successful with the beys making their first attacks on moving trains. It has been a grand day, the	
			beys get in a let of flying, and we had a grand dinner with fresh bailed cern and freshly made apple pie. Whatmere could a Squadron want? Total flying for the day, all ep 41:00 hr	
•	Sept. 9/4	и	Another grand day with the sun shining brightly, but the early morning is beastly cold.  Two successful Armed Recce. eperational sweeps were done, on which trains, ships, tugs etc.	
			were straffed with good results. The Squadron was released early and an M.T. run to Brussels was arranged. Total flying for the day, operational - Typhoon 1B 18:00 hrs, non-Op, Typhoon,	7:30.
•	Sept. 10,	44	This is the same kind of day as yesterday. A sharp cold early morning which warms up with the bright sunlight. There is a fall coolness in the air though the Squadron had a great day's	
			flying, making four operational missions, two of them Armed Recces, and two dive bombing missions, using 500 lb. bombs. Results were excellent in both dive bombing and straffing. A rect hit was scored on an ammunition ship which blow up and sank, another ship was left smek-	
. 25.000			ing, listed to starboard, and others believed damaged by explosions. Right direct hits were also scored on the Quat. Straffing results were - 4 trains straffed, eggine boilers blown up	
			one of them, a passenger train, 2 barges and 2 small paddle boats damaged, 4 Met. flamers, including 2 staff cars, and 2 Met. smekers. Everyone was very well satisfied with the day's	
		,	work. Aircraft from this Squadron for the first fine flow ever the borders of German soil.  Total flying for the day (All Typhoen 18) Operational - 33:15, non-operational - 1:20 hrs.	
•	Sept. 11,	<b>/44</b>	The sun was shining brightly this merning, but an exceptionally heavy ground fog persisted	
The state of the s			An operational mission was called for 0930 hours but when four of the aircraft had become airborns the Leader ordered the others not to take off. This was due to the meather and the fact that the "Homer" was out this morning until approx. 1030 hours. The four already airborn proceeded with the mission. The Squadron performed three operational missions today allteld,	
	and.	1 (46)	all of them Armed Recoss. Due to the poor visibility, results were only fair. Total flying	
•	Sept.12,	(44	for the day: (all Typhoen 15) Operational - 17:15 hrs. Non-operational - 1:40 hrs.  Another grand sunny, day but with an exceptionally heavy ground feg o mist which persisted	t <sub>e</sub>
			all day. Only one operational mission was performed, but being an Armed Recos. in the avening	JEB SON

Place	Date	Time	Summary of Rvents SECRET.	References to Appendices
o. 143 Wing H.Q.	Sept. 12/4	4 (Cent	a) Very little was seen but attacks with cannon were made against a car and some barres. The Squadren was released at approx. 2000 hours. Tetal Flying for the day, Operational - Typhoon IB	
rstrip B.58			Squadren was released at apparer	
elgium, Brussels.			10:30 hours, non-operational, Typhoon 1B - 3:00 hours.	
12.000 to 12.000	Sept. 13	/44	Today is the same type of day as yesterday. The sun is shining brightly but the same ground	
			feg persists. The Squadron made four operational missions today, all Armed Recces. One of these was abortive due to the heavy ground mist, the others only mildly successful with 1	
	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	910	these was abortive due to the heavy grown mist, the outer say	
	1		Met. flamer, 2 damaged and six barges damaged. The days are becoming noticeably shorter with	
			dusk coming shortly after 2000 hours. Total flying for the dept, all operational, Typhoon 36:50	
	Sept.14/	44	It started raining last night at 2130 hours and poured most of the night. It was still damp	
			hits median with the usual ground hase. Hear aircraft made a weather recommandation	
Canada Angara		-	the weather poor, all ever the district. Total flying for the day, all Typhoon 1B, operational	
		-	30 mins	<b></b>
		-	The pilots were on readiness	
*	Sept.15	144	all day until release at approximately	
			due to weather conditions over the target. Flying for the day consisted of one 30 min.	
		-		
			test flight in a Typhoen.  Though this morning was a bit cloudy, the sun is out and it is a grand day. The first	
	Sept: 1	6/44	"ops" sortic was made shortly after 9700 hours, in the ferm of an Armed Recce. Another	
			Armed Recoe, was made shortly efter 1100 hours, both of those were successful, but the	
			Armed Recoe. was made shertly after 1100 hours, seek of	
			second one particularly, when an assumition train of approx. 20 cars was attacked and	
	W		totally blown up. This, and the communition ship which was attacked on Sept. 18, are probably	
			the most spectacular targets this Squadren has attacked. The balance of the day was quiet	
			The state of the s	
			being our strength back up to 25 pilets. Tetal flying for the day.	
erro er			O-CO beared V - Zigg hours	
	Sept. 1	7/44	Mississis due to settle our create	
			this merxing, there was no sun shine to greet us. There is a heavy evercast and an exception-	Orá.
			ally heavy ground for. This cleared up late in the merming and three sperational missions.	/4.a.

R.A.P. 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 contents in R. & P. Pocher Book

#### OPERATIONS RECORD BOOK

Page No. FIVE

of (Unit or Formation) NO. 438 (CAN) SQUADRON

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

Place	Date	Time	Summary of Events SECRET.	References to Appendices
dirstrip B.58, Belgium, Brussels.	Sept.17/	44 (Cen	were performed during the rest of the day. One of these was a dive bombing show using 500	
			lb. bembs, the other two were Armed Recogs. No actual results were seen but due to the amount	
,			of flak encountered, it is certain the enemy had heavy concentrations in the target areas,	
			Teday's activities were in direct support of the Army. Total flying for the day:	7
			eperational, Typheen 1B - 27:40 hours; nen-operational, Typheen 1B - 1:20 hrs.	
	Sept.18/	14	It really poured rain last night and this morning is still evercast with the edd spit	
			of rain. One operational mission was started but returned due peer visibility after 15 minute	
			flying. Total flying for the day: operational, Typhson 1B - 1:05 hrs. Non-op - NH1.	
•	Sept.19	14	This is a cloudy, heavy evercast sort of norming with an exceptionally heavy ground for	
			This for did not lift all day and Squadren did no flying at all. It was very tricky and a	
			variety of aircraft landed here apparently lest. It was all accomplished without any mishaps.	
	Sept.20/4	14	Weke to another cloudy, evercast day with a heavy ground fog or haze. This did netclear	
			up until mearly meen. One sperational mission, and Armed Recoe. was performed during the	
			afternoon, Valuable information was obtained but no attacks were made, Heavy flak was	
			encountered and one aircraft flown by F/O I.J.V. Wallace was hit in the nese tank. He	
	Service Control		returned to Base successfully, Tetal flying for the day: - Operational, Typhsen 1B - 3:00hrs.	
			Non-operational, Typhoen 1B - 1:00 hr., Auster V - 2:15 hrs.	
•	Sept.21/4	4	The old sun is struggling to get through, but the ground fog is effectually preventing	
	in - Ministry in 1		any flying from here. This condition continued pretty much all day and no operational flying	
			was done. Things were very quiet with the Squadren teday. Tetal flying for the day,	
•			all nen-sperational:- Typheen 18 - 1:20 hrs., Auster V - 2:30 hrs.	
	Sept. 22/	44	Another cloudy day with a slight trissle but the Met, premises that it will clear shortly	
			GAN J.9936 F/Lt. R.F. Reid flow an Amster to Einshoven to find out if the Acredrams was	
general arts of			ready for our move, He was forced to land with the fuster enroute, and demaged the front	
			part slightly. He returned in a berreved Auster late in the afterneon to report the Dispersal	
and the second	-		still unserviceable. One Armed Rooce, was done by the Squadron today, Benbing targets seem	
The Republication of the Control of	-1283	1.00	te be scarce. Tetal flying for the day: = Operational, Typhson 1B - 11:20 hours. Non-Operations	1,
			Typheen 18 - 30 mins,	003.

Place	Date	Time	Summary of Events SECRET.	References to Appendices
Airstrip B.56,	Sept.23/	14	It started raining during the night and did not let up until appreximately 1800 hours. It	
Brussels, Belgium.			remained cloudy with the edd spit of rain all day. One of our Flight Commanders, F/Lt. "Ress"	
			Roid, flew an Auster to Einsheven this merning and returned this afternoon to report that	
			"A" Party were not ready for the aircraft as yet. No other flying was done by the Squadron	
			though the complete quata of pilets are on 30 minute readiness. Total flying for the day, all non-op, Auster V - 1:50 hours.	
•	Sept.24/	4	Another cloudy, rainy merming. F/Lt. Reid again took eff, this time using a Typhoen,	
			to fly to Bindheven to see if "A" Party were ready to receive us. He returned early this	
			afterneen to report everything ready. The pilets were given Movement Orders, and mest of the	=
			had their beds etc. packed in their wing panels when the weather turned and the mevement	
			was cancelled. This Squadren was lucky in that we moved into a big house and struck our	
			tents this merming in preparation for the meve. The two fireplaces helped a let to take	
			away the chill of the rainy day. One successful Armed Recce. was carried out this afternoon	<b>.</b>
			Total flying for the day: - operational, Typheon 1B - 10:40 hrs., non-operational, Auster V	
3			1:00 hours.	
	Sept. 25	/44	Apparently it poured all night and rain is still falling this morning. The camp is	
			C.B.'d and the pilets are staying at readiness. The weather cleared partly in the late	
			afterneen and all the serviceable kites were flown to our new Aerodrome at Mindheven, all	
			arriving safely. The Squadren truck is all packed for an early norming departure. This	
			Squadren, after arriving at Rimsheven, did their first fighter sweep that afterneen. The	
			pilets were instructed to cruise the area East of Arnheim searching for enemy sircraft	
			which were trying to bomb out a very necessary bridge at Nijmegen on the Waal River. No	
			aircraft were encountered. Tetal flying for the day: operational, Typhoen 1B . 9:20 hrs.,	
			nen-eperational - Typheen 18 - 7:55 hrs., Auster V - 45 mins.	
Airstrip \$.78. Rimshoven, Helland.	Sept. 26	/44	Another rainy merming. The Squadren truck departed Maclebreek at 0800 hours,	
			erriving safely at Einsheven, Helland before meen. It was a very pleasant trip with little traffic and strange new country with the large bladed windmills, etc. very prevalent. The	
	-		weather at Bindheven was dirty very early in the murning but the Squadren was very busy	W

GLOSVINGE PLOMED TOOK

Wt. STOCS/CESSE SMESSE 13/45 C. & L. 61-7706

R.A.F. Form 540 See instructions for use of this form	in K.R. and A.C	C.I.,		Page No.
See instructions for use of this form bara. 2340 and War Manual Pt. sotes in R.A.F. Pochet Book.	II., chapter XX.,	and	of (Unit or Formation) 438 (CAN SQUADRON No. of pages used	for day
Place	Date	Time	Summary of Events SECRET.	References to Appendices
Airstrip B.78,	Sept. 26/44	4 (cent	from approx. 0930 hours on. Three low level bombing attacks were made on railway inter-	
Sindheven, Helland.			sections and as well the Squadren took ever "readiness" for part of the day and craft took part in a "scramble". Results of the dive bumbing was good with traffic	
	-		definitely halted. The Wing's first "kill" was made teday by a pilet from 439 Squadron.  This will de a let to pop up the circrew of the Wing. The Squadron, and the whole Wing	
	-		pretty well is moving under cover other than tents for the first time since we left  England on June 26th. The Officers of 438 Squadren are billeted by themselves and we are	
			attempting to make it as comfortable as possible. Tetal flying for the day: eperational,	
	<u> </u>		Typheon 1B - 32:40 hours; nen-operational, Typheon 1B - 25 mins., Auster V - 1:45 hrs.	
	Sept:27/44	•	Telay opened up a grand bright day and the Squadron were out early in the merning.	
			We are back again in the early days of B.9, Fruelly, when the boys are on duty from the	
			break of day. Five operational missions were performed today, three of them low level	
			bembing attacks on railway intersections and embankments, one a fighter patrol and the	_
	<u>                                     </u>		last a "scramble". A total of five trains were destroyed, and good results were scered	
			en each bembing attack. It is believed that attacks en railway communications are of	
			invaluable aid to the Allied cause and the pilets all feel great to be under way again.	
			And new for the climax, on the scramble at 1646 hours, four of our aircraft were jumped	
			by 20 plus M.E.109's and F.W.190's. In the ensuing deglight, we scored our first "kill",	
			when CAN J.13455 F/O "Harry" Uphon shot down an M.E.109. It is believed that another air-	
			eraft was damaged though no claim was made, Our sircraft all returned safely. This has	
	200		really put everyone in high spirits. Watch out "huns". Tetal flying for the day,	
			operational, Typhoen 1B - 27:50 hours; non-operational Mil.	
. ·	Sept.28/44		This is an odd sort of day with odd showers every once in a while but the first opera-	
			tional flight took off at 0655 hours. Altogether seven operational missions were handled	
Parasar - A. A.			during the day, one a screeble and the other six lew level bembing with 500 lb, bembs.	
			Targets were all railway intersections, bridges, etc. Results were good with traffic sus-	Committee of the Commit
		1000	pended in every case. Four trains were damaged by straffing during the day's "ope". We had	
			one casualty when CAN J.21585 P/O A.H. Vickers was hit by flak and was ferced to bele out.	(16)

Place	Date	Time	1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		Summ	ary of Events		SEC	RET.	References to Appendices			
irstrip 3.78,	Sept.28/	44 (Cont	It is believed he wer	ild land at app	prex. t	ne bomb line bu	nt ne further	word has been	heard				
Endhoven, Helland.			from him. Everyone is quarters. Total flying	usy in their of	off hou	rs making thems tional, Typhoen	olves comfer 1B - 34:45	table in our n	ew tienal,				
			Markey 18 30 mins.		1								
•	Sept. 29	/44	The weatheris net	perfect by any	y means	, with a heavy	Le Cheratic	anal flying sta	arted				
			at 9815 hours and 7 m	at 9815 hours and 7 missions were performed during the day, all of them dive bembing "de's The day's score was 1 small tug destroyed, 1 Met. flamer, 1 M.E.109 damaged by CAN									
			R.149953 F/Sgt. R.G.										
	-		number of railway lin	es er intersec	tiens c	ut. Dive bembi	ng was very	good with a goo	od 💮 🕶				
			number of direct hits jumped by 30 plus M.I.	. Returning fr	om a sh	ow just before	neen, four	of our aircraft	t were				
	-		flown by CAN J.27764	F/O J.E. Corne	lisen f	ailed to retur	n. It is hop	ed that he was					
			to bale out but no i	urther word he	s been	received. Tets	l flying for	the day:-					
			eperational, Typheen	1B - 25:10 hrs	o., non-	operational, 1	ypheen 1B -	1:25 hrs:					
•	Sept.30	44	It rained during the night but flying started shortly after 0900 hours this merming. Three operational sweeps of 8 aircraft each were performed today, one a Fighter										
			merning. Three spera	ienal sweeps o	of 8 air	craft each wer	e perfermed	teday, one a F	ighter				
			Patrel of the Nijmeg	n Area, which	preved	uneventful and	two bembing	flying for the	5 t				
			railways and trains										
			day, Typheen 1B (epe			non-eperation	nar - ryphoen	. <u>19 - 2100 22</u>					
			STRENGTH AS A	SEPT. 30. 19	441	AIRCREW							
	_		40 F 2 40 F 2 5 12 7 7 7 1	R.C.	A.F.	TOTAL STRENC	TH ESTABLI	ISHARIT					
			Officers, Pilets	- 22	5.72	22	12						
<u>. (6)                                   </u>			Airmen, Pilets			3.	11	*					
					G	ROUND C	REW						
			Officers Airmen	2 27		31 31	31 31	V		<b>V</b>			
Series and the series of the										ac			

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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. Pochet Book.

of (Unit or Formation) 438 (CAN) SQUADRON

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

· Place	Date	Time	Summary of Events SECRET.	References to Appendices
Airstrip Bo78,			FLYING HOURS FOR SEPTEMBER, 1944:	
Bindheven, Helland.			Operational - Typhoon 1B (Day) 384:40 hours	
to see a see a see a see a see			Non-Operational - Typheon 1B (Day) 66:40	
			Austor V. (Day) _28:49	
			Tetal Flying 480100 hours NO. OF AIRCRAFT ON CHARGE AS AT SEPT. 30, 1944 -	
			Typhoon 13 - 18	
			ENDAY AIRCRAFT CASUALTIES CLAIMED DURING SEPTEMBER, 1944:	
			1' H.E.109 claimed destroyed by F/O H.G. Upham (CAN J.13455) on Sept. 27.	
			1 M.E.109 claimed damaged by F/Sgt. Fex, R.G. (CAN R.149953) on Sopt. 29, 1944:	
			TOTAL NO. OF OPERATIONAL SORTIES FLOWN DURING SEPT., 1944 - 374	
			<u> </u>	
,			& Beisney 4	
			[J.R. Boirmes] Squadren Leader Commending, Be. 438 (Cam) Squadren,	
				47.4
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1.87	1,750	Section a side of the section of the	

attack to the Page No.... References to Appendices STATISTICS FOR FORM 540 - 438 SQUADRON, SEPT/ 1944. (a) POSTINGS IN AND OUT OF AIRCREM: ARRIVALS Effective Date Posted From Name, Rank and Humber 2/9/44 F/O E.J.D. MCKAY, (J. 20030) 83 G.S.U. 20/9/44. 83 G.S.T. F/O R.E. OLDFIN, (C. 36562) 15/9/44. F/O R.E. SPOONER, (C. 23538) 83 G.S.T. 30/9/44. 83 G.S.T. F/O J.A. LORD, (J. 38056) 2/9/44. W/O R.F. BREEN, (R. 98134) 83 G.S.U. DEPARTURES Eff Date Remarks Posted To Rank, Name and Number 30/9/44 N/E Missing F/O J.E. CORNELISON, (J. 27764) N/E Missing RCAF U.K. 29/9/44 F/O A.H. Vickers, (J. 21585) 14/9/44 F/O W.S. HUTCHINSON (J. 20222) RCAF "R" (b) HONOURS AND AWARDS, 438 SQUADRON, SEPT/44. A/S. Idr. J.R. Beirnes (G. 13458) awarded D.F.C. w.e.f. 20/9/44. (c) TOTAL TONNAGE OF BOMBS DROPPED, SEPT/44 (310 T70 tons x 500 lb. bombs) (a) COMMISSIONING, 438 SQUADRON DURING SEPT/44. ( ) PREMOTIONS DURING SEPT/44. F/O H.G. UPHAM (J. 13455) promoted to T/F.lt. w.e.f. 14/8/44 F/O V.E. McMANN (J. 13598) promoted to T/F.Lt. W.e.f. 26/8/44.

R.A.F. Form 540

See interious for use of this form in K.R. and A.C.I., page 2340 and War Manual Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECO

#### OPERATIONS RECORD BOOK

Page No. NINE

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No. of pages used for day... NINE

Place	Date	Time	Summary of Events SECRET.	References to Appendices
Airstrip Bo78,			FLYING HOURS FOR SEPTEMBER, 1944;	
Eindheven, Helland.			Operational - Typhoen 18 (Day) 384:40 hours	
			Non-Operational - Typheon 1B [Day] 66:40	
			Austor V. (Day) 28:40	
			Total Flying 480100 hours NO. OF AIRCRAFT ON CHARGE AS AT SEPT. 30, 1944 -	
2040			Typheen 1B - 18	
			ENDAY AIRCRAFT CASUALTIES CLAIMED DURING SEPTEMBER, 1944:	
			1 H.E.109 claimed destroyed by F/O H.G. Uphem (CAN J.13455) on	
			Sopt. 27.	
			1 H.E.109 claimed damaged by F/Sgt. Fex, R.G. (CAN R.149955) on Sept. 29, 1944.	
			total no. of operational sorties flown during Sept., 1944 - 374	
			The state of the s	
			1.	
	4		- Cheirnes &	
			(J.R. Boirman)	
			Squadren Leader Commanding, No. 498 (Gam) Squadren.	
			<u> </u>	
*				
			Territoria de la companya della companya della companya de la companya della comp	
		-		
	13.44	200	DIRECTION OF THE PROPERTY OF T	

DETAIL OF WORK CARRIED OUT
438 Squadron

SECRET

PAGE NO.CIVE

(*13799—9511)	Wt. 22239—1124 70M 5/43 Wt. 44067—3384 150M 2/44			не Монти ог	AND STATE OF STREET	19	IA	
DATE	AIRCRAFT TYPE & NUMBER	CREW	Dury	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENC	
Sept 8/44	Typhoon 1B F3 B	S/Ldr. J.R. Beirnes	Straffing	0755	0925	9 x Typhoon 1B aircraft detailed on Armed Recoe		
6.5	<b>F</b> 3 N	F/O H.G. Upham	4 1	0755	0925	Utrecht, Apeldoorn Area. 1 small freight train seen	100000	
	***************	F/Lt. A.B. Newsome	*\$	0755	*0925	moving east at E.4886. No other movement seen. All		
	<b>P</b> 3.D	F/O A.C. Breeker		0755	0925	bridges appeared intact. Light, accurate, moderate		
	F3 A	F/O J.E. Cornelison	•	0755	0925	flak encountered at Nymegan, Large patches cloud through		
	************************************	P/Lt. R.F. Reid	* *	0755	0925	out area base 35/7000. Some rain. Visibility 8/10 miles		
			•	0755	0925	4/5 in rain.		
				0755	0925			
		P/O P.G. Macklem		0755	0925		:	
ept. 8/44	Typhoon 18 F3 Q		Straffing	1135	1240	9 x Typhoen 1B aircraft detailed on Armed Recce		
	P3 P	F/O R.J.D. McKay		1135	1240	Flushing Breds area, Strereft patrolled area and	İ	
	P3 M	Nacional Service Company of the Comp		11,35	1240	attacked stationary train at B.4921. Engine blew up.	l	
500	P3 J	F/O F.R.F. Skelly		1135	1240	2 passenger cars smoking. Train consisted of 4 pass, and		
	<b>7</b> 3 V	P/O R.G. Crosby		1135	1240	2 freight cars. No other movement seen:	<del></del>	
	F3 G	P/St.A.B. Newsome		1135	1240		The second second	
<u> </u>	P) B	F/O J.E. Corneliser	m •	1135	1240			
	F3 D	P/O A.C. Brooker		1135	1240	22.4		
	P3 K	W/O R.F. Breen	Straffing	1740	1240	9 x Typhoon 1B detailed to strafe barge at DOEL. Barge	4	
pu. 6/44	Typhoen 1B F3 B	F/O N.B. Dawber	octol Ting	1740	1850	on W. side of Canal at Doel attacked by 1 section. Large		
-	23.2	P/O F.R.F. Skelly	•	1740	2010	explosion from barge with flames and black smoke seen,		
1	23 9	P/O R.G. Crosby	<b></b>	1740	1850	Petrol fires believed started on Quay. Barge on B. side of		
	₽3 ¥.	P/O J.C. Uhtheff	•	1740	1850	Canal attacked by other section, seen to blow up and turn		
	73 K	F/Lt. R.E. Coffey	ê	1740	1850	over. Intense, L. & H., accurate flak from target.	4	
	P3 E	P/O J.E. Cornelison	•	1740	1850	2/0 Shelly returned due to mechanical trouble.		
	#3 D	W/O R.F. Breen		1740	1850			
377	<b>1</b> 3 J	F/O D.J. Washburn	• 32	1740	1850		2	
							OKB	
					STATE OF THE PARTY OF		THE PARTY OF THE P	

DATE	AIRCRAFT Type & Number	Мо то <b>Сих</b> ироррии	DUTY	A STREET, STRE	IME	DETAILS OF SORTIE OR FLIGHT	REFERENC
	TYPE & NUMBER	A 6 0 1 1 0100B		UP	Down		
Sept. 8/44	Typheon 1B F3	S/Ldr. J.R. Beirnes	Straffing	1950	2045	8 x Typhoon 1B aircraft detailed on Armed Recce.	
	P3 E	P/O - H.G. Uphom:	•	1950	2045	200 Met. R.D. Thielt - Altre. 200-300 horse drawn	
	F3 H	F/O I.J.V. Wallace	•	1950	2045	vehicles seen, all horses, dead, No movement seen from	
	<b>P</b> 3 <b>J</b>	F/O D.J. Washburn	•*	1950	2045	H9176 to H9379. 6 steam barges moving W. et D.1221	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	P3 T	F/O J.C. Unthoff		1950	2045	straffed. Intense, accurate, light flak from target area	
	<b>7</b> 3 Y	F/O B.J.D. McKay		1950	2045	Flak from barges at D.1221 also from Coast at DO419 -	
ART BY	35 200 TA P3 6	P/O PR:P. Skelly	14. <b>0</b>	1950	2045	D1517.	
	. 193 R	P/Sgt. R.Q. Fox		1950	2045	* ***	
		A TANK THE PARTY OF THE PARTY O	Ť,	-322	35kit)	10.860	
Sept. 9/44	Typhoon 1B F3	F/Lt. A.B. Newsons	Straffing	1045	1155	9 x Typhoon 1B detailed on Armed Recce, Zuid Beveland	
	F3 I	F/O I.J.V. Wallace		1945	1145	Canal. Targets attacked with following results:	
	<b>F</b> 3	F/Lt. R.E. Coffey		1045	1145	1 100 ft. ship W. end canal, damaged: 3 small ships	
		P/O D.J. Wahbam		1045	1145	and four tugs N. end cehal. 1 tug damaged. Train-	
	173	F/O J.E. Cornelison	•	1045	1145	attacked (10 pass. 10 goods).W. D.6729 Engine damaged.	
	F3 1	F/O N.E. Dawber		1045	1145	Meagre, innacurate light flak N. end Zuid Beveland Canal	
	P3 1	P/SGt. R.C. Fox	~*	1045	1145	Meagre inaccurate Light flak, northern outskirts Antwery	
2.5 45.0	P3 2	P/O J.C. Unthorr	•	1045	1045	Moderate, light and heavy flak S. end Zuid Beveland Can	o.
*	<b>P</b> 3	F/O E.J.D. MoKey		1045	1145		100
			ė.				
lept. 9/44	Typhoon 18 F3	S/Ldr. J.R. Beirnes	Straffing	1440	1550	8 x Typhoch 1B detailed on Armed Recce., Venle -	
	<b>P</b> 3 R	F/O R.C. Crosby	• •	1440	1550	Bindhoven - Mijmegen Area. Aircraft attacked targets	
	P3 S	F/O F.R.F. Smelly	· ·	1440	1550	with following results: six car electric train at E.552	3
		P/O- J.C. Unthoff	6	1440	1550	straffed and damaged. 1 tag and 3 barges, stationary,	
	F3 E	B/Lt. R.B. Coffey		1440	1550	at B.3324 damaged, Goods train at B.6518 attacked,	
	F3 1	P/O A.C. Brooker		1440	1550	locamotive demograd.	
	<b>7</b> 3	F/O H.G. Upham		1440	1550		4
	P3 I	W/O R.F. Breen	à	1440	1550	and the state of t	(P)

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438 Squadren

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DATE	AIRCRAFT	CREW	Dury	7. 1	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCE
DAIR	Type & Number			UP	Down		
Sept. 10/44	Typhoen 18 F9 H	F/O H.G. Upham	Bomber	1010	1110	8 x Typhoen 1B (Bembers) detailed to attack 800 ten ship	7-19
(A)	<b>173</b> K	P/O D.J. Washburn		1010	1110	in East Schede. Target attacked with 16 x 500 lb. bombs,	1
	***************************************		•	1010	1110	.025 tail, 1 direct hit, 3 mear misses on bow, black	
	73 2	F/O I.J.Y. Wellace	•	1010	1110	smeke emitted, beat stepped and listed to starbeard.	
. ,	13 Y	F/O E.J.D. McKey		1010	1110	Meagre, inaccurate, light flak from ship.	
	<b>1</b> 3 8	P/O F.R.P. Skelly		lole	1110	Moderate, inaccurate, light, flak from D.32.	
	<b>3</b> 73 R	F/O R.G. Cresby	•	1010	1110	The second section is a second second section of the second section is a second section of the second section	
	<b>29</b> 1	F/Sgt. R.G. Fex	•	1010	1110	A STATE OF THE STA	
			•	1.34.0	TO AND IN		
Sept. 10/44	Typheen 1B #3 G	P/Lt. A.B. Nowsemo	Straffing	1325	1425	8 x Typhesn 1B detailed on Armed Recce., Breds, Eindheven,	
	75 A	W/O R.F. Breen	• *	1325	1425	Turnhout Area, Area searched and targets attacked with	0 (1999)
	29 K	F/Lt. R.E. Coffey	•	1325	1425	following results:	
	73 8	P/O R.4. Mackless	â	1325	1425	2 barges demaged at E,1037.	
	73 9	P/Lt. R.F. Reid	•	1325	1425	1 staff car flamor, 1 D.H. flamor, 1 truck ameker	
	73 2	P/Sgt. B.G. Fox	â	1325	1425	Area, E.1817. 2 small paddle beats demaged at E.0539.	
	79 T	F/O A.H, Vickers		1325	1425	1 Met. smeker E.0826. 1 staff car flamer at E.0729.	
	73 B	F/O N.S. Dawbor	•	1325	1425		
						Contract to the second	
Sept. 10/44	Typhoen 18 F3 B	S/Mar. J.R. Beirnes	Straffing	1520	1630	9 x Typheon 1B Aircraft detailed on Armed Recoe.,	
	<b>3</b> 9 (	W/O A.B. Harle	•	1520	1630	Turnhout - Venle - Rindheven Area, Area searched and	
	73 1	P/O J.E. Cornelison	•	1520	1630	1 12 car page train maying W. straffed at E.6120	
	<b>7</b> 9 \$	F/O D.J. Washburn	• 100	1520	1630	1 15 car goods train, stepped, straffed at E.6818 1 10 car goods train, stepped, straffed at E.7417.	
	23 6	PRO A.H. Vickers		1520	1630	1 20 car ceal train, moving N., straffed at K.8193.	
	P3 Y	P/O J.C. Untheff	•	1520	1630	All above trains claimed demaged with the engines having	
	23.2	P/O N.E. Dawber	•	1520	1630	appeared to blow up.	
	79.1	P/o 2.4. Crosby		1520	3396	1 Met. damaged at E.8401,	
12	P3.4	PAt. R.P. Reid	2	1520	1630	P/O Creaby returned due to mechanical trouble.	Ti.
							18

DATE	AIRCRAFT Type & Number	CREW	DUTY	MINERSON AND PROPERTY.	TIME	DETAILS OF SORTIE OR POSSET	REFERENCE
	11PE & NUMBER		1000	UP	Down		KEPERENCE
Sept. 10/44	Typheen 1B F3 B	S/Ldr. J.R. Beirnes	Bambor	1910	201.0	9 x Typhoen 1B (Bembers) detailed to attack shipping in	
	<b>₽</b> 3 <b>A</b>	F/Lt. R.B. Ceffey		1910	2010	Harbour at Heedskenskerke (D.9251). Target attacked	
4-9	<b>2</b> 73 <b>G</b>	F/Lt. A.B. Newsone	•	1910	2010	with 18 x 500 lb. bombs, Inst. tail. All bombs on target	
	F3 D	W/O R.R. Breen	•	1910	2010	area on 3 ships inner harbour and 3 ships in outer harbour	
	P3 B	F/O P.G. Mackless	•	1910	2010	all 200 - 300 ft. leng. One vessel expleded and sank and	
	23 9	F/Lt. R.F. Reid	•	1910	2010	another left smaking, other vescels/damaged by	
	P3 R	P/O N.E. Damber	•	1910	2010	explesion. 8 direct hits on Quai. Intense, accurate,	
	<b>7</b> 9 V	F/O A.H. Vickers	•	1910	2010	light flak from target.	
	***********************	F/O R.C. Crosby	<b>.</b>	1910	2010		
Sept. 11/44	Typheen 18 F9 Q	P/Lt. R.F. Reid	Armed Recce.	1020	11.20	4 x Typheen 1B detailed on Armed Recce Eindheven -	
	373 V	P/O J.C. Unthatf	•	1020	1120	Coch Vents - Erklens Area, Area patrelled but ne meve	
	F3.R	F/O B.J.D. McKey	:	1020	1120	ment seen. Visibility in area, 2 miles. Bast of area,	
	, <b>1</b> 73 D	F/O A.H. Vickers		1020	1120	1/2 mile visibility	
Sept. 11/44		F/Lt. A.B. Novseme	Armed Recce.	1440	1540	8 x Typheen 1B detailed to attack Infantry and Met.	
	<b></b>	P/O J.B. Cornelison P/M. R.E. Coffey	1	1440 1440	1540	at K.3197. The Squadren was unable to contact Wine Oup	
		P/O P.G. Mecklem	•	1440	1540	and searched the area at 3,000's No movement seems	
		P/O A.H. Vickers P/Sgt. R.G. Fex		1440	1540 1540	1 Met, smeker at D.9237,	
57		P/O R.4. Creaby	•	1440	1540		
	73 0	P/O E.J.D. McKey		1440	1540		
Sept. 11/44	Typhoon 1B F3 B	S/Mar. J.R. Beirnes	Armed Recce.	1910	1945	9 x Typhoen 1B aircraft detailed on Armed Rocco.	
		P/O P.G. Moklam		1910	1945	Tilborg - Utrecht - Druken Area, Aircraft returned to	
		P/Lt. R.F. Reid P/Set. R.G. For	+ +	1910	1945	base without attacking targets due to poor visibility.	
	73 Z	P/O R.G. Crosby	•	1910	1945	The state of the s	
	23.9	P/O N.E. Damber		1910	1945	di d	
	23 J	P/O F.R.F. Skelly	•	1910	1945		
	73 D	F/O A.H. Vickors	•	1910	1945		0
	<b>7</b> 3 H	F/O E.J.D. McKey	141 <u>0</u>	1910	1945		46

APPENDIX "A"

DETAIL OF WORK CARRIED OUT
438 Squadren

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September

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PAGE No. FIVE

DATE	AIRCRAFT	Crew	DUTY	Trice		DETAILS OF SORTIE OR FLIGHT	REFERENCE
DAIL	Type & Number	97 N F 87 F 87 F		UP	Down		
pt. 12/44	Typhoen 1B F3 B	P/Lt. R.F. Reid	Armed, Recce.	1705	1815	9 x Typheen 1B detailed on Armed Recce, Bergen - Tilbury	
	<b>P</b> 3 <b>P</b>	P/O A.H. Vickers		1705	1815	Rinkheven Area, Squadren attacked targetsin area with	-
	<b>2</b> 3 Å	F/O Y.E. MeMenn		1705	1815		
	P3 Y	P/O N.B. Dember	*	1705	1815	1 Met. damaged at D.6529, 1 Met. smoker at D.9847,	
	P) K	F/O E.J.D. McKey	of the state of t	1705	1815	9 barges damaged at E.2225. 9 barges damaged at	
	F3 T	P/Lt. R.H. Coffey	- , <b>6</b>	1705	1815	E.2925 .	
	P3 H	W/O A.R. Harle	•	1705	1815	Visibility, 3 mles, heav,	
		F/O A.G. Brooker	*4	1705	1815	· · · · · · · · · · · · · · · · · · ·	
<b>20.</b>	<b>7</b> 3 Y	W/O R.F. Breen	30 3 3 5 6 6 6 ·	1795	1815	Congression Constitution Consti	
opt, 13/44	Typhoon 1B F9 G	F/Lt. A.B. Newsone	Armed Recce.	0755	0845	9 x Typheen 1B detailed on Armed Recoe, Turnheut -	1-1
	P3 J	F/O D.J. Washburn	•	0755	0845	Bindheyen, Vinte Area, Area searched and Met, attacked	
F2 -/	<b>P</b> 3 K	P/Lt. E.E. Coffey	<b>.</b>	0755	0845	with following results: 1 Not. flamer at B.2213, 1 Not.	
	73 H	W/O A.B. Harle	1	0755	0845	damaged at E.2213.	essi C
	<b>7</b> 3 D	W/O R.F. Breen	•	0755	0845	Visibility in the area was peer and ne ether mevement .	
	F3 T	F/O A.H. Vickers	i	0755	0845	WAS Seen,	1000
	<b>P</b> 3 H	P/O B.Q. Gresby	â.	0755	0845		
	F3 Y	F/O N.E. Dawber	i	9755	0845		
	73 9	F/O V.E. Mollium		10755	0845	Strage on the strage of the best of the strage of the stra	
pt. 13/44	Typheon 1B F3 Q	P/Lt. R.F. Reid	Armed Recoe.	1215	1340	8 x Typheon 1B sixcraft detailed on Armed Recce.	
	23 T	F/O E.J.D. McKey	•	1215	1340	Coldern - Vinte - Erkenlense Area.	
	73 Y	P/O R.G. Greaby		1215	1340	1 Met. damaged E.9515, Otherwise ne mevement seen.	
	173 S	P/O A. Lembres		1215	1340	Visibility in target area - Peer.	
	73 P	F/Lt. D.W. Benting	<b></b>	1215	1340	1	
	130	P/O A.C. Bresley		1215	1940		
	P3 H	P/Lt. R.B. Ceffey		1215	1340	The American Company of the Company	900
	773 G	P/Lt. A.B. Newsone	•	1215	1340		146

DATE	AIRCRAFT	CREW	Durk	NAME OF TAXABLE PARTY.	TIME	DETAILS OF SORTIE OR FLIGHT	No. of the last of
	Type & Number	***		ÜP	Down	DETAILS OF SORTIE OR PLIGHT	REFERENCE
Sept. 13/44	Typhoen 18 183 G	P/Lt. A.B. Newsome	Armed Recce.	1545	1700	8 x Typhoon 18 detailed on Armed Record.	
	<b>P</b> 3 B	F/O P.G. Macklem		1545	1700	Hertegen - Arnhem - Geldern Area.	
	F3 P	F/Lt. D.W. Banting	•	1545	1700	Miroraft attacked tug towing 6 leaded barges going East.	
	CARGONICA CONTRACTOR C	F/O I.J.V. Wallace	•	1545	1700	All damaged. Ne other mevement seen.	1-10-100 E
	<b>193 J</b>	F/O D.J. Washburn	# #	1545	1700	Moderate, light, inaccurate flak ever target area	
	₽3 ▲	W/O A.B. Harle	•	1545	1700		
	F3 T	F/O A, Lombres	•	1545	1700	and the second s	
	773 S	F/O F.R.F. Skelly		1545	1700		
Sept. 13/44	Typheen 1B F3 Q	P/Lt. R.F. Head	Armed Recce.	1830	1930	8 x Typheen 1B aircraft detailed on Armed Recce.	
9.96	*************************	F/O R.C. Crosby	•	1830	1930	Breda - Tiel - Rindhoven Area.	
	₽3 ¥	F/O A. Lembres		1830	1930	Entire mission abortive due to weather and recalled.	
		P/O F.R.P. Shoelly		1830	1930	Heavy mist and haze in area.	
	₹3 ₹	F/It. D.W. Benting		1830	1930		
		F/O I.J.W. Wellace	- 6	1830	1930	Compared to the second of the	
	F3 2	P/O P.G. Mackless	•	1830	1930	Control of the second s	
	CALLEGE CONTROL OF THE PROPERTY OF THE PARTY	W/O R.F. Breen	6	1830	1930	Control of the second of the s	
Sept. 14/44		F/Lt. R.F. Reid	Weather Recce.	1220	1250	3 x Typheen 1B detailed on Weather Recce. Weather found as follows: Local, 2/10 cloud at 1700 ft. Vis. 1/2 mile.	
	<b>7</b> 3 S	P/O F.R.F. Skelly	- "	1220	1250	9/10/10 cloud at 4.000 ft. MECHLIN - N.E. ANTWERP.	
12	PARTICULAR DESCRIPTION OF THE PROPERTY OF THE	F/O A. Lombros	•	1220	1250	9/10/10 cloud ),000 ft. N. & B. ANTWEST. Vis. above cloud 10 - 15 miles, below cloud, 2 miles.	G.
lept. 16/44	Typhoen 1B F3 6	P/Lt. A.B. Newsome	Armed-Recce.	9750	9900	8 z Typheen 1B detailed en Armed Recce, Breda -	
	273 3	W/O A.B. Harle	A	9759	0900	Tilburg - Helmond Area Aircraft patrelled areaand attacked	
	29.4	F/ht. E.E. Coffey		9750	0900	targets with fellowing results:	
	23 3	P/O. B.C. Mackles		0750	0900	1 goods train, 16-12 trucks, stationary and facing	
	37.2	P/O A.H. Vickers		.0750	0905	east at B.9637 damaged.	
	#3 1	P/Sgt. R.C. Fex		.0750	0905	1 encine damaged at E,2238 facing N.E.	
	<b>93</b> A	F/O A. Lembres		0750	0905	3 Mat. damaged at B.13.	0
	73 2	P/O V.E. Mallann	â i	0750	0905	No other movement seen.	88

DETAIL OF WORK CARRIED OUT
498 (CAN) SQUADRON

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PAGE No. SEVEN

(°13799—9511)	Wt. 12009—1184 70M 5/43 Wt. 14067—3384 150M 1/44	T.S. 700	FOR THE	MONTH OF	NAUTHORN TO THE PARTY OF THE PARTY.		
DATE	AIRCRAFT Type & Number	Črew '	Duty	UP	Down	DETAILS OF SORTIS OR FLIGHT	REFERENCE
Sept.16	44 Typhoon 1B P	B S/Ldr. J.R. Beirne	s Armed Recce.	1100	1210	8 x Typhsen 1B aircraft detailed on Arned Recos. Hartegenhe	ch
	F3 1	F/O F.R.F. Skelly		1100	1210	Venle Binthoven, Aircraft attached stationary Asso. train	
	<b>3</b> 3 1	I F/O V.B. McMann	4 4	1100	1210	of 20 - 25 trucks en widing at B.2434, with 2 Met. backet	
	<b>P</b> 3 Y	F/O J.C. Unthoff		1100	1210	up to trucks. Apprex. 20 trucks expleded or burning 1	
5.00	F3 (	F/Lt. R.E. Coffey	an Aran •	1100	1210	truck expleded. Smeke up to 1,500 ft. 2 Met. flemers	
	79	F/O R.E. Speener	• •	1100	1210	Train attacked at E.3433 and engine damaged. Meagre,	
A	₽3 1	W/O R.F. Breen	4	1100	1210	light flak excountered from 4 light guns at E.2434,	
16 3 * 4	₽3			1100	1210	guns straffed and silenced.	
100		Carlo de Provincio					
Sept. 17/44	Typheen 18 F3	S/Ldr. J.R. Beirnes	Bomber	1055	1215	8 x Typhoen 1B (Sembers) detailed to attack Gun Pesition	4
	P3 Y	F/O A.C. Breeker		1055	1215	at 712610. Target attacked with 16 x 500 lb. bom's, Inst.	
	₽3 6	P/Lt; A:B: Newsome	6	1055	1215	tail, from 10,000 ft. to 5,000 ft. N. to S. at 60°.	
	<b>1</b> 91	F/O P.G. Macklem		1055	1215	Bembing scattered, all bembs in target area. No results	
	23 4	P/Lt. R.F. Roid	4	1055	1215	observed. No mevement seen.	
56	P3.1	F/O A. Lambres	6	1055	1215	Proceedings of the second	
	73 7	P/O R.G. Cresby	W.	1055	1215	Control of the contro	
	F3 8	F/O E.J.D. McKey		1055	1215		
	71		A			The state of the s	
17	4 Sanbarr 18 95	P/Lt. R.F. Roid	Armed Recce.	1455	1555	8 x Typheen 1B detailed on Armod Recce. Eindheven Area.	
Sept. 1//	F3 F	P/O V.B. McMann		1455	1555	Centrel teld Squadren (Cosme 7) to attack K.6. Ref. KS40.	
	P3 I	F/O A. Lambres	2 2	1455	1555	Ne centact car seen. Attack made on woods on both sides	
			2 2	1455	1555	of read at E.4212. No movement seen.	
		F/Sgt. R.G. Fox S/Mr. J.R. Bolroos		1455	1555		
	P) B	F/O R.B. Speemer		1455	1555		,
			5 46/	1455	1555		
ha:	P3 P	F/Lt. A.B. Nowsens		1455	1555		
	P3 B	F/O J.J. MESEBUTA			4777		
							66

DATE	AIRCRAFT	CREW	Duty #	of very and second	Tince	DETAILS OF SORTIE OR FLIGHT	REFERENCE
	Type & Number			UP	Down		
Sept. 17/44	Typhoen 1B F3 T	F/Lt. A.B. Newsome	Armed Recoe.	1800	1900	9 x Typhoen 1B detailed on Armed Recce. Breds - Derdricht	-
	F3 D	F/Lt. D.W. Banting		1800	1900	Till Area. Recce. carried out, no nevement seen. Mederate	,
	73 A	P/O J.E. Cornelisen		1800	1900	heavy and light, accurate flak encountered along read	
	79 N	W/O R.F. Breez	• •	1800	1900	E.1169 to E.2965. Heavy, accurate, intense flak at E.346	3
	F3 B	S/Ldr. J.R. Beirnes		1800	1900	28 18 18 18 18 18 18 18 18 18 18 18 18 18	design
	F) S	P/Sgt. R.C. Fex	• •	1800	1900		
be.	F3 Y	F/O V.B. McMann	<u> </u>	1800	1900	· · · · ·	
	F3 E	F/O J.C. Untheff	* *	1800	1900		
	F3 H	P/O A. Lombres		1800	1900		
Sept. 18/4	Typhoen 18 F3 Q	F/Lt. R.F. Roid	Afmed Recce.	1705	1720	8 x Typhsen 1B detailed on Armed Recoe. Dardrecht -	
	PIR	P/O E.J.D. McKey		1705	1720	Seltemmel Area, F/O Untheff aid not take offque to	
	in s	P/O P.H.F. Skelly	2 2	1705	1729	mechanical trouble and remaining aircraft returned to	
	F9 H	P/O J.C. Untheff		1705	1720	Base after 15 mins, flying due to peer visibility.	
	F3 K	F/Lt; B.B. Coffey	3 8	1795	1720	<u> </u>	
	₽3 Z	W/O A.B. Harle		1705	1720		
Mr.	F3 Y	F/O A.C. Breeker	1 1	1705	1720		
	F3.E	P/O R.G. Greeby	8 8	1.705	1720	* * * * * * * * * * * * * * * * * * *	
Sept. 20/44	Typhson 18 P3 P	F/Lt, D.W. Banting	Africa Resce.	1645	1745	Aircraft detailed on A.R. Breda Dordrocht Area. Aircraft spetted 50 plus enemy infantry werking read and 2 Met at	
	F3 M	P/O I.J.V. Wellace		1645	1745	D.8859 however due to heavy flak encountered and the fact	
	P) D	P/O A,C. Breeker	• •	1645	1745	that one aircraft was hit in the nese tank, aircraft returns without making an attack.	1
iept. 22/44	Typhoon 1B F3 G	F/Lt. A.B. Newsone	Bomber	1650	1815	8 x Typhoen 1B (Bombers ) detailed on Armod Recoe.,	
ļ	<b>7</b> 3 H	F/O H.G. Uphem		1650	1815	South of Uden, Visibility was bad and due to the haze,	
	P3 D	F/O A.C. Breeker	•	1650	1815	banks, 16 x 500 lbs .025 tail; were itemped at 3.6232.	
	₽3 A	P/O J.E. Cornelisen		1650	1815	No results observed, no movement seem, Slight, light,	
-	F3 R	F/O R.C. Crosby		1650	1815	inaccurate flak ascountered at 5.6232.	
	P9 2	F/O V.E. McMann		1650	1815		
	P3 8	P/O B.J.D. McKey		1650	1815	Approximate the first property of 2 years of 2000.	Sos

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DETAIL OF WORK CARRIED OUT
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	WL sassy—XI24 70M 8/45 WL 44057—3384 ISOM I/44		FOR THE MONTH OF SEPTIMENT			DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	AIRCRAFT Type & Number	CREW.	Duty	Ur	Down	DETAILS OF SORILE OR PENDAL	
Sept. 24/	4 Typheen 1B F3 B	S/Ldr. J.R. Beirnes	Bomber	1530	1650	8 x Typheen 1B (Sembers) detailed on Armed Rocce, Arnheim	
	F3 Y	F/O R.4. Cresby	•	1530	1650	Utrecht Area. Bembs drepped from 1,000' on railway at	
	F3 J	F/O W.L. Beatty	4	1530	1650	E.3588. No results observed. Straffing resulted in 1	
	<b>P</b> 3 T	F/Sgt.R.G. Fex		1530	1650	Met. flomer at E.2955, and 1 Met. flomer at E.3255.	
	F9 A	F/O J.B. Cornelison		1530	1650	Visibility was peer.	
192001	F3 B	F/O P.G. Macklem	•	1530	1650		
•	F3.7	P/Lt. D.W. Benting	â	1530	1650		
	P3 1	F/O H.Q. Uphem	•	1530	1650	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
		20 24 2 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4					
Sept. 25/4	4 Typheen 1B F9 B	S/Mar. J.R. Beirnes	Fighter	1720	1830	8 x Typheen 1B aircraft detailed en Fighter Sweep.	
	P3 B	F/O D.J. Waskburn		1720	1830	Flight preved uneventful, Aircraft patrelled area	
	F3.6	P/Lt. A.B. Newsens	•	1720	1830	but no movement.seen.	
	F9 J	P/Lt. R.E. Coffey		1720	1830		
	F3.9	P/to. R.P. Boid	4	1720	1830		
	<b>73 R</b>	F/O A. Lambros	•	1726	1839	1000 100 100 100 100 100 100 100 100 10	
	23 H	F/O H.C. Uphem		1720	1830	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
• •	93.8	F/O F.F. Skelly	*	1720	1839		
6/	4 Typhoen 13 F3 F	S/Ldr. J.R. Boirnes	Bember	0940	1110	8 x Typheen 1B (Rembers) detailed to dive bomb Railway	
Sept. 20/	F3.2	P/O B.J.D. McKey		0940	1110	Behankment at Z.918358. Target attacked with 16 x 500	
		P/O W.L. Beatty	1	0940	1110	1b. bembs, 11 sec. delay. 4 direct hits and 2 mear misses.	
	29 1		•	0940	1110	left the track well cut, Squadren straffed a lecemetive	
	F3.1	P/O R.W. Crosby P/Lt. A.B. Nowsemo		0940	1110	and 4 goods trucks at North Z.9825. All demagnd,	
	173 X	P/O P.G. Nockless	â	0940	1110	2 Met, alse damaged by straffing.	
	P3 14	F/O J.E. Cornelises		0940	1110		
	23 8	F/O A. Lembres	•	9949	1110		
			4.	7 6 7		The second secon	OrB

DATE	AIRCRAFT TYPE & NUMBER	Crew	Dury	STATE	Тикв	DETAILS OF SORTIE OR FLIGHT	REFERENCE
	A LAZ C HUMBER	•		UP	Down	100	
Sept. 26/4		. W/Cmdr. M.T. Judd	Bember	1430	1550	10 x Typheen 1B (Rambers) detailed to dive hemb railway	
	173 8	F/O F.R.F. Shelly	•	1430	1550	junction at B.4487. Target attacked with 20 x 500 lb.	
	<b>1</b> 73 1		•	1430	1550	bembs, 11 sec. delay, All bombs on target area with	· ***
	₽9 :	F/O W.L. Beatty	•	1430	1550	2 hits on R.R. east of junction, 2 hits on embankment	
	13	F/Lt. A.B. Newsone F/O.A.C. Breeker		1430	1550	of overhead bridge at E.4487, Rail cut, Mederate, light,	
	F3 I	F/Lt. R.E. Coffey	A	1430	1550	CARLO CARLO DE CARLO CAR	
	73 P	F/O H.G. Upham		1430	1550 1550	inacourate flak S.E. of Target at A484.	
	79 7	W/O A.B. Harle	3	1430	1550	And the state of t	-
	4 8-1 - 19 99	Q F/Lt. R.F; Reid		-			-
Sept. 20/A	4 Typheen 1B F3	***************************************	Fighter	1600	1630	4 x Typheen 1B aircraft sorambled. Aircraft unablete	
	P3 1	F/O N.S. Dawber		1600	1630	centact Centreller and returned to Base after 30 mins.	
	F9 4	F/O V.E. McMann	•	1600	1630	flying. Nothing sighted.	
	P3 2	F/O D.J. Washburn		1600	1630		
Sept. 26/4	Typhoen 1B F	G P/Lt. A.B. Newson	Bosiber	1650	1740	8 x Typhoen 1B (Bembers) detailed to dive bemb bridge	
	F3 D	P/O H.C. Uphan	*	1650	1740	and tracks at E.455862. Target attacked with 16 x500 lb.	
	23 \$		4	1650	1740	bembs, 11 sec, delay, All bembs in target area, 2 direct	
See - 1	21	9/0 J.R. Cornelis		1650	1740	hits. E W. rails cut, 4 bembs on bridge and railway	
	1 <b>9</b> 3 B	SAMOMETER SERVICE SERV	•	1650	1740	junction. 4 bombs under bridge bridge net down but	
	P3 R	F/O 4. Lambres	4	1650	1740	believed U/S. Intense, light accurate flak from E.4486 and	
•	<b>P</b> 3 [	F/O.W.L. Beatty	1	1650	1740	E.4587. 1 Miroraft (F) B) hit by flak and Cat. B.	
Sept. 27/4	4 Typhson 1B F3	Q F/Lt. R.F. Roid	Fighter	e63e	0740	8 x Typheen 1B mircraft detailed to patrol Nijmegan	
	79 X	F/O N.E. Dawber	· •	9630	9749	Area, Patrol uneventful, Believed Jet, aircraft seen	
	73 7	F/O &.H. Viokers	•	0630	0740	going East from Uden at 3,000 ft. at terrific speed.	
	73.8	S/Ldr. J.R. Beirn		0630	0740	* Section of the sect	
	F3 P	F/Lt. D.W. Banting		0630	0740		
	P3 5	F/O D.J. Washburn	•	9639	0740		
	<b>P</b> 3 K	F/O E.E. Speener	***	0630	0740		
	<b>7</b> 3 þ	W/O A.B. Harle	•	0630	0740		016

APPENDIX "A"

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DETAIL OF WORK CARRIED OUT
By 438 (CAN) SQUADRON

(*12761-9511) (*13799-9511)	(*12761-9511) Wh sames-Trad 70m 8/43 T.S. 700 (*13799-9511) Wh 44067-3384 150m 1/44 T.S. 700				NAME OF TAXABLE PARTY.	1944	
DATE	AIRCRAFT Type & Number	CREW	DUTY	Up	Down	DETAILS OF SORTIE OR FLIGHT	References.
			Bomber	1395	1150	4 x Typheen 1B (Bembers) detailed to attack Bridge and	
Sept. 27/44		F/Lt. R.F. Reid	50001			Rail Junction at E.937423. Target attacked with 8 x 500 lb	
	P3H		40	1105	1150	bembs, 11 sec. delay. All bembs on target area, All rails	
	<b>P</b> 3 A	F/O J.E. Cernelisen		1105			
	P3 T	F/O W.L. Beatty		1105	1150	and ties blown off bridge and bridge tilted dawn	
					1506	10/10 cloud base 1000 to 1500 ft. vis. peer invein.	
Sept. 27/4	Typhoen 1B F9 Q	F/Lt. R.F. Reid	Bember	1445	1530	4 x Typhsen 1B (Rembers) detailed to dive bemb bridge at A883151. Target attacked with 8 x 500 lb. bembs, .025 tail.	
	F3 1	F/O R.E. Speener		1445	1530		
	F3 8	P/O J.E. Cornelisen	•	1445	1530	Attack unsuccessful, bembing peer, two bembs failing to explade. 60 mixed goods and passenger trucks ensiding at	
	F3	F/O W.L. Beatty	<b>3</b> 7	1445	1530	Meukirk 6518 attacked, 1 engine damaged, At 9223, engine & 6 passenger coashes straffed, engine blew up. 2	
			*			stationary Met. damaged at 6223.	
Sept. 27/	4 Typheen 1B F3	Q S/Ldr. J.R. Beirnes	Bember	1620	1740	4 x Typheen 1B (Bembers) detailed to dive bomb railway	
	23	F/O W.L. Beatty		1620	1740	bridge at A983151. Target attacked with 4 x 500lb. bembs on 4083151, due to instant explosion of bembs when at	
	₽3 \$	F/O J.E. Cornelise		1620	1740	200 ft. no results ebserved. 4 x 500 lb. bombs, 24 sec.	
	F3	F/O R.E. Speener	:	1620	1740	damaged. Intense, inaccurate, light flak at E.9818.	
		D P/Lt. A.B. Newsens	Fighter	1640	1745	8 x Typheen 1B scrambled to patrol Rigmegen Area.	
Sept. Al	P3 I			1640	1795	Sweep of second four aircraft proved uneventful. Other 4	
	19		44	1640	1745	Siroraft sighted 4 No 109 E at 3,000 ft. 10 miles from	
		W/O A.B. Harle	1	1640	1805	M. inegen when beunced by 26 plus Me 169's from cloud	
	13	F/O A.H. Vickers	1	1640	1720	above. Combat fellowed and 1 Me 109 destroyed by FAO H.C.	
	F3	F/O E.J.D. McKey	•	1640	1720	Upham. Intense, accurate, heavy flak encountered at 69564.	
	<b>P</b> 3	R F/O V.H. Molfoun	1	1640	1720	· · · · · · · · · · · · · · · · · · ·	
		F/O N.E. Dawber		1640	1720	The second secon	
	73.		4			Contract to the contract of th	
	10 90 9	F/Lt. A.B. Newsome	Bomber	°e655	0755	4 x Typheen 1B (Rembers) detailed to dive bomb Railway Car	
Sept. 28	lyphoon 18 F9 B	P/O A.C. Breeker		e655	9755	at A.083151. Target attacked with 8 x 500 lb. bembs, 24 sec	
	. 73 D			e655	0755	delay, Track net out, Train, 4 trucks reinr N.at A9913	
	<b>₽</b> 3 H	P/O H.G. Upham				straffed and badly damaged. Train, 10 trucks, at N. A. Coll	2,7073,153.9
	P3 K	W/O R.F. Broom		e655 ·	0755	straffed and designed.	(Nes
							7

DATE	AIRCRAFT	Cerw	Dury	WHISE SHEET STATE STATE	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	Type & Number	UMB#		Up	Down		
ept. 28/44	Typheen 13 F3 F	F/O A.H. Vickers	Bember	0720	100	3 x Typhsen 1B (Sembers) detailed to dive bemb railway	
	₽3 S	F/O B.J.D. McKey	•	9729	0820	delay bombs, bridge not hit but bombs on track at A.28543	2
	F3 R	F/O V.E. Mclienn	•	0720	0820	believed cut. F/O A.H. Vickers was hit by flak at 1038 am ahandened his sireraft at 9027 and is listed as missing.	1
	F3 P	F/O N.E. Dawber		0720	0829		1
Sept. 28/44	Typhoon 13 F3 V	F/O J.E. Corpolison	Fighter	9859	1005	2 x Typheen 1B of 438 Squm, and 2 x Typheen 1B of 440	
	29.2	F/O N.E. Dawber	• •	e85e	1005	Squa. Screenisted to patrol M.Jeegen Area. Mircraft patrol area but patrol proved uneventful.	Lod
Sept. 28/44	Typheen 13 F) E	F/Lt. A.B. Newsome	Bamber	0935	3035	6 x Typheen 1B (Bembers) detailed to dive bemb railway	
	" F3 D	F/O A:C: Breeker	•	9935	1035	at A083151, Target attacked with 12 x 300 lb.24 sec. delay	
	19 H	F/O H.G. Uphan	à	0935	1035	bembs, All bembs on target area. Idnes out just south of	
	#3 K	W/O R.F. Broom		9935	1035	bridge at 9813, 8-10 car page, train south of target dama	, d.
San Car	P3 A	F/O B.J.D. McKay		0935	1055	1 engine and goods truck, stationary at 0235, straffed and	
	P3 R	P/O V.B. McMann	ð	0935	1035	demaged,	
opt. 28/44	Typheen 1B F3 B	P/O J.E. Cornelison	Bombér	1135	1235	6 x Typhoen 1B (Bembers) detailed to dive bemb rail-	
	P) D	W/O A.B. Harle		1135	1235	way at Ales56s. Target attacked with 10 x 500 lb. bembe,	100
	ry J	F/O R.E. Speener	:	1135	1155	24 sec. delay. All bembs missed target. We nevement seen.	
	P3 P	F/O W.L. Beatty	•	1135	1235	Meagre, inaccurate, light flak enceuntered at 935375	
	P) 8	F/O E.J.D. McKey	1	1135	1235	The state of the s	
	73 R	P/O V.H. McMann		1135	1235		
opt. 28/44	Typheen 1B F3 P	F/O J.E. Cornelison	Bember	1420	1525	8 x Typhsen 1B (Bombers) detailed to attack targets at A21	6500
	73 Y	F/Sgt. R.G. Fox	•	1420	1525	and Al261. First four aircraft attacked A216500 with 8 x	Sec. Victoria
	23 R	P/O W.L. Beatty		1420	1525	500 lb. bombs, 24 sec. delay. All bombs on target area. Tw	
	73 H	F/O H.B. Speemer	•	1420	1525	Sirect hits on track, rail line out, Second four aircraft	
	P3 D	S/hdr. J.R. Beirnes	1	1420	1525	attacked Target Al261, with 8 x 500 lb. bombs, 24 sec. del	ay.
	23 6	F/O D.J. Washburn		1420	1525	All bembs in target area, I direct hit, others in	
	BI	F/Lt. R.B. Coffey	1	1420	1525	embankment, Idne cut.	
		F/O P.C. Mackles		1420	1525		
						The state of the s	RE

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DETAIL OF WORK CARRIED OUT
By 438 Squadress

(\*13795-9511) Wt sass9-1184 7000 8/43 T.S. 700 (\*13799-9511) Wt 44057-3384 1500 1/44 T.S. 700

FOR THE MONTH OF September 1944

DATE	AIRCRAFT	CREW	DUTY	1	IME	DETAILS OF SORTIE OF FLIGHT	REFERENCES
DATE	Type & Number	- Claw	1011	Up Down			
Sept. 28/44	Typheen 13 F3 Q	P/Lt. R.F. Reid	Bomber	1645	1739	8 x Typhoen 1B (Bembers) detailed to dive bembrailway	
	F3 R	F/Sgt. R.G. Fex	4	1645	1730	at A237391. Wessel balleen barrage ever canal target, se	
	P3 B	S/Ldr. J.R. Beirnes	•	1645	1730	Squadren attacked track at A.2695 att with 16 x 500 lb.	
	P3 T	P/O W.L. Boatty	•	1645	1730	bembs, 24 sec. delay. Track out. Train (7 trucks) going	
	₽3 <b>€</b>	F/Lt. A.B. Newseme		1645	1730	S. at A.2436 damaged. Intense; accurate, heavy flak at	
	<b>P</b> 3 H	F/O H.C. Uphem	2	1645	1730	A.2833 to 2932. Intense, accurate, light flat at \$7827.	
	<b>P3</b> D	P/Lt. D.W. Banting	<b>1</b>	1645	1730	The state of the s	
	P3 K	F/Lt. R.E. Coffey	1	1645	1730	Egypthical Control of the State	
Sept. 29/4	Typheen 13 F3Q	P/Lt. R.F. Reid	Bombor	9819	0855	4 x Typhson 1B (Bembers) detailed to dive bemb railway	
	P3 H	F/Sgt. R.G. Fox	•	0810	e855	at E.835850. Target attacked with 8 x 500 lb. bombs, 24	
	F3 6	F/Lt. R.E. Coffey		9819	0855	sec. delay. Track cut at B.8986. One book destroyed shall	
	P) J	F/O D.J. Washburn	a .	9810	e855	tur at target,	
Sept. 29/44	Typhoen 18 F9 I	P/Lt. D.W. Banting	Bember	0845	0945	4 x Typhen 1B (Bembers) detailed to attack railway	
Services 10	73.8	P/O P.C. Mackless	•	9845	9945	bridge at 917962. Target attacked with 8 x 500 lb. bembs,	
	<b>F3 Y</b>	F/O N.B. Dawber		9845	0945	24 sec. delay. All bembs in target area, Track out and	
	P3 V	F/O R.E. Speemer	•	9845	0945	bridge sagging. Large crater on track 50 yds. W. of bridge A/C patrolled from target to E.9253. Nothing eighted.	
Sept. 29/44	Typhoon 18 F3 Q	F/O J.E. Gernelisen	Bember	950		4 x Typhoen IB dotailed to attack reil ever read at A. 840/92. Target attacked with 8 x 700 lb. bombs. 24 sec.	
	P) H	P/Sgt. R.G. Fex	44	0950	1050	delay. All bembs in target area, Rail net out, Squadren	
	F3.6	F/Lt. R.B. Coffey	1	0950	1050	beunced by 30 plus Me.109s 6 miles East of Nijmegen at 4,000 ft. 1 Me. 109 demaged by P/Sgt. R.C. Fex. P/O.J.R.	4 - 1 - 1 - 1 - 1 - 1
	F3 T	W/O A.M. Herie	1	9959	1050	Cornelisen failed to return from this flight.	
Sept. 29/44	Typhoen 13 F3 P	F/Lt. A.B. Newsone	Bömber	1035	1150	4 x Typhon 1B (Bembers) detailed to attack railway at	
	73 2	P/O D.J. Washburn	•	1935	1150	Z.918278. Target attacked with 8 x 500 lb. bembs, 24 sec.	
	<b>73 X</b>	P/O H.G. Upliam	4	1035	1150	area Zwalle - Amersteert - Zest. 7 HOT seen at Z.8231, thou to be refugees and met attacked. I Met. flamer at Z.8231.	
	- F3 E	P/O P.G. Macklem	4	1035	1150	to be reingees and net attackes, 1 met. Ilamer at 2.02)1.	
lept. 29/44	Typhoon 18 F3 B	S/Mir. J.R. Beirnes	Bombor	1205	1250	4 x Typheon 1B (Bembers) detailed to attack Rail at E.	
	73 4	F/O N.E. Dawber		1205	1250	5265 (E.455862) Target attacked with 8 x 500 lb. bembs, 24 sec. delay. Reil cut at E.5285 with direct hits.	
		F/O A Loubres		1205	1250	No flak accountered	
	रहें के	F/O W.L. Beatty		1205	1250		Jeb .

	AIRCRAFT	CREW	Dury	STATE STREET,	IME #	DETAILS OF SORTIE OR FLIGHT	REFERENCE
DATE	Type & Number	CHEW	2011	UP	Down	ALL ALL	
ppt. 29/44	Typheen 1B FS P	F/Lt. D.W. Banting	Bomber	1355	1435	4 x Typhoen 18 (Sembers) detailed to attack rail at	
	F3 E	F/Sgt. R.G. Fex	•	1355	1435	Z.5208. Target attacked with 8 x 500 lb. bembs, 24 sec.	
	P3 Y	F/O V.E. McMann	1	1355	1435	delay at Z.5197. 4 direct hits cut the rail. Meagre,	
	P3 H	F/O R.J.D. McKey		1355	1435	light, inaccurate flak encountered at Z.4979.	
Sept. 29/44	Typhoon 1B F3 G	F/Lt. A.B. Newseme	Bember	1.440	1530	4 x Typheen 1B (Bembers) dotailed to attack rail at	
	F9 A	P/O R.E. Oldfin		1449	1530	A.0814. Target attacked with 8 x 500 lb, bembs, 24 sec.	
	P3 B	F/Lt. R.E. Coffey		1440	1530	delay. Rail not cut, but seem to be still cut from yester-	
	P3 Z	F/O R.B. Speemer	- å	1440	1530	day's attack. High tension power line in vicinity severed.	
Sept. 30/44	Typhoen 1B F3B	S/Mar. J.R. Beirnes	Fighter	9930	1049	8 x Typhoen 1B detailed to patrel Mijmegen Area, Area	1 1 1 1 1 1 1
	₽3 K	F/O A. Lembres		0930	1040	patrelled, but ne nevement seen, Meagre, inaccurate,	ļ
. Y.	F3 S	F/O. F.R.F. Skelly	4	0930	1040	heavy flak enceuntered at E.7269 and E.8568.	Tells to the
	F3 Y	R/O R. C. Cresby	i	9939	1040	Rijmegen rail bridge reported out, and read bridge appears	<b></b>
	P3 G	F/Lt. A.B. Newsome	•	0930	1040	intact but ne traffic ebserved. Moderate, accurate,	
	23.2	PAt. D.W. Bonting	•	0930	1040	flak at E.8742. Restors west rail at A2975 observed to be	<b></b>
	13.1	RO H.C. Uplean	2	9930	1040	out.	
	Die Vollender State von State	F/Mt. R.E. Coffey		0930	1040	The state of the s	
	130	No.	4		1000	A STATE OF THE STA	1
Sept. 30/44	Typhoen 18 33 3	I.S/Marin R. Rollmas	Bomber	1259	1395	8 x Typheen 1B mircraft detailed on patrel bembing at	<b>_</b>
	F3 X		-	1250	1,755	A.0391, A0988, A2280 and A2877; Squadram attacked engine	-
	F3 S	P/o Tal. Beatty	•	1250	1,555	and 10 flat cars carrying tanks N.W. at A.3762, with 14 x	<b>_</b>
	23 Z	P/O B.J.D. McKey	â	1250	1355	500 lb. bombs, 24 sec. delay. We direct hits bybembs but	
	272	F/Lt. A.B. Newsone	•	1250	1555	engine damaged by cannens and stepped. Mederate, accurate,	
	25 F	W/O a.B. Harle	. 0	1250	1305	light, Flak at E.8742. Restern meet rail at A.2975 chearwood	11/
	<b>7</b> 3 K	F/Lt. R.E. Coffey	•	1250	1305	to be cut. W/O A.B. Harle experienced mechanical trauble	VIE.
	P3 A		4	1250	1 205	on take off and returned to Base after 15 mins.flying.	

APPENDIX "A"

FORM 541.

DETAIL OF WORK CARRIED OUT

By 438 (CAN) SQUADRON

SECRET

PAGE NO. FIFTEEN

FOR THE MONTH OF SEPTEMBER 19.44 (\*13761-9511) Wt. ssss9-1124 70M 8/43 T.S. 788 (\*13799-9511) Wt. 44067-3384 150M 1/44 T.S. 788 True REFERENCES. AIRCRAFT TYPE & NUMBER CREW DETAILS OF SORTIE OR FLIGHT DUTY Ur Down S x Typhson 1B (Bombers) detailed to attack Marchalling 1615 1705 Sept. 30/44 Typheen 18 M.J. W/Gadr. M.T. Judd. 1705 Yards at Goch. Target attacked with 16 x 500 lb. bombs. F3 Y F/O F.R.F, Skelly 1615 F3 C F/O A. Lembres 1615 1705 .025 tail. All bombs in target area. Considerable danage to tracks, 12 trucks in area, 5 of which are F3 A F/Set. R.G. Fex 1615 1705 destroyed. Amo. exploded in area. Intense, accurate, F3 H F/O H.G. Uplism 1615 1705 1615 F3 M F/O R.E. Oldfin 1705 light flok West of Goch. \* 1615 1705 F3 J F/O D.J. Washburn 1615 1705 F3 K P/O R.E. Speener (J.R. Beirnes) Squadren Louiser Community No. 438 (Can) Squadren.

Piece Date Time Summer of froight SECRET. Appendice 19 May N. 9. Oct. 1/44  STRENGT A. 8. Oct. 1/44  STRENGT AS AT COT. 1, 1044  ALRORRY  Officers, Filets 2 2 2 12  Alrean, Filets 3 3 11  SROUND CRRW  Officers 2 2 2 3 11  It rained again during the night and it is still shewaring this merning. The bays are an 30 minutes them; and were bringed at 0020 for the first shew. This was time an 30 minutes them; and were bringed at 0020 for the first shew. This was the man at a dire beabing sign against a rainey. Me direct this more above but man since out the raine, 700-lb. beabs ware ups. A new place arrived late years yet in the late of the day:  Specialismi. Typhese 18 - 7525 hrs., memory. Typhese 18 - 30 mins.  Today was the best say we have head at Rindbard. Paur first beabing shew were dease, three of them of them which the rained the rained lates unliked. Paur first beabing about were withing the was the best say we have head at Rindbard. Paur first beabing shew were dease, three of them with 500 lb. beabs, the other using 1,000 lb. beabs, the other using 1,000 lb. beabs, the other using 1,000 lb. beabs, the star was at the contract of the same of the same and a sixth, on manufation and petrel train of 30 care believed tetally decrease. It was very spectroular with the make rising to a thousand feet, Four tracks were out as wall and a bearcaine and starce room set out fire. On the 1,000 lb., mid the Squakes, in conjunction with 440 Squakes at accessed the far strained at deep was delegated in the target and results were consolient with all ten tracks on the delegan, the delegan. All beats fall an the target and results were consolient with all ten tracks on the delegan, the delegan and the strains and tens was fallen as the target and target and the strains and tens of the delegan and the strains and tens of the strains and	natructions for use of this form 2349 and War Manual Pt. in R.A.F. Pochet Book.	i m K.R. and I	X., and	of (Unit or Formation)	438 (Can) Southition	2 1944) T. I. J.	5.41-20-43 8 P. No. of pages used for	
Officers, Pilets 22 22 12 Airson, Pilets 22 22 12 Airson, Pilets 3 3 11  GROUND CERN  Officers 2 2 2 3 3  It raised again during the might and it is still shewering this merniar. The baye are an 30 minutes though and were briefed at 0825 for the first show. This was the poly operational "le" teday and tesk aff at approx. 1720 hears in the late afterneon an a 2 ive heating "se" against a sailery. No direct hit was nearly but man singer out the rathry. 300-lb. beach when was, A new pilet arrived late process, in a continue of 12 is a poly of 12 is late 12 in a sailer that process. The day's operational, Typheen IB - 7425 hrs., near-sp. Typheen IB - 30 singe. brightly all day and visibility was unlimited. Results also were almost milimited. Four dive beaching shows were dess, three of them with 500 lb. beach were almost milimited. Four dive beaching shows were desse, three of them with 500 lb. beach give a class milimited. Four dive beaching shows were desse, three of them with 500 lb. beach give a the star unday 1,000 lb. beache. The scare for the three uning 500 lb. beach plus straffing was 6 trains attacked, with 5 of them damagned, the cixth, an assumittion and petral train of 30 cars believed tetally declaras. It was vary aportacular with the smake rising to a thousand feet. Four tracks were cut as well and a betracks and stare results were excellent with all ten tracks out, double tracks make full and the target and results were excellent with all ten tracks out, double tracks into the yards out, 20 goods tracks dearway and the attacked the havelenting target out, double tracks into the yards out, 20 goods tracks dearway and the attacked the havelenting target out, double tracks into the yards out, 20 goods tracks dearway and the attacked the havelenting target out, double tracks into the yards out, 20 goods tracks dearway and the attacked to the attacked out, double tracks out, double tracks out, 20 goods.	Place	Date	Time		Sumbery	of Byens	SECRET.	References to Appendices
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operational "le" telay and tesk off at apprax. 1/20 hears in the late afformed an a  live hearing "le" against a railway. We direct hits vare secret but mear misses out  the railway. 300-lb. beads vare used. A new pilet arrive late preservity, he is  - OAN J.33055 P/O J.A. Levi from Railway. Que. Tetal flying times for the day:  sperational, Typheen IB - 7:25 hrs., non-sp. Typheen IB - 30 mins.  Tetay was the best day we have had at Mindayen. The sun shone brightly all day and visibility was unlimited. Results also were also unlimited. Four dive beading shows were  done, three of them with 500 lb. beads, the other using 1,000 lb. beads. The scene for the  three using 500 lb. beads plus straffing was 6 trains attacked, with 5 of them damaged, the sixth, an assumition and petral train of 30 cars believed tetally destroyed. It was vary  spectacular with the smale rising to a thousand feet. Four tracks were out as well and a  barracks and store rest set as fire. On the 1,000 lb. raid the Squadres, in conjunction with  440 Squadres attacked the Marshalling Yards at Celders. All heads fell on the target and results were excellent with all ten tracks out, souble tracks into the yards out, 20 goods.  trucks destroyed and the station and tom damaged by straffing as we pilet. OAN J.2076-P/O			7-1	· · · · · · · · · · · · · · · · · · ·	e serie e companya	person Le pisa.		
2 ive heabing "10" against a realway. He direct hits were scarce but many misses out the realway. 500-lb. beads were used. A new pilet arrive late posterly, he is  - Ohld.33056 F/O J.A. Leve from Realest. Que, Tetal flying times for the day:  - Oct. 2/4  - Tetay was the best day we have had at Rindhoven. The sun shows brightly all day and visibility was unlimited. Results also were almost unlimited. Four dive beabing shows were done, three of them with 500 lb. beabs, the other using 1,000 lb. beabs. The score for the three using 500 lb. beabs plus straffing was 6 trains attacked, with 5 of them damaged, the sixth, an assumition and potrol train of 30 cars believed tetally destroyed. It was very spectacular with the smale rising to a thousand feet. Four tracks were cut as well and a barreaks and stere resu set as fire. On the 1,000 lb. raid the Squadren, in conjunction with 440 Squadren attacked the Marshalling Yards at Geldern. All beabs fell on the target and results were excellent with all ten tracks out, double tracks into the yards out, 20 goods.  trucks destroyed and the status and tour damaged by straffing a see pilet. Oth J. 2076 F/O	1	C . C	X	· 一门是为是为企业的国际的企业,但是的特殊。	<b>《大學學學學》</b>			
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trucks destroyed and the station and term demands by straffing, a new pilet, GAN 3,3976 F/O has,			and the second			double tracks i	ete the vards cut 20 mands	
Det. 3/44 We are back to the cloudy reday type of day, and it is amiserably cold. We exercised	31.7	Dat., 3/4		trucks dectrayed and the stat A.C. Richards of Clair, Sank	arrived today.	od by straffing. otal flying: ope	o new pilet GAN 3.30376 P/O pratienal, Typhsen 13 - 34:00 Typhsen 13 - 1:45 hrs.	rs.

Place	Date	Time	Summary of Rvents SECRET.	References to Appendices
43 Wing H.Q. Mirstrip B.78,	Oct. 4/44		This is a fine bright merning and the beys were away on their first "ops" early in the	
Madheven, Helland.			mersing. Two others were made later in the day, All were dive bembing shows using 500 lb.	
			heads. All shows were very successful with a good percentage of direct bits. Seven tracks were out including I double track, a junction was blown up with the sidings damaged, and two	Last A
			trains were demaged, one being blem right off the tracks with some direct hits. The beys	
			were very jubilant ever this fete, and operations were very well satisfied with the day's work. Total flying for the day: operational, Typheen 18 - 29:20 hrs., non-sp - Nil.	
	Oct. 5/44		Teday is a bit inclined to be cloudy and is quite windy but it hasn't interfered with	
	G64*		flying. Three dive bembing shows were done as well as a dusk patrel. The dusk patrel was uneventful but the dive bembing shows were good with all bembs in the target area. The beys	
			are getting very confident and are dive bending from a lewer height to ensure accuracy.  The rail was out definitely nee show and believed damaged on both the other shows. As well	
			one railway station was demeliahed, an M.T. damaged and a gasamater set on fire. Tetal flying for the day: operational, Typhoen 1B - 26:10 hrs, non- op., Typhoen 1B - 30 mins.	•
			This is a grand bright sunny day though it is cool and quite windy. The beys get away	
•	Oct. 6/44		on their first "de" early and were back before nine, Alterether four operational dive bembing	
			missions were perfected, four trains were straffed and damaged, one of them with 7 flak care	
			during the first three missions on which 500 lb, books were used. On the fourth against a Marshalling Yards, 14 books were dropped with .025 tails and two with six hour delay. All	¥
			hembs arepped in the target area, Total flying for the day - sperational - 35:15 hrevy  Ren. sperational, Typhese 18 - 30 mins.	
• 4	Oct. 7/44		Another grand bright day, wenderful for flying. Three sperational flights were made, two dive bembing "de's" using 500 lb. bembs and the other a dusk patrel. The dusk patrel was	
			movementful. Results of the dive hambings were good with the redlways cut in two places as well as a small radiway bridge destroyed. We suffered a very serious less teday when following	
		11.78	one of the dive bembing "de's", P/kt. A.B. Newmore (CAN J.10652). "A" Flight Commander was struck by flak and crashed on the deck and exploded, "Buck" was prebably the mest popular pilet on the Squadren and one of the eld timers with the Squadren as well. Tetal flying for the day: sperational, Typhean IB - 18:00 hrs., Nan-operational - Hill.	

Wt. 25045/02202 20034 12/45 C. & L. 51-770

R.A. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2340 and War Manual Pt. II., chapter XX., and notes in R.A.F. Pecket Book.

#### OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation). 498 (CAN) SQUADRON

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

Place	Date Time	Summary of Events SECRET.	References to Appendices
43 Wing H.Q.	Oct. 8/44	We had a heavy rain last night and heavy ground fog which lasted until nearly noon. One	
irstrip B.78,		visiting aircraft, a U.S. Thunderbolt, arrived here at approx. 0930 hours and crashed	
-10.100		while landing. The aircraft was a write-off but, almost by a mirecle, the pilot was	
	4	practically unburt. The crash erew that put out the fire deserve grand praise as the	
		pilet could not have been released with the aircraft upside down. No flying was done	
		all date in the contract of the property of the contract of th	
•	0st. 9/44	Today dawned with an exceptionally low ceiling. A weather recoe. was done this	
	Nation 1	Squadron early in the morning, then the balance of the morning was used to move the	
		aircraft and dispersal bumph to a new location on the opposite of the runway. At noon	
		the whole wing was released until noon tomorrow. Total flying for the day, all	
		operational, Typhoon 1B . 1:30 hrs.	
	0st. 10/44	It was overcast this morning with a gentle drizzle falling. This increased to a heavy	
	P	rain which lasted all morning and afternoon, No flying was done all day,	
•	Oct. 11/44	While not raining this morning, it is heavily overcast and damp, and the	
		ground is unserviceable for texiing. This condition prevented any flying by the	
		Squadren kitse for the whole day,	
10.2	0ot. 12/44	Weather this morning is grand - the pilots on the early morning show report C.A.V.U.	
		Altogether three operational missions were performed, all dive bombing shows. 500 lb.	
		bombs were used on two and 1,000 lb. bombs on the other. Dive bombing was good with	
		all bombs in the target area, but no positive results were seen. Total flying for the	
		day: - operational, Typhoon 1B - 22:45 hrs., non-operational, Typhoon 1B - 1:40 hre.,	
	GET OF ST.	Auster V = 1:00 hours.	
•	Oct. 13/44	Another grand day. It was a bit cloudy early but the sun come out shortly in all its	0.04
Charles Lancinson		glory. Only two dive bombing "do's" were done today, both with 500 lb, bombs. The bombs	
		all fell in the target area but no results were seen. Due to the fact that Il and 24 second bembs are not being used just now, bembing is done from a much higher height and	* £ ,
The Ties		results, therefore, are not as certain. All pilots of the Wing plus 39 Recos, Wing listened	
	1	to a short talk by Sir Archibald Sinclair, Minister of Air in His Majesty's Covernment.	

Place	Date	Time	Summary of Events SECRET.	References to Appendices
143 Wing H.Q.	Oct 13/44	(Cont)	He gave the fighter bombers great praise for their past work, asked for any questions, etc.	
Airstrip Ba78, Eindhoven, Holland			Total flying for the day: operational, Typhoon 1B - 16:00 hours, non-operational,	
The state of the s	CALOT SE G	1	Typhoon 1B - 1:35 hours.	
•	Oct. 14/44		This is an old sort of day. The pilots were not routed early and have not flows this morning. The wind is gusty and it is fairly overcast with the sun breaking out	
			occasionally. This afternoon two dive bombing missions were performed with both against	
The second			railway lines using 500 lb, bombs. Results were good with at least five line cuts. Total	
•	Oct. 15/44		flying for the day: operational, Typhoon 1B 17:55 hrs., non-operational Nil.  Today is grand and bright and the pilots were out on an early "do". It was an attack	
**************************************			on railway lines and was exceptionally successful with 5 direct hits on the track. Two	
	-		more operational "do's" were performed during the day. All were dive bombing jobs	
	20 34 AN		using 500 lb. bombs and the results were at least 5 rails cut. It started to rain about	
			about 1530 hours and the Squadron was released at approx. 1630 hours. CAN J.26903 F/O	
	100 T		A.C. Brooker was today sent to an ear specialist in Brussels. He has been bothered on	
			a few occasions with his ear drum and the local S.M.O. wants to ensure that future dive bombing will not interfere with the drum. Total flying for the day:- operational,	
	-		Typhoon 1B - 21:20 hrs., non-operational, Typhoon 1B - 30 mins.	
	Oct. 16/44	1	It seined until after midmight last night and although it has stopped this morning,	
	000 3		it is still damp and cloudy and the taxi strips are pretty muddy. The pilots were called for briefing at 0920 hours but this was later cancelled and the Squadron was left on	
			30 minute readiness. No flying, operational or non-operational, was done all day.	
•	Oct. 17/44	l .	This was a cold cloudy day, very unsuitable for flying. One operational trip	
			was called and the aircraft took off but were recalled. No more flying was done today.	
•	KIU TON		It started to rain about 1700 hours and poured all evening. Total flying for the day, all operational, Typhoon 18 - 5:00 hours.	
••	Oct. 18/44	,	This has been a cold, odd sort of day, very changeable. The sun is shiring one minute	
			and it is pouring rain the next. Regardless, two operational "do's" were called. One was abortive due to weather but the second dive bombing "do" with 500 lb. bombs was very	

W- WELFLOWER SHAPE 19/48 C. S. T. SLOVE

# OPERATIONS RECORD BOOK NO. 438 (GAN) SQUADRON.

Page No. FIVE

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

Place	Date	Time	Summary of Events SECRET	References to Appendices					
49 Wing H.Q. Lestrip B.78	Oct.18/44	(Cont)	guocessful with all bombs in the target area and the rail out. We had a casualty today						
indhoven, Holland		70 .	when CAN J.19596 F/Lt. V.B. Mollann had his engine start cutting. He glided back using his						
			engine sparingly but was unable to make our lines, being forced to force land in enemy						
			territory about ten miles from the bomb line. It is believed that he escaped from the direct though his second saw the engine on fire on the ground. We all hope he comes						
			through safely, Total flying for the day:- operational, Typhoon 1B - 14:00 hours, non-	× •					
	16.0° (15)+	et i	operational, Typhoon 1B - 1:30 hours.						
•	ost. 19/4	4	This is a dull sort of day, very cold and with the odd showers of rain. Only one						
	6.7		operational mission was performed but excellent results were obtained. In a dive bombing						
			attack using 500 lb. bombs, a railway track was out five time. The Squadron was released						
			early. CAN J.9936 S/Ldr. "Ross" Heid, O.C. of the Squadron departed for Brussels by jeep						
	14:50		to make accommodation arrangements for the Wing pilots on their day off. Total flying for						
			the day; operational, Typhoon 1B - 9:15 hrs., non-operational, Typhoon 1B - 30 mins.						
•	Ost. 20/4	4	This is the same type of day as yesterday though we didn't get any rain. One "Wing"						
			day off was cancelled, and just as well because our O.C. didn't arrive back from						
			Brussels. Two operational missions were performed, both of them dive bombing attacks on						
			railways, using 500 lb. bombs. Results were good with one rail out and two damaged.						
			Total flying for the days operational, Typhoon 18 - 17:20 hrs., non operational, Typhoon						
			18 - 1:30 hrs.						
	Oot: 21/4	4	It wasn't exactly clear this morning but gradually improved until at approx, noon, the						
			sun broke forth. Three operational missions were perfected today, all rail outting jobs						
	1000		using 500 lb. bombs. Results were good with a total of 3 rail outs, and an embankment						
efagyaza November			damaged. The days are getting very short. On the second mission, the aircraft returned						
marity (m·)o			shortly after 1700 hours and it was almost dusk. Total flying for the day: operational,						
	4 4 3 4	ACT .	Typhoga 1B - 24:40 hours, non-operational, Auster V - 1:00 hours.						
•	Oct. 22/4	4	Woke to a heavy ground fog which did not lift all day. No operational flying was done						
2010-11-0	100000		by this Squadron. Such inactivity is bad for the pilots in that they have too much time to	<b>S</b>					
			think of and "hash over" "ops" sorties. A new system of sending 4 pilots on a 48 at one	-					

Page No.....

Place	Date Ti	Summary of Rvents SECRET.	References to Appendices
143 Wing H.Q.	Ot. 22/44 (Co	nt) time, as well as the two on leave in Bagland, was started today and it is felt that	
Airstrip B.78	0.64	getting the boys away to Brussels for a couple of days will be much more beneficial to	
Rindhoven, Holland		them that the "1 day off" schedule. No flying was done all day.	
•	Ost. 23/44	The same fog persisted all day today and again no "ope" flying was done. Towards	
		evening it started to rain quite heavily. No flying all'day:	
•	Ost. 24/44	Still fog this morning but not nearly so heavy and the sin is doing its best to	
		dispel it. One operational mission was attempted but it was abortive due to weather. The 1,000 lb, bombs carried were jettisoned and no more flying was done during the day.	
	-	Total flying for the day: all operational, Typhoon 1B - 8:00 hours.	
•	0.5. 55.44	CAN J.1955 F/Lt. H.C. Uphem and CAN J.10256 F/Lt. R.B. Coffey completed their operational	
		tours today amidst the rejoining of the whole Squadron.	
	Ost: 25/44	The heavy ground fog preveiled this morning and flying is definitely out. This condition prevailed all day so there was no scrivity in the Squadron. No flying all day.	
•	Oct. 26/44	Another retten sort of a day, cold and dreary with a heavy ground fog. This condition	
		prevailed all day and prevented any operational flying. Total flying for the day,	
76		all non-operational - Typhoon 1B - 1:30 hours.	
•	Oct. 27/44	Another morning with an exceptionally heavy ground fog. As in the case of yesterday,	
	0.01 131 90	the fog stayed all day and prevented any operational flying. No flying was done all day.	
•	Opt. 28/44	This was really a grand morning with the sun shining brightly. What a change? The	
		Squadron really went to town today doing two ceather recoes, and four dive bombing missions.	
		The target for three of the missions were railway lines and good results were obtained,	
		using 500 lb, bombs, three rail outs being stored. The fourth mission, using 1,000 lb.	
		bombs was supposed to be an attack on a bridge but when the Army signal smoke did not	
		appear over the target, the aircraft instead dive bombed a village which was supposed to	
(4) (4) (4) (4) (4) (4) (4) (4)	2000 - 200	be used for an Asmo. Dump. All bombs in the target area but no results were observed. This	
		good day has been good for the Squadron. Flying times for the day, all operational,	
1. 31 BAS		Typhoon 1B - 33:20 hours.	
to Allendary - Colore			

SALETON IN COMPANION

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2340 and War Mamual Pt. II., chapter XX., and notes in R.A.F. Packet Book.

#### OPERATIONS RECORD BOOK

of (Unit or Formation) 438 (CAN) SQUADRON

Page No. SEVEN

No. of pages used for day.

Place	Date Time	Summary of Events SECRET.	References to Appendices
43 Wing H.Q.	Oct. 39/44	Another grand day and the boys were called out early. Their first mission this morning was	
irstrip B.78,		a well planned, very important attack, on look gates, probably the most important target	
indhoven, Holland.		we have had for ages. It was a Composite Wing Show and worked out exactly as planned	
		but unluskily the gates were up and, therefore, results were not as good as expected,	
		though, doubtless, considerable damage was done to the look machinery and the immediate	
		buildings. 1,000 lb. bombs were used. The next mission was a Squadron attack on a bridge again using 1,000 lb. bombs. This was very successful with the bridge knocked out	
4.4.4.4.4.9.4.4.4.3.9.44		completely due to two direct hits. One at least of these was dropped by our Squadron	
		Commander, Can J.9936 S/Ldr. "Ross" Reid. Two mose missions, attacks on reilway lines	
		were made using 500 lb. bombs with good results, the rail being out in both cases.	
The state of the s		Following the one mission (straffing) attacks were made on two goods trains. On Woth	
	The second second	of these last missions, siroraft were jumped by two possible M.E.262's (rocket jobs) but	
		no demage was done to our litter. Two good flying days in a row is more than we had hoped	
		for. Total flying for the day: operational, Typhoon 1B - 28:55 hrs., non-operational,	
All the same of th		Typhoon 1B - 30 mins.	
•	Ost. 30/44	The weather has changed again. Though the boys were called out for early shift,	
* V 1882 198		due to heavy clouds and poor visibility no flying was done. Two runs were arranged to take all the pilots into town for a hot shower. The weather did not improve and	
1284 - Carlon 1270 - C		though the boys were on readiness at dispersal, no ope, were done. No flying all day.	
4	Dot. 31/44	This morning is terrible with an exceptionally heavy ground fog. Visibility is	
		limited to approx, 50 yds, and colling is mil. The pilots will stand to in their	
		quarters or the Mess. This condition prevailed all day, at approx. 1100 hours the whole	
	177 (188	Wing was released until 0900 hours in the morning. Eindhoven has so little to offer in	
		the way of entertainment that with the exception of a few who went to either the E.N.S.A.	4
		show or the Officers' club, the remainder stayed around our own Mose.	Town Liver Section
		P.T.0,	A Secretary

Place	Date	Time	Summary of Rvents SECRET.	Appendi
			STRENGTH AS AT OCTOBER 31, 19441	
			The state of the second section is a second section in the section in the second section in the s	
			H.C.A.V. MOTAL STRENGTH ESTABLISHEST	
			Officere, Pilots 22 22 12	
			Aimen, Pilota 4 4 11	
***			GROUND CREW	
			Officers 2 2 3	
			Almen 29 3 3	
n e			PLYING TIMES FOR OCTOBER, 1944	
		Kalas	CPERATIONAL, TYPHOON 1B (DAY) - 370:50 HOURS	
			NON_CERATIONAL (DAY) TYPHOON 1B 12;30	
			NON_OPERATIONAL (DAY) AUSTER V2:00	<u> </u>
			TOTAL 385:20 Hours	1 2
			TOTAL NUMBER OF AURCRAFT ON CHARGE AS AT OCTOBER 31, 1944	
			Catal Canada and an analysis of Typhoon 18 - 18 .	
			TOTAL NUMBER OF OPERATIONAL SORTIES CARRIED OUT DURING THE MONTH: 462 36 V	
			HRADER OF SQUADRON PERSONNEL DURING THE MONTH OF COTOBER, 1944:	
			Bealth of the Squadron during the month has been generally good with the	
			exception of a number of colds caused by the damp conditions.	
				<del>.</del>
			X Field Sher.	
-A/2/(5 <sup>1</sup>			Squadron Lander Commanding.	
		2.000	No. 438. (Can Squadron.	
7-24-7	30		APPENDICES ATTACHED:  ***********************************	
d			ALE CONTROL OF THE PROPERTY OF	
			And the Control of th	
			Control of the second of the s	

#### STATISTICS FOR FORM 540 - 438 SQUADRON, OCT/44.

- (b) HONOURS AND AWARDS NIL
- (c) TOTAL TONNAGE OF BOMBS DROPPED, COT/44

235 tons, (576 x 500 lb. bombs, 190 x 1,000 lb. bombs)

- (a) countssioning, oct/44. NIL
- ( ) PROMOTIONSY OCT/44.

F/La. R.F. REID (J. 9936) promoted to Acting Squadron Leader w.o.f. 13/10/44.

F/O A. LAMBROS, (J. 16020) promoted to Acting Flight Lieutenent, w.e.f. 29/10/44.

F/O E.J.D. McKAY (J. 20030) promoted to Temporary Flight Lieutenant, w.e.f. 3/7/44.

APPENDIX "A"

P.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By 438 Squadren

SECRET

PAGE NO. ONE

(\*12767-9511) Wt. 22269-1124 70H 8/43 T.S. 700 (\*13799-9511) Wt. 44067-3384 150H 1/44 T.S. 700

	Wt. 44067-3364 150m 1/44		FOR			ober 19.44	
DATE	AIRCRAFT Type & Number	CREW	Dury	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENC
Oct. 1/44	Typheen 1B F3 X	F/Lt. D.W. Banting	Bomber	1720	1810	8 x Typheen 1B detailed to attack Railway at B.9742.	144 40
	<b>1</b> 73 <b>Q</b>	F/O E.J.D. McKey		1720	1810	Target attacked with 16 x 500 lb. bembs, 11 sec. delay	
	<b>73 B</b>	F/O N.E. Dawber	2	1720	1810	fusing, Reil out, Ne nevement seen, Moderate, light	
	<b>P</b> 3 M	F/O R.G. Crosby	*	1720	1810	flak accurate flak from E.8214.	
	P3 K	F/Lt. R.E. Coffey	ì	1720	1825	Charles of Balance of Sec.	+7-
6.62	P3 T	F/O R.E. Oldfin		1720	1825	the contract of the contract o	
	<b>17</b> 3 H	F/O H.C. Upham	*	1720	1825	• ***	
	<b>7</b> 3 J	F/O D.J. Washburn	i	1720	1810		25 9 1 2 5
		20				Commence of the state of the same of the s	
Oct. 2/44	Typheen 18 F3 G	F/Lt. A.B. Newsens	•	0725	0825	8 x Typhesa 13 (Bambe rs ) detailed to divebomb railways	
LAN .	<b>1</b> 73 <b>J</b>	P/O R.E. Oldfin	•	0725	0825	at 4,2072 and 4,3963. Railway at 4,2072 attacked with 8	•
		F/Lt. B.E. Coffey		0725	0825	x 500 lb. bembs, 'll sec. delay, 'All missed, 2 mear misses.'	8 Hall
	<b>P</b> 3 H	F/O H.Q. Upham		-0725	0825	Railway at A. 3963 attacked with 8 x 500 lb. bombs, 11 sec.	
	Commence of the Commence of th	P/Lt. D.W. Bentine	*	0725	0835	delay. All berbs in target area. Rail out, 1 mixed train	
	F3 A	P/O J.A. Lerd	* 0	0725	0835	6 cars going E. at 2962 damaged. 1 mixed train of 5 cars	
	P3 B	S/Lir. J.R. Beirmes	2	0725	0835	demaged at A. 365. Colds train of 15 cars poing B. at	
	F3.P.	F/O F.B.F. Skelly		0725	0835	A,3242 damaged, Goods train, 15 cars going E, at A,3242 da Goods train 6 cars going No. atA, 2535 damaged. All aircraft carried 2 x 500 lb bombs.	t.
Ost. 2/44		P/Lt. D.W. Benting P/O J.A. Lord	4	1005	1115	8 x Typhes 12 x 500 lb. hemms, 11 sec. delay each) setailed to attack foil at 4.2942. Targets attacked with	
	23.9	P/O F.R.F. Skelly	6	1005	1115	16 x 500 lb. bembs, 11 sec. delay. All bembs in target area	
	₽3 X	F/O A. Lambres		1005	1115	Double track, both lines cut. Amme. and petrol train at	
	F3 D	F/Lt. R.B. Coffey		1005	1115	A.3142 attacked, first cars attacked and blew up, 10 had	
	P3 H	P/O H.Q. Uphem	-	3,005	1115	blews by the Squadren left, fires still going strong	
	. P3 J	F/Q D.J. Washburn	entropic .	1005	1115	toward and.	
	<b>P</b> 3 <b>Q</b>	F/Lt. A.B. Newsome	•	1005	1115		
							796

DATE	Type & Number			CHE CHARLES WE DESCRIVE	-	DETAILS OF SORTIE OR FLIGHT	
Marie State Company of the Company o		a ret wint to theme		UP	Down		
Oct. 2/44	Miles 18 F3D	F/Lt. R.E. Coffey	Bember	1240	1340	8 x Typheen 1B (Bembers) (each aircraft carrying 2 x 500	
	₽3 H	F/O H.C. Uphem	*	1240	1340	lb. bembs, 11 sec. delay, Aircraft attacked Reilway at	
	F3	J S/Ldr. J.R. Beirnes	•	1240	1340	.A.1537. All bembs in target area. Rail cut. Goods train,	
	<b>P</b> 3 <b>G</b>	F/Lt. A.B. Newsome	•	1240	1340	8 cars at A.1537 damaged. Straffed weeden barracks or	
	<b>1</b> 73 Q	F/O N.E. Dawber		1240	1340	stere reem in weeds at MA.1238. Started fire. Claims:	
	F3 S	F/O W.L. Beatty	à	1240	1340	1 engine damaged,	
	<b>P</b> 3 <b>F</b>	F/O . V.E McMann	4	1240	1340	8 trucks demograd.	
	<b>₽</b> 3 <b>V</b>	F/O R.C. Cresby	a a	1240	1340		
		Andrew Arthur Stage		DAS		1. 604 60 60 60 1	
Oct. 2/44	Typheen 18 F3 Q	S/Ldr. J.R. Beirmes	Bember	1515	1615	8 x Typheen 1B carrying 2 x 1,000 lb, bembs, .025 tail	
	<b>19</b> 3 H	F/O R.E. Speener		1515	1615	each, detailed to dive bomb Marshalling Yards at	
	F3 G	P/Lt. A.B. Newsome		1515	1615	Coldern with 8 Typheen siroraft of 440 Squadren, Target	
	P3 J	F/O D.J. Washburn	•	1515	1615	attacked with 32 x 1,000 lb. bembs, .025 tail, dive	
	F3.P	P/Id. D.W. Banting	i	1515	1615	bembing from 8,000' to 3,000'. All bembs in target area.	
	<b>7</b> 3 Y	P/Sgt. R.G. Fex	¥	1515	1615	All rails, estimated at 10, running through M/Y destroye	<u>.                                    </u>
	F3 X	F/O. A. Lembres	1 4	1515	1615	The main double rails into South and of M/K cut. 20	
	<b>F</b> 3 <b>S</b>	F/O F.R.F. Skelly	•	1515	1615	goods trucks it yards destroyed. Station destroyed. 6 passenger cars and loos, between MAT and term straffed and damaged.	
			100				
Oct. 4/44	Typheen 1B F3 G	F/Lt. A.B. Newsome	Bemfer	0705	0805	8 x Typhees 1B, carrying 2 x 500 lb, bembs, 11 sec. dala	
	ע פינ	F/O R.E. Speemer	•	0705	0805	each, detailed to attack rail at A.2072. Rail at A.1352	
	<b>7</b> 3 J	P/O D.J. Washburn	4	0705	0805	attacked with 8 bembs, all bombs in target area. Rail	
	<b>7</b> 3 H	W/O R.F. Breen		0705	0805	believed out and 7 truck train & lece, stepped and	
	<b>7</b> 3 <b>2</b>	P/Lt. D.W. Benting		0705	0805	damaged, 8 x 500 lb. bembs at A.3160, Reil believed	
	<b>P</b> 3 <b>X</b>	F/Q N.E. Dawber		0705	0805	out	
	P3 W	F/O W.L. Beatty	- É	0705	0805		
	<b>y</b> 3 <b>v</b>	F/Sgt. R.G. Fex	•	0705	0805	The state of the s	
				Card of			

APPENDIX "A"

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By 438 SQUADRON

SECRET

PAGE NO. THIREE.

(*ra761—0511)	Wt. 22229—1724 70H 8/43 Wt. 44067—3384 150H 1/44	T.S. 700	Ву.		OCTO		чотниже
	Wt. 44067—3384 150H 1/44			тне Монтн ов	IMB	DETAILS OF SORTIE OR PLIGHT	REFERENCE
DATE	Type & Number	CREW .	Dury	Up	Down	The state of the s	
Oct. 4/44	Typheen 1B F3 X	F/Lt. D.W. Basting	Bember	0) 950	1100	12 x Typheen 18, each aircraft carrying 2 x 500	1
	F3 A	F/O J.A. Lord		0950	1100	1b. bembs, 11 sec. delay, detailed to dive bemb rail	4 +
	F3 F	F/O R.G. Cresby	٠.	0950	1100	at A.3963, 5 aircraft bombed rail at A1872 with 10	
	P3 V	P/Sgt. R.C. Fex	*	0950	1100	500 lb. bembs. Rail out in three places. Remaining	
	F3 B	S/Ldr. J.R Beirnes	á	0950	1020	6 sircraft bombed at A.4258 with 12 x 500 lb. bembs,	
	P3 S	F/O F.R.F. Shelly	å	0950	11.00	lece. and goods train of 25 trucks bembed, direct hits.	- Fig. 198
	P3 J	F/O D.J. Washburn	•	0950	11.00	on train, blow off tracks and cut rail, Also out	
	F3 B	F/Lt. R.E. Coffey	â	09700	130.0	double track at 4260. S/ldr. Beirnes returned after	
	ם פינ	F/O R.E. Speener	4	0950	1100	30 mins, flying due to mechanical treuble.	1/2
7.1	F3 Q	F/Lt. A.B. Newsome	1	0950	1100	Company of the second s	
	<b>F</b> 3 H	P/O . H.Q. Upham	•	0950	1100		
	F3 M	W/O R.E. Breez	•	0950	1100	Control of the Contro	
Opt. 4/44	Typheen 1B F3 K	P/Lt. R.E. Ceffey	Banber	1230	1430	8 x Typhoen 1B, each sireraft carrying 2 x 500 lb.	
	F3 M	P/O R.B. Oldfin	****	1230	1430	bombs, 11 sec. delay, detailed to attack rail at E.8771.	
	P3 H	P/O H.G. Upham	•	1230	1430	Target attacked with 14 x 500 lb; bembs; All bembs in	
	P3 D	F/O R.E. Speener	•	1230	1430	target area, Junction B.8771 out and sidings damaged.	
	F3 Q	S/Ldr. J.R. Beirms	â	1230	1430	Attack by F/O H.C. Uphen shortive due to the bembs	
and the second	F3 X	F/O N.E, Dawber		1230	1430	honeing up	
	F3 V	F/O W.L. Beatty	*	1230	2430		
	<b>P</b> 3 <b>B</b>	P/O P.R.F. Skelly	VA	1230	1430		
Oct. 5/44	Typheen 1B F3 F	P/Lt. D.W. Benting	Bember	1035	1140	8' x Typheen 18, each sircraft armed with 2 x 500 lb.	
	<b>₽</b> 3 ¥	P/O .J.C. Uhtheff	•	1035	1140	bobs 11 sec delay detailed to dive bemb rail at	
	<b>P3.</b> 3	F/O A. Lembres	•	1035	1140	hebe, Il sec. delay, detailed to dive best rell at A, 3075. Target attacked with 16 x 500 lb. bests, all	
	P3 .	F/O E.J.D. McKey		1035	1140.	bemba in target area. Rail cut. Gasemeter in centre of	1
	13 1	P/O H.C. Upham	· · · · · · · · · · · · · · · · · · ·	1035	1140	Wurterswyk set en fire by cannon and destroyed.	
	Pa l	F/O D.J. Washburn	•	1035	1140		
	F3 1	P/O R.E. Oldfin	•	1035	1140		
		F/O A.C. Richards	*	1035	1140		XXX
	P3. B	T/U A.L. Richards	676	W-39			

	AIRCRAFT	CREW	DUTY	Trace		DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	Type & Number	CREW		UP	Down		Ch.L
0ot. 5/44	Typheen 1B F3 D	F/Lt. A.B. Newseme	Bomber	1240	1340	8 x Typheen 18, each simraft armed with 2 x 500 Ub.	
	F3 B	W/O A.B. Harle		1240	1340	bembs, detailed to dive bemb rail at E.9828. Tarset	
	<b>F</b> 3 H	F/Lt. R.E. Ceffey	•	1240	1340	attacked with 16 x 500 lb. bembs. All bembs in target	
	F3 M	F/O I.J.V. Wallace		1240	1340	area, Rail net cut. 2 bents pessibly damaged rail at	
	F3 B	S/Ldr. J.R. Beirms		1240	1340	3.96%. Ne novement seen.	
	F3 Z	F/O J.A. Lord		1240	1340		
	F3 F	F/O R.Q. Cresby		1240	1340		-
Linear Park	F3 V	F/Sgt. R.G. Fex	•	1240	1340		
Ont 5/44	Typheen 1B F3 D	F/It D. D. Bouting	Bomber	1455	1545	8 x Typhen 1B, each airmaft carrying 2 x 500 lb. bembs;	
99 Va. 11.77	P3 A	F/O E.J.D. McKey	ď	1455	1545	11 sec. delay, detailed to dive bemb rail at 5.9828.	<del> </del>
	F3 J	P/O J.C. Uhtheff		1455	1545	Target attacked with 16 x 500 lb; bombs; All bembs in	<del> </del>
	P3 P	F/O A. Lembres	- 1	1455	1545	target area, Rail net cut but damaged, Station 9929	ļ
	P3 B	S/Mar. J.R. Beirne	, .	1455	1545	destroyed. 1 Met. damaged at 9830.	-
	F3 V	F/O D.J. Washburn		1455	1545	30 30 30 30 30 30 30 30 30 30 30 30 30 3	<b>-</b>
	F3 H	P/Lt. H.G. Unham	².	1455	1545	1	-
apav z la nazadi	F3 M	F/O .R.E. Oldfin	e de la Companie	1455	1545	100 C	
Oct. 5/44	Typheen 1B F3 P	F/Lt. D.W. Benting	Fighter	1810	1850	4 x Typheon 1B detailed on Dusk Patrel, 18 jungan Area.	<b>_</b>
	F3 Y	F/O .N.E. Dawber	•	1810	1850	Arcraft patrolled area, but patrol preved unevertical	-
	F3 D	F/Lt. H.G. Unham		1810	1850	A Property of the Control of the Con	
	P3 J	S PROCESSOR LONG STATE OF STAT	4	1810	1850	The same of the sa	9
0+ 6/44	Typhoen 18 F3 R	P/Lt. R.B. Coffey	Bomber	0805	0920	B x Typheon 18, each niverest ared with 2 x 500 lb. bet	8,
- CC C C - C - C - C - C - C - C - C -	F3 N	F/O I.J.V. Wells	00 "	0805	0920	11 sec. delay detailed to dive been rail at 4,3061,	
	F3 J			0805	0920	Target attacked with 16 x 500 lb. bembs. All bembs in tar	get
	F3 V	F/O J.C. Uhtheff	•	0805	0920	area. 3 cuts on track at 3061 to 3562. No mesement seen.	2 2 2
	F3 Z	F/O J.A. Lord		0805	0920	The state of the s	
7	P3 1	F/O R.C. Greaby		0805 0805	0920	Annual Control of the	A

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APPENDIX "A"



DETAIL OF WORK CARRIED OUT
BY 436 SQUADRON

SECRET

PAGE NO.

(\*12763—9511) Wh. 20093—1384 1500 1504 T.3. 700 FOR THE MONTH OF COTORER 19.44

DATE	AIRCRAFT	CREW	Dury	Т	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DAIR	Type & Number	Casw.	Doll	Up	Down		
Oct. 6/44	Typheen 1B F3 C	F/Lt. D.W. Banting	Bomber	1015	1140	7 x Typhem 18 circraft detailed to dive bemb reilwey	
	₽3.2	F/O J.A. Lard	•	1015	1140	at A.5580, and a recast carrying 2 x 500 lb, backs, 11	
	<b>7</b> 3 X	F/O A. Lembres		1015	1140	sec. delay. Target attacked with 14 x 500 lb. bembs, all	
	₽3 1	P/O J.C. Uhtheff	* .	1015	1140	bambs in tanget area. Rail out. Goods train, 30 trucks,	
	₽3.4	F/Lt. A.B. Newson	•	1015	1140	at A.4871 straffed and damaged, Leas & 15 roods trakes	
	73.1	S/Lar. J.R. Beirme	•	1015	1140	demaged at A.3153. Lece. & 20 goods trucks (7 flak	10000
	<b>P</b> 3 <b>1</b>	F/O R.E. Olefin	•	1015	1140		120
			<b>X</b>	20,000		dangely	
Oct. 6/44	Typheen 18 F3 H	F/O I.J.V. Wallace	amour	1 1300	1 405	8 x Typh sen 18 detailed to dive bemb railway	- X
	990	F/C D.J. Washburn		1300	1405	at A,9188, each aircraft being armed with 2 x 500 lb.	
	<b>F</b> 3 <b>F</b>	F/O A.C. Richards	1	1300	1405	bembs, 200 tell. Target attached with 16 s 500 lb.	-
	P3 X	F/O A. Lembres					
0.00.00.00	79 V	F/O E.J.D. McKey	4	1300	1405	*Ambutance and staff car seen Seing N. at 4.9594, but not attacked,	-
	<b>P</b> 3 <b>P</b>	F/Lt. D.W. Banting	T.	1300	1405	DUL Bot attacked.	
	P3 9	F/O N.B. Damber		1300	1405		
2.2.	.44		S south	1			
Oct. 6/44	Typheen 18 P3 B	S/Ldr. J.R. Beirnes	Bomber	1550	1640	8 x Typheen 1B detailed to dive bomb Marshalling	
	F3 7	F/O W.L. Beatty	•	1550	1640	Tards at Goldern, F/O R.M. Speener's sirereft was	
	. 193 J	F/O R.C. Cresby	8	1550	1640	bembed with 2 x 1,000 lb. bembs, 6 heur delay fusing.	ļ
	P3 ¥	F/O H.J.D. McKey	3	1550	1640	Remaining 7 strongft carried 2 x 1,000 lb. bembs,	
	<b>P</b> 3 <b>P</b>	F/Lt. A.B. Newsone		1550	1640	-025 tail each. Target attacked with 16 x 1,000 lb.	
	73 ¥	F/O R.M. Oldfin	4	1550	1640	bembs. All bembs in target area, Otherwise, is	-
	<b>7</b> 3 <b>1</b>	F/Lt. R.B. Coffey		1550	1640	novement seen.	
	P3.7	P/O · R.B. Speemer		1550	1640	23. 2. 24. 2. 4	
		3.4					
							4 1/2
		Profession Company					130/11

DATE	ATRCRAFT	1		Tnee		DETAILS OF SORTIE OR FLIGHT REI	FERENCE
DAIR	TYPE & NUMBER	Crew	Dory	UP	Down	424	
0et. 7/44	Typheen 1B F3 P	F/Lt. D.W. Benting	Romber	0710	0755	8 x Typheen 1B aircraft, each armed with 2 x 500 lb.	
	F3 T	F/O W.L. Beatty	· · · · •	0710	0755	bembs, ll sec. delay, detailed to attack railway at	
	F3 Z	F/O A. Lembres		0710	0820	E.9265. Target attacked with 16 x 500 lb. bembs. All	
	<b>7</b> 3 <b>0</b>	F/O N.E. Dawber	i	0710	0820	bembs in terest area. Rail out at E.9265. Intense,	
	<b>F</b> 3.D	P/Lt. R:E: Coffey	a a	0720	0820	11 sht, accurate flak from E.8865.	
	F3 J	F/O D.J. Washburn		0710	0820		
	F3 H	F/O H.C. Upham	•	0710	0820		
	F3 K	F/O A.C. Richards	•	0710	0820		
et. 7/44	Typheen 1B F3 6	F/Lt. A.B. Newsome	Bember	1125		8 x Typheen 1B, each armed with 2 x 500 lb, beabs,	
	F3 A	F/O R.E. Speemer		1125	1235	11 sec. delay, detailed to attack Rail Junction at A.6170	
	F3 Z	F/O I.J.V. Wallace	•	1125	1235	Target attacked with 16 x 500 lb. bambs. Bridge and	
	F3 X	F/O R.E. Oldfin	•	1125	1235	railway destroyed at A.6170. Railway junction out at	
ige.	<b>2</b> 3 D	F/O R.C. Cresby	•	1125	1235	A.6069. Intense, accurate, light flak at A.6071. F/ht.	
	<b>73 J</b>	F/O J.A. Lord	•	1125	1235	A.B. Newsome bit by flak after attack and spun in at	
	P3 B	F/O A. Lembres		1125	1235	A,6068. Reported missing, believed killed.	
	₽3 K	F/O E.J.D. McKey	•	1125	1235	The state of the s	
Ont 7/44	Typheen 1B F3 P	F/Lt. D.W. Banting	Fighter	1800	1820	x Typheen 1B detailed on Dask Petrol. Amraft.	
77. 1/	93 <del>2</del>	T/O J.C. Unthece		1000	18.30	patrelled Mijmegan Area, but patrel preved uneventful.	
	F3 D	F/O H.G. Upham		1300	1350	F/Lt. D.W. Benting experi enced mechanical tremble	
	F3 B	S/Ldr. J.R. Beirme		1800	1850	and returned without completing the patrel.	
Ont 0/44	Typheen 1B F3 B		Weather Recce	0845	0930	2 x. Typheen 1B detailed on Weather Recce, Target	<u> </u>
OCC. 7/		FAt. D.W. Benting		0845	0930	area petrolled but weather found unsuitable for	
Dat. 12/44	Typheen 18 F3 K		Bember "	0810	0915	8 - Tunbern IN each armed with 2 x 500 lbs bembs: -025	
Bt. 12/44	Lypnees 13 F) 1	W/O R.F. Breen		0810	0915 0915	tail, detailed to dive bomb railway at A.1397. Aircraft	
	F3 E	F/O P.G. Mackless F/O I.J.V. Walles		0810	0915	en target area. Re cuts seen. Remaining 4 eircraft attacked	
						Bridge at A.105970 destroyed. 1 train of 10 trucks	
	133	F/Lt. R.F. Reid F/O W.L. Beatty F/O V.E. McMann F/O J.A. Lard	•	0810 0810 0810	0915 0915 0915 0915	facing West at 2.0597 dumages. Heavy and light, mederate, accurate flak at E.9265.	

APPENDIX "A"

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

No. 438 (Can) Squadren.

SECRET

PAGE No. SEVEN...

	AIRCRAFT	Vince the State of	Dury	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
DATE	AIRCRAFT Type & Number	Crew	DUIY	UP	Down		
Oct. 12/44	Typheen 18 F3 P	F/Lt. D.W. Benting	Benber	1330	1330	8 x Typhes x 13, each armed with 2 x 1,000	
	₽3 <b>V</b>	F/O J.C. Uhtheff	· •	1330	1430	lb. bembs, .025 tail detailed to dive bemb Amerika,	
	F3 R	F/O R.E. Speener	1	1330	1430	E.775167. Target attacked with 16 x 1,000 lb, bests.	
	F3 S	F/O R.C. Cresby		1330	1430	All bembs in target area, Explesions, smelte and	
	<b>P</b> 3 <b>D</b>	P/O R.E. Oldfin	i i	1330	1430	fire, atternise ne nevement seem.	
	F3 F	P/Lt. H.G. Uphem	í	1330	1430		
	P3 J	F/O N.E. Dawber	•	1330	1430		
	P3 B	W/O R.F. Breen	1	1330	1430	A CONTRACT OF CONTRACT OF THE	
None of the		中国 军业 军 军	1			100 mg	
Oct. 12/44	Typheen 1B M.J.	W/Cmdr.,M.T. Judd	Bomber	1525	1610	8 x To hee a 1B, each srand with 2 x 1,000 lb.	
	<b>₽</b> 3 Å	P/O W.L. Beatty	•	1525	1610	bembs, .025 tail, detailed to dive bemb E.8320, Herst N.	
	F3 Q	F/Lt. D.W. Banting	i	1525	161.0	Target attacked with 16 x 1,000 lb, bembs, attack	
	P3 0	F/O E.J.D. McKey	. 1	1525	1610	being made from 8,000° to 3,000° at 60°, All beabs	
Enways -	<b>P</b> 3 <b>K</b>	P/O A. Lambres	è	1525	1610	in target area. No results observed. No mevement seen.	
	<b>7</b> 3 <b>D</b>	F/Set. J.P. Dewer	4	1525	16.10	the state of the s	
	P3 P	W/O A.B. Harle		1525	1610	The second secon	
	<b>7</b> 3 <b>V</b>	F/O J.C. Untheff		1525	1615	Control Contro	
		5 · ·	4	20.9	my .		
Ost. 13/44	Typheen 18:P3 &	P/ot RUG Civity	Bember	0 830	0930	8 x Typheen 18, each sircraft armed with 2 x 500 lb.	
	73 A	F/O R.B. Speemer	11.	0830	0930	bembs, .025 tail, detailed to dive bemb railway at	
	73 V	F/Lt. D.W. Bonting	4.	0830	0930	Z.7501. Target dive bembed from 6,500' to 1,000'. All	
	<b>73 7</b>	F/O E.J.D. McKay	•	0830	0930	bembs in target area, target demagnd by mear misses and	
	₽3.1	F/O A.C. Richards		0830	0930	pessibly cut, etherwise, ne nevement seem.	
	P3 S	P/O N.E. Dawber	•	0830	0930	7. H. S. C.	
	F3 E	F/O P.G. Macklem	1	0830	0930		
	P3 J	F/Set. J.P. Dewar	i	0830	0930		

DATE	AIRCRAFT	CREW	Duty	The second second	ma -	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	Type & Number	CREW	2011	UP	Down		
Oct. 13/44	Typheen 13 F3 X	F/O A. Lambres	Bember	1040	1140	8 x Typhsen 18 siroraft, each siroraft being crued	
	P3 8	F/O R.B. Oldfin	•	1040	1140	with 2 x 500 lb, bembs, .025 tail, detailed to dive	
	F3 K	F/Lt. R.E. Ceffey		2040	1140	bemb rail at A.1561. Target attacked with 16 x 500 lb.	
	F3 F	F/O P.G. Macklem	<b>/</b>	1040	1140	bembs, All bembs observed to be in target area but	
	_ F3 A	F/O R.E. Speamer	4	1040	1140	evershet, rail not seen to be cut. Ne mevement seen.	
	F3.Z	P/O V.E. McMana		1040	1140	1767.	
	F3 G	F/O W.L. Beatty	14	1040	1140	•	
	F3 X	F/O E J.D. McKey	7 2	2040	1140		1015
Oct. 14/44	Typhsen 13 F3 Q	S/Idr. R.F. Raid	Bowher	1300	1345	7 x Typheen 1B, each aircraft being armed with 2 x	
	<b>P3 7</b>	W/O A.B. Harle	. •	1300	1345	500 lb. bembs, .025 tail, detailed to dive bemb reilway	16.26
	F3 T	F/O J.C. Uhtheff		1300	1345	at B.9189. Target attacked with 14 x 500 lb. bembs.	
	P3 S	F/O J.A. Land	à	1300	1345	All bembe is target area and reil out.	
	P3 K	F/Lt. H.C. Upham	) · · · · ·	1,300	1345	Rail Junction at 8885 observed to be repaired.	
	F3 X	F/O A. Lambres	•	1300	1345	•	
	F3.0	F/O A.Q. Richards	1	1300	1345	The state of the s	
	FIE	4				(MODELLA MARTINE MARTINE)	
Oct. 14/44	Typheen 18 F3 P	F/Lt. D.W. Bosting	Bember	1520	1655	8 x Typheen 1B, each being amed with 2 x 500 lb. bembs, .025 tail, detailed to dive bemb reil at	
	<b>173 I</b>	W/O A.B. Harle		1520	1655		
	73 1	P/O. R.H. Speener	- 2	1520	1655	A.2975 (Winterswijk) Target attacked with 16 x 500	
	<b>3</b> 73 1	F/O W.L. Beatty	1.	1520	1655	1b. bembs, .025 tail. All bembs in target area. Rail	
	F3 E	F/Lt. R.E. Coffey	1.	1520	1655	cut at least 4 times at \$.2877. Dive beabing carried	
	<b>1</b> 73 I	F/Sgt. J.P. Dewar	1.4	1520	1655	out from 4,000' to 1,000' at 60° angle.	
	<b>37</b> 3 S	F/O L.J.V. Wollace	1-4	1520	1655		
	731	W/O R.F. Breen	i	1520	1655		100
						The State of the S	

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APPENDIX "A"

RAF. FORM 541.

DETAIL OF WORK CARRIED OUT

By 438 Squadren

SECRET

PAGE NO. NINE

\*12761-9511) Wt. 22239-1124 70H 8/43 T.S. 788
\*13700-0511) Wt. 44067-1184 150H 1/44 T.S. 788

(*13799-9511)	3799—9311) Wt. 44067—3384 150m 1/44 T.S. 700		FOR THE MONTH OFQctober1944						
DATE	AIRCRAFT Type & Number	Crew	Duty	A STATE OF THE PARTY OF THE PAR	me .	DETAILS OF SORTIE OR FLIGHT	References.		
200 · 1	TIPE OF NORSER		THE REST CO.	UP	Down		4 40		
Oct. 15/44	Typheenl B F3 P	F/Lt. D.W. Benting	Bomber	0730	0820	8 x Typhon 1B, each size aft bei ag and d with			
	Typheen 13 F3 G	F/O R.D. McKinnen		0730	0820	2 x 500 lb, bembs, .025 toil detailed to dive bemb			
	F3 E	P/O W.L. Beatty	å	0730	0820	railway at A 0727. Target attacked with 16 x 500 lb.			
	<b>P3</b> P	F/O E.J.D. McKey	1	0730	0820	bembs. Five direct hits scored between A.0828 and 0627.			
	MX	F/O N.E. Dawber	d	9730	0820	Rail cut in two places.			
	P3 Z	F/O R.S. Oldfin	1	07.30	0820	Control of the second of the s			
	<b>P</b> 3 H	F/Lt. H.Q. Upham	1	0730	0820				
	F3 X	P/O .P.C. Mackless	1	0730	0820				
	• •	*35 + 4 -							
Oct. 15/44	Typheen 18 F3 J	F/Lt. R.M. Coffgy	Benber	0950	10110	8 x TyPhoen 18, each sircraft being amed with			
	F3 Z	F/O A.C. Richards	•	0950	1040	2 x 500 lb. bembs, .025 tell, detailed to dive bemb			
		P/O I.J.V. Wallace	2	0950	100	railway at Z.7202. Target attacked with 16 x 500 lb.			
	P9 E	P/Sgt. J.P. Dewart		0950	1040	bembs. All bembs in target area. Reil out at Z.6302			
	F3.1	F/O B.J.D. McKey	<b>.</b>	0950	1080	by ene direct mit.			
	<b>F</b> 3 0	F/O J.A. Lord	1	0950	2040				
	F3.8	F/O R.E. Speezer	i	0950	1040	·			
	F3 P	F/Lt. D.W. Banting		0950	1040	The state of the s			
Oct. 15/44	Typheen 13 F3 Q	S/Mar. R.W. Reid	Bember	1240	1340	a rupheem 18, each airpraft being amed with			
	<b>2</b> 73 <b>2</b>	F/O R,D McKinnen	4	1240	1340	2 x 500 lb. banks, .025 teil, detailed to dive beak			
	73.9	P/O W.L. Beatty	å	1240	1340	railway at 3242. Squadren amable to find primary target			
	₽3 V.	P/O B.J.D. McKey	•	1240	1340	due to weather conditions so dive bembed railway at			
	P3 H	F/Lt. H. C. Upham	4	1240	1940	A.2255. All bumbs in target area, 2 cuts seen,			
	P3 R	F/O I.J.V. Wallace	4	1240	1340	Ne maybent seen.			
	P3 X	7/0 R.W. 100/05		1240	190				
	<b>3</b> 3 J	P/O N.E. Dambar	•	1240	1340				
		Co + 4 2					00		
	700.71						XX		

	AIRCRAFT		DUTY	T	DCE	DETAILS OF SORTIE OR FLIGHT	REFERENCE
DATE	Type & Number	Crew	Doir	Up	Down		
Oct. 17/4	Typhoon 1B F3 E	P/Lt. R.E. Coffey	Bomber	0800	0845	7 x Typhoon 1B (Bombers), each armed with 2 x 500 lb.	
	P3 R	P/O I.J.V. Wallace	•	0800	0845	bombs, .025 tail, detailed to dive bomb railway at	
	F3 1	F/O P.G. Macklem	•	0800	0845	V.0609; Weather 10/10 cloud at 1500 ft. to 8,000 ft.	
	F3 Y	F/O J.C. Uhthoff		0800	0845	and closing from the north. Aircraft returned	
	F3 8	F/O W.L. Beatty	•	0800	0845	due to weather and all bombs brought back.	
	273 0	F/O R.E. Spooner	•	0800	0845	The second of th	
	<b>P</b> 3 <b>Z</b>	F/O V.E. MoMann		0800	0845		
						The second secon	
Oct. 18/44	Typhoon 18 F3 G	F/Lt. D.W. Banting	Bomber	0835	0935	8 x Typhoon 1B (Bombers) detailed to dive bomb embankment	
	P3 5	P/O J.A. Lord	1.	0835	0935	at V.0609, each aircraft being bombed with 2 x 500 lb.	
	73 V	F/O J.C. Uhthoff	€.	0835	0935	bombs, .025 tail. Weather, 7/10/10 eloud at 1,500 to	
	P3 Z	P/O V.E. MoMann	Total Control	0835		5,000 ft. feweed the aircraft to return without attacking.	
	P3 H	F/Lt. H.G. Upham	Ant. Too	0835	0935	F/O V.E. Moliem experienced engine trouble before reaching	13
	F3 B	W/O R.F. Broom	i	0835	0935	the target and started to return to Base accompanied by	2
	P3 Y	P/O N.E. Dawber	•	0835	0935	F/O J.C. Unthoff, however, he was unable to reach Bese	
	P3 3	F/O I.J.V. Wallace		0835	0935	and force landed at B.8576, It is believed he shandoned	
						the aircraft safely although the engine was seen burming.	
Oct. 18/44	Typhoon In Par	F/Lt. R.B. Coffey	Bomber	1925	1425	8 x Typhoon 1B (Bombers) detailed to dive bomb embankment	
	19 H	P/Sgt. J.P. Dewar	4	1325	1425	at V.0609, each aircraft armed with 2 x 500 lb. bombs,	
	F3.R	P/O A.C. Richards	A Republication	1325	1425	.025 tail. Target attacked with 12 x 500 lb. bombs. All	
	P3 J	F/O D.J. Washburn	•	1325	1425	bombs in target area, Rail out at V,1113. Stationary	Page 189
	P3 6	F/Sgt. R.G. Fox	<b>a</b> r an ar	1325	1425	train of 12 goods cars at 1010 straffed. No results	
	73 V	P/o J.C. Uhthoff	ena 🕶	1325	1405	observed, F/O J.C. Unthoff and F/O W.L. Beatty meturined	
	73 P	F/O W.L. Beatty	10. Page 19.	1325	1405	without making an attack when P/O Unthoff's aircraft	
	7/ B	P/O J.A. Lord	•	1325	1425	developed mechanical trouble.	
Ont 10/4	Tymboon 18 P2 1	P/Lt. D.W. Benting	Weather Recog	1435	1535	2 x Typhoon 1B detailed on weather recce, in Holten are	PA.
	23 3	F/O A. Lambros		1435	1535	Target area patrolled and weather found suitable for dive	2 12.00

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APPENDIX "A"

DETAIL OF WORK CARRIED OUT
438 SQUADRON

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PAGE NO. ELEVEN

NAME OF TAXABLE PARTY OF TAXABLE PARTY.	Wt. 22829—X224 70M 8/43 Wt. 44067—3384 150M 1/44	r					
DATE	Aircraft Type & Number	CREW	Dury	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
Ost. 19/44	Typhoon 18 F3 K	P/Lt. R.E. Coffey	Bomber	1550	1650	8 x Typhoon 1B (Bombers), each armed with 2 x 500 lb. bombe	
	273 B	W/O R.F. Breen		1550	1650	.025 tell, detailed to dive bomb rail junction at 002236.	
	PIT	F/O N.B. Dawber	•	1550	1650	Target attacked with 14 x 500 lb, bombs, All bombs in	
		P/O P.G. Macklem		1550	1650	target area, Rail out five times and road demaged.	
	P3 ¥	F/O F.R.F. Skelly	*	1550	1650	F/O E.J.D. McKey returned to Base without making and	
	P) T	F/O E.J.D. McKey	•	1550	1605	attack due to mechanical trouble.	
8	<b>37</b> 3 G	P/O R.E. Spooner	å	1550	1650		y Parity
	73 E	F/Sgt. R.G. Fox		1550	1650		
et. 20/44 1	yphoon 18 M.J.	W/Ondr. F.G. Grant	Bomber	07757	0900	8 x Typhoon 1B (Bombers), each sireraft armed with 2 2	
	<b>23.7</b>	P/O R.D. MoKinnon		0755	0900	500 lb. bombs, .025 tail, detailed to dive bomb rail at	
	73 G	P/O J.A. Lord		0755	0900	V.0321. Target attacked with 16 x 500 lb. bombs, .025	
	<b>7</b> 9 H	P/Sgt. R.C. Fox	1	0755	0900	tail. All bombe in target area. 1 rail out and 1 demaged.	
	<b>7</b> 3 <b>3</b>	P/O P.G. Macklem	•1	0755	0900	No novement seen,	
	73 8	F/O R.E. Oldfin	*	0755	0900		
	* P3 H	P/O I.J.V. Wallace	•	0755	0900	The state of the s	3
	73.7	P/O A.C. Richards	•	0755	0900		
Ost. 20/4	Typhoon 18 F3 I	P/M. E.B. Cottey	Bomber	2505	1610	8 x Typhoon 18 (Bombers), each circreft armed with 2 x	
	<b>3</b> 31	P/O A. Lembros	•	1505	1610	500 1b. bembe, .025 tail, Target attacked with 16 x 500	
	73.	F/O N.B. Dember	en de la company	1505	1610	lb. bunbs, all bumbs in target area. Track damaged but	
	23		and the same	1505	1610	not cut. Intense, light, accurate flak encountered at	
	273 2	P/Lt. D.W. Benting	•	1505	1610	Z.8833 and Z.8936.	
	33	7/0 J.A. Lord	· ·	1505	1610		
	<b>3</b> 3	P/O P.R.F. Shelly	i	1505	1610		
	<b>73</b> Y	F/O J.C. Uhthoff	•	1505	1610		
	5.4	the the w					

DATE	AIRCRAFT	CREW	Dury	The second second	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DAIL	Type & Number			Up	Down		
Oct. 21/44	Typhoon 1B F3 P	P/Lt. D.W. Benting	Bomber	1110	1210	8 x Typhoon 1B (Bombers) each armed with 2 x 500 lb, hombs.	
	373 G	P/Lt. E.J. McAlpine	· •	1110	1210	.025 tail, detailed to dive bomb Rail at V.2322 and Rail	
	<b>3</b> 73 ▲	P/O J.C. Uhthoff	À	1110	1210	V.001075. Target attacked with 14 x 500 lb. bombs. All	
	<b>73 P</b>	F/O R.D. McKimon		1110	1210	bombs in target area. Rail at V.001075 cut at least	
	F3 T	P/O J.A. Lord	à	1110	1210	once, F/Lt. H.G. Upham experienced mechanical trouble	
	₽3 H	P/Lt. H.G. Upham	•	1110	1230	and returned without completing the attack.	
	P) I	P/Sgt. J.P. Dewar		1110	1210		
	273 3	F/O A. Lembros	•	1110	1210		
Oct. 21/44	Typhoon 18 F3 K	F/Lt. R.B. Coffey	Bomber	1345	1445	8 x Typhoon 1B (Sombers), each armed with 2 x 500 1b, bombe	,
	<b>7</b> 9 X	P/O R.E. Oldfin	10 <b>1</b> 10 10 10 10 10 10 10 10 10 10 10 10 10	1345	1445	.025 tail, detailed to dive bomb rail at A.5255. Target	
	23 B	W/O R.F. Breen		1345	1445	attacked with 16 x 500 lb. bombs. All bombs in target area.	
	29 J	F/O D.J. Washburn	•	1345	1445	2 outs in zeil and embankment damaged, 4 bombs in M/Y at .	
	173 S	P/O J.C. Unthoff	à	1345	1445	5358, rails damaged. Loco. under bridge A.5255 attacked	
	<b>29 2</b>	P/O R.D. McKinnon	•	1345	1445	but no damage claimed.	
	P3 A	P/Set. R.G. Fox	•	1345	3445		
	794	dahalaraharaharahalarahi da Palaraharahi Parabahan	<u> </u>	1345	1445		
Oct. 21/44	Typhoon 18 F3 P	P/Lt. D.W. Benting	Bomber	1600	1710	8 x Typhon 18 (Sombare), each armed with 2 x 500 lb.	
	PET	P/Lt. E.J. McAlpine		1600	1710	bombs, .025 tail, detailed to dive bomb rail at A.51B.	
	73 8	F/O R.M. Spooner		1900	1710	Target attacked with 16 x 500 lb. bombs, .025 tail.	
	<b>73 P</b>	P/Sgt. R.G. Fox	•	1600	1710	All bombs in target area. No results observed due to	
	<b>73 X</b>	P/O A. Lembros	:	1600	1710	poor visibility. No movement seen,	
	P) E	F/O P.C. Macklem		1600	1710		
	<b>3</b> 3 J	F/Lt. H.G. Upham	_,	1600	1710		
CALL TO SE	23 R	P/O I.J.V. Wallace	•	1600	1710		

DESTATIONS REPORTS AL

APPENDIX "A"

RA.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By 438 SQUADRON

SECRET

PAGE No. THIRTEEN

(\*1997-9511) W. 4469-9511 POM 104 T.S. 700

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CONTROL TO THE MONTH OF OCTOBER 19 44

DATE	AIRCRAFT	Crew	Dury	1	Comos a como		
DAIB	Type & Number	CREW	DOTY	Up	Down	DETAILS OF SORTIE OR FLIGHT	References.
Oct. 24/44	Typhoon 1B F3 P	S/Ldr. R.F. Reid	Bomber	0920	1020	8 x Typhoen 1B (Bombers), each armed with 2 x 3000 lb.	
	<b>17</b> 3 T	P/O J.A. Lord	•	0920	1020	bombs, .025 tail, detailed to dive bomb rail at V.1419.	
	<b>2</b> 3 A	P/Sgt. R.G. Fox	6	0920	1020	Weather bad, visibility 1/2 to 1 mile. Bombs jettissomed	
	73 2	P/Lt. H.G. Uphem		0920	1020	East of and between Deventer and Zumpken.	
	173 B		*	0920	1020		
CX. F	F3 8	P/Lt. R.E. Coffey		0920	1020	The state of the s	
	. 13 J	F/O D.J. Washburn	•	0920	1020	Transplant senior with the best of the service of t	
		7/0 1.J.D. McKey		0920	1020		
Oot. 28/44	Typhoon 18 13 1	P/Lt. D.W. Benting	Westing Reces.	0740	0900	2 x Typhoon 1B detailed on Weather Recoe, in Zwolle Area, Aircraft patrolled area and found weather suitable for	
	27)3	P/O P.G. Macklem	•	0740	0900	dive bombing operations.	
Oct. 28/44	Typhoon 18 F3 X	F/O A. Lombros	Bomber	0800	0910	8 x Typhoon 1B (Bombers), each aircraft armed with 2 x	
	<b>373 B</b>	P/O I,J:V. Wallace	section.	0800	0910	500 lb. bombs, :025 tail, detailed to dive bomb rail at	
	798	F/O H.E. Dawber		0800	0910	Z.9226. Target attacked with 16 x 500 lb. bombs. Rail	
	273 4	P/O D.J. Washburn		0800	0910	out in two places.	
	732	P/O R Crosby	1	0800	0910	27.500 6 · 103 04 0 2 ·	
	<b>33</b> A	7/0 R.D. Molinnon	· •	0800	0910	The state of the s	-40
	23 V	y/o J.G. Unthorf	•	0800	0910	The state of the s	
	23.9	9/0 J.A. Lord	nepsi.	0800	0910		
Ost. 28/44	Typhoon 13 F3 B	7/0 A. Lembros	Weather Recos.	1030	1115	2 x Typhoon 1B detailed on weather recoe. Aircraft patrolle	
	23.1	P/O J.C. Untheff		1030	1115	Was senterg area and found weather suitable for dive bombing operations.	
Oct. 28/44	Typhoon EB E3 4	S/Ldr. R.P. Bold	Bomber	1140	1250	5 x Typhoon 1B (Bombers), each armed with 2 x 1,000 lb.	
	<b>33</b> \$	P/O P.G. Mobiles		1140	1250	bombs, .025 tail, detailed to dive bomb bridge at A.708123	
	<b>73</b> B	F/O H.E. Dawber	•	1140	1250	Squadren orbitted target but no red make so no attack made	
	<b>13</b> 0	F/O. R.4. Grosby	è	1140	1250	Supposed Asso, Dusp attacked as alternative in Village	-
	73.1	7/0 J.A. Lord	•	23.40	1250	3.8979, All bombs in target area, No results observed.	
							/ <b>' ' ' ' '</b>

	AIRCRAFT	1		T	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCE
DATE	Type & Number	CREW	Dury	Up	Down	DETAILS OF SORTIE OR FLIGHT	- ALFERENC
Oct. 28/44	Typhoon 1B F3 P	P/Lt. D.W. Banting	Bomber	1145	1255	5 x Troboon 18 (Sombars), each sircraft armed with 2 x 500	13.5
	F3 B	F/O E.J. McAlpine	0	1145	1255	lb. bombs, .025 tail, detailed to dive bomb rail at V.1319	
	73 S	F/O F.R.F. Skelly	•	1145	1255	Target attacked with 10 x 500 lb. bombs. All bombs in	
	₽3 ▲	F/O R.D. McKinnon	•	1145	1255	target area but rail not out.	
	. 191	F/O D.J. Washburn		1145	1255	*	
Dot. 28/44	Typhoon 18 F3 J	F/O N.S. Dawber	Romber	1435	1535	7 x Typhoon 1B (Bombers), each armed with 2 x 500 lb.	- 1 1 1 1 1 1 1
	F3 R	F/O I.J.V. Wallace	. •	1435	1535	bombs, .025 tail, detailed to dive bomb rail at Va0322.	
	<b>19</b> X	F/O A. Lembros	à	1435	1535	Target attacked with 14 x 500 lb. bombs, All bombs in	
	<b>7</b> 3 B	W/O R.F. Breen	•	1436	1535	target area. Rail out at V.0322.	
	73.9	F/O J.C. Uhthoff	1	1435	1535	•	
	P3 A	P/Lt. E.J. McAlpine	4	1435	1545		
	198	F/O B.J.D. McKey	•	1435	1545		
			•				
bt. 29/44		F/O N.E. Dawber	Bomber	081.0	0925	5 z Typhoon 1B (Bombers) of 438 Squadron detailed on 149	
	<b>P3</b> P	F/O A. Lambros		081.0	0925	Wing Squadron (Composite) to dive bomb look gates at V.9210	•
	P3 A	F/O W.L. Beatty	•	0810	0925	Hech aircraft was armed with 2 x 1,000 lb. bombs, .02) tal Attack made according to plan but look gates up, Wing	•
	79 Y	F/Lt. D.W. Banting	200	0810	0925	explosion from oil barge. One bomb thought to have made	
	<b>19</b> 3	F/O R.4. Crosby	•	0810	0925	direct hit on house on East side of gates. Lock machinery halismd surely out of commission.	
bt. 29/44	Typhoon 18 F3 Q	S/Ldr. R.F. Reid	Bomber	1035	1110	5 x Typhoon 1B (Bombers), each circreft armed with 2 x	
	73.2	F/O I.J.V. Wallace	•	1035	1110	1,000 lb; bombs, ,025 tail, detailed to dive bomb bridge	and the second
		P/O R.B. Oldfin	6	1035	1110	at E.724047. Target attacked with 10 x 1,000 lb. bombs.	
		W/O A.B. Harle		1035	1110	2 direct hits put bridge out, remaining bombs in target	
	F3 D	F/O J.C. Unthoff		1035	1110	area,	
			30. 卷 35.		Carlo Car		

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DETAIL OF WORK CARRIED OUT

By 438 (CAN) SQUADRON

SECRET

PAGE NO....

FOR THE MONTH OF ..... (\*12762-9511) Wt. 12229-1124 70M 8/43 T.S. 700 (\*13799-9511) Wt. 44067-3384 150M 1/44 T.S. 700 \_\_\_\_19\_\_44 TIME AIRCRAFT Type & Number DATE CREW DETAILS OF SORTIE OR FLIGHT REFERENCES. Up Down Ost. 29/44 Typhoon 18 F3 F F/O R.C. Crosby Bomber 1205 1325 7 x Typhoon 1B (Bombers!, each aircraft armed with 2 x 500 lb. bombe, .025 tail, detailed to dive bomb rail at P3 P F/Lt. D.W. Benting 1205 1225 V.16514. Target attacked with 14 x 500 lbs. Tail out at P3 A P/Sgt. R.C. Fox 1205 1325 1325 F3 E F/O P.G. Macklem . 1205 V.6914, Loco, and 2 trains, 20 trucks each going W. at F3 B P/O D.V. Campbell 1205 1325 V.7001 attacked. Engine damage. Loca. and 20 trucks going F) H F/Sgt. J.P. Dewar 1205 Meat at A.6795 straffed. No results observed, 2 possible Me 262's jumped our aircraft at 4500' over A.5585. 1325 â F3 X F/O N.E. Dawber 1205 1325. Engagement inconclusive. Oct. 29/44 Typhoon 1B F3 J F/O A, Lembros Bomber 1545 1705 S. z. Typhoon IB (Bombers), each advereft armed with 2 z. 500 lb. bombs, .025 tail, detailed to dive bomb rail at F3 X F/O R.J. Keller F3 E F/O P.O. Mackless 1705 1545. 1545 V.7810. Target attacked with 16 x 500 lb. bombs. One F3 D F/Sgt. J.P. Dewar direct hit out rail at V.7312. No movement seen, 2 No 2621 at 8,000 flying S. V.5508, orbitted our formation until we attacked target, then down as if to bounce Typomes but did not fire. One burst from Typhoon scared them sway at terrific speed.

Intense, accurate, light flak encountered from V.7610. 1545 1705 F3 V F/O J.C. Unthoff 1545 1705 F3 A F/O R.D. McKimon 1545... 1705... P3 S P/O W.L. Beatty F3 F W/O A.B. Herle 1545 1545 1705 Thero S/ken (E.F. Reid) Squadron Leader Commanding, No. 438 (Con) Squadron.

#### APPRODIX "B"

#### AIRCREW ARRIVALS AND DEPARTURES \_ 438 SQUADRON, OCTOBER, 1944. Control of the Contro

#### ARRIVALS

10 . . . /Di

CAN J.38376 F/O A.C. Richards, Pilot - Posted from 83 G.S.U. for first tour w.e.f. Oct. 2, 1944.

CAN R.153680 F/Sgt. Dewar, J.P., Pilot - Posted from 83 G.S.U. for first tour w.o.f. 10 Oct., 1944.

CAN J.29766 F/O R.D. McKinnon, Pilot - Posted from 83 G.S.U. for first tour w.o.f. Oct. 13, 1944.

CAN J.5788 F/Lt. E.J. McAlpine, Pilot - Posted from 83 G.S.U. for first tour w.e.f. Oct. 19, 1944.

CAN J.85896 P/O D.V. Campbell, Pilot - Posted from 83 G.S.U. for first tour w.e.f. Oct. 24, 1944.

CAN J. 37649 F/O R.W. Keller, Pilot - Posted from 83 G.S.U. for first tour w.e.f. Oct. 26, 1944.

CAN J.8155 F/Lt. F.X.J. Regen, Pilot - Posted from 83 G.S.U. for second tour w.e.f. Oct. 27, 1944.

#### DEPARTURES

CAN J.10652 F/Lt. A.B. Newsome, Pilot - Missing after air operations, Oct. 7, 1944. Posted R.C.A.F. U.K. N/E Umit w.e.f. Oct. 8, 1944.

CAN C.13458 S/kdr. J.R. Beirnes D.F.C. Pilot - Tour expired. Posted B.P.C. w.s.f. Oct. 13, 1944.

CAN J. 1998 F/Lt. V.E. McMann, Pilot - Missing after air operations, Oct. 18, 1944. Posted R.C.A.F. U.K. N/E Unit w.e.f. Oct. 19, 1944.

GAN J.10256 F/Lt. R.E. Coffey, Pilot ) Tour expired. Posted to GAN J.13455 F/Lt. H.G. Upham, Pilot ) B.P.C. w.e.f. Oct. 29, 1944.

(R.F. Reid)

Squadron Leader Commanding, No. 438 (Can) Squadron.

and S/Ala.

Compiled by F/Lt. A.E. Bangs

Compiled by F/Lt. A.E. Bangs

OPERATIONS RECORD BOOK

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OF (Unit or Formation)

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OF (Unit or Formation)

Place	Date Time	Summary of Events SECRET.	Appendices
(		STRENGTH AS AT NOVIMBER 1st, 1944;	
		AIROREW	
		R.C.A.F. TOTAL STRENGTH BSTARLISHOOM	
		Officers, Pilots 22 12	
	· One	Airmen, Piloto 4 4 11	
		GROUND CREW	
	94 <b>- 6</b> 50	Officers 2 2 3	
		Mirrien 31 31	
	Nov. 1/44	Nee is us, Nevember started eff with one of these celd dreary, cleudy days with as well,	- 4
Airstrip 8,78,		quite a heavy ground mist. This persisted all day and prevented any flying.	10.19
n e	Nev. 2/48	The day started with ground feg and heavy clouds but about men it cleared up, the sun	
		pame out and the afternoon was the warmest we have had for some time. Only one "ops" mission	
		was performed, using 500 lb. bombs, but results were good with all bombs in the target area	
		and the railway line believed out, Total Flying for the day: operational; Typheen 1B - 6:00 hr	
e 37. Es.		Nen-operational; Typheen 18 - 2:55 hre.	
	Bov. 3/44	This was snother miserable day with ground mist and clouds. A few D.C.3's and Harrews sperated and a few test flights were made with Typheens but this Squadron was not called	
F		for an "ops" mission. Two aircraft did perform a weather recoe. Grand news arrived teday, when we were notified by Air Ministry that GAN J_11044 F/Lt. G.P. Edington and CAN J_21585	
		7/0 A.H. Vickers who went missing from here are both prisoners of war. Total flying for the day: Operational, Typhson 1B - 1:10 Hrs., non-sperational - Nil.	
	Nov. 4/44	This is another cold merning, damp after the rain last might, but otherwise the day was	
		fair, Our Squadron did four operational missions, three of them dive bembing attacks on railway lines, the other an Armed Recce. The Recce, was uneventful but the dive bembing	
		attacks were very successful with at least five rail outs and a read cratered. Total flying	
		time for the day: Operational, Typheen 18 - 30:05 hrs., non-operational, Typheon - 1:40 hrs.	بدائع أيما
4.	Fot. 5/44	Today spened up cloudy and very windy, but tewards meen the sun came cut. However, near visibility prevented my flying save for one non-sp. A. & E. test of 30 mins.	(a. "

Place	Date	Time	Summary of Rvents SECRET.	References to Appendices
No. 143 Wing H.Q.	Nev. 6/44		Teday Ts a grand, nippy morning with the sun shining brightly. There are scattered clouds,	The special services
Aitstrip B.78, Bindheven, Helland,			thicker between here and this morning's target but it is believed suitable for eperations.	
			During the day, four dive bombing attacks were carried out against enemy rail lines in the	
	V		Apeldeern Area which were all successful. On two of them the tracks were cut, en ene, while	
			all bembs were in the target area, netout was observed, and en the other the rail bed was	
			demaged with near misses. Two trains were straffed and damaged during the day on these	
8			attacks. On the last attack of the day, P/O R.G. Crosby (CAN C.22655) had an unfortunate	
10			accident when his meter cut out due to a fractured sleeve valve when he was nearing Base.	
			He force landed safely 2 miles from the aerodrome and the aircraft caught fire, F/O Crasby	49
u .	•		suffered miner burns and was sent to No. 52 M.F.H. This was the first accident the Squadren	
August 1			has experienced since it started operations which can be definitely attributed to causes	6.
			other than enemy action. Two weather recess, were carried out during the day in addition	•
<b>-</b>			to the feur dive bembing attacks mentioned above. Total flying times for the days	
			Operational, Typheon 18 - 35:45 hrs.; non-sporational, Typheon 18 - 30 mins.	
•	Nov. 7/44		It was a bit drissly early this merning but by 0900 hours the sun had come out and the	
			boys' were seen away on their first "ops". However, the weather ever the target preved to	
			be unfavourable for dive bashing and all bombs were brought back without an attack being made.	
			Total flying time for the day: Operational, Typhson 1B - 8:40 hrs., Nem-sp Hil.	
	Nov. 8/44		A graind day today though visibility is limited due to a ground base which kept the	
	Fov. 9/44		aircraft grounded all day.  This is an edd sort of day, first fairly clear, then clouding, then clearing again. Only	
	-			
4			one weather check was made - ceiling toe lew again for dive bembing, F/O J.C. Untheff	
	-		(CAN J.21388) finished his operational tour with this weather check today. Total flying time	
			for the day: operational, Typheen 1B - 1:20 hrs., Nen-operational - Hil.	
<b>T</b>	lov. 10/44	•	Another peer day, this merming opened with rain, it cleared later in the day but the	M.
			ceiling remained toe lew fer dive bombing and no flying was done alleday. The new airmen's	
			Mess for personnel of 438 Squadron and 6438 Servicing Echelon opened today. Airmon are	OI EL
		6	elighted with it - being in a new, dry building comes as a welcome change from leaky tents.	OL. F/L

Page No. THREE

of (Unit or Formation) 438 Squadron

Page No. Thus

Place	Date	Time	Summary of Events SECRET.	References to Appendices
A SECTION OF SECTION		CHESTA .	A CONTRACT OF THE PROPERTY OF	-
43 Wais H.Q.	Nev. 10/4	4 (Cont	d) and leaky and drafty hangars. The Mess hall will be used as a recreation resm in the	
distrip B.78.			evenings and should do much to improve the comforts of the airmen as, the Salvation	
Indheren, Hellar			Army list, being two miles away from our site, few airmen take advantage of its facilities,	
			The Meas was efficially spened in the evening with a little Dutch beer. We flying was	
			dene all dep;	
	Boy, 11/4		The aircraft get away at 0905 hours this merning on a dive bembing attack on the	
			look gates east of Sneek. The target was successfully attacked and while positive	
	164. 17		results are not known, it is believed the gates were badly damaged. The Aircraft landed	
			at 121 Wing at Velkel for re-fuelling and re-arming and set out again to wreck havec	
900			with the lock gates at Gaarkusken, Again all beabs were in the target area and the lock	
	-		gates were believed damaged, 1,000 lb, bembs with 11 sec, delay fusing, which enabled	
			the attacks to be made at lew level, were used on both of these raids. Taking advantage	
-03-65			of this, the first feveurable flying day in seme time, the Squadron reverted to rail	
	- DA - TEX		outting in the afternoon and successfully out the rail at a point Bast of Basen, F/Lt.	<u> </u>
			D.W. Benting (CAN J_10809) teek part in all three operations teday to wind up his	
		247323	operational tour, F/Lt. Benting has been with the Squadren since May, 1942 and has	<del>,,</del>
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			recently been CC "B" Flight and second in Command of the Squadron. He is being recommended	
		1	for repatriation to Canada for conversion to Masquite aircraft. He will remain with the	
4.9	772	Annual Wileyalanna	Squadren for a few days, directing his Flight's socivities from the ground until 7/0	
		During of	R.O. Cresby, his successor, is discharged from the hospital. Total flying times for the	
			day: Operational, Typhoen 18 - 29:40 hrs., non-sperational, Typhoen 18 - 3:20 hrs.	
	Nov. 12/4		another dull day with poor visibility and occasional rain, which prevented any flying	
			for the day A new pilet, W/O R. Jedein (CAN R.15194) arrived today from 83 G.S.U.	
CONTRACT POTENTS	Nev. 13/4	4	Duff again today with a lew ceiling and occasional showers of rain all day. F/Lt.	
X. 7. 7.	7	(150)	"Pete" Wilson, fermerly our "B" Plight Commander, who force landed in France on June 12	2
Market St. K.			and suffered injuries to his log and are returned to the Unit telay. This time he takes	
	1.676	3.4	his place as en ordinary pilet for refresher purposes until a Flight Commander vacancy	OL F
			is available, //it. H.T. Messip (CAN J.15927) also reported in today to bring our total	<u> </u>
			- Comment of the Comm	

Place	Date	Time	Summary of Events SECRET.	References to Appendices
143 Wing H.Q. Airstrip B.78,	N. 13/4	4 (Cent'd	strength to 29 with F/Lt. D.W. Banting and F/O J.C. Untheff listed as non-effective,	
Hindheven, Helland	196.		teur expired pending posting action. Our Establishment is being raised to 27 so we are	
			new at full pilet strength. No flying was done all day.	
• 10	Nev. 14/	44	No visibility again this marning and it looks like the aircraft will be grounded all	Y
			day. It is beginning to be a big event when the aircraft are able to take-off.	
			Weather remained duff all day and prevented any flying.	
•	Nev. 15/	44	Poer visibility again today, F/Lt. Lembres (CAN J.16020) and F/O F.R.F. Skelly	
1			(CAN J.35985) made a weather check this morning but just as they get north of	
			Rindheven the weather classed in and they returned to Base immediately, Weather remained	
	<b></b>		poor all day. Total flying for the day: Operational, Typheon 1B - 40 mins. Non-	
			eperational - El.	
	Nov. 16	/AA	Woke this merning to find everything covered in frest and a thick fog covering the	
12.402.74	N64. 10		airport. This was the first frest we have seen this year. The sun come out towards meen	
	ļ		but found difficulty penetrating the feg. It was too duff for dive bombing but we managed	
	<b></b>		to get five Typheens up in the air for A. & H. tests. The Auster was also up for an hour's	
			flight, Total flying for the day, all non-operational: Typhoon 1B - 3:15, Auster V -	
			1:00 beur,	
	Nev. 17/	44	Cool and nippy again this morning. It looked as if it might be suitable for operations	
			and the pilets were set for a "shew" at 0900 hours but it was postponed due to peer	
	1013 V 253		visibility and later cancelled. The Squadron went on 30 minute readiness at 1300 hours	
			but were released at 1430 hours, Rain, with heavy winds, which fell in the late	
			ofteness centimes to make life a little miserable. No flying all day.	
	Nov. 18/	4	Comparitively clear and warm this morning. A weather reces, was made at 0830 hours	
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			and visibility in the target area was prenounced as sperationally favourable. The Squadren	
70 State 100 State 1	702 f 11.		Went on stand by this merning and will remain so until meen. Four aircraft with the necessary pilets, ground crew, petrol and spars cartridges maintain a two hour vigil	
		-	at the end of the runway. Such duties are not very much appreciated by the crows concerned,	
	17		particularly as the particular spot where the aircraft are parked has developed into quite	Of. +12.

MICHARDA MECOUN BOOK

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### OPERATIONS RECORD BOOK

Page No. FIVE

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

of (Unit or Formation) 438 SQUADRON

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

Place	Date	Time	Summary of Events SECRET.	References to Appendices
Airstrip B.78, 143 Wing H.Q., Bindheven, Helland	Nev. 18	44 (con	'd) a lake fellowing successive rains. F/O I.J.V. Wallace (CAN J.29904) and F/O R.D. Makimmen (CAN J.29766) departed for England this merming to pick up replacement siroraft	
			for the Wing. Altogether, during the day, two weather recoss, and four dive bembing	
			missions were performed. All four dive bembing missions used 1,000 lb. bembs and were attacks on a bridge, but one attack was abortive due to failure to locate the target	
(1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	•	1	and a secondary attack was made on a railway. On the other three missions, the bombs	
	-	Nach.	all fell within the target area despite heavy ack ack but though near misses were scored	
<b>**</b>	•		and possible hits on the readway at each and, the bridge was still intact. The beys were dissuppointed at not getting the bridge but were everjeyed when werd was received	
			in the evening that CAN J.26435 F/O N.E. Dawber who was forced to bale out, when his	
			aircraft was hit during the last de, was safe and sound with an Army Unit. He had baled	
Version in the	8 L •		out ever our lines but drifted so that he landed about half way between the two lines.  Two British Temmies rashed their shins to come part way out to direct "Dawb" to their	
			lines, and he made it, though under fire from the enemy line. Total flying for the day:-	
			Operational, Typhsen 18 - 28:00 hrs.; nen-sporational - Mil.	<u> </u>
•	Nev. 19/	4	This is a grand day - perfect for flying. The sun is shiring and it is measurably warm. CAN J.26437 F/O N.E. Dawber arrived back at the Unit just before meen. He is a bit	
	<b>†</b>		shaken up with strained muscles etc. but will be ready for flying again in three or four	
			days. He reports exceptionally kind treatment from this British Unit, who furniched him with a cup of tea right in the subpost and a goodly "shet" of rum further back. He was	
			billatted in a Dutch have evernight. Only two sperational missions were flown today, both	
	-		rail cutting jebs using 500 lb. bembs in one case and 1,000 lb. bembs in the other. Bembs,	
		-	in both cases, were all in the target area and in the case of the 1,000 lb. attack, the	
Company (Service)	7 4° 50		rail was cut. Two trains of 40 and 50 cars respectively, were attacked on the second mission and were demaged. The weather deteriorated about ment and the balance of the day	
			was quiet. Total flying time for the day:- operational, Typhson 1B - 19:00 hre., non-	
37 - 37 <sup>2</sup>			operational - Mi,	alale

		the second of th	Page No. SIX
Place	Date Tir	Summary of Events SECRET.	References to Appendices
Airstrip B.78 143 Wing H.Q. Eindheven, Helland	Nov. 29/44	This merning looked as though it might turn fair but before mean it clouded up heavily and we had a heavy thundersterm fellowed by a steady rain all afterneen. One of our most	
		popular pilets, F/g R.G. Crosby (CAN C.22655) was posted to 439 Squadren today. We know	
		he will de well and deserves rapid premetion. No flying was dene taday except for a comple of A.E. tests and nothing of any impertance happened. Total flying for the day, all	
		nen-sp. 3 mins.	
•	Nev. 21/44	Today looks though there are scattered clouds. The ground is very muddy following yesterday	
		rain, Altegether three weather recess were carried out (uneventful) and three dive bembing	
		"da"s. Two of these attacks on reils using 500 lb, bombs were very successful with three rail cuts and a locametive derailed by a direct hit immediately in front of it. The other	
		mission, a 1,000 lb. bemb dive bembing attack, was abertive due to weather. The boys were	
		very disseppointed about this and hepe for another try in the merning. Tetal flying for the day: sperational - Typheen 1B, 30:45 hrs., nen-sp - Hil.	
	Nov. 22/44	It started to rain this merning about 0800 hours and continued all day and evening. The	
		pilets were called early for a "de" but returned to the Mess and Quarters about 1000 hours.	
		A bath er shower run was arranged in the late merning and a run in to the shew in the	10000
		afterneen. Nething of any importance homened during the day. We flying all day.	
•	ev. 23/44	The beys were awakened early but stayed at the Mess. It has rained since before daylight	
		and seems likely to continue. No flying was done all day,	
•	Ser. 24/44	While still aloudy this marring there seems a possibility that it might clear up and two of our boys went on a weather recoe. at 0815 hours, however after reaching the Berken Area	
		the aircraft met peer with peer visibility conditions and returned to Base. Total flying	
		for the day: operational, Typheen 1B - 1:30 hrs., nem. mp., Typheen 1B - 30 mins.	
	ev. 25/4	Par a short time this morning blue say showed through and it looked as though we might do some flying but before long it was pouring rain. The pilets steed by at Dispersal until mean. Shout times o'clock the beyor on the next show were called to Dispersal and did an Armed Recce, carrying 500 lb, bends. Nothing was seen so they dive bombed a railway	
194		track outting it in two places. With the centimed rain of the last few days, the and around Dispersal is terrific and water is lying in every bit of lew ground. One aircraft attempting to take off an today's show begoed down on the way to the taxi stripp We are all watting for the ways to a hard surface Dispersal stotal flyang all speratternal Typhaen 18 100 hrs.	al. +h.

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. Pecket Book.

#### OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) NO. 498 (CAN) SQUADRON

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

Place	Date	Time	Summary of Events Appear SECRET.	References to Appendices
dirstrip B.78, le. 143 Wing H.Q.	Nev. 26/4	4	Although it is not raining this morning, and it is almost too cold to rain, the clouds are	
Andheven, Helland.			quite thick and lew ever the Airport. The Weather Recce, took off to investigate conditions	
			ever the prespective target, and found these unsuitable for dive beating, Later in the day	
			another was sent out and reported the weather favourable. Two missions were perfermed	
			with 500 lb. bembs, both rail cutting "de's". In both cases, the rails were cut. Total	
			flying for the day: Operational, Typheen 1B Day - 24:10 hrs., nem-ep: Typheen 1B, Day -	
			30 mine.	
	Nov. 27/4	4	Another cold, cloudy day though it isn't actually raining. This condition existed all day and prevented even Weather Becoes, Two A. & E. tests were done during the	
			afternoon. Total flying for the day:- (All non-sporational, day) - Typhoen 18 - 1:15 hrs.	
	Nov. 28/4	4	This is the same sert of day as yesterday but two operational missions were performed	
			during the merning. Shertly after dinner it started to rain and continued into the night.	
			He sperational flying was done during the afterneon but an A. & E. test was made. Both of the merming "do's" were rail outling expeditions, one with 500 lb. beabs and the other	i ki
			with 1,000 lb. bemb. Both were successful with the reil cut in both cases.	
•	Nov. 29/4	6	Early this morning it looked like a perfect day with blue skies, etc. but for some	
			unknown reason a heavy ground mist formed. Two Weather Reason, were done in the morning but the first dive bembing mission did not get away until afternoon. We neved to a new	
			Dispersal this morning. It is much better with hard standings for the aircraft and we will	
			eventually have all the effices in one building. As well, we are in the weeds now which will	
			out down the discomfert from the cold winds. A Weather Race. at mean found conditions in the N.W. of the Goldern-Wesel-Bechelt Area suitable for dive bembing attacks and the two aircraft,	
			being armed with 500 lb. bembs attacked a radivay line and cut the track successfully. Later	
MANUT SHOWER			8 Bembers and 2 Fighters were despatched on a reil cutting mission, Mission successful -	
<u> </u>	6 A	Towns.	reil cut. Total flying for the day: Operational, Typhoen 18 - day - 16:30 hrs., non-op., Typhoen 18 - day - 30 mins.	A Commission of the Commission
	lev. 30/44		There is a heavy ground fee this merning but the sum is shiring brightly and should	a) el
			seen dispel it. It is a grand, bright, celd merrding. The Squadron experimented with blind	ar.,

	Time	- A - 14	Summary of Events	SECRET.	Appendice
lev. 30/44	(Cent	d) bembing teday. Two sections	of four aircraft each being despatched to	bemb the Village	
		ef Utetteratte. 6/10 cleud up t	e 5,000 ft. made visibility conditions ba	d, however, the air-	
		highly successful as while pesi	tive results were net ebserved, it is rep	orted that the Red	
		Section's bombs landed in the c	entre of the Village and the Rius Section	s in the sutskirts	
		of the Village. Great interest	is being shown in this new type of bembin	g and should it preve	
			And the Control of th	The state of the s	
		arrived back from Leave in the	U.K. teday and report a hair-raising expe	rience when their	
				-	
		"ne man's land" and they were a	ll able to reach our lines safely after a	few terrifying	
				) = 8:40 hrs.	
ac		SIRGAWIN AS AT NOVISEBOR 30	AIRCRBW		
		and the same of the same of the same	R.C.A.F. TOTAL STIMOTH BS	PABLISHOSH	
		Officers, Pilets Atmen, Pilets	20	12	
06°4630°44		mount of the fact of a	GROUND CRRW	dyla strano v	
		Officers	2 2	3	
			39 31	31.	
		TOTAL FLYING HOURS, MONTH	OF NOVEMBER, 1944;	08.C G* (010T)	
			Operational, Typheen 18, Day	272:15 Hrs.	
	Ages area			17:50 Hrs.	
		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Control of the Contro	DESCRIPTION ASSESSMENT OF THE PERSON OF THE REAL PROPERTY OF THE PERSON	
		TOTAL NO. OF ATROPATE ON CO.		ZHIO Hrs.	
				18	
		A STATE OF THE STA			al Fl
			of Utetteratte, 6/10 cleud up to craft flew at 8,000 ft, and were highly successful as while period Section's bombs landed in the confidence of the Village, Great interest successful, it sught to mean medeparted for the U.K. this mere O.G. during his absence. F/MT.  arrived back from Leave in the Dakota was shot deem by enemy a "no men's lami" and they were a mements. Tetal flying time for STRENGTH AS AT NOVEMBER 30  Officers, Filets Mrssn, Filets  Officers Almen  TOTAL FLYING HOURS, MONTH C	of Utetteratte. 6/10 cleud up to 5,000 ft. made visibility cenditions be craft flew at 8,000 ft. and were vectored by G.G.G. Reports indicate that highly successful as while positive results were not observed, it is replection's bests landed in the centre of the Village and the Blue Section of the Village. Great interest is being shown in this new type of bestim successful, it sught to mean much mere flying for the Squadrem. S/kdr. R departed for the U.K. this merming on Temperary Duty. F/kt. A. Lembres (0.C. during his absence. F/kll. A.G. Breeker (CAN J.26905) and F/O W.L. B arrived back from Leave in the U.K. today and report a hair-raising expendence shot down by enemy ack ack mear Dunkirk. The pilet force lands "no man's land" and they were all able to reach our lines safely after a mements. Total flying time for the day, all sperational, Typheen IB (Day STRENOTH AS AT NOVEMBER 30th. 1944;  Officers, Filets 20 20 Almen 29 31  TOTAL FIXING HOURS, MONTH OF NOVEMBER, 1944;  Operational, Typheen IB, Day - Men-Operational, Auster V, Day - TOTAL ALL FIXING  TOTAL NO. OF AIRGRAFT ON CHARGE AS AT NOV. 30, 1944;  Operational, Typheen IB, Day - TOTAL ALL FIXING	Daketa was shet deem by enemy ask ask near Dunkirk. The pilet ferce landed the hite in  "so man's land" and they were all able to reach our lines safely after a few terrifying  mements. Tetal flying time for the day, all sperational, Typheon 1B (Day) - 8:40 hrs.  STRENGTH AS AT NOVEMBER 30th, 1944:  AIRGREW  L.C.A.F. 10TAL SIMBIOTH ESTABLISHMENT  Officers, Pilets 20 20 12  Minson, Pilets 5 11  GROUND CREW  Officers 2 2 3  Aimson 29 31 31  TOTAL FAVING HOURS, MONTH OF NOVEMBER, 1944:  Describenal, Typheon 1B, Day - 272:15 Hrs.  Non-Operational, Auster V, Day - 1:00 Hrs.  TOTAL NO. OF AIRGRAFT ON CHARGE AS AT NOV. 20, 1944:  Operational, Typheon 1B, Day - 18

A OELEZINOME PRODED BOOK

Wt. 27845/02232 88594 12/45 C. & L. 51-7200

R.A.P. 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

### OPERATIONS RECORD BOOK

Page No. NINE

of (Unit or Formation) 438 (CAN) SQUADRON.

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

Place	Date	Time	Summary of Rvents	SECRET. References to Appendices
irstrip 8.78, 43 Wing H.Q.	Nev. 30/	44	TOTAL NO. OF OPERATIONAL SOFTIES FLOWN DURING NOVINGER, 1944: 249	
Mindheven, Holland.			TOTAL TORNAGE OF BOMBS DROPPED BURING NOVEMBER, 1944: 120 Tone	A CONTROL OF SHIP
			POSTINGS IN AND OUT OF AIRCREW DURING NOVEMBER, 1944;	
			POSTINGS-IN	
			Rank, Name and Number Pested From Effective Date Remarks	
			W/O L.P. Jedein (CAN R.195194) 83 G.S.U. 11/11/44 For First	Teur.
			F/Lt. H.T. Messip (CAN J.15927) 83 G.S.U. 13/11/44 Fer Second	Tour
			F/Lt. P. Wilson (CAN J.9876) 83 C.S.U. No Posting	Notice received.
			Reported 1	
	-		POSTINGS OUT	
			Rank, Name and Number Pested To Effective Date Remarks	389
			B/Btl Notice Can J.10809) B.F.C. 11/11/44 Tour Expir	ed .
			9/0 J.C. Untherr (CAN J.21388) B.P.C. 16/11/44 Year Empir	ed.
	N.		P/lt. H.T. Messip (GAN J.15927) 247 Squadren 18/11/44	
			A/F.Lt. R.G. Greeby (GAN C.22655) 439 Squadren 20/11/44 For Fit. C	dre, dittes.
Carlo Transport			HONOURS AND AWARDS DURING MONTH OF MONDRIBER, 1944: Mil.	
		100	COMMISSIONING DURING MONTH OF NOVEMBER, 1944: M1.	
			PROMOTIONS DURING MONTH OF NOVEMBER, 1944:	
			Rank, Heme and Rumber Promoted To Biffeetive Date	
			P/O A. Lembres (GAN J.16020) -A/F.Lt. 29/10/44	
			P/O A.C. Breeker (CAN J.26903) T/F.lt. 13/10/44	
			9/0 B.J.D. Makey [CAN J.20030] 1/F.la. 3/7/44	
			P/O D.V. Compbell [CAN J.05896] T/P.O. 16/9/44	
			P/O R.G. Creeby (GAN C.22655) A/P.Lt., 12/11/44	
		10.00	2/0 R.E. Speemer (CAN J.235)8) A/F.Lt. 20/11/44	
			P/Set. Per. R.G. (GM R.349953) 7/8.0.2 20/33/44	Commence of the commence of th
S. Carlot	100, 200, 200, 200	5 15 25 1	01111	
			Squedren feader Companying, No. A.	38 (Con) Squadron

DETAIL OF WORK CARRIED OUT
BY 438 SQUADRON

SECRET

PAGE No. ONE

			FOR THE	The state of the state of	Crace			
DATE	AIRCRAFT Type & Number	CREW	DUTY	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENC	
v. 2/44	Typhoen 15 F3 P.	F/Lt. D.W. Banting	Bomber	1645	1730	8 x Typhesp 18 (Bembers), each sircraft being armed with	141	
	73 A	P/Sgt. Fox, R.G.	Section 1	1645	1730	2 x 500 lb. bembs, .025 tail, detailed to dive bemb rail	12-5 3H	
	73 V	P/O J.C. Uhtherf	1 1	1645	1730	at F,1289. Target attacked with 14 x 500 lb. bembe, All		
	737	F/Lt. E.J. McAlpine	e-gay) and an a	1645	1730	bembs in target area. Rail believed out at E.135890.	1	
	₽3 T	F/O N.E. Dawber	•	1645	1730	F/Sgt. Fox, R.G. jettissoned 1 pr. bembs safe at B.6304.		
	73 Z	P/O D.V. Campbell	•	1645	1730	the state of the s	2000	
	73 B	F/O P.G. Macklen	•	1645	1730	read the second		
- 2/12	Typhon II 70 H	P/O R.E. Oldfin	,	1645	1730			
	73.7	P/O N.E. Dawber	Weather Recce.	1415	1450 1450	2 z Typhoen 1B on Weather Records Venle Area, Cloud 5/10 wis at 5,500'. 2/10 scattered cumffus Venle at ,000'. Vis . 2.4 miles,	STR.	
. 4/44	<b>经验的基础的</b>	P/Lt. A. Hembros	Bomber -	0920	1030	8 x Typheen 15 (Sembers), each sircraft being armed with	mentan g	
	THE PERSONNEL PROPERTY OF THE PERSON OF THE	P/O A.C. Breeker	3. •	0920	1030	2 x 500 lb. bembs, .025 tail, detailed to dive bemb rail	74 35	
	<b>79 J</b>	P/O D.J. Washburn	<b>.</b>	0920	1030	at V.0934. Target attacked with 16 x 500 lb. bembs.	THE FE	
	79.2	P/O I.J.V. Wallace		0920	1030	Both rails at V.057952 cut. Bail damaged and pessibly out	Marie T	
	Committee of the commit	F/O R.G. Creeby	Alex • Constitution	0920	1030	at V.074354, Read cratered at V.063355.		
	19.2	F/O W.L. Beatty		0920	1030	· second to a second the second to the second to		
	Ba	P/O F.R.F. Shelly	* **	0920	1030	a. T. T. T. Carlotte and the state of the st		
	<b>建筑的建筑。</b>	W/O A.B. Harle	•	0920	1030	The state of the s		
1//0	ypheen 1B P3 X	P/Lt, A. Lembres	'Armed Recce,	1155	1319	4 x Typheen 1B sireraft detailed on Shipping Recoe.		
25. 编	CONTRACT STREET, PRODUCTION OF THE PRODUCTION OF	P/O D.J. Weshburn		1155		Zuider Zee area, Aircraft patrelled area to Z.6945.	7 2 100	
	73 B	P/O R.4. Creeby		1155	1310	Patral uneventful. Ne mevement esen.		
	73.7	W/O A.B. Harle	• •	1155	1310			
4/44 2	79hean 18 P3 P	P/Lt. D.W. Benting	Busher	1200	1310	*x Typhoen 18 (Bombers), each siroraft being armed with		
	13 4	P/o. S.C. Uhtherr	The second	1200	1310	2 x 500 lb; bembe, .025 tail, detailed to dive bomb rail		
		P/O P.R.F. Skelly		1200	1310	at Z.9825. Target attacked with 14 x 500 lb. bembs.	7 4 3	
	73.2	P/O N.B. Damber	4.5.	1200	1315	All bombs in target area, Rail bed damaged at V.0032D.	#1	
	73 R	F/O R.W. Keller		1200	1315	D. Devrent seen	-1300	
	7. P) K	P/O A.C. Breeker	•	1200	1315		01 1	
		3 4 1 1 2 3 3 3 3 3					I WITE	

DATE	AIRCRAFT Type & Number	CREW	Dory	Up	Time	DETAILS OF SORTIE OR FLIGHT	REFER
Sev. 4/44	Typhoen 1B F3 D	F/O N.E. Dawber	Bember	1515	1615	7 x Typheen 1B (Bembers), each aircraft armed with 2c	
	F3 Z	F/O D.V. Campbell	4	1515	1615	x 500 lb. bembs, .025 tail detailed to dive bomb reil	
		P/O I.J.V. Wallace	•	1515	1615		
	PERSONAL PROPERTY AND THE PROPERTY AND THE PERSONAL PROPERTY AND THE P	F/O R.B. Oldfin		1515	1615	bombs in target area, Rail out in 2 places at V.075095.	
	P3020	FW/Omky Programme	•	1515	1615	No movement seen.	
	P3 V	P/O J.C. Uhtheff	ě	1515	1615	DE Sandy . General	
	232	F/Lt. D.W. Banting	•	1515	1615		
Nov. 6/44				100		· · ·	
. 6/44		P/O R.C. Crosby	Bomber	0810	0910	8 x Typheen 1B (Bombers) detailed to dive bomb rail at	
		F/O W.L. Beatty	•	0810	0910	Z.7202. Each aircraft armed with 2 x 500 lb, bembs,	
	<b>J</b> 73 V	F/O J.C. Uhtheff	•	0810	0910	-025 tell. Target attacked with 14 - 500 th homes Page	
	F3 F	F/Lt. F.X.J. Regen	à	0810	0910	out at least twice at Z.595008. No movement seen.	
	73.9	S/Ldr. R.P. Reid	•	0810	0910	F/Sgt. Dewar, J.P. returned to Base due to mechanical	
	***************************************	F/O R.W. Keller	*	0810	0910	trouble	
	₽3 D	F/O A.C. Breeker	•	0810	0910		
	73 E	P/Sgt. Dewar, J.P.	é	0810	9930	Company of the Compan	
			*				
lev. 6/44	yphoen 1B F3 T	P/Lt D.W. Banting	Weather Reco	- 0710	0800	2 x Typhoen 1B aircraft detailed on Weather Recce. Aimraft	
	23.3	P/O P.G. Mackles		0710	9800	patrolled Apeldoorn Area and found visibility suitable for live bombing sperations.	
Tov. 6/44	ypheen 18 F9 Y	F/O H.E. Dawber	Bomber	1010	1115	7 x Typhoen 1B (Sembers), each siroraft being armed with	
	73 D	P/O R.B. Oldfin		1010	1115	2 x 500 lb. bembs, detailed to dive bemb rail at V.1814.	-
	PSK	P/O D.J. Washburn		1010	1115		
	iskokrapiski sikhultorikazora (norozookrafisi i	P/O I.J.V. Wallace	*	1010	1115	Target attacked with 14 x 500 lb. bombs, .025 tell. All bombs in target area. Track out at V.201187. Train, no	<b> </b>
	73 G	P/Lt. D.W. Banting	•	1010	1115	lecometive, 12 trucks, 3 flak cars, demaged at V.2119	44,28
	<b>3</b> 32	P/Lt. E.J. McAlpine		1010	1115	by straffing.	-
	73.7	P/Lt. F.X.J. Regan		1010	1115		0112

APPENDIX "A"

PORM 541.

DETAIL OF WORK CARRIED OUT

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SECRET

PAGE No.

(\*12762-9511) WL 28239-1184 70M 8/43 T.S. 760 (\*13799-9511) WL 44067-3384 130M 1/44 T.S. 760 FOR THE MONTH OF ..... November ..... TIME AIRCRAFT Type & Number CREW DUTY DETAILS OF SORTIE OR FLIGHT REFERENCES. DATE UP DOWN 1255 Nov. 6/44 Typhoen 18 F3 X . F/Lt. D.W. Banting 1355 8 x Typheen 1B (Bembers), each aircraft being armed P3 Z F/Lt. P.L.J. Regen 1255 1355 with 2 x 500 lb. bembs, .025 tail, detailed to dive bomb red1 at Z.9639. Target attacked with 16 x 500 F3 & F/O R.S. Speener . F3 & F/O R.G. Greeby 1255 1355 1b. bembs. All bembs landed in target area but ne 1255 1355 F3 T F/O D.J. Washburn 1255 1355 out was observed. Slight, inaccurate, light flak P3 D P/O D.V. Campbell 1255 1355 encountered over target area. P3 E P/O P.G. Masklem 1255 1355 1255 1355 F3 R F/Sgt. Dowar, J.P. Nov. 6/44 Typhson 18 #3 T P/O A.C. Breeker ather Recoe. 2 x Typheen 18 aircraft detailed on Weather Recog, in Apeldeern Area, Aircraft patrelled area and found visibility conditions suitable for dive bombing spersions. 1520 1630 F3 K F/O A.C. Richards 77 1520 1630 Nev. 6/4 Typheen 18 F3 X F/O N.E. Damber 7 x Typhoen 1B (Bombers), each aircraft being Bember 1600 1715 F) H F/O R.H. Oldfin F) H F/O I-J.V. Wallace armed with 2 x 500 lb. bembs, .025 tail, detailed to 1600 1715 dive bomb rail at Z.9847. Rail at Z.98048 attached with 12 x500 lb. bombs. All bombs in target area. 2 nears 1600 1715 F3 B P/O D.V. Compbell 1600 1715 misses damaged the rail bed. Rail at 2.9633 attacked F3 G F/O R.G. Cresby 1600 1715 F3 S F/O R.M. Speener with 2 x 500 lb. bombs. We results observed. Train of 1600 1715 P) D F/Mt, E.J. Malpine 4 - 6 trucks at 2,9849 straffed and demaged. P/D R.G. Crosby feroe landed at E. 7/20 due to engine failure. Miraraft neight fire and categorised TE. Filet sefe. 1600 1715 Boy. 7/44 Typheen 18 93 X P/Lt. D.W. Benting 0920 1025 8 z Typhoen 1B (Bembers), es 2 x 500 lb. bombs, a025 tail, detailed to dive bomb F3 R P/Q R.D. McKinnen 0920 1025 red1 at V.0312, Meather which was 9/10/10, 2,000' to F3 S F/O J.C. Untheff 0920 1025 F) K F/O B.J.D. McKey 15,000' Mijmegen to Zwelle prevented time bembing F3 B F/O P.G. Mockley 10920 attacks and all bambs were brought back. 73 T W/O R.F. Broom. Value of the same 0920 1025 F3 D F/O A.C. Brooker 1025 PS R P/O I.J.V. Wallace 1025 0920 Nov. 9/4 Typhoen 12 F3 1 F/0 J.G. Uhthorf F3 9 F/Sgt. Dover, J.F. 2 x Typhese 1B detailed on Weather Mooce., Meas River Area. Switzert patrolled area and found solid well along Meas River from 2-3,000° to 16,000°. Vis. 1,000 yds . 1 mile under elem-

	AIRCRAFT	CREW		Truce		DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	Type & Number		DUTY	Up	Down	444 W	
Nov. 11/44	Typheen 1B F3 R	S/ldr. R.F. Reid	Ballbar	0905	1030	7 x Typheen 1B (Bembers), each aircraft being armed with	
		F/Sgt. Fex, R.G.	•	0905	1030	2,x 1,000 lb. bombs, 11 sec. delay, detailed for law level	
	P3 X	F/Lt. D.W. Banting		0905	1030	delayed action bembing of canal looks East of Sneek, Target	<u></u>
	738	F/O R.E. Speener		0905	1030	attacked with 14 x 1,000 lb. bembs. All bembs landed in	
	F) B	P/O P.G. Mackless	à	0905	1030	target area and while positive results not observed, it	
	P3 K	F/O N.E. Dawber		0905	1030	is believed the look gates were badly damaged. The sircuft	
	P3 T	- We obbut we		- 0905	1030	landed at Velkel for re-fuelling and re-arming.	
OV. 11/44	Typheen 18 F3 R	s/ldr. R.F.Reid	Bember	1210	1345	7 x Typheen 1B (Bembers), each aircraft being armed	
	<b>17</b> 3 <b>B</b>	F/Q P.G. Macklem	• •	1210	1345	with 2 x 1,000 lb. bembs, 11 sec. delay, detailed fer	
	P3 X	F/O N.E. Dawber	ì	1210	1345	lew level delayed action bombing of canal lecks at	
	<b>7</b> 9 T	F/O D.J. Washburn	•	1210	1345	Gaarkueken. Target attacked with 12 x 1,000 lb. bembs.	
	F3 A	F/Sgt. Fex, R.G.	•	1210	1345	All bembs in target area. No results observed but	
ELLERON -	79 X	P/Lt. D.W. Banting		1210	1345	attack believed successful. F/Sgt. Fex; R.G. jettissened	
	73.8	F/O R.E. Speener	•	1210	1345	1 pr. of bombs at U.9806, Aircraft took off from Valkel and landed at B.78 on completion of attack.	
Sev. 11/44	Typheen 18 F3 X	F/Lt. D.W. Benting	Bomber	1540	1645	8 x Typheen 1B (Bembers), each aircraft being armed	
		F/O E.J.D. McKey	•	1540	1645	with 2 x 500 lb. bombs, .025 tail, detailed to dive	
	<b>73 Y</b>	F/O W.L. Beatty	i i	1540	1645	bomb rail intersection at 005343. Target attacked with	
		F/Ic. F.X.J. Regen	i	1540	1645	16 x 500 lb. bombs. All bombs in target area. Rail out	
		P/O P.G. Macklem		1540	1645	at 005343. Mederate, accurate, light flak encountered	
		P/O R.W. Keller	4	1540	1645	from Zwolle.	
	₽3 B	F/O B.H. Oldfin		1540	1645		
	73 V	F/Sgt, Dewar, J.F.	i	1540	1645	All or burn providing to the second of the second	
ov. 15/44	Typhoen 1B F3 A	F/Lt. A. Lembres	Weather Recce.	0815	0835	2 x Typhoen 1B aircraft detailed on Weather Rocce.	
		7/0 7,2,7. Skelly		0815	0835	Immediately after being sirberne and just north of Eindheven weather closed in and aircraft returned to Base	(IL FIL

OF CARDING RECORD CARD

APPENDIX "A"

RA.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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SECRET

PAGE No. FIVE

DATE	AIRCRAFT	CREW	Dury		TIME -		
	Type & Number	MARINE TO THE STATE OF THE STAT	Do.,	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
Nov. 18/44	Typheen 18 F3 P	P/O F.R.F. Skelly	Weather Recoe.	0830	0930	2 x Typheen 1B detailed on weather reces. to K.942728. Airc	rart
	<b>7</b> 3 T	F/O R.W. Keller	•	0830	0930	patrelled area to Bifarth, Visibility conditions considered suitable for dive bembing operations.	
lov. 18/44	Typheen 18 F3 Q	S/Ldr. H.F. Reid	Bember	0945	1040	4 x Typheen 1B (Bembers), each aircraft armed with 8 x 1,000	
	<b>2</b> 9 B	F/O W.L. Beatty		0945	1040	b. bembs, .02) tail, detailed to attack bridge at K.942728. Farget attacked with 8 x 1,000 lb. bembs. All bembs in targe	
	29 B	P/O R.E. Speener	•	0945	1049	Meagre, light accurate flat accountered from F sees and	•
	#7 S	F/Lt. M.J. McAlpine	•	0945	1040	1087). Mederate, light, accurate flak from K.9473.	
Tov. 18/44	Typheen 18 F3 X	P/Lt. A. Lambros	Bember	1015	1115	4 x Typheen 1B (Bembers), each aircraft armed with 2 x 1,0	00
	<b>P</b> 3 D	F/O A.C. Breeker	• •	1015	1115	1b. bembs, .025 tail detailed to dive both builder at T oco	
	73 V	F/O D.J. Washburn	and Carlos	1015	1115	with 4 x 1,000 lb. bombs rear wiscon soll 2/0 W 11	
	33 Z	P/Sgt. Pex, R.C.	1	1015	1115	returned dramping hombs an Heinehers I of a	nd ,
	10-1 Te (1-4-5)		*		1275	abserved. Intense, heavy, accurate flak experienced from	
er. 18/44 1	yphoen 18 F3 Q	S/Ldr. R.F. Reid	Bember	1210	1310	8 x Typheen 1B (Sembers), each aircraft being aremed with	
	#3 X	P/O E.J.D. MoKey		1210	1310	2 x 1,000 1b. bembs, -025 tail	
	77 77 8	P/O W.L. Beatty F/Lt, B.J. McAlpine	2	1210	1310	bridge at K.942728. Target attacked with 16 x 1,000 lb.	y-194
		P/O P.Q. Macklen	<u> </u>	1210	1310	bombs. All bembs in target area. No hits seen. Intense,	
	<b>35</b> 0	F/O D.V. Campbell		1210	1310	light, accurate flak encountered in target area.	
	23 2	W/O E.F. Broom		1210	1310		
		F/Sgt. Dewar, J.P.	3	1210	1310	And the state of t	
ov. 18/44 T	79hoon 18 93 Y	7/0 . F.R.F. Shally	Weather Becce.	×1220	1330	2 x Typhsen 1B detailed on Weather Bocce, to Consfeld Area	
// -	73 E	W/O L.P. Jedein		1220	1330	fight lew clouds found at 4 000' and visibility conditions	
w. 18/44	SCHOOLSE SCHOOLSE SERVICE SERVICE SERVICE AND	P/Lt. A. Lombros	Bouber	1455	1555	.8 x Typheen 1B (Bombers), each aircraft being armed	
	73 6	F/Lt. H.T. Messip	. •	1455	1555	with 2 x 1,000 lb. bembs, .025 tail, detailed to dive bomb	
	73.5	P/O N.E. Dawber	•	1455	1540	bridge at K.942728. Target attacked with 16 x 1,000 lb. bombs. All bombs in target area, 1 hit on read N. side of	
	P3 3	W/O R.P. Broom	8	1455	1555	bridge, 1 pessible hit side of south end of bridge, other-	
	P3 2	P/o R.H. Speener	4	3454	1555	wise no mevement seen. Heavy and light, intense accurate	
	23.2	P/Lt. P. Wilden	2	1455	1555	ever target area, F/O N.E. Dawber hit by flak ever target	
		P/Sgt. R.G. Fex P/Lt. M.J.D. MoRey		1455 1455	1555	and abandened mireraft safely at K.7770. Mireraft.	CL Ph

DATE	AIRCRAFT	CREW	DUTY	Section Control of	Truck	DETAILS OF SORTIE OR FLIGHT	REFERENC
DAIR	Type & Number	Į GREN	2011	Up	Down	DETAILS OF STATE OR PERSON	KEPERENC
Nev. 19/44	Typheen 18 F3 Q	P/Lt. A. Lembres	Bomber	0900	1015	8 x Typheen 1B (Bembers), each sircraft being armed with	
	173 R	F/Sgt. Dewar, J.P.	•	0900	1015	2 x 1,000 lb. bombs, .025 tail, detailed to dive bomb	1.0
		P/O A.C. Breeker	•,	0900	1015	rail at K.943846. Target attacked with 16 x 1,000 lb.	
	P3 K	F/O A.C. Richards	· la	0900	1015	bembs. All bembs in target area. Rail cut. Ne mevement	
	P3 B	F/O R.E. Speener	•	0900	1015	seen.	
	<b>3</b> 73 ▲	F/Lt. F.M.J. Regen	ũ	0900	1015		
	#3 Z	F/Lt. B.J.D. McKey	Angala Dullakita	0900	1015		•
	23.2	W/O A.B. Harle	•	0900	1015		
Nov.		F				7	
Nev. 19/44	Typheen 1B F3 V	F/O R.B. Speener	Bomber	1135	1305	7 x Typhsen 1B (Bombers), each strongft being armed with	
	<b>7</b> 3 <b>8</b>	F/Lt. P. Wilson	•	1135	1305	2 x 500 lb. bombs, .025 tail, detailed to dive bomb bridge	
	P3 A	F/Sgt. Fex, R.G.		1135	1305	at 4.5778. Target attacked with 14 x 500 lb. bombs. All bembs	
	73.7	W/O L.P. Jedein	•	1135	1305	in target area. Ne hits seen. I train of 50 trucks going N/E	
	<b>7</b> 3 R	F/O D.J. Washburn	<b>a</b>	11.35	1305	at A.5778 demaged. 1 train of 40 trucks going N.E. at A. 3865	
	#3 K	F/O A.C. Richards		1135	1305	attacked and damaged, 1 train of 3 trucks at A 6463 seen	
	P3 B	P/O P.G. Macklem	•	1135	1305	but not attacked.	
	83-8-	N/O R.P. Breen		1135	1305		
Nov. 21/44	ypheen 1B F3 G	F/O R.M. Speener	Weather Recoe.	0740	0840	2 x Typheen 1B detailed en Weather Recce, to Bechelt and	,
	. P3 K	P/O P.C. Macklen		0740	0840	Gesseld area. Weather found as follows: 5/10 cloud at 6,000'. Visibility 2 - 4 miles. Clear in patches.	
						The state of the s	
Nov. 21/44	ypheen 18 F3 Q	F/Lt. A. Lembres	Bomber	0905	1005	8 x Typheen 1B (Bembers), each aircraft being armed with 2	
	73 H	P/Lt. P. Wilson	•	0905	1005	x 500 lb. bembs, .025 tail, detailed to dive bemb rail at	
	<b>7</b> 3 E	P/Sgt. Dewar, J.P.	4	0905	1005	A.514945. Target attacked with 16 x 500 lb. bombs. All	
	<b>7</b> 9 D	P/O E.J. Keller	á	0905	1005	bembs in target area. Loce. and 12 trucks going N. at A 514945. Pail cut just aboad of loce, and train	7),
	₽3 A	P/O D.J. Washburn	•	0905	2005	detailed, One set of bembe seen on last car, Rail	
	232	P/Lt. E.J. McAlpine		0905	1005	cut twice.	7.5
	F3 T	W/O A.B. Harle	•	0905	1005		Al F
SHOWING THE PROPERTY OF THE PARTY OF	F3 8	P/Lt. P.L.J. Regan		0905	1005		uh."

APPENDIX.....

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By 438 Squadren

SECRET

PAGE NO. SEVEN

(*12761—9511) (*13799—9511)	WL 44067—3384 150M T/44	T.S. 700	FOR THE	MONTH OF	Nevem	Der . 19.44	
DATE	AIRCRAFT Type & NUMBER	· CREW	_ Dury .	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
		P/O R.E. Spoener	Bomber co.	1125	1240	A AND AND ASSESSMENT OF THE PROPERTY OF THE PR	
Mev. 21/44	Typheen 1B F3 G					> Typheen 1B (Bembers), each aircraft being armed with	
		F/Lt. B.J. Malpine	•	1125	1240	2 x1000 lb. bembs, Then tail, detailed to dive bemb	
		W/O A.B. Harle	2-0-10-10-10-10-10-10-10-10-10-10-10-10-1	1125	1240	Village of Book, K.915663. Entire mission abortive due	
	<b>7</b> 3 8	F/Lt. F.X.J. Regan	Area and a	1125	1240	te weather which was 10/10 cloud tep at 12,000', base	
	<b>17</b> 3 D	P/Lt. P. Wilson	ď	1125	1240	4/6,000°. Bombs jettisened safe through cloud.	
Transcrape -	73 H	F/O P.G. Macklem	<b>"•</b> 2	1125	1240	The state of the s	
	73 X	P/O A.C. Richards	And the second s	1125	1240		Language of Carlo
	- 13 marine 20 m					The late and the more than a to a supply of the second state.	
Nov. 21/44	Typhoen 13 F3 A	F/O R.E. Speener	Weather Recce.	1305	1405	2 x Typhoen 1B detailed on Weather Reece, to Rijmegon -	
	F3 P	F/Lt. P. Wilson		1305	1405	Berken - Geesfeld - Wessel, Weather found as follows:	
						7/10 cloud from 5,000° to 10,000°. Visibility: 2 - 4	
			and the state of the state of		1,360,000	miles with lecal sterms.	
Nov. 21/44	Typheen 1B F3 Q	P/O F.R.F. Skelly	Weather Recce.	1500	1600	2 x Typhoen 1B detailed on Weather Recce. to Coesfeld	
	****************************	F/Sgt. Dowar, J.P.	*	1500	1600	Area. Weather found as follows: Large cloud formations with	
4:1655	120 1 5 5 1 4 5 5 5 6 5 6 5 6 5 6 5 6 5 6 5 6 5 6 5			0.70	3 (40)	large breaks over the area. Visibility very good, 20 miles. Height of cloud tep _ 6,000'.	
		Terminal Companies and					
Nov. 21/44	Typheen 1B F3 X	P/Lt. A. Lembros	Bomber	1555	1655	8 x Typheen 1B (Bembers) detailed to attack rail at	
	<b>7</b> 3 1	P/O A.C. Richards	•	1555	1655	A,1560. Each edroraft armed with 2 x 500 lb. bembs, .025 t	dl.
	23 1	P/O P.C. Mackley		1555	1655	Target attacked with 16 x 500 lb, bombs, All bombs in	1
	<b>P3</b> 1	P/O R.W. Keller	*	1555	1655	target area. Reil out at A.140625. Ne movement seen.	A Charles
	23	F/O D.J. Washburn	5-10-10 By 1-10-10-10	1555	1655	The state of the s	
	<b>7</b> 3 1	P/Lt. B.J. McAIPING	• .1.4	1555	1655	Allega and the second s	
	<b>J</b> 73 <b>1</b>	P/Lt. F.X.J. Regan	- Carlo - Carl	1555	1655	The state of the s	100 A
	13	W/O A.B. Harle	•	1555	1655	The second secon	
						THE RESIDENCE OF STREET PROPERTY.	
Nov. 24/44	Typheen 18 F3 Z	P/Lt. H.J.D. McKey	Weather Recce.	0815	0900	2 x Typheen 1B detailed on Weather Recoe, to Coerfeld Area,	
	**********************	w/o R.F. Breen		0815	0900	Alterest patralled area but encountered poor visibility	
					100000	conditions after reaching the Berken Area and returned	OL. PIL.
						to Base. Weather unsuitable for dive bombing operations.	UP

	AIRCRAFT	Crew	DUTY	Trace		DETAILS OF SORTIE OR FLIGHT	REFERENCE
DATE	Type & Number	CREW	1	UP	Down		
Nev. 25/44	Typheon 18 F3 X	P/Lt. A. Lembres	Bomber	1555	16555	7 x Typhsen 1B (Bembers) with 2 Typhsen 1B (Fighters) as	
	₽3 A	F/O R.E. Oldfin	•	1555	1655	Fighter Cover detailed on Armed Recor, to Consfeldt Area,	
	<b>P</b> 3 K	F/O I.J.V. Wallace	•	1555	1655	Each Bomber being armed with 2 x 500 lb. bembs, .025 tail	•
	<b>P</b> 3 D	F/O R.W. Keller		1555	1655	Bombers dive bombed railway at A.180585 with 14 x 500 lb.	
	<b>2</b> 3 B	F/O D.J. Washburn	•	1555	1655	bombs. Railway line cut in two places. After bembing	
	29.2	W/O A B Harle	2	1555	1655	sircraft patrelled Bechelt to Greence uneventfully	
	<b>7</b> 3 T	F/O F.R.F. Skelly	*	1555	1655	The state of the s	
	<b>73 P</b>	F/St. E.J. McAlpine		1555	1655	Province Control of the property of the control of	
	23 9	F/Lt. H.J.D. McKey	Fighter Cover	1555	1655		
7.5	F3 J	P/Lt. P. Wilson		1555	1655		
			and the control of	The desired of the		Page 19 September 1988 at \$1000.	-
Nov. 26/44	Typheen 1B F3 V	F/O N.E. Dawber	Weather Recce.	0900	0945	2 x Typheen 1B detailed on Weather Recce. Weather found	
	F3 Z	W/O A.B. Harle	• •	0900	0945	10/10 ever Rhine -(alte cumulus 9000-11000) alse stratus	
						6-7,000'.	
Sev. 26/44	Typhsen 1B F3 T	F/Lt. R.E. Speener	Bember	1140	1250	8x Typheen 1B (Bembers) with 2 x Typheen 1B (Fighters)	
201. 20/	73.7	W/O L.P. Jedein		1140	1250	detailed to dive bemb rail Consfeld - Dulmen Area, Esch	6
	73 R	F/Sgt. Fex, R.G.		1140	1250	Bember armed with 2 x 500 lb. bembs, .025 teil. Squadren	
	73.2	P/O J.A. Lord	6	1140	1250	dive beabed rail at A.6554, All hembs in target area.	
	73 X	F/Lt. A. Lembres		1140	1250	Red1 out.	
	73 A	F/Sgt. Dowar, J.P.	•	1140	1250		
	93 B	F/Lt. P. Wilsen		1140	1250		
	P3 J	W/O R.F. Breen		1140	1250	The second secon	
	<b>7</b> 3 8	P/Lt. B.J. McAlpine	Fighter Cover	1140	1250	Sign and the property of the control	
	23.2	P/O I.J.V. Wallace		1140	1250		
				1 4 7 FP		The second secon	
Nov. 26/44	Typheen 18 F3 V	P/O N.E. Dawber	Weather Recce.	1020	1120	2 x Typhoen 1B detailed on Weather Recce. Weather found has	
	73 Z	W/O A.B. Harle		1020	1140	but very good for dive bembing. 10/10 cloud from Wessel to the south, North of Wessel - C.A.V.U.	al. F/L.
						reeman (COBD ACOD)	our out

APPENDIX.....

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By 438 SQUADRON

SECRET

PAGE NO. NINE

(*12761-9511) WL 2229-1124 70k 8/43 TA 706 (*13799-9511) WL 44007-3384 150k 1/44 TA. 700			FOR THE	IR 19.44.			
DATE	AIRCRAFT Type & Number	CREW	Dury	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
Non 26/A	Ombon 18 93 7	F/Lt. A. Lembres	Bember	1445	1550	8 x Typheen 1B (Sembers) detailed to dive bomb railway	
2010 20/3	<b>P</b> 3 :	w/O R.F. Broom	•	1445	1550	Compfeld - Dulmen Area, Each aircraft armed with 2 x 500	
	273	P/O 1.J.Y. Wallace	K	1445	1550	1b. bembs, .025 tedl, Squedrem attacked rail at 4.627654.	
	273 1	P/O D.V. Compbell	, <b>.</b>	1445	1550	All bembs in target area. Redl out. He nevement seen in	
	P3 J	F/O D.J. Washburn	:	1445	1550	target area. He movement seen Bechelt - Berken area.	
	13 P	P/O J.L. lerd		1445	1550	Meagre, accurate, heavy falk encountered east edge of	
	29 9	F/O F.R.F. Skelly	•	1445	1550	Reichwald Forest.	
	73 T	w/O L.P. Jedein		1445	1550		<u> </u>
		10000	*	-	2000	8 x Typheon 1B (Bembers) detailed to dive bomb rail	
Nev. 28/4	Typheen 18 F3.	S/ldr. R.F. Redd	Bomber	0905	1030	at A.1559, each sireraft being armed with 2 x 1,000 lb.	
	373	F/O J.A. Lord	• • ·	0905	1030		
	73	P/O P.A.Y. Skelly		0905	1030	bembs, .025 teil. Target attacked with 16 x 1,000 lb.	
	231	w/o L.P. Jedein		0905	1030	from V.1234 and medium, accurate, heavy, flak from	
	#3 2 #3 (	P/O P.G. Mackless		0905	1030	8,8847	Services (Services
		P/O N.E. Dember	3.	0905	1030	*****	
_	373		2 1	0905	1030	Part of the second seco	
	73 :	P/O D.V. Compbell		0902	10,0	The second secon	
//	Typheen 18 F3 1	F/Lt. A. Lombros	Benber	1110	1225	8 x Typhsen 15 (Besbers), each sircraft being armed with	
200, 20/2	13 1 13 13 13 13 13 13 13 13 13 13 13 13	F/O R.E. Keller		1110	1225	2 x 500 lb. bembs, detailed to dive bemb reil at 4,1552.	
	<b>P</b> 3.1	W/O R.F. Broom	1	1110	1225	Target attacked with 16 x 500 lb. bembs and rad1 out	
	<b>P</b> 3 1	P/O D.Y. Campbell		. 1110	1225	at A. 354601. No movement seen, Intense, accurata, light	
	19	P/O D.J. Washburn		1110	1225	flak encountered from target, and intence, accurate	
	<b>1</b> 3	W/O L.P. Jedein		1210	1225	heavy flat from 1,345,	
	23 )	P/Lt. E.J.D. Makey	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3330	1225	200 2016 A 76 ( pp. 76 ) and 100 20 and 100	
	79	P/O J.A. Lord		1110	1225	2 x Typheen IB detailed on Weather Recoe, to Constell Are	
Hov. 29/4	Typheen 1B F3	P/Lt. E.J.D. Makey	Weather Pooce.	0825	0855	2 x Typheen 1B detailed on Westner moce, to constant 8.40 to 10.40 eleved in Nerthwest Commany, Unsuitable for dire bombing.	TOL. FIL
	1 P3	WO R.F. Breen		0825	0877	dive bombing.	
	Value of the Company of the Company	TO SHEET THE PARTY OF THE PARTY	<b>阿里斯 125 图 第 第</b> 第 2 3 3 3				

DATE.	AIRCRAFT Type & Number	Chr.	DUTY	Up 1	Down	DETAILS OF SORTIE OF FLIGHT	REFERENCE
ev. 29/44	Typheen 13 F3 T	P/It. R.J.D. McKey W/o R.F. Breen	Weather Record	0940 0940	1020	2 x Typhesn 1B (Bembers) detailed on Weather Recce. to Compred Area, S/AO to dO/AO cloud found in N.W. Cormony. Heather usualtable for dise bembing, Each discreft areas a	
-74		( o o o o o o o o		1700	-102	< x ) OU 10. Dembs, but ne mevement or target meen and bembe	<b>th</b>
er. 29/44	ypheen 18 F3 T	P/O N.E. Damber	Weather Recce.	1200	1250	Drought book:	digital district
	- 73.1	W/O. B.J. Breen		- 1200	1250	Caldern - meal - Bothelt Area, Wether found as follows: 5, 6 9, of Area - 20/20 lew clouds; N. & W C.A. V.U. sympt for slight ground hear, A.C. area with 2 - 500 lb.	
		70 E 20 E		··************************************	7	except for elight ground hase. AC aread with 2 x 500 lb. banks each and attacked rail at A,106548 with 4 x 500 lb. banks. Hall cut. Ne mercmant seen.	1
ev. 29/44	ypheen 18 F3 J	P/O D.J. Washburn	Bleber	1305	1420	8 x Typheen 1B (Bembers) with 2 x Typheen 1B (Fighters	
	<b>73.2</b>	9/0 J.A. lerd		1305	1420	detailed to dive bomb rail at \$,2861, Each Romber was armed	
177	27,8	P/o F.R.F. Skelly		1305	1420	with 2 x 500 lb. bombs, .025 todl Atmosft attached towns	
	#3 G	W/O L.P. Jedein		1305	1420	with 16 x 500 lb. bembs. All bembs in target area. Rail	
	79 X	P/Lt. A. Lembres		1305	1420	out at A.275607. No movement seen. Mederate, inacourate,	
	73.7	F/O D.V. Compbell	•	o 1305	1420	light flak encountered from Area. A.2762 to A.9077, and	
		P/Q L.J.Y. Wallane	- 3	1305	1420	Insocirate, heavy flak from E.9055.	
	SECTION OF THE PERSON	P/O R.E. Gldrin	•	1305	1420		
F.V. 25/24	1	F/Lt. E.J.D. McKey	Pighter Cover	1305	1420		to a
	P3 I	F/Lt. B.J. Malpine	, ,	1305	1420	200	
lev. 30/44	lypheen 18 F3 X	P/O H.E. Dember B	mber Red 1	1240	1350	8 x Typhoca 1B (Bembers) detailed on blind bembing of	
	790	P/Lt. P. Wilson	Red 2	1240	1350	Village of Utetteratte (X.876704), each aircraft being	
	<b>19. X</b>	P/O LJ.N. Walless	3 Bad 3	1240	1350	amed with 2 x 500 lb. bembs, .025 tell. Miroraft vectored	
	73.8	P/O B.E. Oldrin	Red 4	1240	1350	by G.C.C. 16 x 500 lb. bembs drepped from 8,000' through	de la completa de la
Garage - P	23.3	P/O D.J. Washburn	9 Blue 1	1300	1400	6/10 aloud at 5,000 . Observed results seemed fair to	
	73 A	2/0 J.A. lord	# Blue 2	1300	1400	good with 7/8 of Red Section's bembs in area and Elue	
nat :		W/O. A.B. Harle	Blue 3	1300	1400	Sections on N. outskirts of village. Visibility conditions	
	20 2	F/Lt. B.J. McAlpine	Blue 4	1300	1400		
	10,44	*** *** ***				alenters of fa. (B. D. Bota)	r require
		Angella Carolli				When his office (R. p. Reid)  Square Standard Compliance,  No. 438. (Can) Squadren.	
		The same	g	L. LINSON		The state of the s	

Stoke Resold Foor

Compiled by P/Lt. A.E. Bongs OPERATIONS RECORD BOOK
of this form in K.R. and A.C.I.,
anual Pt. 11., chapter XX., and
Book.

Of (Unit or Formation)

10. 438 SUADRON

847-20-438 SOS.

1441

Page No. ONB

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

Place	Date Time	Summary of Events out 1, and 10 10 SECRET.	References to Appendices
Mrstrip B.78	Jon. 1/44	STHENGTH AS AT DEC. 1. 1944:	
Mindheven, Helland		AIRCRB Woon you have - toger - tarme tor the AIRCRB Woon you have -	
		R.C.A.F. TOTAL STRENGTH ESTABLISHMENT	77.50.73
right seems to be a first		Officery, Pilots 12 12 15 15 15 15 15 15 15 15 15 15 15 15 15	
		The control of the state of the	
		sold bot, by the wester was found to be year & B. O. W. D. O. B. White was brought	
		than 1790 Louis attices or Ly at a result of ogs the moter, to survey, the palote 3at out for,	
Grand State	Lou . 0, 4	A STORY OF THE WORLD STORY OF THE STORY OF T	
		This is just an ordinary day with fairly heavy clouds and a bit of ground mist. A Weather	
		Recoe, was sent out but found heavy cloud up to 6,000 ft, in the target area and they	-
		reported it unfavourable for dive bombing. This cloudy condition continued all day and	15 - 15 - 15 - 15 - 15 - 15 - 15 - 15 -
	**************************************	ne ners "eys" flying was done. Total flying for the day, all operational day - Typhoen 1B - 2:00 hrs.	
•	Dec. 2/44	This merning opened with quite a heavy ground fog. Towards meen it darkened and during the afterneon reined off anion, The Squadron was released about three e'clock.	
	age Chie	Four or five of the boys attended the dance at the Officers' Club and reported an enjoyable	
		evening, He Clyingwas dene all day, when the description of the Signature	
<b>.</b>	Dec. 3/44	This morning was the nicest we have had for ages. The sky was paractically claudless	
		and ald "sel" was out in all his glary. This condition couldn't last in this country	
		though. It started eleuding up from 0900 hours and by 1300 hours it was reining. Two	
		"spez missions were performed during the merning, both dive bombing attacks on rails	
1	Je. 7/4:	using 500 lb, bombs. In the first, though the bombs all fell in the target area, a strong	
Alestrap n.70 Dissilator, foll od.		wind preveiled and ne reil out was made. On the second file" the reil was out in the places. The Squadren was exceptionally lucky today. While passing through heavy cloud on the	
		second "do", ice formed on the aircraft and two of them collided. Though both aircraft	
	3,216	are Cat. A.C. the boys get them have O.E. Total flying for the day, all Typhoen 18, days operational -26:45 hrs. non-operational - 30 mine.	
			THE

Place	Date 1	Summary of Rvents SECRET.	References to Appendices
Airstrip B.78 143 Wing H.O., Bindheven, Helland.	Dec. 4/44	The weather leaked premising very early but before 0900 hours it clouded ever and we had rain and hail off and on all morning and afternoon. No flying was done by the Squadren.	
•	ec. 5/44	The weather is still the same, cloudy one minute and bright the next with the odd	
- 1		showers of rain. The heys flaw, though, during the morning and early afternoon making one armed weather roces an which they dive bombed a trein with 500 lb. bembs with results	
		not observed and 2 dive bembing "do's". These were both attacks, on red is using 500 lb.	······································
	Sec. 3/44	bombs. On one the rail wasn't out but on the other it was cut in three places with direct	
1 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3		hits: Total flying for the day, all Typheon 1B - operational - Day - 22:05 hrs.  The weather is still miserable, alternatively cloudy and clear in the vicinity of	
•	ec. 6/44		
		the field. It is also very cold. This condition persisted all day and no flyingwas dans.	
и	170. 2744	This was the day on which the efficers entertained 70 children from Eindheven, and quite a	
4 D	0. 7/44	few of the pilets beloed with the party. It was a huge success.  Another doubtful morning with heavy clouds and a ground mist. It rained most of the	
		night. The pilets on the next show are on 30 minute readiness at the Mess. The cloudy,	
		rainy weather stayed with us all day and the pilets were released early having done ne	
3	Dec. 8/44	Though still cloudy this morning the weather recce, was sent out by this Squadren seen	
***************************************		after 0900 hours, and shortly after, and before the reces, returned, the pilots went out for	
		a rail entiting "de". Weather was found to be very had and the 500 lb. bombs were brought back both by the weather recos. and the dive bombing "de". The weather recos. planes are	
		new carrying 500 lb. bombs. Their prime purpose is weather but they are also instructed to	
		dive bomb any favourable target which presents itself, During the afternoon another rail	
Molical , Kolical	60.4	cutting mission was sent out with 500 lb, hombs. Though all bembs landed in the target area, ne rail cuts were observed. Tetal flying for the day - all Typheon lB, Day -	
and the second	TOB* There	eperational = 24:00 hrs., non-operational = 2:00 hrs.	
	Dec . 9/44	A damp, cloudy day with the odd showers which prevented any "ops" flying. The beys were	w. h
7		called to Dispersal during the marning but in the afternoon stood to in the Officers' Mess on 30 minute readiness. The O.C., S/kdr. "Ress" Reid called a meeting of all pilets during	

The made in the Call form to the call to t



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. Packet Book.

#### OPERATIONS RECORD BOOK

Page No. THREE

of (Unit or Formation) No. 438 SQUADRON No. of pages used for day

Place	• Date	Time	Summary of Events SECRET.	References to Appendices
Mestrip B.78,	Dec. 9/44	(cent'd	the afternson and an excellent discussion was held re. ways and meens of impreving the	la V
Bindheven, Helland	lec. 10/4	4	technique of reil busting. We flying was done all day.  Byery day does to be the same with regards to weather, and the occasional "ope" that	50.4
			is done, is done during a short break in the duff, cloudy weather. It didn't actually rain	
	and the		teday and during the afternoon a comple of aircraft flow on I.F.F. tests but there was no	
			"ope" flying done. New that we are situated in a building and can use a stove with some	
			effect the heys de not mind waiting around Bispersal. Bridge is the order of the day and there are always two or three genes in progress. Total flying for the day, all Typhoon IB,	4
			Day, non-ep 1:40 hrs.	
	Dec. 11/4	4	This merning leeks better than usual and everyone is heping to get some "eps" time. Two	
			Armed Weather Recoes, were made during the morning though and in each case the weather was unsuitable for dive bombing. The 500 lb. bembs carried were dropped "alive" ever enemy	
			territory. Previous to this when weather conditions made a mission abortive the bombs have	
			always been dropped "safe". Showers off and on during the afternoon prevented even weather	
	VG 0 - 3217-1		recoss. Total flying for the day, all typhnon 18, day: sperational - 8:55 hrs., non- perational - 1:40 hrs.	
•	Dec. 12/4	14	Another duff day. The beys were called to Dispersal early, due to the clouds shifting for	
•			a half hour and allowing the sun to shine forth, but the weather clouded up again and it was	4
			reining abortly. It again partly cleared about noon but only for a short time. We "ope" flying was done by this Squadron. We are helding our first Squadron party tenight since we	
			left England. We have been able to locate eight or ten lecal girls and are adjourning to	
<b>1</b>	*n. 14/		the Officers' Chub to drink and dance. Total flying for the day, all Typhoon 1B, day,	
10 10 4 AS 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Dec. 136	14	The clouds are fairly breken up this merming and the sun is trying to shine through.	
Pagan ships of 30	1.184	tent ()	t didn't clear up sufficiently to allow any "ope" flying. It is believed one or two Armed	
			Seather Recogs, were done by the other Squadrons, Our first Squadron party held at the	
e santa e a se de Wester e e e e e			officers! Club and with Dutch lessies present turned out very nicely. Our efforts new will be directed on making the stag party for the ground crew to be held on Doc. Zlot, a real	
				PAD

Place "	Date	Time	Summary of Rvents SECRET.	References to Appendices
irstrip B.78.	ec. 13//	4 (cont.	i) outing. Our ground orew have done an excellent jeb of servicing the aircraft here on the	-
43 Wing H.J., Sindheven, Helland	•		Continent, despite rain, mud and cold and deserve enything that can be done for them.  Total flying for the day, all Typheon 1B, non-operational, day - 1:00 hr.	
	Dec. 14,	44	This has been a grand day as far as everything except flying is concerned. Due to a	
			fog benk er clouds everheed, no "ops" flying sould be done all merning. The afternoon was	
			Recoe. of two planes was sent out but the weather was found altegether unsuitable for	1
			dive bombing. The 500 lb. bombs carried were dropped "live" over German territory.	
	gec * 75	#4 #80	Total flying for the day, all Typheon 1B, Day - operational - 1:40 hrs., non-operational - 5 mins.	
	ec. 15/4	4	In the vicinity of the aerodrome this was a grand day. There was a heavy frest	
<del>- 1</del>			during the night and for almost the first time the ground was stiff and ice formed on	
100			the puddles. Thesun shone all day and visibility was quite good in the vicinity of the acredrome but weather ever the Squadron's targets was very hazy. Three combination	
			armed weather recess, and dive bombing missions were sent out. On one of these, cloud	
	700 * 1T	644	obscured the target and the 500 lb. hombs were jettlenned live over German territory.  On the other twe the rails were dive bombed through heles in the clouds, but, due to the	
			weather, results were cheerwood on one attack. On this one, the rail was definitely cut.	
			On the other attack, ha;800,880 bembs were dropped with unobserved results. Total flying	
			for the day, all Typhoch 18, Day, operational _ 21:00 hrs.	
•	Dec. 16	44	We are back to the cloudy, ground mist type of day. The pilets were called to Dispersal in the merming but at mean the Squadron was released. Some of the pilets used the afterneon	/
			to go to the "Officers Stores" to make necessary purchases. Others went to work firingup	
	30. 10		the stove in the Pilot's reom. Due to lack of the proper size of stovepipes and the poor grade of coal, it has been hard to keep the place warm. That werry is ever now, No flying	
	Dec. 91	A Serie	was done all day.	
	Dec. 17/	44	This is a feir sort of day in the vicinity of the field but two Armed Weather Recogn.	4
			sent out by this Squadren found conditions definitely unfavourable for sope with the 10/10	

WL 87045/02532 28534 12/48 C. & L. 61-7766



R.A.P. Form 540
See instructions for use of this form in K.R. and A.C.I., para. 2449 and War Manual Pt. II., chapter XX., and notes in R.A.P. Pocket Book.

### OPERATIONS RECORD BOOK

Page No. FIVE

of (Unit or Formation) 438 SQUADRON

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

Place	Date	Time	. Summary of Events SECRET.	References to Appendice
irstrip B.78,		4 (cent	d) cloud right down to the deck near the Rhine, On one recce, the 500 lb, bombs carried	
Mindheven, Helland	•		Typhoon 1B, operational, days, 6130 breasts common the contract of the contrac	
	Dec. 18/4		Another cloudy day with quite a lew ceiling but the eld "Harrews", Air Evacuation	
			aircraft, came in. This Squadren's flying for the day consisted of one test flight of	
			1:15 hrs. The boys left for the Mess about mid-afternoon.	
	Dec. 19/4		This is another of these doubtful days. A Wing"do" carrying 1,000 lb. bombs was planned and the aircraft were bombed up in preparation but the weather prevented it.	2
			Towards evening the low clouds or fog came right down to the deck, No flying, either	
	• • • •		operational or non-operational was done today.	
	Dec. 20/4		Woke this morning to an exceptionally dense for which never broke up. The pilots,	
			with the exception of four pilots for the weather reces., stayed at the Mess all day on	
			30 minute readiness. The Weather Recce, boys stood to at Dispersal all morning but were	
			released at noon. Preparations are under way for our Squadron "stag" tomorrow might when the efficers treat the "erks", It should tend to beest the merale ogneiderably. No flying all day.	
	Dec. 21/4		The dense feg was still with us this morning and has continued all day. Not a plane	
	_		of any description flew here teday as one cannot see more than a hundred yards. It is	
			almost hard to drive around in a vehicle. P/D A. Lambres (GAN J.16020) completed his	
			tour today. He was one of our most popular Flight Commanders and the boys will hate to	
			see him leave the Squadren, though we are gied to see him complete his tour successfully.	
	Dec . 22/4		Departless of our wary successful Squadron party lest night, the pilets and ground crew were out ready for "egs" this merning, but, though the fog wasn't se dense the	
The lead .	•		weather kept the aircraft grounded all day.	
- · · · · · · · · · · · · · · · · · · ·	Dec. 23/4		This morning is quite a bit colder and the weather looks as though it is breaking. Curfirst mission took off shortly after moon on an Armed Recce, but returned early when	
and a construction of the con-	4 -40-	4.0	one diroraft developed R/T trouble. Duringthe afternoon three other missions were detailed	
			but failed to get off the ground due to the heavy congestion of siroraft taking off and	

Place	Date T	Summary of Events SECRET.	References to Appendice
irstrip B.78,	Dec. 23/44 (	cont d) landing. This was the first reasonable day for flyingthat we have had for a long time	
indhoven, Holland.	196	and everything seemed to be out. The Squadron has been switched temperarily from rail	
		interdiction to Armed Recess, in the area of the recent big German push. Total flying for the day all Typhoen 1B, sperational, day - 4:40 hrs.	
	Dec. 24/44	Today started out grand right from daylight. There is still a haziness in the air	
and the second		but it is much colder and the sun is shining brightly. Everything is frozen solid and the ice will carry a person. This is a grand committee if it only lests. Three arms!	
		Recoes, were carried out today, claims were 2 smekers and 1 damaged Met. and a damaged	
		locomotive. It was a ead day for the Squadren an that we lest two pilots while they	
		were straffing. One of them CAN J.29339 F/O D.J. Washburn had already completed 81 "ope" missions. The other W.O.1 E.F. Breen (CAN E.98134) although he had been with us	
THE STATE OF THE S		nearly four months, had approx. 60 "ops" trips. This will tend to cramp the Christmas	
		spirit of the beys. This Squadron has been knewn as the "lucky" Squadron due to the lew rate of casualties in comparison with the other Squadrons of the Wing. Total flying for	Take in
	F. 32.V.	the day, all Typhen 1B, day - operational - 31:25 hrs., non-op - 50 mins.	
1	oc. 25/44	Christma moining goldnormant for the Bighat Mithough villbility in distitute just	4
		hes, ittis extraordicaries, thright dayshadithelining large by by the Describes which its will heavy less of sirroraft yesterday, two of the pilots left for England this morning for replacement sirroraft. As this leaves us with only 14 available pilots, everyone had to	
		be at Dispersal this morning, and as the weather stayed good all day it meant a rushed	
	99 · 35//4	Christmas dinner and no time off for anyone. The old custom of serving the sirmen was carried out though and they enjoyed a very nice meal, the main course being pork chops	<b>,</b>
		and canned turkey. Three Armed Recoes, were carried out during the day. Results were	
e en		3 Met. smekers and 1 Met. flamers, Total flying for the day, all Typheon 1B, day	1 (A) (B) (B)
: :	1	operational - 28:55, non-operational - 1:15 hre-	Alter 1
<u> </u>	ec. 26/44	This is another grand flying day though wishbility in the simpert area is rather limited. Four "ops" missions were done today, all of them Armed Recoes. The day's total	
and a series of the series of the series	No. 10 10 10 10 10 10 10 10 10 10 10 10 10	was eight smokers and I petrol bowser which exploded and was destroyed. Weather over the	

PERATIONS THEORY MOOF

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Page No. SEVEN

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., pare, 3349 and War Manual Pt. II., chapter XX., and notes in R.A.F. P. Cockes Book.

BOOK
Page No. S
No. of pages used for day.....

Date	Time	Summary of Events . SECRET.	References to Appendices
Dec. 26/4	4 (cent	d) area patrolled was good. Our Officers' Moss Christmas Dance was held last night and was	
		a huge success. Total flying for the day, all Typhoon 1B, Day - operational - 25:20 hrs.,	
		non-operational 1:00 hrs.	
Dec. 27/44		Another brisk, cold morning with the sun shining brightly but poer visibility	
		on the deck in this immediate vicinity kept the aircraft grounded until noon. One "ops"	
		sortie was made just at noon. It was an Armed Recce. which saw mothing but 1 metercycle	
		which it attacked and damaged. One sirerest had mechanical trouble but returned safely.	
		Total flying for the day: all Typhoon 1B, operational, Day _ 8:00 hrs.	
Dec. 28/4		The weather turned turned warmer during the night and this marningwe have again the eternal fog. To add to the difficulties everything is covered with a thin coating of ice	
		which makes walking, driving, etc. extremely tricky. This condition leated all day and	
		syming but about 2100 hours the for disseppeared and we had a grand, clear, brisk	
		moonlight might. During the early part of the night we had a flying bomb go over the	
		to be about three or four miles away. We are having plenty of excitement these nights	
	ŧ.	with the odd bomb dropping, V.1's going ever, and enemy sircraft straffing, No "ope" or non-ope flying was done today.	
Dec. 29/4		A grand, sunny, brisk day with only a small amount of ground haze. It was our	
		morning for Armed Weather Reces, and the boys get off early. The day's work was composed	
		of two Armed Weather Recess, and two straight Armed Recess, On none of these missions was	
		did well and the wing had a good showing for the day. Total flying for the day:- (all	
		Typheen 1B. day) operational - 24:40 hrs., non-op - 2:45 hrs.	
Dec. 39/	A MONEY	Back to the ground for this morning. The boys were called to briefing at 0830 hours	
		the milets spent the balance of the morming at Dispersal but during the mean hour a release	
		ome through for the Squadran. Some of the boys took advantage of the afterneon off to visit the Officer's store at 406 A.S.P. Late this afterneon, our Officer Commanding,	
	Dec. 26/4  Dec. 27/4  Dec. 28/4	Dec. 26/44 (cont/	Dec. 26/44 (cont d) area patrolled was good. Our Officers' Mess Christmas Dance was held last night and was a large success. Total flying for the day, all Typhoon IB, Day - sperational - 25:20 hrs., non-operational - 1:00 hrs.  Another brist, cold morning with the sun shining brightly but poor visibility on the deck in this immediate vicinity but the sure shining brightly but poor visibility on the deck in this immediate vicinity but the drovard grounded until noon. One "ope" sortie was made just at noon. It was in Armed Recce. which saw bothing but I motorcycle which it attacked and damaged, One advovath had mobastical trouble but returned cafely.  Total flying for the day: all Typhoon IB, operational, Day - 8:00 hrs.  The weather turned turned warmer during the night and this morning have have again the eternal fog. To add to the difficulties everything in covered with a tilin colating of fee which makes walking, driving, etc. extremely tricky. This condition lasted all day and avaning but about 2100 hours the fee disappeared and we had a great, clear, brick momilist night. Buring the early part of the night we had a flying bonk go over the Disperal and later on what was presumed to be a V.2 exploded at what the guards judged to be about three or four miles away. We are having plenty of excitoment these mights with the odd bonh dropping. V.1's going ever, and ensure sincreaft streefing. He "ope" or non-ope flying was done today.  Doc. 29/44 A great, sunny, brisk day with only a small amount of ground hase. It was our morning for Armed Weather Becce, and the boys got off saxly. The day's work was composed of two Armed Weather Becces, and the boys got off saxly. The day's work was composed of two Armed Weather Becces, and the boys got off saxly. The day's work was composed of two Armed Weather Becces, and the boys logs were call flying for the day: (all Nyphoon IB, day) operational y 24:40 hrs., non-op - 2:45 hrs.  Beat to impression to belance of the morning the boys were called to briefly the found must table

Place	Date	Time	Summary of Events SECRET.	References to Appendices
Airstrip B.78			CANDI 0036 S/ta- Mp Bits 20 . italy a	
143 Wing H.Q., Endheven, Holland.	Jee 30/4	4 (cent	cAN J.9936 S/Ldr. "Ross" Reid was notified that his tour was completed, are one of the old timers of the Squadron, CAN J.9876 P/Lt. "Pete" Wilson was given Command of 438	
			Squadren. F/Lt. Wilson was forced to parachute over France on June 12th when his aircraft	
			was shot up. He landed within our lines but broke an arm in doing so and only returned to the Squadron approx. Nov. 12th. Everyone is glad to see "Pete" get the break. The	100 Test
			aircraft were bombed up this morning, for the first time, with cluster anti-personnel	
			bombs. Total flying for the day, all Typhoon 1B, day: - operational - 3:20 hrs.,	
7.	2 19 ° 30 \3		non-operational 30 mins.	
	Dec. 31/4	4	The last day of the year opened in a blase of glery with the sun shining brightly	
			and only scattered clouds. Unfortunately, it rained last night and has left not only	
			the taxi strips and runways, but the aircraft themselves covered with a coating of ice.	
			These obstacles were evereme and "ops" flying started shortly after 1000 hours with an Armed Weather Recoe. This patrol was uneventful but the weather was found 0,K, in	
			certain regions. Two further missions were done during the day, one an Amed Rocce.,	
			the other a hombing patrol. Results were not observed. During the afternoon two aircraft escorted V.I.P. to Brussels. Total flying for the day, all Typhoon 1B, Day, operational -	
	ec. 21/4		14:20 hrs.	
			STRENOTH AS AT DEC. 31, 1944;	
			AIRCRBU	
			R.C.A.F. TOTAL STRENGTH BSTABLISHMENT	
			Officers, Pilets 20 29 12	
			Aimon, Pilote 3 3 11	
-100 man 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			the best extracts, feet at free for the do, state by	
100 mm	400 - 36/10	4 (000\$	Almen 29 32 31	
			TOTAL FLYING HOURS FOR MONTH OF DECEMBER, 1944;	
			Operational, Typhoen 1B, Day - 253:55 Non-Operational, Typhoen 1B, Day - 16:10 270:05	

OKATA POPE RECORD BOOT

Wit. 87048/02522 28834 12/45 C. & L. 51-7706



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
nates in R. A.P. Pache Book

#### OPERATIONS RECORD BOOK

Page No.NINE

of (Unit or Formation) 438 SQUADRON

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

Place	Date	Time	**************************************	Summary of Events		SECRET.	References to Appendices	
diretrip 1.78	Dec. 31,	44 (cent	d) TOTAL NO. OF AIRCRAFT ON CHARGE	AS AT DEC. 31, 19	44:	To an arrange of		
Mindheven, Holland				Typhoon 1B -	16			
	TOTAL NO. OF OPERATIONAL SORTIES FLOWN DURING DEC., 1944: - 207							
	_		- NIL.					
			POSTINGS IN AND OUT OF ATRONSV D	URING DECEMBER, 1	944:	10 10 10 10 10 10 10 10 10 10 10 10 10 1		
	ļ		No., Rank, Name	POSTINGS IN: Posted From	Eff. Date	Remarks		
			CAN J. 35861 F/O F.A. Nixon	83, G.S.U.	28/12/44	For First Tour		
			CAN R.90970 W.O.2 C R. Brring	ten 83 C.S.U.	28/12/44	For First Tour		
				POSTINGS OUT:	<u>Pa</u>		y et a	
			No. Bank, Name CAN J.26435 F/O N.E. Dawber	Posted To: B.P.C.	Brf. Date 15/12/44	Remarks Tour expired.	1	
			CAN J.16020 P/Lt. A. Lembres	33.C.	30/12/44	Tour expired.		
			ĈAN J. 29339 P/O D.J. Washburn	RCAF U.K. N/B Unit	25/12/44	Missing, believed killed 24/12/44		
		1000	CAN R.98134 W.O.1 R.F. Breen	RCAF U_K. N/E Unit	25/12/44	Missing, believed		
		····	HONOURS AND AWARDS DURING DISC. 1	944: Nil.				
			TOTAL TOWNAGE OF BOMBS DROPPED DU	RING DEC., 1944:	🙀 tens.			
			COMMISSIONING DURING DECEMBER, 19	44:				
			WA . 1. 2/9/44 - P/O A.B. HARLE	appointed to a C	femmission in the	R.C.A.F. SR G.L.		
<u> </u>			CAN R.149953 W.O.2 R.G. FOX at W.o.2. 5/10/44 - P/O-R.C. Fox	opeinted to a Com (CAN J.92462)	mission in the R.	C.A.F. SR G.L.		
			PROMOTIONS DURING DECT (BER, 1944)					
- Fat			F/O R.E. Spooner (CAN J.2553 E/O A.C. Brooks (CAN J.2690 E/A.E. J.P. Dewar (CAN R.15368	8) to be Temp. F/ 3) to be Temp. F/ 0) to be Temp. W.	11. w.o.f. 13/10/ 0.2 v.o.f. 2/1/44	44		
			67		(E.F. Reid)	7/Mi.		
			<b>建筑</b>	Sq	uadren Leader Com No. 438 (Can) Squ	manding,	XHX.	

APPENDIX "A"

LA.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By 438 SQUADRON

SECRET

PAGE NO. ONE

DATE	AIRCRAFT	· · CRRW	Duty		TIME'	· <del>-</del>	
	TYPE & NUMBER	<b>3.5</b>	- Juli	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENC
Dec. 1/44	Typheon 1B F3 X		Weather Recce.	1445	1545	2 x Typhoon 1B (Bombers) detailed on Weather & Armed Recce. to Command Arms, Aircraft patrolled area and found heavy	
	<b>7</b> 9 S	P/O P.R.P. SKELLY	•	1445	1545	cloud up to 6,000' in all regions. Weather unsuitable for dive bombing but suitable for blind bombing. Bach aircraft	44.4
	1-940	22				armed with 2 x 500 lb. bombs, but no movement seen and	
			100		, m	bombs brought back:	
oc. 3/44	Typheon 1B F3 T	2/15/2016 Company	Bomber	0855	1030	7 x Typhoen 1B (Rombers), each armed with 2 x 500 lb. bombs,	
	73.2	W/O A.B. Harle	••	0855	1030	.02) tail detailed to dive bemb rail at A.5/80. Target attached with 14 x 500 lb. bombs, .025 tail. All bembs in	17457
	<b>7</b> 3 T	P/O W.L. Beatty	3	0855	1030	target area but rail not out due to strong cross wind.	- 4
6 • 10 gh	CONTROL OF THE PROPERTY OF THE	P/Lt. B.J.B. McKey		0855	1030	2 x Typheen 1B escerted the Bembers as Fighter Cover.	
	73 M	F/O R.E. Oldfin	4.0	0855	1030	L. C.	
	<b>7</b> 9 <b>X</b>	P/Id. P. Wilson	à	0855	1030		- Paris
		P/O R.W. Keller		0855	1030	Section 1 to 1	
N. W.	23 X	P/Lt. A. Limbros	Fighter Cover	0855	1030	Marian Sharat Press	1 10 TO 10 T
	<b>373</b> E	F/O .J.A. Lord	- 15 . O	0855	1030		
	2 1 4 4			334			
a. 3/44 1	Typheon 18 73 F	p/Lt. R.E. Speener	Bomber	1155	1310	8 x Typheon 1B (Bombers) detailed to attack rail between	
	23.8	F/O W.L. Beatty	•	1155		A.7563 and 7765. Each Bunhar being armed with 2 x 500 lb.	
	20.1	F/Lt. F.J. Began	2	1155		bombs, .025 tail. Target attacked with 16 x 500 lb. hombs	
	79.4	P/Lt. E.J. Malpine	4	1155	1310		
	700	P/Lt. A. Lembres	•	1155	1310	and rail out in two places, fro Typheen 18 eigerseft accompanied the flight as Fighter Cover, Cloud base of	
	7	P/O.A.C. Richards	<b>i</b>	1155	1310	7/8,000° encountered on route but lowered to 1,500° by	
	23	NZARA STATE		1155	NOT THE REPORT OF THE PERSON O		1 - 04
	. p3 H	P/O D.V. Compbell		1155	STATE OF THE STATE		
	73 2	P/O.D.J. Mahburn	Pighter Cover	2155		landed safely at Base, both pilots being uninjured.	- 1
	73.2	P/O.J.A. Jon		1355	130	Alexa, would plicate being um bjured.	
5/84 2	pheon 18 P3 Y		Heather Book		MARINA DE LA COMPANIO DEL COMPANIO DE LA COMPANIO DEL COMPANIO DE LA COMPANIO DEL COMPANIO DE LA COMPANIO DEL COMPANIO DE LA COMPANIO DEL COMPANIO DE LA COMPANIO DEL COMPANIO DE LA COMPANIO DE LA COMPANIO DE LA COMPANIO DE LA COMPANIO DEL COMPANION DEL COMPANION DEL COMPANIO DEL COMPANIO DEL COMPANIO DEL COMPANIO DEL COMPANIO DEL COMPANIO DEL COMPANION DEL	75 - 32 is to 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8
		F/Lt. A.C. Brooker		0805	0905	A. T. Typheon IR (Rombers) detailed on Armed Recce. and Westler Hooce Boohelt - Wessel - Borken Area. Westher: - 7/10 at	
301 V	233	F/O W.L. Boatty		0865		6,000 in recoe; area, Vigibility Tair, clear between MAAS and Rilles, Squadron dive bombed train and track at	4371
	73 7	P/O J.A. Iord				A.22/3. No results observed due to cloud and flak, Bach	

	AIRCRAFT	P		T	MB	DETAILS OF SORTIE OR FLIGHT	REFERENCE
DATE	TYPE & NUMBER	*CREW	Dury	UP	Down	DEALS OF SORIE OF PASSE.	
ec. 5/44 1	ypheen 1B F3 V	F/Lt. F.J. Regan	Bomber	0940	1105	5 x Typhoon 1B (Bombers) detailed to dive bomb reil at	
		P/O P.R.P. Skelly	•	0940	1105	A.5295. Each Bomber being armed with 2 x 500 lb. bombs	
	CAN SERVICE SE	W/O A.B. Harle	•	0940	1105	.025 tail. Target attacked with 10 x 500 lb. bombs'	
	P3 K	P/Lt. A. Lembros	•	0940	1105	on rail at 4.3007. Rail not cut. No movement seen.	
	<b>3</b> 99 H	W/O R.F. Breen	i i	0940	1105	Poor bombing weather encountered, 8/10 cloud from 4,500	
	13 9	P/O D.V, Campbell	Fighter Cover	0940	1105	to 9,000°. 2 x Typhoon 1B aircraft accompanied flight	
		F/Lt. E.J.D. McKay	•	. 0940	1105	as Fighter Escort.	
ec. 5/44	Typheon 18 F) S	P/D:P. 2. Fig. Simility	Bomber	1235	1345	5 x Typhoon 1B (Bombers), each aircraft being armed	
i i i i i i i i i i i i i i i i i i i	DESCRIPTION OF THE PROPERTY OF	P/O J.A. Jord		1235	1345	with 2 x 500 lb. bombs, .025 tail, detailed to dive bomb	
		F/O W.L. Beatty		1235	1345	rail at 460490. Target attacked with 14 x 500 lb. bombs.	
,	23 Y	F/O A.C. Richards		1235	1345	All bombs in target area. Rail cut in three places. No	
	<b>7</b> 3 G	P/O IJ.V. Wallace	•	1235	1345	movement seen. Weather on route as follows: Locally S. & E.	
		F/O N.E. Dawber	Fighter Cover	1235	1345	10/10 Base, 2/3,000' top 11,000'. Rijmegan to Bechelt clear 3/7/10 E. of Bechelt and cloud bank 4,000' Base to 11/15000'	
Dec. 8/44	Typhoon 18 F3 S	P/ht. P.J. Regen F/O F.R.F. Skelly	Armed Weather Re	1235	1345 1040	with rain and snew throughout. 2 x Typhoon 1B aircraft accompanied flight as Fighter Garar. 4 x Typhoon 1B (Bombers), each aircraft being armed with 2 x 500 1b. bembs, 007 tell, detailed on Armed Weather	
		W.O.2 J.Ph Down		0930	1040	Recce, to Tactical Area, Weather found as follows: Base	
		F/O I.J.V. Wallace	1 3	0930	1040	to Mass - Clear, Mass to Rhins - patchy up to 4,000°. East of Rhine 6/10 top at 4,000°. Bombs brought back.	
•			1	0930	1040	Control of the Contro	
Dec. 8/44	Typhoon 18 F3 X	F/Lt. A. Lembros	. Bomber	. 0950	1120	7 x Typhoon 1B (Bombers), each Bomber being armed with	
	70.0	F/O R.W. Keller	Constitution of the second	0950	1120	2 x 500 lb. bombs, .025 tail, detailed to dive bomb rails.	7 - 5 - 5
	13 3	P/Lt. P. Wilson	•	0950	1120	Entire mission abortive due to weather which was as follows	
<b>^</b>	<b>33</b> E	P/O R.B. Oldfin	•	0950	1120	W. of Meas, broken E. to Coesfeld, 10/10 1,000° to 9,000°	
	23 9	F/M. F.J. Regan	•	0950	1120	Broken slightly in Coesfeld Area, 4 x 500 lb, bombs	
	pa H	F/O J.A. Lord		0950	1120	jettisoned live on Wesel, 2 x Typhoon 1B sircraft	
	#3 Z	P/Lt. E.J.D. McKey	:	0950	1120	scoom said flight as Fighter Cown	
	23 B	F/Lt. a.C. Brooker		0950	1120		
	<b>23 V</b>	F/O R.D. McKinnen	7 1000	0950	1120		



APPENDIX



DETAIL OF WORK CARRIED OUT
438 SQUADRON
By

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PAGE NO.

(\*13799-9511) W. 14059-1351 700 8145 T.S. 700 (\*13799-9511) W. 14059-1351 3500 7144 T.S. 700 FOR THE MONTH OF 19

DATE	AIRCRAFT	CREW	Dury		TIME			
	Type & Number	CALW	DOTY	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE	
ec. 8/44	yphoon 1B F3 X		Armed Weather Re	cce 1415	1540	4 x Typhoon 1B (Bombers), each aircraft armed with 2 x 500		
	P3 H	F/O D.V. Campbell		1415	1540			
	73 9	F/Lt. I.J.V. Wallac	• • •	1415	1515	Goesfeld Area, Aircraft patrolled rails in Goesfeld Area. No movement seen. Weather E. of Mess broken E. to Goesfeld	<b></b>	
	/ P3 X	W/O R.F. Breen		1415	1515	Area, 2 sircraft attacked rail at A 40045 - 44 4 500	ļ	
	-4-Hilliam (Carlotte	A CONTRACTOR OF THE PARTY OF TH	1 1 1	4.00	See Charge	Breen experienced mechanical trouble and returned without		
304						completing the attack and was accompanied by F/O Wallace.		
0. 11/44		F/O F.R.F. Smily	Armed Weather Red	cce 0945	1100			
	13 X	F/O R.D. McKinnon	•	0945	1100	Recce. to dive bomb rail at A 5105 Entire mission about		
N. Hari	P3 B	P/Lt. R.E. Speener	: :	0945	1100	due to weather - 10/10 N. and E. of Mass - 3-500 ft - t-	······································	
	<b>J</b> 3 H	7/0 J.A. Lord	<b>i i</b>	0945	1015	Bess.		
. 1			nt as stopped in	14	5-4-76-20			
11/44	yphoon 18 73 Q	F/Lt. A. Lembres	Bomber .	0920	1030	4 x Typheon 1B (Bombers), each aircraft being armed with		
	P3 R	P/O D.V. Gampbell		0920	1030	rail at A.6555. Butire mission shouting due to inches	768	
70	73.3	//dt. A.C. Brooker	1	0920	1030	2 Lavers of Cloud from Mass N & E 14+ 18way 10-20		
	73 1	/O A.C. Richards	1	0920	1030	3,500' to 4,500', 2nd layer 8/10 6,000' to 7,500'. North of Milmagen broken cloud. Bombs, 8 x 500 lb. jettisened live at A.8262. No results observed.		
- Albania	5.3	St. 17.5. Burger		7,000	in)	AND ANDMAND OPERATORS		
. 14/44 1	WAS TO SELECT THE RESIDENCE OF THE PARTY OF		med Weather Reco	1525	1615	2 r Typhoon 1B (Bombers) detailed to Armed Weather Recee. to	94	
	P3 T	P/O W.L. Beatty	• •	1525	1615	Taction Area, Entire mission abortive due to weather Thick mist from ground to 2,000 ft. Visibility nil from MAAS	1 100	
			* * *			to East, Bombs, 4 x 500 lb. bombs, 11 sec. delay, dropped live in Wesel Area, Each aircraft carried 2 x 500 lb. bombs	701-20	
		120 ag • a • a o a o s	400	75 05	7. 6	Control of the Contro	49.7	
6 10/44 T	ypheon 18 F3 X		Bomber	.1045	1200	4 x Typheon 1B (Bombers), each aircraft being armed with 2		
		/Lt. P. Wilson		1045		2 1,000 lb. bombs, 11 sec. delay, detailed to dive bomb		
		OP.G. Mecklem	•	1045	1200	rails in Bocholt Area. Bombs, 8 x 1,000 lb. drspped at		
		% A.C. Richards		1045		A.165580 A.188572 No marries 1		
	73.0		ighter Gover	1045	<b>1980年 日 2月 日日日</b> 日	Wether as Ioliows: South of Rechalt and Post 3000	-	
	33 2 1	7/0 D.J. Washburn		1045	1200	Visibility poor 2 - Troban 18 of the North Street		
						Flight as Fighter Cover.		
							200	
<b>开发系列</b> 套	是是是如此的						VA	

DATE	AIRCRAFT	CREW	Dury		l'ince	DETAILS OF SORTIE OR FLIGHT	REFERENCES
	Type & Number		2011	Up	Down	DETAILS OF SORTIE OR PLIGHT	REFERENCE
Dec. 15/44		S/Ldr. R.F. Reid	Bomber	1220	1330	4 x Typhoon 1B (Bombers), each simpaft being armed with 2 x 500 lb. bombs, 1l sec. delay, detailed to dive bomb	
		F/Lt. E.J.D. McKen	•	1220	1330		
		S P/O P.B.P. Skelly	2	1220	1330	6 - 7,000' in Bechelt Area and bombs jettisened live	
	273 1	F/Lt. F.J. Regan	•	1220	1330	through cloud in Area A.1580. 2 x Typheon 1B escerted	
	P3 1	P/Lt. R.E. Speener	Fighter Cover	1220	1,330	the flight as Fighter Cover,	
	<b>7</b> 3 1	W/O L.P. Jedein		1220	1330		
			4 4 4			· · ·	
ec. 15/44	yphoon 1B F3 X	F/O D,J, Washburn	Bomber	1400	1515	4 x Typhoon 1B (Bombers), each alteraft being armed with	
	₽3 G	P/O.R.D. McKinnen		1400	-13/50	2 x 500 lb. bombs, 11 sec. delay, detailed to dive bomb	
	<b>73 B</b>	F/O I.J.V. Wallace	•	1400	1515	rails in Groenlo Area. 3 sircraft attacked rail at	
	PSK	F/O D.V. Gemphell	8	1400	1515	V.145000, 1 cut seen. No movement seen. F/O McKinnen	
1.30		P/O.W.L. Beatty	•	1400	1450	experienced mechanical trouble and notional to a	
	<b>3</b> 73 8	F/O J.A. Lord	•	1400	1450	Without attacking am was accompanied by the Fighter Gover of 2 siroraft who accompanied the flight	
	*					a management of the contract o	
ec. 17/44 T	phoon 1B F3 V	F/Lt. R.B. Speener	Armad Waather Re	cc 1125	1210	4 x Typhoon 1B (Bombers) detailed on Armed Weather to	
	pa k	P/O.P.D. No.Kimon		1125	1210	11 sec. delay, 10/10 cloud at 5 0001 at No.	
		P/Lt. P. Wilson		1125	1210	GOWEL TO GOOK TOWARD THE Whine S - 500 1h homes	8
	P3 G	W/O R.W. Breen		1125		5 miles West of Deede and Good through 10/10.	
						median in the property and the expension of the	
ec. 17/44	ypheen 1B F3 F	P/Lt. R.E. Speener &	rmed Weather Rec	ce 1340	1440	4 x Typheen 1B (Bembers) detailed on Armed Weather Bocce.	
	P3 T	F/O R.D. MoKinnen		1340	1440	Rescer to Tactical Area, Aircraft climbed in cloud to	
	<b>73 H</b>	M/Lt. P. Wilson		1340	1440	10,000 ft. without it breaking - returned with bombs.	
	<b>33 a</b>	W/O R.F. Breen		1340	1440	Bach aircraft armed with 2 - 500 lb beat	
		· ·			2.7	Weather 10/10 at 6,000' this side bomb line, deteriorating to deak to the East and up to 10/12,000 ft.	
•			STATE OF THE PARTY OF THE	9, 31,32			

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PAGE No. PIVE

(\*12762-9511) Wt. 22229-1124 70H 8/43 T.S. 780 (\*13799-9511) Wt. 44067-3384 150H 1/44 T.S. 780

FOR THE MONTH OF DECEMBER 19 44 TIME AIRCRAFT Type & Number CREW DUTY DETAILS OF SORTIE OR FLIGHT REFERENCES. UP DOWN Dec. 23/44 Typheen 1B F3 J F/O D.J. Washburn Armed Weather Re e 1240 1350 4 x Typhoon 1B (Bombers) detailed on Armed Weather Recce. 2019 P3 A W/O R.G.Pex 1240 1350 to tactical area. 10/10 cloud W. of Cologne to 4,000', hazy. F3 T F/O R.D. McKinnen 1240 1350 S. of Cologne bless - visibility good. Each aircraft was â 2 3 F3 X W.O.2 J.P. Dewar 1240 1350 armed with 2 x 500 lb, bombs, but 2 sircraft experienced R/T. trouble and section returned early with bombs. 8 x Typhoon 1B aircraft detailed on Armed Recce. to Dec. 24/44 Typhoon 1B F3 V F/Lt. R.E. Spooner 1115 Armed Recce, 0935 . . 1115 Abuveiler, K.9615. Aircraft patrolled area and attacked F3 Z F/Lt. E.J.D. McKay 0935 P3 A F/Lt. B.J. McAlpine 0935 1115 and damaged a truck at F.2139, also attacked and unmaged F) T F/Lt. P. Wilson 1115 a locomotive at F.3121. Otherwise no movement seen. 0935 F) B F/O P.G. Macklem 1115 Light flak ensountered from F.1730, F.2231 and F.2233. 09:5 F3 J P/Lt. A.C. Brooker 0935 2 2 F3 H F/O R.B. Oldfin 1115 0935 P3 P F/O A.C. Richards 1100 0935 Dec. 24/44 Typheon 1B F3 Q S/Ldr. R.F. Reid Armed Recce. 1215 1345 8 x Typhoon 1B detailed on Armed Recce. to Malmedy -F3 E W.O.2 J.P. Dewar . 1215 1345 Enskirchen - Mayen - Houffalize Area. Aircraft patrolled F) T F/Lt. A.C. Brooker CONTROL OF 1215 1345 area and attacked scattered Met. in southern portion of F3 H W/O R.F. Broom 1215 area, claiming 2 smokers. F/O.D.J. Machburn was hit by P3 V F/O D.J. Washburn flak at 600 ft. at F.1303 and spun in. W/O Breen hit -1215 P3 A P/O R.D. McKinnon -1215 1325 by flak while diving on a truck at K.9502 and dove in. 鬱嶺 2 P9 S F/O. P.R.F. Skally 1215 1330 No parachutes seen in either case and both pilots listed F3 R F/O J.A. Lord 1215 1330 as missing - believed killed, Aircraft categorised Cat. E. Messing. Heavy and light flak from F.1903 and K.9502. Light flak from F.0074. Aircraft armed with cannon only.

DATE	AIRCRAFT	CREW	DUTY	The second second	TIMER	DETAILS OF SORTIE OR FLIGHT	REFERENCES
	Type & Number			Up	Down	DEATHS OF STATE OF FLORE	KEPERENCES
Dec. 24/44	Typhoon 1B F3 Q	F/Lt. P. Wilson	Armed Recce.	1440	1600	8 x Typheon 1B detailed on C.C. 11 on Armed Recog.	
	P3 K	P/O A.C. Richards		1440	1600	Aircraft patrolled tactical area but patrol proved	
	F3 R	F/O R.W. Keller		1440	1600	unaventful. No neverent seen, Red Section bonneed	
	P3 A	W.O.2 R.C. Fox		1440	1600	by 4 P.51s (U.S.s.).	
		P/O P.G. Macklem		1440	1600		
	ŊХ	F/Lt. B.J. McAlpine		1440	1600		
	₽3 ₩	F/Lt. E.J.D. McKey	: :	1440	1600		
	73.7	W/O A.B. Harle	: :	1440	1600	THE RESERVE OF THE PARTY OF THE	
		1.			1.0		
Dec. 25/4	4 Typhoon 1B F30	F/Lt. R.E. Speener	Armed Recce.	1000	1130	8 x Typheon 1B detailed on Armed Recce. to Malmedy Area.	
	#3 ₩	F/O R.D. McKinnen		1000	1130	Scattered Met. attacked singly but only 3 M.T. claimed	
	BI	P/It. S.J. McAlpine	3 3	1000	1130	as smokers after covering whole area.	
	73.7	W/O L.P. Jodein	• •	1000	1130		
7	. <b>2</b> 3 B	F/O P.C. Macklem		1000	1130		
9/4	PSI	P/O R.B. Oldfin		1000	1130	Complete the Complete	
e service de la company		P/O. R.G. Fox		1000	1130	9406	
	- <b>37</b> 3 <b>3</b> 0	W.O.2 J.P. Dewar	a a	1000	1130		
					7.00		
Dec. 25/4	4 Typhoon 1B P3	Q F/Lt. P. Wilson	Armed Recce.	1245	1415	6 x Typheen 18 detailed on Armed Recce to P.9088 - 9791.	
	P3.E	P/O A.C. Richards		1245	1415	Aircraft covered area, particularly pimpoints, but no	
	<b>1</b> 3 <b>1</b>	F/Lt. A.C. Brecker		1245	1415	movement seen.	1.
	73.2	P/O R.M. Oldfin		1245	1415	The state of the s	
	. 23.1	F/0 7 B F. Skelly	3 - 3	1245	1415		
	P3 1	P/O A.B. Harle	2	1245	1415		
	As K						
							12-790,0

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APPENDIX.

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SEVEN

PAGE NO.

DETAIL OF WORK CARRIED OUT

BY 438 SQUADRON DECEMBER 19 44

(\*12761-9511) Wt sass9-1784 70M 8/43 T.S. 786 (\*13799-9511) Wt 44067-3384 150M 1/44 T.S. 780

TIME DATE AIRCRAFT Type & Number CREW DETAILS OF SORTIE OR FLIGHT REFERENCES. UP Down Dec. 25/44 Typheon 1B F3 Q W/Omdr. F.C. Grant Armed Recce. 1655 6 x Typhoon 1B detailed on Armed Recce. to Prum Area. P3 A P/O R.G. Pox . . 1525 1655 Aircraft covered Prum - St. Vith Area but very little F) # 2/Lt. E.E. Spooner F) G F/Lt. E.J. McAlpine 1655 1525 movement seen. Scattered Met. attacked and 2 flamers à F3 E F/Lt. E.J.D. McKey 1525 1655 F3 Z W.O.2 J.P. Dewar 1525 1655 Dec. 26/44 Typheon 1B F3 E F/O P.G. Macklem Armed Recce. 0845 1015 4 x Typhoon 1B detailed on Armed Recoe, to Houffalize F3 K W.O.2 J.P. Dewar 0845 1015 Area, Scattered Met. in square at F.00 attacked and P3 Y P/O F.B.F. Skelly 0845 1015 4 Met. smokers claimed. F3 J W/O L.P. Jedoin 1015 0845 Dec. 26/44 Typhoon 1B F3 X F/lt. P. Wilson Armed Recce. 1140 1315 6 x Typheon 1B aircraft detailed on Armed Recce, to F3 G F/O R.M. Oldfin 1140 1315 St. Vith Area. Area S.E. of St. Vith covered and P3 K F/O A.C. Richards 1140 scattered Met. attacked with 2 smokers claimed. 1315 â . â . P3 J P/Lt. E.J. McAlpine 1140 1315 P3 7 P/O B.G. For P3 5 P/O A.S. Harle 1140 1315 Dec. 26/44 Typheon 1B F3 T P/Lt. R.B. Speemer Armed Recce. 1400 1530 6 x Typheon 1B aircraft detailed on Armed Recce. to F) X F/O R.D. McKimon 1400 St. Vith Area, F/O Macklem and W.O.2 Dewar experienced 1500 23 9 P/0 P.R.V. Stelly 1400 1520 mechanical trouble and returned early P/O McKinner experienced mechanical trouble and returned early accompanied by W/O Jedoin. Remaining two aircraft cavereares and attacked scattered Met. claiming 2 mechanistics and attacked scattered Met. claiming 2 mechanisms. 1500-1430 POZ W/02 J.B. Dewar 1400 1430 e. 26/44 Typhson 1B F3 E F/Lt. P. wilson 1540 4 x Typhoon 1B detailed Amed Recce. to Prum Area. 1700 F3 F P/O A.B. Harle 1540 1700 Aircraft patrolled area according to plan, one petrol bowser attacked and exploded in flames at F.2004. P3 Y P/O R.G. Fox 1540 1700 No other movement seen. F3 G F/O R.B.Oldfin 1540 1700

DATE	AIRCRAFT	CREW	Dury	THE PERSON NAMED IN	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
	Type & Number		3	Up	Down		offin
Dec. 27/44	lyphoon 18 F3 Q	F/Lt. R.E. Specner	Armed Recce.	1145	1315	6 x Typhoen IB sirereft detailed or Armed Recce, to Heuffelize Area, F/O Richards experienced mechanical	100
	<b>P</b> 3 R	F/Lt. E.J. McAlpine		1145	1315	neuralise area. F/O Richards experienced mechanical	
	F3.5	F/At. A.C. Brooker		1145	1315	trouble and returned to Base without completing the patri	1.
	P3.K	F/m. A.C. Richards		1145	1215	Remaining 5 aircraft patrolled to North of St. Vith -	
	<b>P3 P</b>	W.O.2 J.P. Dewar		1145	1315	no movement seen. East of St. Vith 1 metorcycle attacked	
	<b>23 G</b>	P/O R.S. Oldfin	: 1	1145	1,315	and damaged.	
Dec. 29/44	Typhoon 1B F3 R	P/Lt. R.CyiBronker	Weather Rece.	0855	0955	3 x Typhoon 1B detailed on Weather Recoe (Armed)	
	<b>17</b> 3 R	F/O B.B. Oldfin	•	0855	0955	to Zulpich Area. Weather 10/10 from deck to 3,000 ft.	
	₽3 K	P/O A.C. Richards	•	0855	0955	without attempting any attacks.	
Dec. 29/44	Typhoon 1B F3 Z	P/Lt. E.J.D. McKey	Armed Recce.	1030	1155	8 x Typhoen 1B sircraft detailed on Armed Recce, to	
	F3 B	F/O R.D. McKinnon		1030	1155	Ahens - Hengele - Neede Area P/O Harle experienced	
	P3 S	P/O F.R.F. Sholly	i i	1030	1155	mechanical trouble and returned early, Remaining 7	
	P3 Z	F/Lt. E.J.D. McKey		1030	1155	aircraft patrolled area but no movement seen and no	
	P3 B	P/O R.G. Fox	3 4	1030	1155	attacks made.	
	F3 F	P/O A.B. Harle		1030	1115		
	PIR	PAt BJB Mealps		1030	1355	The state of the s	
	₽3 G	W.O.2 J.P. Dewar		1030	1155		
Dec . 29/44		P/Lt. P. Wilson	Weather Recce.	1110	1210	4 x Typheon 1B detailed on Armed Recce. to St. Vith Area. Weather over Base 1,000 to 2,000 ft. 10/10.cloud. Fog above	
		P/O R.E. Oldfin F/Lt. A.C. Brooker	•	1110	1210	From Roermand South weather abortive for operations and	
	73 K	F/O A.C. Richards	• •	1110	1210		. *
Dec. 29/44	Typheon 1B F3	F/Lt. P. Wilson	Armed Recos.	1325	1425	7 x Typheon 1B aircraft detailed on Armed Recce. to	
	P3 B	2/0t.2505.McKimox	•	1325	1425	Coesfeldt Area, Aircraft patrolled Bochelt - Berken -	
	73.8	P/O 'P.R.P. Skelly		1325	1425	Cossfeldt A-Moode - Wijmegan Area but no mevement seen	
	-	PART BUT DE MOREY	a a	11325	1953	Vand no ettacks made ATT Total and ATT	
	P3 Q	P/Lt. E.J. McAlpine		1325	1425		
	P3 P	P/O A.B. Harle	4	1325	1425		
	P2 P	P/0 R.G. Fox		1325	1425		1.41

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APPENDIX NINE

RAF. FORM 541.

SECRET

PAGE NO.

DETAIL OF WORK CARRIED OUT

By 438 SQUADRON

(\*12761-9511) Wt. 28029-1124 70M 8/43 T.S. 700 (\*13799-9511) Wt. 44007-1584 150M 1/44 T.S. 700 FOR THE MONTH OF DECEMBER 1944 TIME ----AIRCRAFT Type & Number DETAILS OF SORTIE OR FLIGHT REFERENCES. Up Down Dec. 30/44 Typheen 1B F3 S F/Lt. R.E. Speener Weather Recce. 0825 0915 4 x Typhoen 1B detailed on Weather Recce. to Aschen Area. F3 B F/O R.D. McKinnen 0825 0915 Recce, carried out South and East. Patchy from Base to . F3 E F/O P.G. Macklem 0825 0915 Valkensword, Vis. 1-2 miles. South of Valkensword 10/10 to F3 Z P/Lt. E.J.D. McKey 0825 0915 6000 ft. Another cloud bank Aschen Area top 9,500 ft. North of Base cloud right on deck, Large cloud bank East of Base. 10/10 East of Mass. Dec. 31/44 Typheon 1B F3 S F/Lt. R.E. Speener Weather Recce. 1030 1130 2 x Typhoen 1B detailed on Weather Regge, to Aachen Are - # Aircraft patrelled Area South of Aschen. Base to Aachen -F3 B F/O R.D. McKinnen 1130 scattered, thin cloud 4/5/10, 6/8,000 ft. top. South of Aachen 3 layers 10/10 cloud - bettom layer from 172,000 ft, thin cloud. Second layer from 6 to 9,500 ft. Top layer 141111 10,000 ft. to 12,000 ft. cumulus. Venle area 4/10 cloud 5/8,000 ft. Icing high in cloud. 5 x Typhoen 1B (Bombers) (each aircraft being armed Dec. 31/44 Typheon 1B F3 Q F/Lt. P. Wilson Bomber 1220 1300 -P3K P/O A.C. Richards with 2 x 500 lb. cluster bombs | detailed on bombing patrol 1300 to Bochelt - Borken Area. One homb on F/Lt. Wilson's P3 B F/Lt. A.C. Brooks 1330 P3 T F/Lt. E.J. McAlpine aircraft defective ... tail blow eff on take off and spins had only two or three more turns to make on landing -1220 1330 F3 W W/O A.B. Harle 1220 1315 P/Lt. Wilson returned without attacking accompanied by 7900 F/O Richards, P/O Harle experienced mechanical trouble MIK DET and returned without attacking, jettissoning bombs in enemy territory. Remaining two aircraft dropped 4 x 500 lb. cluster bombs at A.4063. Fo results observed. A CONTRACTOR OF THE PARTY OF TH 10/10 cloud, top 7/8,000 ft. East of Mass. Duc. 31 to Syptemate 18 93 1 WOM to meaning a lapment i detailes of armed kopen, to herem Ares.

DATE	AIRCRAFT	CREW	Dury	T	TMTE	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	Type & Number	CREW	Don	UP	Down		
37./4	Typhoon 18 P3	F.P.O.P.G. Nocklem	Armed Recce.	1510	1630	4.x Typhoon 1B detailed on Armed Becce, to Borken Area.	
	<b>J</b> P3	R F/O F.A. Nixon	• •	1510	1630	Aircraft patrolled area but no movement seen and no	
	<b>17</b> 3	B F/O R.D. McKinnen	2 2	1510	1630	attacks made. Heavy and light flak from A.2241	
	P3	F2 F/O F.R.F. Skelly	à à	1510	1630	8/10 cloud with 4,000 ft. Base encountered.	
		e, transfer e montes	*		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	and resummed although attaching, jetture also to to a	
ec. 31/4	Typhoon 1B F3	s F/Lt. R.E. Spooner	Escort	1500	1610	2 x lyphoon 1B detailed to escort V.I.P. to Brussels.	
	<b>1</b> 9	W.O.2 J.P. Dewar		1500	1610	Mecrot carried out without event.	
		all was metro		7.50	70		
	1 13 1	Fat. E.J. Monipas		3550	1.30	expends defective and bles off on total off and a true	
	FS 8	Prbt. A.U. Srocar		1350	5.30	to bootst to their plant the	
	530	70 2.0. Main. 02		7330	5.00	Squedron Lorder Commanding	age (2007) in the Thirtier
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Secret

2 March, 1945.

Officer Commanding, No. 438 Squadron, o/o Canadian Overseas Postal Depot, England,

#### Operations Record Book - January, 1945.

1. On the 20th F.540 of the subject ORB gives the second mission of the day taking off shortly after moon. F.541 shows that it took off at 1155 hours.

#### GESTERALS

Operational hours and sorties for desualties are not given.

(W.H. Thompson) W/C

Constitution of the Consti	in K.R. and A.C.I.,	of (Unit or Foundation) No. of pages used for de	References
Place	Date Time	Summary of Events	Appendice:
Airstrip B.78,	Jan. 1/45	STRUCTH AS AT JAIL 1, 19451	
143 Wing H.Q.	jaz. 4. D	ATRORES 'S ATRORES OF SAME OF	
Bindheven, Helland,		POPULATION R.C.A.F. TOTAL STREIGH ESTABLISHMENT	*
		Officers, Pilets ' and to a 20 th and the part of the cold of the	
C. T. C. S.	Jan . 1/15	Atmon, Pilets 3 configuration 5 con 5 con 5 con 10	•••
		TROUTING THE UNIT SPEED OF THE STREET OF THE CREW OF THE TANK SOUTHWARD TO	
	60.500	Officers a proof on a second 2 2 concerns con 2 out to your season 3 poor ' fa and '	1500
		Airmon 31 31 31	gilan Karay
		The New Year has started off with a bang as far as the weather goes. The sun is shiming	
		brightly and there are only scattered clouds. It was just as perfect for a lew level attack on this sirpert by a large master of enemy aircraft early this morning. Eight of our air-	
		craft, on their first mission for the day, were just at the end of the runway with two of them on their take off run when the enemy aircraft came in. The leader, Cam J.9876 P/Lt.	W
		P. Wilson, whe had dust been appointed Squadren Commander, was in one of the two aircraft.	
		in the take-off run. He, apparently, threttled back and pulled to the work	Pero .
		where he climbed out of the aircraft. He had suffered a gun shot wound in the lower stemach though, either while still in the plane or afterwards, and died a few minutes after admittance	
		to Sick Quarters. The pilot of the No. 2 sireraft, Can J.37649 P/O R.W. Keller, apparently became sireraft but either he himself or his sireraft was hit. There were no eye witnesses	
10.75		as to what happened but he was later found in his burned aircraft where he had attempted a ferced landing just off the accordance. The pilots of the remaining aircraft were	
		extraordinarily lucky, Can J. 57896 F/C "Don' Gambell could not set out of his sireroft	
		due to the straffing and remained in it croushed down in the cockpit throughout the whele	
The state of the s	9 182 · 15 · 5 · 1007 F	attack even though his median suffered hits. The other five pilete, Can J. 35985 F/O F.R.F.	
		Scally, Can J.28162 F/O W.L. Beatty, Can J.38076 F/O J.A. Lard, Can J.92198 F/O A.B. Harle, and Can J.8177 F/Lt. F.X.J. Regan managed to get out of their machines and lie on the	
		ground where the senered to essente being hit, a couple found a slit trench nearby, some	J. K. E.

Place	Date	Time	Summary of Events SECRET.	References to Appendice
Airstrip B.78,	Jan. 1/45	(cent	a) more lay behind a small pile of sand, and one fellow lay in a frezen wheel track in the	
Ming H.Q.			mid. Of the eight aircraft which were going on the "de", 3 were burned, one cracked and breke up, one was "A.C." due to bullet heles, one was damaged but repaired at the Section,	
			and 2 escaped undemaged. One pilet, P/O A.B. Harle, fellowing his escape at the end of the runway went into the effice of No. 440 Squadren Adjutant to phone back to Dispersal	
			and was slightly injured with flying glass when a 1,000 lb, bemb expleded nearby, Another pilet, J.24410 F/O P.C. Mackain, who was awaiting transportation to England, at the A.D.R.U. was hit in the shoulder by a bullet and will be unserviceable for a couple of	
			weeks. Though we lest our Officer Commanding and another pilet, as well as five aircraft, we feel we escaped very lucky. Our complete Dispersal is set back in the weeds and was	
			apparently missed on the straffing. Due to this fact we were able to produce sufficient serviceable kites that this Squadren has made two operational missions today since the	ben.
			straffing. Bethowere Armed Recess, but nething was seen. Two items re, the straffing are worth mentioning. Though under fire, one of our pilets had a squirt with his guns before abandoning his aircraft, Secondly, our Senier Armsment N.C.O. shot down an enemy aircraft	2226
			with a Bren gun though it is doubtful if efficial recognition will be possible.  Tetal flying for the day, all Typhcon 1B, Day, operational - 15:50 hrs.	
1000	Jan. 2/45		Teday is cloudy and although this Squadron sent out an Armed Weather Rocce, it was	
•	Jan. 3/45		recalled due to a snew stem at Base, Ne mere "spa" flying was done. Tetal flying for the day, all Typhoon 1B, sparational, day - 2:40 hrs.  This was another quiet day with ne "spa" flying done due to the peer weather. Two	
			sircraft were given A. & E. tests during the day. Total flying for the day, all Typheon 1B non-operational, day - 1:05 hrs.	
	Jan. 4/45		Meather this merning was duff with heavy lew lying clouds. One Squadron went on standby at the end of the runway this morning at days and will been fair almost there	T TOTAL
		442	Jan. 1st. The weather cleared about meen to a certain extent and some of the other Squadrons	11.0×
	L. 51-7706		ent out on "ops". Shortly afterwards our stroraft were recalled from the end of the runway	Zhan

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of (Unit or Formation) 438 SQUADRON

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

Place	Date	Time	Summary of Events Part Summary of Events	References to Appendices
Airstrip B.78,	Jan. 4/45	(cont'	a) standby and were sent en an Armed Recce. Weather was poor ever the target eres and	
143 Wing H.Q.,			mething was seen. Total flying for the day, all Typheen 1B, day; sperational 8:35 hrs.	
Indheven, Helland,	100 T NO		nen-sperational - 1:00 hr.	
•	Jan. 5/45	Tark 1	We are back to the cold clear days today with the ground frozen solid, etc./Weather stays with us for a few days. Three "eps? missions were performed, all Armed Rocces. On	
. /	190, 12/45	,	two of these nothing was seen but on the third, in the same area, two petrol bewsers were	·
			attacked and damaged and a factory was straffed. This sert of a day works wenders with a	
•	Jan. 6/45		Squadren. Tetal flying for the day, all Typheen 1B, day, operational 30:00 hrs.  Apparently it warmed up too much yesterday afternoon and new that it is cold again	
			this merming, it has formed a heavy feg or a sert of hear frest in the air which makes	755 - 755 - 455 - 755 -
. A			visibility practically nil. This condition persisted all day. At approximately 1400 hours the Squadren was released. No flying all day.	
•	Jan. 7/45		Gleudy with a ground hase this merning and the eccasional showers. The sun broke out	
			eccasionally and blue sky showed for a while during the day but it did not clear up sufficiently for "eps". No flying at all was done today. We received a welcome addition	
			to the Squadron today when Can J.27741 P/O "Ren" Cetty, a fermer pilet of this Squadron arrived. He was shot up on June 16th, baled out ever enemy territory and evaded capture	
			for nine weeks until our lines moves up and he was picked up. "Ren" is a grand chap and an excellent pilet. He just recently returned from Canada and has a let of news of interest to us.	
•	Jan. 8/45		We are having our white Christmas now instead of Dec. 25th. Weke this morning to find a couple of inches of snew on the ground and it has snewed off and on all day. The pilots	
			remained at the Mess all merring on 30 minute resdiness and at neon the Squadron was	
			released. Another new pilet came in teday. He is Can R. 188931 P/Sgt. W.J. Kinselle from	
27998	Jan: 9/45		Ottawa, Ont. No flying all day  More show last night and poor visibility this merming. The pilets arrived at Dispersal	
1.0	1,50		early awaiting a break - but no break come and bridge was the order of the day - three tables were in session. At that we had six spare pilets around so that, in an emergency,	
			we could send up a four plane show with two fighter cover and still keep the bridge game	AK.

Place	Date	Time	Summary of Events SECRET.	References to Appendice
Airstrip B.78,	Jan. 9/45	(cont'd	going. The Squadren was released at neon and ne flying was done all day.	
143 Wing H.Q.,	Jan. 10/4		Fog again this morning - visibility mil. Pilets remained on 30 mins, at the Mess	
Sindheven, Holland,			all merming and the Squadren was released early in the afterneon. An unfortunate incident	
			occurred in the Mess last might when F/Lt. F.X.J. Regan (Can J.8155), having had a few	
			drinks took it upon himself to criticize vehemently the morals of the Squadren and the	
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	.P. d 8/4	)	afficiency of its pilets. This has happened before and F/Lt. Regan had been warned,	
			however, last might was the last straw and the Wing C.O. is posting him today. F/Lt.	. •
			Regan is our only second tour pilet and a good one - but, we cannot afford to have men	
			of his tamperement wrecking the morels of the Unit. The pilets of the Squadren are being	
			entertained this evening at the Officers' Club by S/Idr. "Ress" Reid, our departing O.C.	
			It is to be in the form of a dinner followed by a mild drinking bout. No flying all day.	
	Jan. 11/4	5	Fog again today and no flying at all here - even the D.C.3's are not coming in.	
K Comment	Just 1/		The runway is being cleared of snow and ice in preparation of a break in the weather. We are	
			expecting our new O.C. to arrive when the weather clears, Meanwhile, S/Ldr. R.F. Reid,	
			posted w.s.f. 3rd Jan. remains to guide the destinies of the Squadren from the ground _	
			he intends remaining until the arrival of the new O.C. The party put on by our departing	
	40.00		O.C. last might at the Officers' Club was a huge success. The dinner was almost as perfect	
			as is pessible in this vicinity, and the "get tegether" afterwards did a let towards	
•			impreving the Squadren spirit. S/ldr. Reid is to be congratulated. No flying all day.	
- Walter	Jan. 12/4	5	A bad sort of day with low ceiling, unserviceable runways due to snow and ice, and the	
			edd spit of rain. The pilots spent the marning in the Mess on 30 minute readiness and the	
The second secon	7 70/45		afterneon at Dispersal, but ne flying was dome. Bridge is a life saver at Dispersal.	
	Jan. 13/45	·	This is the same type of day as yesterday with a slightly higher ceiling but no "ops"	
		-	flying was done during the merning. It is so long since the "kites" have been on "opa" that	
	-		the Engineering Officer asked that they be all flown for a few minutes this morning to keep	
			serviceability up. During the afternoon one "sps" flight was made, an Armed Recoe , but	
			nething was seen. W.O.2 "Pop" Dewar, one of the pilets had meter trouble and force landed.	Her
			Luckily, he was behind our lines and he was back in the Mess by early evening, uninjured.	Mi

Page No. FIVE

See instructions for use of this for para. 2349. and War Manual Pt. notes in R.A.F. Pochet Book.	m in K.R. and . II., chapter X.	A.C.I., X., and	of (Unit or Formation). 438 Squadren No. of pages used	Page No. FIVE
Place	Date	Time	Summary of Rvents SECRET.	References to Appendices
Airstrip B.78	Jan. 13/	45 (cent	d) We had three new pilets come in this afternoon bringing our total up to 24. The new contract of the contrac	
143 Wing H.Q.,		•	pilets are Can J.22947, F/Lt. A.A. McDenald, Can J.36538 F/O B.C. Kirlin and Can C.41978	
Mindheven, Helland.			F/O H.P. Hay. Total flying for the day, all Typheon 1B, day:- eporational - 10:25 hrs.,	
	-		nen-eperational - 2:30 hrs.	u e
•	Jan. 14/	15	This has been a grand day with bright sunshine and a real crispness in the air. The pilets get started on "sps" shortly before 1000 hours and made three missions during	
			the day: One of these, an Armed Recce, was uneventful with only one Met, attacked and	
			ddmaged. The second, a dive bombing show was very successful. Although the actual target was covered by haze, the rail was cut in four places near to it and afterwards the	*
			aircraft straffed military huts claiming casualties. This was all part of a Wing effort	
			against a V.2 site. The third mission, was also fairly uneventful. It was an Armed Recod.	
			and although a train was straffed, there was no newsment seem and it is believed it had been previously attacked. The odd good flying day like this is a Ged send, relieving	
			the menotonous, wait, wait - wait. Tetal flying for the day, all Typheon 1B, day:- sperational - 25:40 hrs., non-sperational - Mil.	0.000
•	Jan. 15/4	5	The weather has clamped in again and although it was our day for stand by and the	
			beys had to stand to at Dispersal until 1640 hours, due to the exceptionally lew ceiling	
			they were not forced to sit in their sircraft at the end of the runway. Part of the	
			Squadren went on a scrounge this afternoon for furniture for our Dispersal but had no	
			success. Ne flying all day.	
•	Jan. 16/45	2	This merning looked hepeful with blue sky showing everbeed, but at the Airport the	
			feg or hear frest is right down on the deck. This persisted all merning but during the	
NO SELECTION			afterneen it cleared sufficiently for a Wing Dive Bembing show. This was very successful	
• •			with all bembs in the target area and at least four direct hits on a factory. The beys	
808 C + 10 C	- 1 ·		feel that tremendous demage will have been done to this small Comman town. Total flying	
	en. 17/45		for the day, all Typhson 1B, Day: sperational - 8:00 hrs., non-operational - 3:00 hrs.  It is raining this morning and the reads and streets are very key. The pilets all one up to Dispersal for a Lecture and to make a start on painting the Dispersal. No flying	21

Place	Date	Time	Summary of Rvents SECRET.	Reference to Appendic
Airstrip B.78,	Jan. 18/	45	Another duff day. West of the pilets spent both nerning and afternoon at Dispersal as we are	
143 wing H.Q.		***************************************	may painting the walls and coiling to make the room more home like, there was no chance of	
Eindheven, Helland			flying today and during the afternoon a terrific wind stem arese accompanied by rain.	
4	Jan. 19/	45	Luckily, the temperature stayed quite high and the ice is gradually dissamenting We shall	
*	29.17	g.)	All day.	
	Jan. 19/	+5	Amether duff day. It is quite mild with the edd bit of rain. It continued mild all day	
			with lew hanging clouds, then began to get colder with some snow towards evening. No flying	
	18		was done all day.	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
•	Jan. 20/4	5	A grand, bright day with an inch or so of snow on the ground and the sun shining brightly.  The first mission took off early in the morning on a dive bembing show against a town using	
			1,000 lb. bembs. Results were good but when the Squadren was in the circuit preparing for	
	-		landing the engine of one of the bites flows by P/O E.J.D. McKey (CAN J.20030) out out and he was forced to land with wheels up just off the airfield. "Ed" was unburt but the kite	
			burned. Another mission took off shortly after mean carrying 1,000 lb. bembs, but mitters are	
· Aller			shortive due to weather and the bembs were drepped. Our new O.C., a former pilet of 439	
			Squadren, arrived today. He is S/Ldr. "Jimmie" Hegg of Ottawa, Ontario. The eld Air Evacuation Harrows made their first appearace here since Jan. 1st. It appears the Beche didn't get them	
	5		all. Total flying for the day, all Typhson 1B, Day: - operational - 17:20 hrs., non- op - 30 min	
	Jan. 21/45	5	This is a grand, sunny day with a fresh fall of snew. There was still the first hear	<b>W.G</b>
			frest or mist close to the ground though which held up flying until nearly mean. The new O.C. was out bright and early, getting climatized as it were to the new Squadron. S/Ldr.	
			"Rese" Reid departed this morning for Brussels to attend a Court Martial. From there he will	• •••••••••••••••••••••••••••••••••••••
grand vota			proceed direct to England, We did only one mission today due to an unfortunate take off	
recorded to	<b>工</b> 舞		ecident. This mission was a dire benhing "de" with 1,000 lb. bembs and was highly successful in blecking the read intersection as planned. The accident mentioned above occurred when a	
			new pilet, F/Lt. A.A. McDenald (CAN J.22947), on his first "ops" misteek the Leader's tayling	12
		, d	on the runway for a take-eff and spaned up himself. He cut the other aircraft right in two it luckily the pilet 5/0 P.C. Macksom (CAN J.24410) escaped with only a few scratches. Total lying, all Typheen 1B, days - operational - 300 hrs., men-sparational - 30 mins.	Sth.

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WIL 87945/03533 385M 12/45 C. & L. 61-7706

OPERATIONS RECORD BOOK

# OPERATIONS RECORD BOOK 438 SAUADRON

of (Unit or Formation)...

No. of pages used for day....

Place	Date Time	Summary of Events SECRET.	References to Appendices
Airstrip B.78	Jan. 22/45	This was another grand day and the pilets have been at it steady since merning. Altegether	
143 Wing H.Q.,	1962	three dive bembing shows were dene, using 1,000 lb. bembs, on attacks on terms in close	
Sindheven, Helland		Army Support work. All attacks were successful but, unfertunately, in the attack on	
		Mentfort, one of our kites with P/O "Front" Skelly [Can J.35985] as pilet was seen to explode in a burst of flame and spiral to the ground. No flak was seen though it is	
		pessible that he could have suffered a direct hit. Ne parachute was seen se there is	
		little pessibility that Frank could have survived. Total flying for the day, all Typheon  18, Day - operational: 22:15 hrs., non-operational - 2:30 hrs.	
•	Jan. 23/45	This looks like a real break in the weather, The first "de" was off shortly after	4
	100. W.5	nine e'cleck and again three "eps" missions were performed. Two of these were dive	
		beabing attacks on towns, part of a Clase Army Support programs and were quite success-	
		ful. 1,000 lb, bembs were used. The third mission was a rail cutting job using 1,000 lb. bembs. The rail was believed cut but one of the kites, flown by F/O "Henk" Wellace,	
		blew up in the air just about the time he would be releasing his bembs. This is the	
and the second	* 200 * 1100 P	second in two days that this has happened and in neither case was any flak seen by	
		ether pilets. This has raised their "wind" considerably and the O.C. in conjunction with the Group Captain, The C.T.O., the Armanent Officer, etc. are trying to dig up a solution.	
		Setal flying for the day, all Typhosn 1B, Day - operational 21:40 hrs., nem-op - 2:15 hrs.	
	Jan : 24/45	And still the weather stays good with the sun shiming brightly and the sky clear.  A slight ground mist prevailed but not had enough to step flying. Three operational	
		missions and one non-op. test flight was done today. One, a rail cutting jeb using 500	
	405 GREE	lb. bembs was successful in cutting the rail ence though the visibility was peer. The	
	•	second was an Armed Recce, on which two Met. were attacked and damaged. The third was another Armed Recce, but was abortive due to weather. It has been decided by the Group	
Geografia (1984)		Armament Officer that 11 second nose fusing will be used in future whenever possible	Total Total Control
		rather than the .025 fusing. Total flying for the day, all Typheon 1B, day -	
E - 50		eperational - 24;40 hrs., non-operational - 30 mins.	SA
			X

Place	Date	Time	Summary of Events SECRET.	References to Appendice
Airstrip B.78,	Jan. 25/	45	This was a nice day with the sum breaking through eccasionally but peer visibility prevented	
143 Wing H.Q.,			any flying except for an A. and E. Test of 1:00 hour during the afternoon.	
Sindhewen, Helland	Jan. 26/	45	Teday broke cloudy with a heavy ground haze. Although it tended to clear up eccasionally, no "eps" flying was done by this Squadren. The pilets were called to	
			Intelligence during the aftermeen to be shown some pictures. These are photographs taken by various pilets of the Wing on "eps" and are very interesting. We flying was done all day.	
	Jan: 27/	15	The duff weather has stayed with us again today. Local flying was done and it is	
			believed that one or two of the other Squadrens may have done some low level work but	
			this Squadron did no "ope" flying all day. Tetal flying for the day, all Typhoon 1B, Day, non-operational - 1:00 hrs.	
	Jan. 28/4	5	It is still cloudy this merning with heavy ground haze and fine snow falling.	
		40	Received grand news today that F/Lt. "Vic" McManm [CAN J.13598] is a P.O.W. He force	
			landed in enemy territory on the 18th October, Quite a number from this Squadren attended the usual dance at the Club and reported a good time. Total flying for the day,	
			all typhem 1B, day, speratic rel 12:00 hre	
	Jan. 29/4	5	. It is still cloudy and snewing a bit. It is too bad because we had four pilets, go	5100
	(176 - 8.7)	ž.	to England today. Two are preceeding on leave and two are going for replacement aircraft.	
			We heard last wight that three ethers who were already in England for kites are new in Brussels tavesting favourable weather uter turn here. The weather improved a bit during	
Dista.			the afternson and the 0.0, led three other pilets on a "Rhubarb". It is a lew level	
			Recce. Only one train was seen but it was attacked three times with the result that the	
in a second		1	engine blew and the cars see thereughly straffed with one definite smoker. Tetal flying for the day, all Typhoen 1B, Day - Operational - 6:40 hrs., nen-op - 35 mins.	
•	Jan. 30/45	5	"edsy looks like a washout as far as "ops2 flying is concerned. It is heavily	
1. N	39 - 37		evercase and snewing and blewing something similar to a Canadian Pebruary day. Two Armed	
			Weather Recess, took off but found weather conditions poor. Total flying for the day, all Typheen 1B, Day, operational - 2:40 hrs.	SD.
				(_)

OPERATIONS RECORD BOOK
438 SQUADRON
of (Unit or Formation)

Page No.

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2346, and War Manual Pt. II., chapter XX., and notes in R.A.F. Packet Book.

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

31/45	It turned warmer late last e	vening and started				
	warmen during the might as the	A STATE OF THE PARTY OF THE PAR	te rain and i	reeze. Luckil	y it got much	
	sarmer contrast one wrant se o	hat instead of fre	ezing the rais	teck away a	let of snew and	
	ice. It is heavily evercast STRINGTH AS AT JAN. 31/45:		The most	COLUMN T	****	
	THE PARTY OF THE P	R.C.A.F. T	OTAL STRENGTH	ESTABLISHE	TVF	
	Officers, Pilets	21	<b>21</b>	12	Trap observe	
	Atimen, Pilote	3	3			
	A though by the tark to the	<b>c</b> 8	OUND CI		ried. Remained o	
			4			
				\$78478°	a release street	
3,03463	Almer	29		A STATE OF THE REAL PROPERTY.		
	TOTAL NO. OF AIRCRAFT ON CHAI	RGE AS AT JAN. 31/				
	TOTAL FLYING HOURS DURING JAN	N/45:		Jan. 1/4	there were	
	Operational,	Typheen 1B, Day -	5 218:55 h	ours.	. 1000	
	1 Nen-Operation	mal, Typheon 1B, D	ay - 16:25 1	ours	s alm energiti;	
	GRAND TO	OTAL, ALL PLYING -	235:20 1	eurs was an		
		BASHALTES CLATUSD	DURTING JAN/45			
784					rge, W. and on Jon. 1/45	
	POSTINGS IN AND OUT OF AIRC	REW DURING JAN/45:	A	***************************************	**********************************	
			Eff. Date			
	J.27741 P/O R.C. Getty	83 G.S.U.	6/1/45			1
	R.188931 F/Sgt. Kinsella,	W.J. 83 G.S.U.	8/1/45			
		83 9.8.0.	10/1/45	For first t	OUP	
	a a second	and a satisfication of	<b>则是把数据</b> 发生所		SECRE	
		A STATE OF THE PARTY OF THE PAR	Control of the State of the Sta	distribution product from the commence of the commence of the	The second secon	VA
		Athena, Pilete  Officers  Airmen  TOTAL NO. OF AIRCRAFT ON CHA  Typheon 1B - 14  TOTAL FLYING HOURS DURING JA  Operational,  New-Operation  GRAND T  TOTAL NO. OF ENEW AIRCRAFT  1 F.W. 190 d  541810 F/Sgt  POSTINGS IN AND OUT OF AIRC  No. Bank, Nome  J.27741 F/O R.C. Getty  R.188931 F/Sgt. Kinsells  C.41978 F/O R.C. Bald	Officers, Filets 21  Athern, Pilets 3  CR  Officers 1  Athern 29  Total No. OF AIRCRAFT ON CHARGE AS AT JAN. 31/  Typheon 1B - 14  Total Fixing Hours During Jan/45:  Operational, Typheon 1B, Day -  Nen-Operational, Typheon 1B, Day -  Men-Operational, Typheon 1B, Day -  Nen-Operational, Typheon 1B, Day -  Total No. OF RUBN AIRCRAFT GASSALTES Challed  1. F.W. 190 destroyed from growth 541810. P/Set. McGee, C.J. (R.A.)  POSTINGS IN AND OUT OF AIRCRAFT DURING JAN/45:  POSTINGS IN AND OUT OF AIRCRAFT DURING JAN/45:  POSTINGS IN POSTINGS IN Posted From J.27741 P/O R.C. Getty 83 G.S.U.  R.188931 P/Set. Kinsella, W.J. 83 G.S.U.	Officers, Pilets 3 3 3  CROUND CI  Officers 1 1  Almen 29 31  TOTAL NO. OF AIRCRAFT ON CHARGE AS AT JAN. 31/45: TOTAL Typheen 1B - 14  TOTAL FLYING HOURS DURING JAN/45:  Operational, Typheen 1B, Day - 218:55 b  Mem-Operational, Typheen 1B, Day - 16:25 b  GRAID TOTAL, ALL FRYING - 255:20 b  TOTAL NO. OF RUBRY AIRCRAFT GASHALTIES CHARGE DURING JAN/45  1 J.W. 190 destroyed from ground by GAN R.66 541810 F/Sgt. McGos, C.J. (R.A.J.) (beth of POSTINGS IN AND OUT OF AIRCREW DURING JAN/45:  POSTINGS IN Me. Rank, Name Pested From Ref. Date  J.27741 F/O R.C. Getty 83 G.S.U. 6/1/45  R.188931 F/Sgt. Kinselle, W.J. 83 G.S.U. 8/1/45  C.41978 F/O R.C. Replan 83 G.S.U. 10/1/45  J.36538 F/O R.C. Replan 83 G.S.U. 10/1/45	Officers, Pilets 3 3 11  Attmos, Pilets 3 3 11  CROUND CREW  Gfficers 1 1 2 2  Almen 3 3 11  TOTAL NO. OF AIRCRAFT ON CHARGE AS AT JAN. 31/45: TOTAL NO. OF CERRAFT Typheen 1B - 1A  TOTAL FLYING HOURS DURING JAN/45:  Operational, Typheen 1B, Day - 218:55 heurs.  Mem.Operational, Typheen 1B, Day - 16:25 heurs  GRAND TOTAL, ALL FRYING - 251:20 heurs  TOTAL NO. OF RUBBY AIRCRAFT GASHAHTES CHARGED DURING JAN/45:  1 F.W. 190 destroyed from ground by GAN R.62:00 F/sgt. In 541810 F/sgt. Modes, C.J. (R.A.F.) (both of 6438 S. Eshell  POSTINGS IN AND OUT OF AIRCRAFT DURING JAN/45:  POSTINGS IN  No. Bank, Name Pested From Ref. Date Bomarks  J.27741 P/O R.C. Getty 83 G.S.U. 6/1/45 Ex casualty  C.41978 F/O R.P. Hay 83 G.S.U. 6/1/45 For first to  C.41978 F/O R.P. Hay 83 G.S.U. 10/1/45 For first to	Officers, Filets. 21 21 12  Atimes, Pilets 3 3 11  GROUND CREW  Officers 1 1 2 2  Almes 29 31 31  TOTAL NO. OF AIRCRAFT ON CHARGS AS AT JAN. 11/45: TOTAL NO. OF CERRATIONAL SOFTIES FLOW DURING TAN/45: 104  TOTAL MAYING HOURS DURING JAN/45:  Operational, Typheon 1B, Day - 216:55 heurs.  Mem-Operational, Typheon 1B, Day - 16:25 heurs  GRAND TOTAL, ALL FRYING - 255:20 heurs  TOTAL NO. OF ROBY AIRCRAFT GASUACTIES CHARGED DURING JAN/45:  1 F.W. 100 destroyed from ground by CAN R.62:00 F/Sgt. Marg. W. had 54:810 F/Sgt. McGeo, C.J. (R.A.F.) (both of 6438 S. Schelen) em Jen, 1/45.  POSTINGS IN AND OUT OF AIRCRAFT MAYERS DURING JAN/45:  POSTINGS IN AND OUT OF AIRCRAFT MAYERS DURING JAN/45:  POSTINGS IN AND OUT OF AIRCRAFT MAYERS DURING JAN/45:  POSTINGS IN AND OUT OF AIRCRAFT MAYERS DURING JAN/45:  POSTINGS IN AND OUT OF AIRCRAFT MAYERS DURING JAN/45:  POSTINGS IN AND OUT OF AIRCRAFT MAYERS DURING JAN/45:  POSTINGS IN AND OUT OF AIRCRAFT MAYERS DURING JAN/45:  POSTINGS IN AND OUT OF AIRCRAFT MAYERS DURING JAN/45:  POSTINGS IN AND OUT OF AIRCRAFT MAYERS DURING JAN/45:  POSTINGS IN AND OUT OF AIRCRAFT MAYERS DURING JAN/45:  POSTINGS IN AND OUT OF AIRCRAFT MAYERS DURING JAN/45:  POSTINGS JAN/45 For first Tour.  R.188931 F/Sgt. Mansella, W.J. 83 G.S.U. 8/1/45 For first tour.  0.41978 F/O R.P. Hay 83 G.S.U. 10/1/45 For first tour.

Page No.

Place	Date	Time		Summary of Even	ts	SECRET.	References to Appendices
Airstrip B.78,	Jan. 31/4	15	. POSTINGS	IN (CONT'D)			*11
143 Wing H.Q.,			No. Rank and Name	Pested From	Eff. Date	Remarks	
Hindheven, Helland.			J.21119 F/Lt, J.E. Hegg	83 <b>0.8.</b> 0.	23/1/45	For 2nd tour and Squadron Commander duties. Grantel acting rank of Squadron Leader w.e.f. 271/45.	
			J.10256 F/Lt. R.E. Coffey	83 G.S.U.	24/1/45		
			POSTERIGE	OUT OF AIRCREW	HOLL STONAGE:		
			No., Rank and Name	Posted To	Eff. Date	Pemarks	
			J.9876 P/Lt. P. 181em 7'		10 (C) Cent	Killed on air operations Jan. 1/4).	
			J.37649 F/O R.W. Keller			Killed on air operations Jan. 1/45.	
				COAF U.K. S	3/1/45	Missing, believed killed after air eperations Jan. 22/45.	ja ja
			J.29904 F/O I.J.V. Wallace B	.C.A.F. U.K. 24	12/45	Missing, believed killed after air operations Jan. 23/45.	
			J.9936 S/Ldr. R.F. Reid B	P.C. 3/	1/45 C 8 at	Tour expired. Remained on attachment to 24/1/45.	
				P.C. 17	/1/45	For repatriation to	
TRITICAL .			ICMOURS AND AWARDS DURING JAN/47; J.21199 S/bdr. J.B. Hegg award J.102)6 F/bt. K.B. Coffey awar	ed D.F.C., eff.	date not know	Canada .	
4			TOTAL TOWNAGE OF BOMBS DROPPED DURING				
Section 1981	4 -		COMMISSIONING DURING JAN/45: R.153680 R.O.A.P. SB GL W.O.f. Nov. 8/44.  PROMOTIONS DURING JAN/45: - N11.	W.O.2 J.P. Dev	G. April 1 (J.E. Region Leader Con 498 (Can)	o a Commission in the	4

WL 87945/02532 83634 12/45 C. & L. 81-7700

OPERATIONS RECORD BOOK

APPENDIX "A"

RAF. FORM 541.

DETAIL OF WORK CARRIED OUT

By 438 SQUADRON

SECRET

PAGE NO. ONE

(\*13761-9511) Wt. 18889-1184 70M 8/43 T.S. 786 (\*13799-79511) Wt. 44067-3384 130M 1/44 T.S. 780 FOR THE MONTH OF JARMATY 1945 TIME ' AIRCRAFT Type & Number DUTY DETAILS OF SORTIE OR FLIGHT REFERENCES. Jan. 1/45 Typhoon 1B F3 Q F/Lt. P. Wilson Armed Recce. 0910 8 x Typheon 1B detailed on Armed Recce. to St. Vith Area 25 F3 R F/O R.W. Keller 0910 Airfield attacked by straffing enemy aircraft as P/Lt. F3 K F/O D, V, Campbell Wilson and F/O Keller on take\_eff run. Beth were shet dewn F3 & F/O'P.R.F. Skally and killed. Remaining aircraft, except that of F/O Campbell 4 F3 F P/0 4.F. Harle abandened at take-off position. Aircraft F3F, F3 C and F3 T F/O.W.L. Beatty F3 Y attacked by enemy and destroyed, F/O Campbell's air. craft. F3 K attacked and damaged. F3 G F/O.J.A. Lord F3 Y F/Lt. F.X.J. Regan Jan. 1/45 Typhoen 1B F3 S F/Lt, R.H. Speener Armed Recce. **8240** 1420 5 x Typheon 1B detailed on Armed Recce. - Bunkirch 7 ... F3 A P/O. R. C. Fox 1420 Munster - Schwiden Area, Aircraft patrelled area and ne 1240 F3 B F/O I J:V: Wallace 1420 mevement seen. 15 TRG at F.1922 net attacked and no mevemen 1240 F3 Z F/Lt. F,X,J. Regan 1240 1420 can farther south due to weather which was 8/10/10 at F3 T F/Lt. A.C. Breeker 1240 1420 4,000 ft. in southern part of area. A tot to e the meant 6 x Typheen 1B detailed on Armed Recce, Aircraft patrellad Jan, 1/45 Typheen 1B P3 S P/O F.R.F. Skelly Armed Reces 1545 1700 F3 A W.O.2 G.R. Erringt area South and East of Aachen But no movement seen due to eather which was 9/10/10 cloud with 4,000 ft. tep. P3 B P/O R.M. Oldfin 1545 1700 F3 W P/O 4.C. Richards 1545 1700 F3 Z F/O F.A. Mixon 1700 1545 Jan. 2/45 Typheon 1B F3 A P/O.P.C. Fox Weather Recce. 1015 4 x Typheen 1B detailed on Armed Weather Bacce, to St. Vith P3 B P/Lt. F.X.J. Regan 1015 area. Aircraft recalled by Centrel Tewer due to snew storm at Base, Weather found as fellows: Lecal. - peor. 1015 South and East - 10/10 thin cloud to 3,000 ft. Appeared

to be clearing in battle area.

DATE	AIRCRAFT	CREW	Den		1	CIMOR .	DETAILS OF SORTIE OR FLIGHT	REFERENCE
DATE	Type & Number	CREW	201		Up	Down	Delate of South of South	
Jan 4/45	Typheon 18 F3 S	F/Lt. R.E. Speener	Armed Re		1435	1550	8 x Typheen 1B detailed en Armed Recce, to Tactical Area.	
	773 W	P/O R.D. McKinnen	A .	*	1435	1550	Aircraft patrelled Wesel . Coesfeld . Enschede Area.	
	F3 B	F/Lt. F.X.J. Regen	4	ž .	1435	1505	We mevement seen. Weather poor - 7/10 cloud deck to 5,000 f	٠.
	P3 K	F/O A.C. Richards		•	1435	1550	F/Lt. Regen and F/O Lord returned early due to mechanical	
	73 A	F/O W.L. Beatty	^ <b>.</b>	2	1435	1550	trouble	
	P3 P	P/O R.B. Oldfin	•	4	1435	1550	The state of the s	
and the second	P3 Z	F/O I.J.V. Wallace	3	2	1435	1550		
	- 73 T	P/O J.A. Lord	•	•	1435	1530	Particular and the content of the co	
(10) Herry 1994	given we come to a proba-	1.	•	•	1232	300	the property species and the state of the property of the species.	1000
Jan. 5/45	Typheen 1B F3 A	P/O R.G. Fex	Armed Re	cce.	0920	1040	8 x Typhoen 1B detailed en Armed Recce, te Tactical Area.	
	<b>₽</b> 3 ₩	W.O.2 J.P. Dewar	art 🝎 🗀 art	•	0920	1040	Aircraft patrelled Bechelt - Coesfeld - Neede - Enchede	
	P3 K	F/O D.V. Campbell	•	•	0920	1040	Area, No mevement seen, Weather clear north of line Munster	
	<b>7</b> 3 s	F/O F.E.F. Skelly	2	4	0920	1040	Payaten	
	PSX	F/Lt: E.J. McAlpine	2	8	.0920	1040	Englished against the prescript Comps and outline on only documentary	
	NAMES OF THE PROPERTY OF THE P	W.O.2 C.B. Errington	•		0920	1040	00°-000	
	F3.Z	F/Lt, E.J.D. McKey	3	<b>a</b> .	-0920	1040	The state of the country of the states were	
	March Street Committee Com	F/O J.A. Lord		•	0920	1040	Control of the Contro	
		Shari a take a	•	•				
Jan. 5/45	ypheen 1B F3 S	P/Lt. R.H. Speener	Armed R	ecce.	1150	1310	8 x Typheen 1B detailed en Armed Recce, to Tactical Area.	
	<b>1</b> 3 4	F/Lt. H.J.D. McKey	•		1150	1310	Aircraft patrelled Bechelt - Berken - Grenau - Neede Area;	
	₽3 W	P/o R.B. Oldfin	4	:	1150	1310	Ne movement seen. Weather clesed in in Reichswald Area.	
	23 D	F/Lt. A.C. Breeker	2	<b>a</b> /	1150	1310	the street of th	100
	\$500 - Add \$5,000 11 A 740 B 1 (100) - CSB 1 (100) (100) (100)	P/O A.C. Richards	•	•	1150	1310		المح
	F3 Z	F/Lt. P.X.J. Regan		3	1150	1310	The state of the s	AW
	******************************	P/O D.V. Campbell	٠	•	1150	1310	was also mentally on object on almost spaces, by its 1541 p.m.,	$\langle \rangle$
		F/O I.J.V. Wallace	a	•	1150	1310		
			-	4				and the same

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DETAIL OF WORK CARRIED OUT By 438 SQUADRON

SECRET

(*13791-9511 (*13799-9511	Wt. 44067-3384 150M 114	4 %	FOR THE		JANUA	19.45	
DATE	AIRCRAFT Type & Number	CREW	Dury	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
Jan. 5/4	Cypheen 1E F3 T	W/Cmdr. F.G. Great	Armed Recce.	1430	1545	7 x Typheon 1B detailed on Armed Recce, to Tactical Area.	
	193 S	F/O F.R.F. Skelly		1430	1545	Aircraft patrolled Wesel - Bechelt - Coesfeld - Ahaus	
	F3 E	F/Lt. E.J. McAlpine	-2 2	1430	1545	Ares, 2 multiple petrol bowsers mains N.R. at A.5492 attacked and damaged, Factory at A.6992 straffed - strikes	
	75 W	W.O.2 J.P. Dewar	1 1	1430	1545	seen and smoke seen, Otherwise no mevement seen.	
	₽3 Å	P/O R.G. Fox	• •	1430	1545	Light flak from A.5492.	
	P3 K	W.O.2 C.R. Erringten	2" 4	1430	1545		
	<b>F</b> 3 Z	F/O J.A. Lord		1430	1545	**************************************	
			н н	7350	1.70	8 x Typheen 1B detailed en Armed Recce. te St. Vith - Prum	
Jan. 13/4		P/o R.G. Fox	Armed Recce.	1445	1605	Area, Aircraft covered area but ne mevement seen due to	9.00
		P/Lt. A.C. Breeker	5 2	1445	1605	10/10 cloud and Spitfires and P.47's, W.O.2 J.P. Dewar	
		P/O D.V. Compbell	2 2	1445	1605	experienced mechanical trouble and force landed safely	
	P3	F/O I.J.V. Wallace	* *	1445	1605	at K.5155. 10/10 cloud from 600 ft. to 3,000 ft. 2 heles	
	F3	w.O.2 J.P. Dewar	2 2	1445	1405	in St, Vith Area, specialization of a second	3 (3)
F-6-14, 1519	.13	F/Q W.L. Beatty	3 3	1445	1605	Bridge school to Constitute to the Constitute of	
	<b>P</b> 3	P/O A.B. Harle		1445	1605	Company No. No. of the process of the Company of th	
			t or poco.	13.75	3/44	8 x Typheen 1B detailed on Armed Recce. to Tactical	
Jan. 14/45		P/Lt. R.E. Speener	Armed Recce.	0945	1115		
		P/Sgt. W.J. Kinsells		0945	1115	Area, Aircraft patrolled Bechelt - Coesfeld - Enchede	
		F/O W.L. Beatty		0945	1115	Area, Scattered Met. only seen. 1 Met. attacked and demage	
		8/0 L.P. Jedein		0945	1115	at V.0909.	
	P3 P	F/M. B.J. McAlpine W.O.2 G.B. Errington	1 1	0945 0945	1115	The state of the s	
	<b>7</b> 3 B	F/O B.E. Oldfin	1 1	0945	1115		
	¥3 Z	P/O F.A. Mixon	1 1 .	0945	1115		1
			1 .				Sall
0.50				<b>3</b>		Water State of the Control of the Co	127
						The state of the s	

DATE	AIRCRAFT	CREW	Dury	S SHOWER STREET	TIME	DETAILS OF SORTIE OR FLIGHT	REFERENCE
DAIL	Type & Number	W.	196	UP	Down	The state of the s	
14/45	Typheen 1B F3 A	P/O R G . For	and the same of th	1300	1420	6 x Typheen 1B (Bembers) detailed en G.C.7 Scupper.	
		P/O J.P. Dewar		1300	1420	Each aircraft armed with 2 x 1,000 lb, bembs, .025 tail.	
	<b>273 B</b>	F/O A.C. Richards		1300	1400	10/10 cloud at 2,000 ft, prevented hombing evictinal target	
	mo w	F/O'D.V. Campbell	<b>á</b> 2	1300	1400	Squadren attacked rail at V.122358, with 10 x 1,000 lb.	
	P3 E		10.1	1300	1420	bembs, cutting rail in 4 places. F/O Richards lettisaned	
	19 J	F/O R.D. McKinnen		1300	1420	hamba live ever enemy territory. Squadren etreffed	
	and the same	A. M			7773	military huts at V.119348, casualties claimed,	
1.25	HE STATE OF THE ST					The Administration of the Control of	
n. 14/45	Typheen 1B 13 D	P/Lt. A.C. Breeker	Armed Recce.	1530	1645	6 x Typheon 1B detailed on Armed Recoe, to Tactical Area.	
	F3 E.	F/O R.G. Getty		1530	1645	Aircraft patrelled area according to plan. No movement	
	79.91	P/O P.A. Nixon	3 8	1530	1645	seen. Squadren straffed train of 25 TRG facing South	100
44 PM	<b>273</b> 18	P/Lt. R.E. Speener		1530	1645	at A.7284. Train appeared abandened as a result of	
	73 H	F/O W.L. Beatty	3 8	1530	1615	earlier attack.	
11 - 1	P3 K	F/0 J'A' Lord	<b>á</b> a	1530	1615		
			4	260	1,302	2000 cheep on chattann and Fact Se V.C. S. J. De .	
n. 16/45	Typheen 1B F3 G	P/0 R.G. Fex	Bember	1520	1620	8 x Typheen 1B (Members), each sireset being armed with	
	P3 J	P/O R.B. Oldfin	ming server	1520	1620	2 x 1,000 lb. bombs, .025 tail, detailed on Wing dive	
	P3 D	P/Lt. A.O. Breeker		1520	1620	bembing attack of 24 aircraft on Wald Foucht - K776.	
	73 T	F/O A.C. Richards	3	1520	1620	Wing attacked with 47 x 1,000 lb. bembs. All bembs in	
		P/O P.R.P. Skelly	•	1520	1620	four beabs. Light flak encountered in target area.	
		W/O L2. Jedein	1	1520	1620	lear bemos, algit liak encountered in target area.	<b></b>
	73 Z	F/Lt. E.J.D. McKey		1520	1620	100 months and 1-10-min government of 10000 1	-
	F3 P	P/O J.A. Lord	an and the state of the state o	1520	1620		
	140 100 100 100 100 100 100 100 100 100					2-4-7- 0-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4-	ent
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	2. 10. A. 10. A	2.00 and	To Mr. All	4			

APPENDIX

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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SECRET

PAGE NO.

FOR THE MONTH OF JANUARY (\*12761-9511) Wt. 22229-1124 70M 8/45 T.S. 700 (\*13799-9511) Wt. 44067-3384 150M 1/44 T.S. 700 19 45 AIRCRAFT Type & Number DUTY DETAILS OF SORTIE OR FLIGHT REFERENCES. Down Jan. 20/45 Typheon 1B F3 G F/Lt. R.E. Speener 1035 8 x Typheen 1B (Bembers) with each aircraft armed with 2 x Bember 0915 P3 J W.O.2 G.R. Erringte 1035 1,000 lb. bembs, .025 tail, detailed to Dive bomb Village 0915 F3 Z F/Lt. E.J.D. McKey 1035 at K.7482. Target attacked with 16 x 1,000 lb. bembs. 0915 F3 B F/O R.D. McKinnen 0915 1035 10 bembs scattered through Village, 6bembs in field 1 wile F3 X F/O W.L. Beatty 1035 S. of Village. Town also straffed. No mevement seen. 0915 1035 F/Lt. McKay experienced mechanical trouble en return trip, F3 S F/O R.C. Getty 0915 F3 R F/O I.J.V. Wallace 1035 ferce landing 100 yards N. of seredreme. Aircraft burned, 0915 F3 D F/O D.V. Campbell 0915... 1035 Cat. R. Pilet uninjured. Jan. 20/45 Typheon 18 F3 & P/O R.C. Fox 8 x Typhoen 1B (Bembers) with each aircraft being armed 1155... F3 W F/O R.C. Getty 1155 1245 with 2 x 1,000 lb. bembs, .025 tail detailed to dive bomb bridge at V.104357. Entire mission abortive due weather which was 10/10 cloud N. of Mymegan 4,000 to F3 D F/Lt. A.C. Breeker 1155 F3 K F/O A.C. Richards 1155 1245 F) G F/O F.R.F. Skelly 15,000 ft. plus. 16 x 1,000 lb. bembs jettisened in the 1155 1245 F3 J W/O L.P. Jedein 1155 1245 Arnhem area at 1230 hours, F3 P F/O J.A. Lord 1155 1245 P3 B P/O R.D. McKing 1155 1245 6 x Typheon 1B (Bombers) detailed to dive bemb Montford. Jan. 21/45 Typhoen 1B F3 X P/O R.G. Fex 1310 1425 P/Set. Kinsella's aircraft armed with 2 x 500 lb. bembs, P3 P P/Sgt. W.J. Kinsell 1310 1425 P3 J F/O I.J.V. Wallace 1310 1425 .025 tail. Remainder armed with 2 x 1,000 lb. bembs. .025 PA. T P/O P.R.P. Shally tail. Target attacked as planned., with 10 x1,000 lb. 1310 F3 D F/O J.A. Lord 1310 1425 Northern read intersection of tewn blocked by bembs. F3 B W/O L.P. Jedein 1310 Buildings on both sides of main read obliterated.

DATE	AIRCRAFT Type & NUMBER	Crew	Dury	Annual An	THE	DETAILS OF SORTIE OR FLIGHT	REPEREN
				UP	Down		*
Jan. 22/45	Typhoon 13 F3	S/Ldr. J.E. Hogg	Bember	0950	1055	9 x Typhoen 1B (Bembers), each sircraft being armed with	
	<b>7</b> 3 J	F/O R.C. Getty		0950	1055	2 x 1,000 lb. bembs, .025 tail, detailed to dive bemb	
	₽3 🛦	P/O J.P. Dewar	3	0950	1055	high building at Heinsberg. 14 bembs in target area, ne	
	₽3 <b>x</b>	F/O F.A. Mixon	ŧ	0950	1055	direct hits. 2 bembs 600 yds. S.B. of target. 2 bembs	
		P/O R.B. Oldfin		0950	1055	hung up and jettleened safe at K.9281. Ne cloud encountere	d
		P/Lt: R.B. Speemer		0950	1055	but slight haze.	
	₽3 T	F/O W.L. Beatty	•	0950	1055		
	<b>P</b> 9 <b>P</b>	B/O A.B. Harle	•	0950	1055		
	<b>P</b> 3 D	F/O R.D. McKimen	•	0950	1055		
		1999.					
Jam. 22/45	Typheon 18 F; E	F/Lt. R.E. Speener	Bember	1310	1400	8 x Typheen 1B (Bembers, with each aircraft being armed	
	<b>373</b> 37	P/O H.P. Hay		1310	1400	with 2 x 1,000 lb, bombs, .025 tail, detailed to dive bomb	
	F) X	F/O F.R.F. Skelly	4	1310		Montfort. Target attacked with 14 x 1,000 lb. bembs. All	
	73 B	W/O L.P. Jedein	•	1310	1400	bembs in target area, Village is destroyed, P/O Skelly	
		P/0 P.S. Fex	8	1310		pessibly hit by flak although none seen. An explosion seen	
60 - 10 to 19	₽3 ₽	P/O I.J.V. Wallace		1310	1400	at 4/5000 ft. near aircraft which spun in flames. Pilet	
	<b>7</b> 3 <b>D</b>	P/Lt. A.C. Breeker		1310	1400	not seem to bale out and listed as missing, believed killed	
	₽3 ₩	P/O J.P. Dewar	•	1310	1400	Aircraft crashed on N.W. outskirts of Village.	
fordal to		3.4.				Action of the control	
am. 22/45 Ty	pheen 1B F3 W	S/Idr: J.B. Hogg	Bomber	1600	1650	8 x Typheon 1B (Bembers), with each aircraft being armed	
	BR	P/O B.C. Kirlin		1600	1650	with 2 x 1,000 lb. bembs, .025 tail, detailed to dive	
	23 B	F/O F.A. Nixon		1600	1650	bomb Schleiden. Target attacked with 14 x 1,000 lb. bembs.	
	<b>23 J</b>	F/O.R.C. Getty	e <sup>2</sup>	1600	1650	All bembs in target area. Recket Typheens en'target'et	
	BA	F/O W.L. Beatty	•	1600	1650	same time. Red Smeke to left of target, Control said to	
	P3 D	F/O. R.D. McKinnen		1600	1650	pay no attention. F/O McKinnen experienced bemb hang up	
	P3 B	P/O R.E. Oldfin	<b>*</b>	1600	1650	and jettisened 2 x 1,000 lb bembs safe at K.8285.	40
	73 T	P/O A.D. Harle	1	1600	1650		An.

CHES CHOICE DECORES GOOK

APPENDIX ....

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By 438 SQUADRON

SECRET

PAGE NO.....

(\*12761-9511) Wt. 2229-1124 708 8/43 T.S. 700 (\*12700-0511) Wt. 44007-3384 1508 1/44 T.S. 700 FOR THE MONTH OF 19 45

		100 mm		1	TMOB	DETAILS OF SORTIE OR FLIGHT	REFERENCE
DATE T	AIRCRAFT PPE & NUMBER	CREW	Dury	UP	Down	DETAILS OF SORTIE OR FLIGHT	ALFERENCE
Jan. 23/45 Typ	heen 1B F3 A	P/O R.G. Fex	Bember	0915	1015	8 x Typhson 1B (Bembars), with each siroreft being armed	
	P) P	P/O H.P.: Hey		0915	1015	with 2 x 1,000 lb. bembs, .025 tail, detailed to dive	
	P3 R	P/O I.J.V. Wallace	•	0915	1015	bemb Kempen. Target attacked with 16 x1500 1b. bembs.	
	₽3 w	F/O R.C. Getty		0915	1015.	2 bembs 200 yds. South of target, Remainder, all bembs	
	P3.J	P/O.P.Q. Mackless		0915	1015	in target area, No results observed. Intense, heavy and	
	F3 B	P/Sgt. W.J. Kineella		0915	1015	light flak from target.	
	P3.D	P/O.R.D. Welliamon		0915	1015		
	P3 T	P/O.A.B. Harle		0915	1015		
Jan. 29/45 Tor	heen 18 P3 C	S/ldr. J.B. Hegg	Bomber	1150	1250	7 x Typheon 1B (Bembers), with each aircraft being armed	
Angeles and the second		P/O F.A. Nixon	•	1150	0	with 2 x 1 000 lb, bembs, .025 tail, detailed to dive	
	173 D	F/Lt. A.C. Breeker	•	1150	1250	bemb Utterath. Target attacked with 14 x 1,000 lb. bembs.	
	F3 E	F/O R.E. Oldfin		1150	1250	All bembs on jorth and centre of town. Snoke and fires	
	<b>P</b> 3 T	F/O W.L. Beatty	•	1150	1250	en arrival - considerably more on departure.	
	<b>273 B</b>	F/Lt. 4.4. McDonald		1150	1250	• •	
	<b>P</b> 3 T	P/O A.B. Harle	<u>.</u>	1150	1250	And the Analysis of the second of	
Jan. 23/45 Ty	pheen 18 F3 2	P/0 B.C. Pex	Bember	1440	1540	8 x Typheen 1B (Sembers), with each mircraft being armed	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	<b>P</b> 3 P	1/0 H.P., Hay	4	1440	1540	with 2 x 1,000 lb, bembs, .025 tail, detailed to dive bomb	
	P) R	P/O I.J.V. Wallace	÷	1440		rail at V.067207. Target attacked with 12 x 1,000 lb. beabs	
	F3.6	P/O J.P. Dewar P/O P.Q. Mackless	3	1440	1540 1540	aircraft diwing from 10,000 ft. to 5,000 ft. 1/0 wallace blew up in dive between 5/6,000 ft. Aircraft disentegrated	
	23 4	F/O A.G. Richards	è	1440	1530	bulk of wreckage fellat V.060208. Ne flak in target area.	
	73 B	F/Sgt. M.J. Kinsella		1440	1530	P/O Wallace listed as missing, believed killed, sircraft	
	P3 î	P/O A.B. Harle	1	3440	1540	Gat. E. F/O Richards experienced asobasical trouble and returned without completing the attack, being accompanied	J.
			To the state of th			by P/Sgt. Kinsella. Bombs jettisemed asfe.	Sh
22.00							

DATE	AIRCRAFT	CREW	Dury	EXPERIMENTAL PROPERTY.	IME	DETAILS OF SORTIE OR FLIGHT	REFERENC
DATE	Type & Number	CAB.	-	UP	Down	The state of the s	
Jan. 24/45	Typheen 1B F3 Z	F/Lt. R.E. Speener	Bomber	0910	1025	8'x Typheon 1B (Sombers), each aircraft being armed with	
	<b>P</b> 3 T	P/O W.L. Beatty	•	0910	1025	2 x 500 lb. bembs, .025 tail, detailed on rail interdiction	
	<b>2</b> 3 E	F/Sgt. W.J. Kinsella	8	0910	1025	te A.0575. 10/10 cloud North of Arabes se rail at A.3764 attacked with 16 x 500 lb, bembs and out. Squadren	
		W/O L.P. Jedein		0910	1025	preceded on Armed Rooce, Haltern -Cocefeld, No movement	
		F/O B.C. Kirlin	<u>F</u>	0910	1025		
	173 ₩	F/6 2.D. NcKimen		-0910	1025	seen. Scattered, heavy, cumulus clouds 8,000 ft. in whele	
		F/O A.C. Richards		0910	1025	area.	
	73 G	F/O R.E. Oldfin	•	0910	1025		
Jan. 24/45	Typheen 1B F3 S	P/0 B.G. Fex	Armed Recce.	1130	1250	8 x Typheen 1B detailed on Armed Recoe, to Taotical	
	P3 P	P/O.H.RHay	20 <b>0</b> 002	1130	1250	Area, 2 stationary Met. at A.4951 attacked by straffing	
	<b>7</b> 3 G	P/O J.P. Dewar	1 1	1130	1250	and damaged. No other merement seen. 9/10 cloud 3/5000 ft.	
	P3.Z.	P/O R.C. Cetty	1 1	1130	1250	ever most of area;	
	P3 E	F/O. F.G. Macklem		1130	1250		
	<b>₽</b> 3 <b>J</b>	F/O F.A. Nixon	3 B	1130	1250	200 PE 10 10 10 10 10 10 10 10 10 10 10 10 10	
	P3 B	F/Lt. A.4. McDenald	1 1	1130	1250		
	73 T	Arrivers nondimediate district and a second	1 1	1130	1250	-	
Jan 24/45	Typheen 1B F3 G	P/Lt. B.M. Speemer	Armed Recce.	1405	1515	6 x Typhson 1B detailed on Armed Recoe, to Tactical Area.	
	73 B			1405	1515	Entire mission abertive due to weather.	
			1 4				
		F/O . E.C. Bichards		1405	1515	The state of the s	National Control
-		F/O R.D. McKimen		1405	1505		
	P3.8	P/O · R. B. Oldfin		1405	1505	-	1
	33 J	W/O LUB , Jodein	<u> </u>	2405	1505	Control of the Contro	AP
	MANUAL STATE OF THE STATE OF TH					CONTROL OF THE PROPERTY OF THE	7
<del></del>						Programme and the first of the first of	1919 1919

# OPERATIONS RECORD BOOK DETAIL OF WORK CARRIED OUT 438 SQUADRON

APPENDIX A

R.A.F. FORM 541.

SECRET

PAGE NO. NINE

DATE	AIRCRAFT	CREW	DUTY	Time		DETAILS OF SORTIE OR FLIGHT	REFERENCES
	Type & Number			UP	Down		
am. 28/45	Typheen 18 F3 S	S/Ldr. J.E. Hegg	Bember	1430	1600	8 x Typheen 1B (Bembers), each aircraft being armed with	
		F/O R.E. Oldfin		1430	1600	2 x 500 lb. bembs, ll sec. delay, detailed to dive bemb	
	13 P	F/O R.C. Getty	i i	1430	1600	rail at V.7314. Target attacked with 16 x 500 lb. bembs.	
	₽3 ₩	F/O H.P. Hay	i	1430	1600	All bombs on rail mear junction at V.7314. At least one	
	<b>₽</b> 3 <b>V</b>	F/Lt. R.E. Speener	ì	1430	1600	rail was ebserved out, although poor wisibility prevented	
	₽3 G	P/Lt. E.J. McAlpine	á	1430	1600	good observation.	
En en en en en	<b>7</b> 3 B	W/O L.P. Jedein		1430	1600	to the second of	
	<b>P</b> 3 Z	F/Sgt. W.J. Kinsella		1430	1600	The second secon	
						- Company of the Comp	
Jan. 29/45	Typheen 1B F3 Z	S/Ldr. J.E. Hegg	Armed Reces.	1450	1630	4 x Typhen 18 detailed on Armed Rocce, to Tactical Area.	
	P3.0	P/O J.P. Dewar		1450	1630	Squadron let down through cloud in Rheine Area, Straffed	
	173 S	F/Lt. R.E. Coffey		1450	16%	lece, and 50 plus mixed TRG. Straffed train 3 times.	
	173 B	F/O R.D. McKinnen	* *	1450	1630	Lece. steaming and 1 truck smoker, 10/10 cloud ever area,	
				A COL		3/7,000 ft. devn to deck in some places.	
				*			
Jan. 30/45	Typheon 1B F3 B	P/O P.G. Macklem	Armed Weather I	esse .080	08.35	A. x. Typhoon 18 detailed on Armed Weather Secre. to Taction	
	73 J	P/O F.A. Hiron		0605	08:35	Area. Heavy mist found to 8,000 ft. ever the Rheine down	
		F/Lt. R.E. Coffey		0805	0835	te the deck. No movement seen.	
	₹3 ¥	P/O A.B. Harle		0805	0835		
		4					
lan. 30/45	ypheen 18 F3 S	P/Lt. E.J. McAlpine A	med Weather Rec		1405	2 x Typheon 1B detailed on Armed Weather Recce. te Group Tactical Area, Entire mission abortive due to weather.	
	27.5	F/O E.U. ACKIRGO		1345	1405	10/10 cleud 2,000 ft, to 2,500 ft. with snew shewers.	
						1 2 2 2 2 2 1	
						CO POPT YOU	
						Squady Losdor Conding,	100
						No. 438 [Can] Squadren.	CHZ
				<b>.</b>			An.
							<b>- y</b> -

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para, 2340 and Wes Memmal Pt. II., chapter XX., and
notes in R.A.F. Pochet Book.

of (Unit or Formation) 438 Squadron.

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

Place	Date T	me Summary of Events SECRET.	References to Appendices		
43 Wing H.Q.	Jeb. 1/45	STRENOTH AS AT FEB. 1/45;			
Mirstrip B.78,		A IRCREW TO A CONTROL OF THE SPECIAL OF THE SECOND OF THE			
Bindhoven, Holland.		R.C.A.F. TOTAL STRENGTH ESTABLISHMENT			
		Officers, Pilots 21 21 12	.,		
		Airmen, Pilote 3 3 11			
		GROUND CREW			
		Officers 1 1 2			
		Admon 29 31 31.			
		The new month started with very mild weather and a gentle rain. Practically all the snow and			
	105.	ice is gone from the roads and the frost is coming out of the top five or six inches of the			
07 P. Sen (1986)		ground. Visibility on the ground is good with hardly any fog or mist but the sky is heavily			
		overcast. Towards noon it cleared up a bit and three planes made an Armed Recce, looking			
		for trains. Due to 10/10 cloud encountered the Recce, saw nothing, A run was made this afternoon with a 3 temper looking for furniture for our Dispersal. They were very success-			
(# <sup>2</sup> .)		ful returning with leather chesterfields, easy chairs, tables, etc. but due to the late hours unpacking was left until morning. Trace of the pilots who have been in England collect.	333		
		ing kites, arrived back this afternoon. Total flying for the day, all Typhoon 1B. Day:-			
			143071		
70.0	Feb. 2/45	Coerational - 4:00 hrs. Mon-operational - 2:10 hours.  Fodey opened up nicely but with a threat from the Met. that it would close in			
		early. Two rail interdictions were performed before it really clamped down. Both were dive			
13671 377.		bombing shows using 1,000 lb. bombs. On the first, visibility was such that results could			
nation of the		not be observed though the bombs all fell in the target area. On the second, two definite			
31-1-1	70 * 1 × 1 × 1	out ere made in the relaw lime. The Squadron was released early Total Flying for the day, all Typhon 15, day:- Operational - 11:40 hrs. Mon-operational - 45 mins.			
	Feb. 3/45	It was overcast early this morning but it rapidly improved and the boys had a	21h		
		heavy day's flying down four "ope" missions. They were all rail interdictions using 1,000	0		

Place	Date	Time	Summary of Bvents SECRET.	References to Appendices
143 Wing H.Q.	Peb. 3/45	(cont'd	1b. bombs and resulted in 7 definite rail cuts out of 15 scored that day by the Wing.	1,12
Airstrip B.78,			lengthening of the days is very noticeable now. The last mission today took off shortly	
Bindhoven, Holland.			before 1700 hours. A month ago it would have been dark at that hour. The weather is	
			continuing warm, so much so, in fact, that the frost is coming out and making a real mess	
	100		of the hard surface roads. Even in the town of Einshoven the main streets are breaking up.	
			The Adjutant was a member of a Court Martial held this morning on the airfield. Total flying	
			for the day, all Typhoon 1B, day:- Operational - 25:20 hrs., Non-operational - 1:00 hour.	
	Feb. 4/45		This Sunday morning we woke to find it pouring rain. The pilots did not even	
			leave the Mess, going on 30 minute readiness. This weather condition remained all day and	
			the pilots were released shortly after noon. No flying was done all day.	
•	Peb. 5/45		The day is definitely duff for flying with low clouds, rain and a ground fog.	
			The pilots stood to on thirty minute readiness in the Mess but at noon the Squadron was	
			released. No flying all day.	
	Peb. 6/45		Although it wasn't a bright, clear day, the ceiling was high enough that the	
			pilots were busy before 0900 hours on a day of rail busting. For the first time in months,	
			the Squadron made five missions. Due to poor weather over the target area, it was hard	
			to observe results but at least four rail lines were cut. On one of the "do's", approx.	
			200 railway Goods trucks were seen. The pilots roked these with their cannon in their dive	
			and are certain that some would be destroyed by the bombs. No claims were made, though,	
			Most of the boys added 2 trips to their score today and feel quite happy. Total flying for	
			the day, all Typhoon 1B, day: Operational - 33:20 hrs., non-Operational - 30 mins.	
•	Peb. 7/45		This was our day for standby and the first squad were out before 0700 hours.	
			They were not required to sit at the end of the runway. Rain all day prevented any flying	
			The roads and taxi strips are now just about all unserviceableand, with numerous detours,	
			the Squadron is practically isolated from the rest of the Wing. Efforts at repair are	
			being made at reacts by the Royal Engineers and a detail of airmen from this Squadron	
			have been assigned to assist. Air Marshall Leckie visited the Wing today and, after	
			inspecting Operations, the C.A.S. addressed ground crew personnel of the Wing at the	377

OFFEATIONS REGORD BOOK

WL-87845/02592 88836 12/48 C. & L. 61-7708

Page No. THREE

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. Pecket Book.

of (Unit or Formation) 438 SQUADRON

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

Place	Date	Time	Summary of Events SECRET.	References to Appendices
143 Wing H.Q.	Feb. 7/4	(cont	i) Central Mess. However, for some reason or another, this Squadron did not know anything	
Airstrip B.78,			about it till it was all over. No flying all day.	
Bindhoven, Holland	Peb. 8/45		Favourable weather today and a rail cutting attack got away before 0900 hours.  Another attack was made before noon. Both were successful with 3 cuts on the two trips.	
			At approx. 1130 hours, orders were received to bomb all serviceable sireraft with cluster bombs for an impending attack on enemy troops in close support of the Army's push. However,	
			cluster bombs for only 10 aircraft were on hand so the remaining five serviceable aircraft	
			were armed with thousand pounders. Filots were briefed at 1330 hours for this attack but the weather - as usual - closed in and it wasn't until 1515 hrs. that 4 cluster bombers	
			took off. At 1545 hours 6 more cluster bombers and 5 thousand pounder bombers took off on	
			separate missions. The cluster bombers on their two trips drooped 20 x 500 lb, cluster bombs on enemy positions with no results observed and no movement seen. The five aircraft	
			with thousand pounders, who took off at 1545 hrs., dropped 10 1,000 lb. bombs with near	
			misses on an enemy railway. In all 31 operational sorties were flown today making it the	
			most productive day we have had for some time. Great credit is due to the ground crew for their part in today's attack as working conditions are far from ideal with water and mud	
	To View		everywhere, Some of the aircraft are parked in pools of water - bombing up and servicing	
			of the kites is no pionic under such conditions. Out of 17 aircraft, 15 were on ope at one time today, which speaks well for the serviceability state. Of the two U/S kites,	
			one was at R. & I. and the other was having a prop. change done at Dispersal. Total flying	
			for the day, all Typhoon 18, day: operational 9:15 hrs., non-op. 1:15 hrs.	
	Peb. 9/45	107	Rained all last night and still pouring early this morning settling down to a	
			drizzle shortly after 0800 hours and eventually petering out all together but with big black clouds threatening to let loose another deluge at any moment, Pilots arrived at	
N3 - 19 - 1.	1-0.		Dispersal fairly early in the hopes that the weather might clear and they could get up	1
		W. 12 (19)	and drop a few well placed "aggs" on the Books. However, there was no joy and the pilots had to be content with removing the bridge sessions. One Axi and E. test of 45 mins.	201
Last a state of the	4		was the total flying for the day.	O_

Place	Date Time	THE THE THE THE SUBMINIST OF STREET CASES AND THE SECRET.	References to Appendices
143 Wing H.Q.	Peb. 10/45	Still more rain - awoke to find a steady drizzle this morning - this place is beginning	
		to look more like a lake every day out in front of Dispersal we can only see the high	
Airstrip B.78		spots of the road standing out above the ever increasing pools of water. Gleared up at	
Mindhoven, Holland	cuts • 976	noon though and we actually saw the sun this afternoon. Three "ops" missions were performed during the afternoon, all rail interdictions using 1,000 lb. bombs. One mission	
		was unsuccessful. On one the rail was cut over a road bridge, and on the other, the rail	
		was out four times though only two alreraft attacked and time only four bombs were dropped.  Total flying for the day, all Typhoon 1B, day, operational - 16:00 hrs.	
•	Feb. 11/45	Early this morning we had a clear, blue sky with nary a cloud in sight. By 0900	
		hours quite low clouds rolled in and the first mission sent out returned shortly after to	
*		report 10/10 cloud over the target. The 1,000 lb. bombe carried were dropped live over	
		enemy territory. A second mission sent out later met with the same 10/10 cloud over target	
		and the 1,000 lb. bombs carried were again jettisoned live over enemy territory. This was	
		the total "ope? flying for the day, though, Potal flying for the day; all Typhoon 18, day:- Operational - 14:00 hrs. Non-operational - 50 mins.	
	Feb. 12/45	It is overcast this morning and threatens rain. The pilots spent the morning at Dispersal but no flying was done and at noon the Squadron was released. Quite a number of	
Maria Cara		the boys enjoyed a good show in town. A meeting of the Officers' Mess was held tonight and	
		quite a discussion was held re more entertainment in our Mess. Let's hope some action is taken. No flying was done all day.	
•	Feb. 13/45	This morning looked good here and the boys were away early in their first "do".	
		Weather over the target was not so good though, Altagehher 4 Armed Recess, and one rail	
Minimal Company		interdiction were sent out during the day. The dive bombing using 1,000 lb. bombs was only	
ortantia print		fair with I possible cut and one near wiss. One Armed Rocce, was abortive due to weather.	
		The other 3 Recces, patrolled the area requested and brought back weather data but very	
		little movement was seen. Two Not, were damaged on one Recce. Total flying for the day,	
	190000	all Typhoon 1B, day: Operational - 26:40 hrs. Non-operational - 30 mins.	SH

WL 87845/02532 88634 12/45 C. & L. 51-7706

OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2545. and War Manual Pt. II., chapter XX., and notes in R.A.F. Packet Book.

# OPERATIONS RECORD BOOK

Page No.FIVE

of (Unit or Formation) 438 SQUADRON

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

Place	Date	Time	Summary of Events SECR	ET.	References to Appendices
143 Wing H.Q.	Feb. 14	45	This looks like the one day in seven or so that is exceptionally good for flying. Our	first	
Airstrip B.78,			mission was off before 0800 hours and reported excellent weather over the target are.  The Squedron worked like the devil all day with only a short break for lunch. It was		
andhoven, Holland.	-		interdidiction interdiction using 1,000 lb. bombs with the odd straffing attack on the	ne way	
			home. Altogether 11 "op" missions were performed during the day for a total of 47 so	cties.	
			It was a grand day for the pilots, though on the first mission we lost CAN J. 3861 F, Allan Nixon, one of our newer pilots. He was not seen to bale out though due to the t		1684
<b>A</b>			sun, it is quite possible he would not be seen. The ground crew, particularly the and worked very hard andddid aniessellent job. They were complimented personally by the		
		-	Officer, Results claimed for the day - 6 rail cuts, 3 locomotives damaged, fifteen go	oods cars	
	gr. * '57 '		demand and in one case where a pair of bombs west wide, one formen house was blown. In many cases though, rail outs were not claimed hear hits in the embandments must be		
			rendered the track unserviceable. Total flying for the day, all Typhoon 1B, day:-	135.	
			Operational - 55:20 hours. Non-operational - 45 mins.	3.7	
•	Feb. 15,	45	The sky is overcast today and there is a heavy ground fog. The pilets went 30 minute readiness at the Mess. At noon, as the weather was still duff, the Squadron	De State William Burelon Barrelon	
	84 ° 86		released. It was pay day so most of the boys availed themselves of a chance to get pa		
			No flying was done all day.		
	Feb. 16	45	Today is very similar to yesterday only the ground fog is probably heavier.	Towards	
			noon it began to clear up and the pilots, following an early lunch, have been busy	11 day.	
			The programme for the afternoon was 4 rail interdictions using 1,000 lb. bombs and pation in a Wing attack on a V.1 site. Results of the attack were good with many di	artici-	Turk T
New Comments			hits and results of the rail interdictions were excellent with seven rail cuts as	he	
Parat Lances			result of 4 missions. On one of the missions in which three aircraft attacked, one	ail	
	* 400	98.50	was cut twice and the other once. Total flying for the day, all Typhoon 1B, day:		
	Feb . 17/	45	Operational - 30:15 hrs., non-operational - 2:00 hrs.  Back to the heavy ground fog this morning though the sky overhead seems fair	dy	g)
			clear. No flying was done all day.		(4

Place	Date	Time		Summary of Events	SECRET.	Reference to Appendice
143 Wing H.Q.	Feb. 18/	45	The ground fog is again he	avy this morning and the pilots remains	d in the Mess on 30	
Airstrip B.78			minute readiness. The Square	dron was released at noon but a few of	the pilots came to	,
Eindhoven, Holland			Dispersal to attend church	. No flying either "ops" or "non-ops" w	as done today.	
	Peb. 19/4	5	Still the ground us a few hours flying. This	for though a bit lighter. We all hope is sis our day for stand by and the lads	t lifts by noon and gives were up to Dispersal	
			for 0700 hours. Luckily th	e fog was so heavy that they were not r	equired in the early	
			morning to sit in the kites	s on the runway. The weather cleared a	bit in the afternoon and	
			the boys had to sit at the	end of the runway but no flying was do	ne. No flying all day.	
•	Feb . 20/4	5	The second section of the second second section is a second secon	my consequence this morning and a few to same hope of dive bombing. This weather		
and the second second	•			on leave to the U.K., got away and CA		
			He will come back with this cycle accident in August wh	Squadron to complete his tour. "Roy" hile we were still at B.9. No flying wa	was injured in a motor.	
•	Peb. 21/4	5	A Wing show which he	ad been planned for yesterday and was in	mpossible, was shifted	
			for early this morning, as	well as four aircraft for rail interd	iction. Low hanging clouds	
				cal A. & E. tests, until noon but short aft as part of the Wing attack on a V.1		
			successful with all the bo	ombs in the target area and explosions	seen, but unfortunately	
				0.2 "Cordie" Errington (CAN R.90970) was to stream glycol. No message was recei-		
· Car gorage				t towards earth. Three other missions		•
The .				operational - 22:50 hrs., non-operational		
	Feb . 22/4	5		and clear after a full afternoon of fly		
feet.				ofing at 0700 hours but due to a slight	The state of the s	
				. Plying was continuous all day with a		SH.

Page No. SEVEN

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

Place	Date	Time	Summary of Events SECRET.	References to Appendices
43 Wing H.Q.	Feb. 22	(cont'd)	as they were re-armed. We ran into tough luck during the day when a multitude of flats,	
Airstrip B.78			believed due to excessive use of brakes on the long taxi before take-off. A new petrol is	
Sindhoven, Holland.			being used now and pilots were warned to keep their revs at a much highter rate while	
			taxiing resulting in much more use of the brakes. Regardless, we made 9 missions for a	
			total of 31 sorties. Results were excellent with 24 cuts and the results of the last mission not seen due to haze. Our programme was all reil interdiction using 1,000 lb.	
			bombs. One mission is worth special mention, led by our O.C., S/Idr. "Jimmie" Hogg, five	
	Man and		aircraft scored 8 cuts with the 10 bombs. This was verified later by photographs.	
			Total flying for the day, all Typhoon 1B, Day, Operational - 38:05 hrs.	
•	Feb. 23/4	5	The Met, last night forecast duff weather for today and they are on the been,	
			It is heavily overcast together with a light ground haze. This condition lasted all day	
			with rain in the late afternoon and evening. Weather forecast is good for tomorrow, so	40
			here's hoping. Total flying for the day, all Typhoon 1B, Day, non-operational - 1:00 hr.	
	Feb. 24/4	15	Today dawned bright and clear with only a few white cumulous clouds floating	
	<i>→</i> 1		around. There was a ground mist which made early take off and landings difficult but it was soon dispersed by the sun. Immediately afterwards, all available aircraft were bombed	
			and airborne. There was an eight plane enti-personnel attack on German pun installations	
			just behind the bomb line west of Galdern. Nost of the four plane sertice for the rest of the day consisted of a game of hide and seek above the ten tenths cloud, looking for	
			holes in the hope that a railway would be below. F/Lt. Bob. Coffey had the dubious	***************************************
and the second s	-		privilege of leading his flight down in the Marshalling Yards at Borken, Flak was seen	
	•		but not until five freight cars had blown up, a rail out and general confusion caused.	A)
town of the met			Most pilots are feeling much better these days, the "clamp-blues" having dissappeared with	
with the of	-		the over lengthening summy days. The Squadron received its first attention in months from	
was because on the	9 cm + cm	(alega)	the Luftwaffe. While flying between the Mass and the Rheine, P/Lt. Bob. Coffay's section	
		Alexander of	was bounced by fifteen plus 109's. We further contact was made and that particular section	3 3 4
	8998	1200	of sky was left overcast with other aircraft including P/Lt. Bob. Spooner's "Blue Section",	SH
			trying to get at these particularly keen Huns. Considering various impediments caused by	K

Place	Date	Time	Summary of Bvents SECRET.	References to Appendices
143 Wang H.Q.	Feb. 24	(cont'd)	the long taxiing and engine idling, the Squadron more than held its own for the day.	
Airstrip B.78,	-		F/O "Bill" Beatty, finished his tour today with 95 sorties to his credit."	
Eindhoven, Holland.			Total flying for the day, all Typhoon 1B, Day, Operational - 59:40 hrs.	
12286	Feb. 25/	5	The early morning hours found eight of our sircraft on runway standby.	
			The weather seemed doubtful with surrounding overcasts looming in the drame. However, with	
			the rising sun, the air cleared and the day's work began. The most important work of the	
			day was in the form of support for other Squadrons attacking a V.1 site near Dordrecht,	
			Led by S/Ldr. Hogg, eight of our aircraft spearheaded the attack at noon by dropping	
			cluster bombs in the light flak positions, from which no coposition was received. It was successful show and all aircraft returned safely having had better success then in a	
	1		previous attempt. The weather deteriorated in the afternoon and the Wing was released	
	ark soci		with the exception of our four aircraft which did stand by until 1800 hours. Rail outting has been resumed on a grand scale, and this Squadron, with a really hard working ground	
			crew putting their backs into the job, have made it possible for the pilots to complete	
	M - 100		a hich quota of sorties. & noticeable improvement in hombing has taken place. The Wing is released until neon temerrow. Total flying for the day, all Typhoon 1B, Day, operational -	
			33:55 hre.	
	Feb. 26/	15	All pilots had a good sleep in this morning. The few that didn't got up to	
			devour eggs at the breakfast table and returned to bed. The weather, in keeping with our	
			state of release, remained duff. Photo recommensance pictures have verified the hitherto	
			doubted claims of bombing accuracy. In many cases, seventy percent hits were scored in	
			attacks by small groups of aircraft. A short break in the wind driven clouds came about	
odi - vi -			1500 hours and four aircraft led by F/Lt. McAlpine were detailed for an Armed Recce.	
encyllist . A a second			This was cancelled before starting time, Nothing further took place during the day, and	
a seeds agree .	nov . W	(de)	release came at 1600 hours. No flying all day.	
•	Feb. 27/	15	At 0800 hours, the weather was very poor, 10/10 cloud hanging over the whole	
And the second second			area, F/Lt. Bob. Coffey is in Command of the Squadron while the O.C. is away on a #48".  Apart from an aircraft test, there was no flying for the day, and all pilots retired to	Sel

Wrs. STREET SEES SEES 19/45 C. R. L. 51-7700

OPERATIONS RECORD BOOK

Page No. Nige

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

of (Unit or Formation). 438 Squadron

No. of pages used for day....

Place	Date	Time		Summary of	Events	SECRET.	References to Appendices		
143 Wing H.Q.	Feb. 27	cont'd)	various places of interest, such	as Operations,	while the rest remain	ed in the Mess, playing			
Miratrip B.78	g at 10 to 100 to		bridge on thirty minute readiness at the Mess and a pleasant evening						
Bindhoven, Holland.		·	Total flying for the dday, all Ty	rphoon 1B, Day -	non-operational - 3	:40 hrs.			
	Feb. 28	/45	Early morning light shone five thousand feet provided enough	with more hope	than for some time. A	ceiling of four to			
	1		sections, led by F/O "Andy" Lord	and F/Lt. "Bob"	Coffey respectively	did Armed Recces.			
	+		East of the Rheine and snooped at 6,000 ft., Andy's section was give						
			for the Allied Armies. Canadian	roops are drivi	ng down between the R	heine and Maas to			
			compress the German Armies between number of American sizoraft in the	ably because of the upport operations.					
			So, "438 Bomber Commend" will can	rry on its blits	against the Reichbeh	n. Oh to be a Jerry			
*			train engineer! The Wing was relu Total flying for the day, all Ty			rs., Non-operational -			
			1:00 hour.	Being Hand Man	Ty see	Est Spet 1 (VI).			
			STRENGTH AS AT FEB. 28/45:	R.C.A.F.	TOTAL STRENGTH	ESTABLISHMENT			
			100000000000000000000000000000000000000		AIRCREW				
			Officer Pilots Atrmen Pilots Atrmen Pilots Atrmen Pilots		23 1	13 00 1000			
	4		The state of the s	200 11 /41/		B W			
Line April 1927 W.			Mrsey		33	2			
			ATRONAFT STRENGTH AS AT FEB. 2	7451 Novieo	n 1B - 18				
· · · · · · · · · · · · · · · · · · ·	1		TOTAL NO. OF OPERATIONAL SORTE	The state of the s			· · · · · · · · · · · · · · · · · · ·		
	TOTAL PLYING HOURS DURING FERNARY/451 (ALI Typhoon 1B, Day)								
1,000	Lang.			Operation	1 - 418:50 hrs.	VERSEAL TO	M.		
				lon- Courations	1 - 18:10 brs.				

Place	Date	Time	Summary of Events SECRET.	References to Appendices
143 Wing H.A.	Feb. 28/	45	NO. OF EVENY AIRCRAFT CASUALTIES CLAIMED DURING FEBRUARY /45: - Nal.	
Airstrip B.78	-		POSTINGS IN AND OUT OF AIRCREW DURING FEB./45:	
Rindhoven, Holland.	-		POSTLICS IN	
25.50			-No. Kenk and Name Posted From Eff. Date Remarks	
THE RESERVE OF THE PERSON OF T	4-4-3-	91-1111-1111-111-11-11-11-11-11-11-11-11	CAN J.22976 F/O D.J. Heard 83 G.S.U. 5 Feb. 745 For first tour	
			CAN J.7015 F/Lt. R.H. Burden 83 G.S.U. For completion of Tour.  Posting Notice not yet rec'd. Arrived 20 Feb.	
			POSTINGS OUT	
			No., Rank and Name Posted To.: Eff. Date Remarks	
			CAN J:35861 F/O F.A. Nixon RCAF U.K. N/E 15 Feb/45 Missing, Feb. 14/45.	
			CAN B.90970 W.O.2 Errington, 22 Feb/45 Missing, Feb. 21/45.	
			HONOURS AND AWARDS DURING FEB/45: Nel.	
			TOTAL TOWNAGE OF BOLDS DROPPED DURING FEB/45: 2931 tons	
			COMMISSIONING DURING FEB: /65 - CAN R.1 35194 W/O Jodoin, L.P. appointed to a Commission in the R.C.A.F. SR General list w.e.f. 23 Dec. /44 with rank of Pilot Officer (CAN J.93577)	
		7	PREMOTIONS DURING FEB/45: F/O D.J. Heard (CAN J. 22976) appointed to the rank of	
Later Commence			Temporary Flight Lieutenant w.e.f. 14 Nov./44.	
			8 Togg.	
Pro-Rea	2-27-64	Net 2	(M.E. Hogg) Baldr.,	
			No. 438 Squadrons	
			Q so	
			Proceedings of the Control of the Co	
	2020-17-		A Secretary and the second sec	
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			A 50 m (1)	

DETAIL OF WORK CARRIED OUT

FEBRUARY 45

SECRET PAGE NO. ONE

	Wt. 34067—3384 ISON I/44	I have been a second	1	TIME			
DATE	AIRCRAFT TYPE & NUMBER	Chew &	Dury	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES
Feb. 1/45	Typhoon 1B F3 H	F/Lt. R.E. Coffey	Armed Recce.	1540	1705	3 x Typhoon 1B aircraft detailed on Armed Reces, to Tactice	
	P3 A	F/O H.P. Hey		1540	1705	Area. Entire mission uneventful. No movement seen due to	1
	73 B	F/Lt. E.J. McAlpine	<b>4</b> (1)	1540	1705	poor visibility conditions.	1000
	4.2					The state of the s	f
Peb., 2/45	Typhoon 1B F3 A	P/Lt. A.C. Brooker	Bomber	0920	1045	4 x Typhoon 1B (Bombers), each aircraft being armed with	- American
	73 G	P/O J.Z. Dewar	Park Comment	0920	1045	2 x 1,000 lb. bombs, 11 sec. delay, detailed on Rail	
	P) B	P/O P.G. Macklem	0	0920	1045	Interdiction, Rail at 4,6465 attacked with 2 x 1,000 lb.	
	P) S	P/O R.C. Gotty		0920	1045	bombs, All bombs in target area on or near rail, 10/10	
		<u> </u>	(100 to 100 to 1			cloud 4/5,000 ft. in patches.	
Pab . 2/45		F/Lt. R.E. Spooner	Bomber	0850	1020	4 x Typhoon 1B (Sombers), each aircraft being armed with	
		F/Lt. A.A. McDonald		0850	1020	2 x 1,000 lb, bombs, 11 sec, delay, detailed on Rail	
	F3 H	F/O J.A. Lord	4	0850		Interdiction. Reil at A.520552 attacked with 5 x 1,000 lb.	
	#3.Z	W.O.2 Q.R. Errington	•	0850	Mark the college	bombs. Reil cut twice. 3 hang ups jettispned live in target	4 3
	TO STANCE OF THE					erea. No movement seen. Light flak from A.5258. Weather good	430
9/45	Typhogo 18 F3 Q	S/Ldr. J.E. Hogg	Bomber	1115	1225	S. of Costeld and West of Dulman, S. and N. 10/10 cloud.  8 x Typhoon 1B (Bombers), each aircraft being armed	
		P/O B.C. Kirlin	4	1115	1225	with 2,z 1,000 lb, bombs, 11 sec, delay, detailed on	- i
		P/Lt. R.E. Coffey	· · · · · · · · · · · · · · · · · · ·	1115	1225	Rail Interdiction, Rail at A.5970 attacked with 16 x	
	THE REAL PROPERTY AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUM	P/O J.P. Dewar	4 4	1115	1225	1.000 lb, bombe, Rail out twice. No movement seen due to	
	73 8	P/It. E.J. McAlpine	a a	1115	1225	weather. Weather - 10/10 cloud 3 to 6,000 ft.	
13.00	F3 E	W.O.2 G.R. Errington		1115	1225	Beavy and light flak encountered from \$ 5970.	
NA.	P3 B	F/O R.D. McKirmon	4	1115	1225		
	ту н	P/O A.B. Harle		1335	1225	The same of the sa	
	A CLARA CONTRACTOR		1 4 2 2 7 1 2 2 2 2 2 2 2				
3/45	Typnoon 1B #3 S	F/Lt. R.M. Spooner	Bomber	1425	1555	4 x syphoon 1B (Bombers), each sireraft being armed with	1
	73.5	P/O P.O. Macklem		14.5		z 1,000 lb, bombs, 11 sec., delay, detailed on Rail	-ALP
	<i>1</i> 5 в	P/O F.A. Hixon	• 12 E	14-5	1555	Interdiction, Rail at 4,4551 attacked with 8 x 1,000 lb. bomb	s. X
	PoZ	P/O R.O. Getty		1425	1555		

DATE	AIRCRAFT	CREW	Dury	1	TIME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DAIR	Type & Number	<b>~~</b> "	Don	UP	Down	Delate of South of Found	1º 4.
Feb. 3/45	Typhoon 1B F3 F	F/Lt. R.B. Goffey	Bomber	1530	1645	4 x Typhoon 1B (Bombers), each aircraft being armed with	
	₽3 H	F/O J.A. Lord		1530	1645	2 x 1,000 lb. bombs, detailed on Rail Interdiction, Rail	
King a same	F3 T	F/Lt. S.J. McAlpine	•	1530	1645	at A.478024 attacked with 8 x 1,000 lb, bombs. All bombs	
	₽3 G	F/O R.D. McKinnon	•	1530	1645	in target area. Rail cut twice. No movement seen.	
Feb. 3/45	Typhoon 1B F3 Q	S/Ldr. J.S. Hogg	Bomber	1640	1755	4 x Typhoon 1B (Bombers), each aircraft being armed with	
	<b>73</b> A	F/O F.E. Nixon		1640	1755	2 x 1,000 lb. bombs, detailed on Hail Interdiction. Reil	
	P3 K	P/O .J.P. Dowar		1640	1755	A.165712 attacked with 8 x 1,000 lb. bombs, 11 sec. delay.	
	<b>υ</b> σ ν	P/O B,C, Kirlin	-	1640	1755	Rail cut twice. No movement seen;	
Peb. 6/45	Typhoon 1B F3 J	F/Lt. E.J. McAlpine	Bomber	0855	1025	7 x Typhoon 1B (Bombers), each aircraft being armed with	
	F3 F	W.O.2 G.R. Errington	•	0855	1025	2 x 1,000 lb. bombs, 11 sec. delay, detailed on Ruth Reco	
	₽3 H	F/O R.D. McKinnon		0855	1025	Interdiction. Rails at E.966152 and E.952952 attacked with	
	P3 D	WO L.P. Jodoin	•	0855	1025	14 x 1,000 lb. bombs. Both reils cut. No movement seen.	
	F) Z	F/O .D.V. Compbell	· Section	0855	0955	Heavy flak from E.9732. Light flak from E.9435.	
	F3 8	F/O A.C. Richards	•	0855	0955	A Company of the Comp	
	<b>F</b> 3 T	F/O R.C. Getty		0855	0955	Programme and the second second	
S. Page					Posture.		
Feb. 6/45	Typhoon 18 F3 K	F/Lt. R.B. Coffey	Bomber	1110	1215	4 x Typhoon 1B (Bombers), each sircraft being armed with	
	F3 V	F/O B.C. Kirlin		2220	1215	2 x 1,000 lb. bombs, 11 sec. delay, detailed on Rail	
	₽3 G	P/O J.P. Dewar		1110	1215	Interdiction. Bombed rails at A.0452000 and A.030222 with 8 x 1,000 1b, bombe. Two near missos East of track, believe	
	150	F/O F.A. Nixon	•	1110	1215	no results observed due to weather. Scattered cloud at 2,000 ft. Heavy flak encountered from 5.9708.	
¥eb. 6/45	Typhoon 1B F3 E	P/O P.G. Macklem	Bomber	1145	1245	2 x Typhoon 1B (Bombers), each aircraft being armed with 2 x 1,000 15. bombs, 11 sec. delay, detailed on Reil	
	<b>73 T</b>	W.O.2 G.R. Errington	•	1145	1245	Interdiction. Bombed rail at E.957344, Rail cut. 200 TRG	4
	<b>7</b> 3 Z	F/O J.A. Lord	•	1145	1245	Crater seen on track at E.9830 from pravious bombian.	All
	F3 F	P/O A.B. Harle		1145	1245	Scattered cloud at 4,000 ft.	0

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DETAIL OF WORK CARRIED OUT

By 438 SQUADRON

SECRET

PAGE No. THESE

FOR THE MONTH OF 1945 (\*1276x-95xx) Wt. sass9-xx4, 70m 8/45 T.S. 700 (\*13799-95xx) Wt. 44067-3384 150m 1/44 T.S. 700

DATE	AIRCRAFT	Crew	Dury		Time		
	Type & Number	ÇABW.	DOTY	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES
Peb. 6/45	yphoon 1B F3 S	F/Lt. E.J. McAlpine	Bomber	1230	1345	4 x Typhoon 1B, each aircraft being armed with 2 x 1,000 lb	
	₽3 W	F/O A.C. Richards		1230	1345	bombs, 11 sec. delay, detailed on Rail Interdiction. Rail	
	F9 H	F/O R.D. McKinnon		1230	1345	at 8373 bombed with 8 x 1,000 lb. bombs. No results observe	1.
	<b>7</b> 3 D	W/O L.P. Jodoin		1230	1345	Aircraft covered Wesel - Dulman - Minster Area, Train of	
			Reserved to the second		-34	18 TEG at A.8473 not attacked due to meather. Weather found as follows: 8/10 cloud 2,000 ft. to 5,000 ft.	
Feb. 6/45	lyphoon 18 F3 Q	P/O P.G. Macklem	Bomber	1430	1545	8 x Typhoon 1B (Bombers) detailed on Rail Interdiction.	
	173 G	P/O P.A. Nixon	•	1430	1545	Each aircraft armed with 2 x 1,000 lb. bombs, 11 sec. delay	
	P3 V	P/O R.C. Getty		1430	1545	Rail North of Borken bombed, Unable to pinpoint due to	
		F/O A.C. Richards		1430	1545	weather. Rail cut once. 10/10 cloud, top 4,500 ft. to	
		F/Lt. R.E. Coffey	•	1430	1545	5,000 ft.	
	philosophine identificans/ordatos/addises/addensis/addises	P/O B.C. Kirlin		1430	1545		
	BI	F/O J.A. Lord	•	1430	1545	State of the state	
	73.7	P/O A.S. Harle	4	1430	1545	- 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Peb. 8/45 I	yphoon 1B F3 S	F/Lt. R.E. Coffey	Bomber	0825	0945	5 x Typhoon 1B (Bombers) detailed on Rail Interdiction.	
	/ 273 Y	P/O B.C. Kirlin	•	0825	0945	Each aircraft armed with 2 x 1,000 lb. bombs, 11 sec.	
	73 X	F/O A.C. Richards	10 <b>4</b> (1) (1)	0825	0945	delsy. Rail at A.1452 attacked - 2 near misses.	
	<b>P3 H</b>	F/O D.V. Campbell	•	0825	0945	Rail at 4.2641 attacked cut twice.	
COLUMN TO SAN	P3 T	F/O W.L. Beatty	•	0825	0945	Light flak from E.9849 and E.8840.	
11 5/4	73 Z	W/O L.P. Jodoin	4	0825	0945	6/7/10 cloud 2,500 ft. Strong wind 290 degrees 3/6,000ft.	
		P/O R.B. McKinnon P/O A.B. Harle	4	0825 0825	0945		
6. 8/45 T	yphoon 1B F3 Q	S/Ldr. J.E. Hogg	Bomber Red 1	1050	1225	8 x 9mb 30 /0-1-1-1	
	73 C 73 Y	P/O P.A. Nixon	3	1050	1225	8 x Typhoon 1B (Sembers) with each aircraft being armed with 2 x 1,000 ib. bombs, 11 sec. delay, detailed on Rail Interdiction. Red Section bombed rail at 4,5045, No.	
	73 K	P/O P.C. Macklem	• 4	1050	1225	results observed. Blue Section hombod well at A care a	OW
	33	ht. B.J. McAlpine	# Blue 2	1105	1338	cut. Shed beside rail hit by bomb - yellow smoke seem. Train of 25 covered TRS going South at A.4636 seem but	A
	B1	W.L. Beatty	Blue 3	1105	1220	not attacked.	

DATE	AIRCRAFT	CREW	Dury	T	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	Type & Number	1	Don	UP	Down	DETAILS OF SORTIR OR FLIGHT	
Feb. 8/45	Typhoon 1B F3 Q	S/Ldr. J.E. Hogg	Cluster Bomber	1515	1615	4 x Typhoon 1B (Bombers), each aircraft being armed with	1,1
	F3 F	P/O A.B. Harle		1515	1615	2 x 500 lb. cluster bombs, detailed on Armed Recce. to	
	<b>7</b> 3 H	F/Lt. E.J.D. McKey	•	1515	1615	Group Tactical Area, 8 x 500 lb, cluster hombs, No. 17, drouped at E.9733. No results observed, No movement seen,	
	<b>7</b> 9 B	F/O R.D. McKinnon		1515	1615	7/10/10 cloud in layers.	
Feb. 8/45	Typhoon 1B F3 G	P/O R.G. Fox	Cluster Bomber	1545	1705	6 x Typhoca 1B (Bombers), with each aircraft being	
	ŊХ	F/O D.J. Heard	• •	1545	1705	armed with 2 x 500 lb. cluster bombs, No. 17, detailed on	
4.	P3 2	F/O W.L. Beatty		1545	1705	Armed Recce, to Group Tactical Area, 12 x 500 lb, cluster	
And the second second	P3 W	P/O R.C. Getty		1545	1705	bombs dropped at A.2559, A.1953 and A.3962. No results	
	<b>19</b> 8	F/O P.G. Macklem		1545	1705	observed. Heavy flak encountered from 5,9942 and A,0646.	
	<b>273 V</b>	P/O F.A. Nixon		1545	1705		
Feb. 8/45	Typhoon 1B F3 K	F/Lt. R.E. Coffey	Bomber	1545	1700	5 x Typhoon 1B (Bombers), with each airpraft being armed	
	P3 D	F/O B.C. Kirlin	•	1545	1655	with 2 x 1,000 lb. bombs, 11 sec. delay, detailed on Rail	
	<b>19 J</b>	F/Lt. N.J. McAlpine		1545	1655	Interdiction, Rail at 4,4258 attacked with 10 x 1,000 lb.	
	P3 P	F/Lt. A.M. McDonald	•	1545	1655	bombs. Near misses. Heavy flak encountered from A.1242 and A	•
	73.8	W/O L.P. Jodein	•	1545	1655	1990. Light flak from 4.4257, and E.9732.	
Feb. 10/45	Typhoon 1B F3 Q	S/Ldr. J.E. Hogg	Bomber	1500	1620	4 x Typhon 1B (Sumbers) with each aircraft being armed with	· 1
	P3 P	F/Lt. A.A. McDonald		1500	1620	2 x 1,000 lb. bombs, ll sec. delay, detailed on Rail Inter-	
	23.7	F/O W.L. Beatty		1500	1600	diction, Ratle at V.052209 and V.040212 attacked with 4 x	
		W.O.2 G.R. Errington		1500	1600	1,000 lb. bombs. Rails cut. F/O Beatty and W.O.2 Errington	
						Errington experienced mechanical trouble. 4 x 1,000 lb.	-12
Peb. 10/45	Typhoon 18 F3 E	P/Lt. R.E. Coffey	Bomber	1600	1720	4 x Typhon 1B (Bombers), with each aircraft being	
		F/O. D.V. Campbell		1600	1720	armed with 2 x 1,000 lb. bombs, 11 sec. delay, detailed on Rail Interdiction. Rail at V.097201 attacked with 8 x 1,000	NR
		P/O A.C. Richards		1600	1720	b. bombs. Rail over road bridge taken out. No movement	13
		P/O R.C. Getty		1600	1720	soori.	

DALARONA ERCORESCHOL

By 438 SQUADRON

APPENDIX. "A"

DETAIL OF WORK CARRIED OUT

SECRET

PAGE NO.

				Т	IME		
DATE	Aircraft Type & Number	CREW	Duty	Up	Down	DETAILS OF SORTIE OR FLIGHT	References.
Meb. 10/45	Typhoon 1B F3 S	F/Lt. E.J. McAlpine	Bomber	1600	1730	4 x Typhoon 1B (Bombers), with each aircraft being armed with 2 x 1,000 lb. bombs, 11 sec. delay, detailed on	
	<b>7</b> 3 P	P/O H.P. Hay		1600	1730	Reil Interdiction. Rail at V. 3114 attacked with 8 x 1,000	
	#3.B	P/O P.G. Macklem	•	1600	1730	lb. bombs. No hits due to wind. 2 bombs in a group of .	
	93 B	P/Sgt. W.J. Kinsella	•	1600	1730	buildings at V.31146 and a number demaged; Light flak From V.3014, Heavy flak from V.3008 and E.9842.	
Peb. 11/45	Typhoon 1B F3 K	F/Lt. R.E. Coffey	Bomber	0835	0945	4 x Typhoon 1B (Rombers), with each aircraft being armed with 2 x 1,000 lb, bombs, 11 see, delay, detailed on	
Light .	79 S	F/O H.P. Hay		0835	0945	Rail Interdiction. Entire mission abortive due to weather. 10/10 cloud, base 1,000 ft, top 7,000 ft. 8 x 1,000 lb.	
1	P3 P	P/0 E.S. Fox		0835	0945	bombs jettisoned live 12 miles S.E. of Bocholt.	
	23 ₩	F/O F.A. Nixon		0835	0945	No movement seen.	14 m
Peb. 11/45	Typhoon 1B F3 Q	S/Idr. J.E. Hogg	Bomber	0835	0945	8 x Typhoon 1B (Bombers), with each aircraft	
7.		P/O A.C. Richards		0835	0945	being armed with 2 x 1,000 lb. bombs, 11 sec. delay,	
	<b>P</b> 3 H	F/O D.V. Campbell	alia kad <b>a</b>	0835	0945	detailed on Rail Interdiction. Entire mission abortive	
	<b>7</b> 3 Q	W/O L.P. Jodoin	•	0835	0945	due to weather - 10/10 cloud, deck to 5,000 ft. Bombs,	
	<b>1</b> 73 <b>J</b>	F/Lt.E.J. McAlpine	•	0835	0945	16 x 1,000 lb, bombs, jettisoned live approx. 4 miles	
	<b>7</b> 3 P	F/Lt. D.J. Heard		0835	0945	N.W. of Bocholt.	
60.7	773 B	P/O R.D. McKinnon	•	0835	0945	A CONTRACTOR OF THE PARTY OF TH	
	<b>7</b> 3 <b>5</b>	W.O.2 C.R. Errington	•	0835	0945	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
				40	-4	Section 1 to the section of the sect	
eb. 13/45	typhoon iB F3 F	F/Lt. E.J.D. McKey	Armidallesco.	0745	0900	4 x Typhoon 1B detailed on Armed Weather Recce. to Group	
Parametria e e	P3 D	F/Sgt. W.J. Kinsella	and the second	0745	0900	Tactical Area. Bocholt - Dorsten - Wesel - Geldern Area patrolled. No movement seen. WEATHER: 10/10 cloud, 3,500	ft.
	19 K	P/Lt. R.B. Coffey		0745	0900	base, 4,000 ft. top. Appears to be moving N.E. Possible	
	<b>1</b> 3 <b>K</b>	F/O F.A. Nixon		0745	0900	holes in Zwolle Area.	
ob. 13/45	Typhoen 1B F3 G	F/O P.G. Macklem	Armed Recce.	0900	1000	4 x Typhoon 1B siroraft detailed on Armed Becce. to Group	
	193 J	P/O R.S. Oldfin		0900	1000	Tactical Area, Grenle - Deventer - Zutpher Area patrolled	1
<b>Y</b>		P/O J.F. Dewar		0900	1000	No movement seen. WEATHER: Dorston - Heltern - Wesel Area - 10/10 cloud,	Alp
		F/O D.V. Campbell	16	0900	1000	top 8,000 ft. Deventer Area - 6/10 cloud, 3/5,000 ft.	Xa

	AIRCRAFT	Crew	Dury	Market Street Street	ME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	Type & Number	CREW	Doll	Up	Down	A STATE OF THE STA	-/+
Feb. 13/45	Typhoon 1B F3 Q	S/Idr. J.E. Hogg	Armed Recce.	1130	1245	4 x Typhoon 1B aircraft detailed on Armed Recce, to A.1515.	
	FE	W.O.2 G.R. Erringto	n * *	1130	1245	No movement seen at A.1515 so Squadron went to Wesel Area,	
	F3 G	P/0 R.C. Fox		1130	1245	5 Met. going N.W. at A.1733 attacked with cannon - 2 damage Scattered seen weeel - Geldern - Rheine Area, WEATHER:	d
	<b>23.7</b>	F/O W.L. Beatty	• •	11,30	1245		
Feb. 13/45	Typhoon 1B F3 E	F/O P.G. Macklem	Bomber	1250	1415	7 x Typhoon 1B (Bombers), with each aircraft being armed	
	<b>P3</b> H	F/O R.E. Oldfin		1250	1415	with 2 x 1,000 lb. bombs, 11 sec. delay, detailed on	
	173 K	F/O H.P. Hay		1250	1415	Reil Interdiction. Rail at A.5992 hombed possible out Train of 6 mixed Trucks going S.W. at A.5991 not attacked.	
	13 T	F/Lt. E.J. McAlpine		1250	1415		
	173 W	W/O L.P. Jodoin	•	1250	1415	Bombed rail at A.5289 - 1 near miss. No other movement seen	•
	73 B	F/O R.D. McKinnon	•	1250	1415	****	
	73.8	F/Sgt. W.J. Kinsells		1250	1415		
Feb. 13/45	Typhoon 1B F3 C	F/O W.L. Beatty	Armed Recoe.	1520	1555	4 x Typhoon 1B sircraft detailed on Armed Recce, to Group	
	<b>17</b> 3 (	P/O J.P. Dewar		1520	1555	Tactical Area, Entire mission recalled due to meather, which was 10/10 cloud 3,000 ft. to 11,000 ft.	
	733	P/0 R.C. Fox		1520	1555	MILOI 182 10/10 01540 7,000 100 00 12;000 130	
	253	W.O.2 G.B. Brringto	* *	1520	1555		
Nob. 14/45	Typhoon 18 F3 P	S/Ldr. J.E. Hogg	Bomber	0750	0915	8 x Typhoon 1B (Bombers), with each aircraft being armed	
	F3 X	F/O H.P. Hey	á	0750	0915	with 2 x 1,000 lb, bombs, 11 sec, delay, detailed on Rail	
	23 8	P/O D.V. Compbell		0750	0915		
		P/O P.A. Nixon	4	0750		A craft Reced. Wesel - Dorsten - Borkum - Ahmus Area.	
	<b>19 K</b>	P/Lt. M.J. McAlpine	•	0750	0915	trucks damaged. Train of 8 trucks at A.3360 attacked. loco.	
	29 W	P/Sgt. W.J. Kinsells	•	0750	0915	possibly hit by flak at A.1829, Aircraft seen to crash	011
	73 Z	F/Lt. E.J.D. McKey	• 1	0750	0915	and burn at A.0121. No parachute seen. F/O Mixon listed as missing, aircraft Cat. E. missing. Heavy flat encountered	70
	23 2	P/O J.P. Dewar	•	0750	0915	from Geldern. Light flak from A.1829 and A.3960.	0

DATE OF STREET STOCK

SECRET

APPENDIX WAW

PAGE No. SEVEN

DETAIL OF WORK CARRIED OUT 438 SQUADRON

(\*12761-9511) Wt. 2229-1124 70H 8/43 T.S. 766 (\*13799-9511) Wt. 44067-3384 150H 1/44 T.S. 766 19 45 FOR THE MONTH OF .... TIME AIRCRAFTS
Type & Number DETAILS OF SORTIE OR FLIGHT REFERENCES. DUTY UP Down 4 x Typhoon 1B (Sombers), with each aircraft being armed 0915 1020 Feb. 14/45 Typhoon 1B F3 Y F/Lt. R.E. Coffey with 2 x 1,000 lb, bombs, 11 sec. delay, detailed on Rail interdiction: Rail at & 3743 attacked with 8 x 1,000 lb. bombs. No cuts. One house in target area destroyed. Area; Wessi - Bothoit patrolled. No movement seem. F3 D F/Lt. D.J. Heard 0915 P3 G P/O R.4. Fox .0915... 1020 F3 B W.O.2 C.R. Errington 1020 0915 4 x Typhoon 1B (Bombers), with each sireraft being amed with 2 x 1,000 lb; bombs, 11 sec. delay, detailed on Rail Interdiction, Bailbetween A,1829 and A,2027 bombed with 5 x 1,000 lb; Bombs, Near Misses, Record, Celdern - Wesel. Bomben - Coesfeld Area, No movement seen. Feb. 14/45 Typhoon 18 F3 F 8/Ldr. J.E. Hogg Bomber 1030 1140 F3 J F/O R.D. McKinnon 1030 1140 F3 K P/O J.P. Dewar F3 B F/O R.B. Oldfin 1030 1140 4 x Typhoon 1B (Mombers), with each adversaft armed with
2 x 1,000 lb. bombs, 11 sec. delay, detailed on Rail
1225 Interdiction. Bombed rail at A,3242 with 8 x 1,000 lb. bombs
No results observed due to weather. Recoed. Goch - Wesel 1225 Bocholt Area. No movement seen, partially due to weather.
1226 Marthura Wesel - Dorsten and South 7/8/10 cloud at 3,000 ft.
1227 Morth area only . scattered cloud. Feb. 14/45 Typheon 1B F3 T F/Lt. B.J.D. McKey Bomber 1110 F3 W F/Sgt. W.J. Kinsella 1110 F3 S W/O L.P. Jodoin 1110 F) P F/O H.P. Hay 1110 4 x Typhoon 18 (Sembers), with each sirereft armed with 2 2 1,000 lb. bembs, 11 sec. delay, detailed on Rail Interdiction, Rembed rail at 4,8798 with 8 x 1,000 lb. bemb 4 near misses. Necced. Coorfeld - Borbon - Emmerich Area. Me movement seen, partially due to meather - 7/8/10 cloud. 2/4,000 ft. Feb. 14/45 Typhoon 1B F3 X F/Lt. R.E. Coffey 1200 F3 D F/Lt. D.J. Heard 1200 F3 G P/O R.G. Fox 1200 1315 F3 8 W.O.2 6.B. Errington 1200 1315... 4 x Typhcon 1B (Bombers), with each aircraft armed with 2 x 1,000 lb. bombs, 1I sec. delay, detailed on Rail Interdiction. Bombed rail at A.440525 with 8 x 1,000 lb. bombs.

Bo results observed due to weather. Recoed. Weesl Dorston 1435
Borken Area. No movement seen. Weathers 10/10 cloud
3/5,000 ft. with the odd nole. Feb. 14/45 Typhoon 1B F3 J F/Lt. E.J. McAlpine Bomber 1320 F3 F P/O A.B. Harle 1320 F3 Y F/O P.Q. Macklem 1320 F3 K F/O R.C. Getty 1,320 4 x Typhoon 1B (Bombers), with each aircraft armed with 2 x 1,000 lb. bombs, 11 sec, delay, detailed on Rail.

1550 Rail out. Train of 10 covered trucks at A.499495 attacked with assument loco, and 5 trucks demaged, Record, Wesel Borston

1530 Dorston Area, No movement seen. Reb. 14/45 Typhoon 1B F; B S/Ldr. J.E. Hogs 1415 F3 I F/O R.B. Olofin F3 S F/O R.D. McKinnon 1415 F) P W/O L.P. Jodoin

1415

	AIRCRAFT	CREW	Dury		370	DETAILS OF SORTIE OR FLIGHT	REFERENCE
DATE	Type & NUMBER	. CREW	DOIY	UP	Down		
Feb. 14/45	Typhoon 1B F3 X	F/Lt. E.J.D. McKey	Bomber	1520	1630	4 x Typhoon 1B (Sembers), with each sireraft being armed with 2 x 1,000 lb. bembs, 11 sec. delay, detailed on Rail	
	F3 D	F/Sgt. W.J. Kinsella	•	1520	1630	Interdiction, Reil at A.6453 hombed with 8 x 1,000 lb, bomb	S
	73 G	F/Lt. R.B. Spooner		1520	1630	Rail at west end of siding cut. 40 covered trucks in siding tessibly damaged by blast. No movement seen in	
	₽3 W	P/O A.B. Harle	•	1520	1630	Aroa.	
Neb. 14/45	Typhoon 18 F3	P/O R.G. Fox	Bomber	1540	1640	4 x Typhoon 1B (Bombers), with each aircraft being armed with 2 x 1,000 lb, bombs, 11 sec. delay, detailed on Rail	
		F/O B.C. Kirlin		1540	1640	Interdiction. Bombed rail at F.6877 with 8 x 1,000 lb. bomb	E
	#3.X	F/O R.C. Cetty F/O H.P. Hey	<del>:</del>	1540 1540	1640 1640	All bombs in target ares. Rail not cut. No movement seen. One set of bombs did not explode.	•
6b. 14/45	Typhoon 18 F3 E		Bomber	1635	1745	3 x Typhoon 1B (Bombers), with each aircraft being	
00. 14/4)				1635	1745	armed with 2 x 1,000 lb. bombs, detailed on Rail Inter- diction. Rail at A.2964 attacked with 6 x 1,000 lb. bombs.	
	P3 P			1635	1745	Il sec. delay and out twice. I let, attacked with cannon at A.0478 and damaged. No other movement seem.	
eb. 14/45	Typhoon 1B F3 T	F/O P.G. Macklem	Bomber	1705	1805	4 x Typhoon 1B (Eumbers), with each aircraft being armed with 2 x 1.000 lb. bombs, 11 sec. delay, detailed on	
	23.0	W/Ogil P. Joddine 11:		1705	1805	Reil Interdiction, Reil between A.2253 and 2256 bombed	
CB · Factor	<b>1</b> 73 G	F/O R.E. Oldfin		1705	1805	with 8 x 1,000 lb. bombs. Embankment cratered in 2 places but no cuts. Record. Bocholt - Goth Area but no settlement	
	<b>2</b> 3.	F/O R.D. McKinnon	•	1705	1805	seen.	
Peb - 16/45	Typhoon 1B F3 B	S/Ldr. J.E. Hogg	Bomber	1355	1515	8 x Typhoon 1B (Sombers) of 498 Squadron, together with	
	<b>P</b> 3	P P/O A.B. Harle	•	1355	1515	16 Typhoon 1B (Sombers) of 439 and 440 Squadrons, detailed	
(P : 12 × 2	<b>7</b> 3 Z	P/Lt. H.J.D. McKay		1355	1515	to dive bomb V.1 Site at D.8161. Each aircraft was armed	
	F3.5	FAt. D.J. Heard	•	1355	1515 1515	with 2 x 1,000 lb. hombs, 11 sec. delay. Target attacked by Wing with 48 x 1,000 lb. bombs. All bombs in target	
	J/3 Z		i .	1355	1515	area. 36 bombs on target. 12 near misses. Target believed	ارم
	F3 I			1355	1515	destroyed. Large explosion seen at North end of target.	XIA
****	73 V			1355	1515		0
						2011 1 20	70

APPENDIX "A"

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT
438 SQUADRON

SECRET

PAGE NO. NINE

(\*13760-0511) W. 4005-158. 700 8/45 TS. 700 FOR THE MONTH OF FEBRUARY 10 45

	AIRCRAFT		And the second	T	DVR		
DATE	Type & Number	CREW	Dury	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
Peb. 16/45	Typhoon 1B F3 V	F/Lt. R.H. Spooner	Bomber	1410	1520	4 x Typhoon 1B (Bombers), with each aircraft being armed	
	<b>17</b> 3 Y	F/O H.P. Hay		1410	1520	with 2 x 1,000 lb. bombs, 11 sec. delay, detailed on	
	<b>1</b> 9 J	P/0 R.G. Fox		1410	1520	Rail Interdiction. Rail at A.0812 attacked with 8 x	
	<b>7</b> 3 G	P/Sgt. W.J. Kinsella	Ť	1410	1520	1,000 lb. bombs. Rail out in 2 places. No movement seem's	
Pob. 16/45	Typhoon 18 F3 Q	F/Lt. E.J. McAlpine	Bomber	1630	1805	4 x Typhoon 1B (Sambers), with each siroraft being	
	P3 P	P/Lt. A.M. McDonald		1630	1805	armed with 2 x 1,000 lb. bombs, 11 sec. delay, detailed	
	73 Z	F/Lt. R.M. Spooner	•	1630	1805	on Rail Interdiction, Rail at V,1619 attacked with 8	
200	<b>7</b> 3 K	W/O LP. Jodoin	•	1630	1805	x 1,000 lb. bombs, Rail cut. No movement seen.	
Neb . 16/45	Typhoon 1B F3 T	F/O P.C. Macklem	Bomber	1630	1735	3 x Typhoon 1B (Bombers), with each aircraft being	
	73 D	F/Lt. A.C. Brooker		1630	1735	armed with 2 x 1,000 lb. bombs, 11 sec. deleg, detailed	
	F3 P	P/O R.C. Cetty	,	1630	1735	on Rail Interdictiln. Rails at A.1207 and A.1306 attacked	
			3,00			with 6 x 1,000 lb, bombs, Both reils cut.	•
550							`
b. 16/45 T	ophoon 18 F3 Y	P/0 R.Q. Fox	Bomber	1640	1805	4 x Typhoon 1B (Sembers), with each aircraft being	
	73 3	F/Sgt. W.J. Kinsella		1640	1805	armed with 2 x 1,000 lb. bombs, 11 sec. delay, detailed	
	<b>73 G</b>	P/O J.P. Dewar		1640	1805	on Rail Interdiction. Rail at V.3014 attacked with 8	
	7) 8	F/bt. D.J. Heard		1640	1805	x 1,000 1b. bombs. Rail out twice. No movement seem.	
o. 22/45 Ty	phoon 18 F3 H	F/O P.G. Macklem	Bomber	1220	1310	2 x Typhoon 1B (Bombers, each armed with 2 x 1,000 lb, bom	R
	23 W	P/O H.P. Hey	•	1220	4,040	attacked with 4 x 1 000 lb hombs We would be hombs	16
						movement seen. WEATHER: 8/10 cloud at 2,000 ft. base, 3,500 top. Clearing.	
						78.30.4.4.2.2 2.7. · · · · · · · · · · · · · · · · · ·	
							9/4
							<b>A</b>

DATE	AIRCRAFT	CREW	Dury	T	DACE	DETAILS OF SORTIE OR FLIGHT	REFERENCE
DATE	Type & Number	CREW	Doir	UP	Down	DETAILS OF SOUTH OR FLOOR	. Th.,
Feb. 21/45	Typhoon 1B F3 F	S/Ldr. J.E. Hogg	Bomber	1230	1355	8 x Typhoon lB (Bombers), each armed with 2 x 1,000 lb.	
	F3 1	W.O.2 C.R. Errington	•	1230		bombs, 11 sec. delay, detailed to dive bomb V.1 site.	
	<b>1</b> 73 1	F/Lt. R.E. Spooner	•	1230	1355	T.V.1030. Target attacked by Wing 439 Squadron, 8 sirer	g£t
35.	191	F/Sgt. W.J. Kinsella	4	1230	1355	and 440 with 7 aircraft. Bombed with 32 x 1,000 1b. bombs	
nor service	<b>1</b> 73 1	F/Lt. R.E. Coffey		1230	1355	and 14 x 500 lb. cluster bombs. All bombs ontarget are	-4
		P/O J.P. Dewar		1230	1355	of both ramps - one large explosion and flame from hit	
	<b>F</b> 3 Z	P/O R.G. Fox	•	1230	1355	storage tank, otherwise no movement seen. CAN R.90970	
	<b>P</b> 3 <b>I</b>	F/O R.E. Oldfin	•	1230	1355	W.O.2 Errington, G.R. hit by flak in bombing dive, aircra	rt
			n en si			seen streaming glycol - pilot pulled up and baled out safely at 0.6664. Filot listed as missing. Aircraft Cat.	<b></b>
Feb. 21/45	Typhoon 1B F3 1	F/Lt. E.J.D. McKey	Bomber	1500	1645	4 x Typhoon 1B (Bombers), each armed with 2 x 1,000 lb.	
	<b>P</b> 3.1	P/O B.C. Kirlin		1500	1645	bombs, 11 sec. delay, detailed to dive bomb rail between	
	B)	W/O L.P. Jodoin		1500	1645	Stadtlohn and Maus. Rail bombed with 8 x 1,000 lb. bombs	•
	<b>17</b> 3 2	F/Lt. D.J. Heard		1500	1645	Rail cut twice at A.4679. No movement seen.	
Feb. 21/45	Typhoon 1B F3 1	F/O R.B. Oldfin	Bomber	1645	1745	4 x Typhoon 1B (Bombers), each armed with 2 x 1,000 lb.	
	ו פת	F/Sgt. W.J. Kinsella	"	1710	1815	Wesel and Bocholt. Rail at A.2253 bombed with 6 x 1,000	
	. 1931	F/Lt. M.J. McAlpine	•	1710	1815	b. bembs - 1 cut seen. F/O Oldrin alreorne at 164) hrs. but remainder held on ground until 1710 hrs., resultant	
	<b>J</b> 3.J	P/O·R.b. Fox	•	1710	1815	petrol shortage forced him to jettison 2 bombs safe at 5.4723.	
Feb. 22/45	Typhoon 1B F3 I	F/Lt. A.C. Brooker	Bomber	0910	1020	4 x Typhoon 1B (Bombers), each armed with 2 x 1,000 lb.	
	173 1	P/O H.P. Hay		0910	1020	bombs, 11 sec. delay, detailed to dive bomb rail between	
	JP3 J			0910	1020	Borken and Winterswijk. Rail bombed with 8 x 1,000 lb.	- 1
	F32	F/Sgt. W.J. Kinsella	• (_0)	0910	1020	bombs. Rail out in 2 playes at A.3864. No movement seen.	SB
<b>60:</b> 20:	13.600 18001	The state of the s				and the second of the second o	
				a di			

APPENDIX "A"

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT
438 Squadron

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PAGE NO. ELEVEN

	AIRCRAFT		D	Т	DIE	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
DATE	Type & Number	Crew	Dury	UP	Down	DETAILS OF SORTES OR PERON	
Feb . 22/45		S/Ldr. J.B. Hogg	Bomber	0920	1030	4 x Typhoen IB (Bombers), each armed with 2 x 1,000 lb.	
	F3 ▲	F/Lt. D.J. Heard		0920	1030	bombs, 11 sec. delay, detailed to dive bomb rail between Manten and Resimberg. Rail bombed with 8 x 1,000 1b. bombs	
	F3 8	F/O W.L. Beatty	•	0920	1030	4 direct hits south of Xanten at A.1239 cutting rail 4 times on double tracks. Light flak from Xanten with tracer	
	19 V	P/O B.C. Eirlin		0920	1030	to 8,000 ft.	
Feb. 22/45	Typhoon 18 F3 V	F/Lt. R.E. Spooner	Bomber	0915	1030	3 x Typhoon 1B (Bombers), each armed with 2 x 1,000 lb bombs, detailed to days bomb rell in Resilbers Area, Rells	
60%		P/O A.B. Harle	•	0915	1030	at A.2223 bombed with 6 x 1.000 lb. bombs. Both rails cut.	- 1
	F3 P	F/O J.A. lord	•	0915	1030	2) covered trucks at this point, of which 3 blown off tracks,	
	- 10 m						
Feb. 22/45	Typhoon 1B F3 K	F/Lt. E.J. McAlpine2	Bomber	11.05	1240	3 x Typhoon 1B (Bombers), each armed with 2 x 1,000 lb.	
	₽3 G	F/Lt. E.J.D. McKey		1105	1240	at A.4971 bombed with 6 x 1,000 lb. bombs. Rail cut twice. Might flak encountered from target area.	
	. <b>P</b> 3 Y	W/O LP. Jodoin		1105	1250	The second secon	
Feb. 22/45	Typhoon 1B F3 V	P/Lt. R.B. Coffey	Bomber	1125	1250	3 x Typhoon 1B (Sombers), each armed with 2 x 1,000 lb. bombs; 11 sec. delay, detailed on rail interdiction. Reli-	
	<b>3</b> 73 <b>5</b>		•,,	1125	1250	way overpass at 4.475678 bombed with 6 x 1.000 lb. bombs.	
	<b>7</b> 3 I	F/O, R.B., Oldfin	•	1125	1250	RMII cut at south end. No movement seen. Large explosion seen at 2.4530 - could be A/C crash.	
Feb. 22/45	Typhoon IB F3 T	F/O W.L. Beatty	Bomber	1325	1440	3x Typhoon 1B (Bombers), each armed with 2 x 1,000 lb.	
	<b>73 7</b>	F/Lt. A. A. McDonald	•	1325	1440	at A.6364 bombed with 6 x 1,000 lb. bombs - rail cut in	
	<b>P</b> 3 G	F/Lt. A.C. Brooker		1325	1440	9 places. 9 trains with steam up seen in Dorsten M/Y.	
		**************************************			706	TO APPEND TO THE PERSON OF THE	
Peb. 22/45	Typhoon 1B F3 K	S/Idr. J.E. Hogg	Bomber	1405	1520	5 x Typhoon 1B (Sembers), each armed with 2 x 1,000 lb.	
100000000000000000000000000000000000000	P3 H	P/Lt. E.J.D. McKey P/Lt. R.E. Speener		1405	1520 1520	reils at A.7766 attacked with 10 x 1,000 lb. bombs. Double reils at A.7766 cratered right across both sets of tracks	
		P/Lt. R.E. Coffey	•	1405	1520	making 4 cuts, 100 yds, East, 2 more direct hits severed both lines causing 4 more cuts. No movement seen.	1
	F3 8	F/O H.P. Hay	•	1405	1520		911

DATE	AIRCRAFT Type & Number	CREW	Dury	True *		DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE		CREW	DOIT	UP	Down	DEALES OF STREET	Y.
Feb. 22/45	Typhoon 1B F3 Y	F/O A.C. Richards	Bomber	1630	1735	3 x Typhoon 1B (Bombers) detailed on rail interdiction,	
<u> </u>	<b>F</b> 3 H	F/Lt. D.J. Heard		1630	1735	each diroraft being armed with 2 x 1,000 lb, bembe, 11 sec, delay, Rail at A.1813 bembed with 6 x 1,000 lb, bembed, Rail out twice. No movement seen due to extreme base and cloud	
	Pos	W/O ·LP . Jodoin	902 90072	1630	1735	to Both	
Peb. 22/45	Typhoon 1B F3 F	F/Lt. E.J. McAlpine	Bomber	1725	1825	3 x Typhoon 1B (Bombers), each armed with 2 x 1,000 lb.	
		F/O B.S. Kirlin	4	1725	1825	cloud at 3,000 ft. encountered. Very hazy. Bombs dropped N.E. Wesel. No results observed due to weather.	
	P3 J	F/O J.A. Lord		1725	1825		
Peb . 24/45	Typhoon 1B F3 Q	S/Ldr. J.E. Hogg	Bomber	0755	0900	3 x Typhoon 1B (Bombers), each armed with 2 x 1,000 lb.	
0	F3 J	F/Lt. R.H. Burden		0755	0900	Recelled by Kenway when over Winterswijk due to weather closing in at Base. Bombed rail at E.2977 with 6 x 1,000	
	#3.P	P/O J.A. Lord	the late of	0755	0900	1b, bombs. No results observed. WEATHER: R. of Wesel, C.A.V.U. S. to Krefeld, 10/10 cloud, 4,000 ft.	
Peb. 24/45	Typhoon 1B F3 K	F/Lt. R.E. Coffey	Bomber	0805	0855	3 x Typhoon 1B (Bombers), each armed with 2 x 1,000 lb. bombs, 11 sec. delay, detailed on rail interdiction.	
Martin and the	<u>p</u> ı	P/O D.V. Compbell P/O J.P. Dewar		0805	0855 0855	Bounced by 15 Me 169's over Gooh. Enemy aircraft came	
	F) 4	P/O J.F. Dewar	seliga :	000)	00))	out of sun from 8,000 ft; firing from 1,000 yds self exploding smmo. and tracer. Enemy made two unsuccessful passes. Typhocus dived for choud; Enemy circraft had	
			3.3 2.40997		147 -15	Invasion markings and regular Allied green camouflague.	
			<del>-                                    </del>				
Peb _ 24/45		F/Lt. A.C. Brooker	Bomber	0805	0900	3 x Typhcon 1B (Sombers), each armed with 2 x 1,000 lb.	
	Management of the property of the second second second	F/Lt. D.J. Heard F/O H.P. Hey		0805	0900	Recalled due to weather at Base and bombs dropped live at Geldern. No results observed.	
		2/0 12.10		000)	0,00	10 1 10 10 10 10 10 10 10 10 10 10 10 10	
Feb . 24/45	Typhoon 1B F3 V	S/Ldr. J.E. Hogg	Bomber	1115	1245	3 x Typhoon 1B (Bombers), each armed with 2 x 1,000 lb.	· \
	₽3 D	F/Sgt. W.J. Kinsella	Ų.	1115	1245	Kemmen and Geldern. Rail bombed with 6 x 1,000 lb. bombs.  2 rails at 4.0422 and 2 rails at 4.0520 cut by direct hits.	dR.
•	F) X	P/O J.P. Dewer	•	1115	1245	No movement seen.	O since

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(\*1276x-9511) Wt. 22229-1124 70M 8/43 T.S. 700 (\*13799-9511) Wt. 44067-3384 150M 1/44 T.S. 700

FOR THE MONTH OF February 19 45

DATE	AIRCRAFT	CREW	Dury -		Тіме	DETAILS OF SORTIE OR FLIGHT	REFERENCES
	Type & Number			Up	Down	Diffus of Ownie on Flight	ARPERBAUBS,
Feb. 24/45		F/O A.C. Pichards	Red I	1005	1130	11 x Typhoon 18 (Bombers), each armed with 2 x 1,600	
		F/O B.C. Kirlin	Red II	1005	1130	lb. bombs, 11 sec. delay, detailed on rail interdictions	
	P <sub>3</sub> s	F/O R.E. Oldfin	Red III	1005	1130	Red Section encountered poor visibility and bombed road	
	173 Q	F/Lt. R.E. Spooner	Blue I	1025	1145	at A.2567 with 6 x 1,000 lb. bombs. No results observed.	
	РЭ Ү	F/Lt. A.A. McDonald	Blue II	1025	1145	Blue Section bombed railway at A.1731 - no cuts.	
	P3 T	F/O W.L. Beatty	Blue III	1025	1145	Yellow Section bombed Marshalling Yards at A.3962. 2	
	P3 P	w/O L.P. Jodoin	Blue IV	1025	1145	rail cuts and 4 train trucks destroyed and 5 demaged	
	P3 K	F/Lt. R.E. Coffey	Yellow I	1030	1155	out of: 15 trucks in Marshalling Yords	
	F3 J	F/O D.V. Campbell	Yellow II	1030	1155	The state of the s	
	F3 Z	F/Lt. E.J.D. McKey	Yellow III	1030	1155	agent to green the second seco	
	<b>г</b> э н	P/O A.B. Harle	Yellow IV	1030	1155		
Feb. 24/45	Typhoon 1B F3	S/Ldr. J.E. Hoss	Cluster Bomber	1320	1445	7 x Typhoon 1B (Bombers), each armed with 2 x 500 lb.	
	F3 F F3 J	F/Lt. E.H. Burden F/Lt. E.J. McAlpine	6 6 8 6	1320	1445 1445	cluster bombs detailed to dive bomb Gun Position. Snoke on target - dived through hole in 8/10 to 4,000 ft. All	
	F3 Y	F/Lt. A.A. McDonald		1320	1445	bombs in target area. No results observed.	
	₽3 V	F/Lt. R.E. Spooner	u u	1320	1445	Control (6 to Control	
		F/O A.C. Richards F/Lt. A.C. Brooker	4 4	1320 1320	14 <b>5</b> 5 1445	St. Action (1975)	
						ACASTON PROTOCOLOR	
Feb. 24/45	Typhoon 1B F3 B	F/O W.L. Beatty	Bomber	1310	1345	9 x Typhoon 1B (Bombers) detailed on Rail Interdiction,	7
	F3 K	F/O D.V. Campbell		1310	1420	delay. Radl at A 2247 howbed with 4 m 2 200 1b. bombs, 11 sec.	
14V ×	F3 F	F/O H.P. Hey	•	1310	1420	but no cuts. No movement seen. F/O Beatty returned early due to mechanical trouble and jettisomed his bomb sefer.	
Peb. 24/45 T	Vphoon 18 F3 X	F/O A.C. Richards	Bomber	1515	1635		
		F/O .B.C. Kirlin	4	1515	1635	4 % Typhoon 18 (Sombers), each armed with 2 x	m.
	F3 D	F/Lt. E.J.D. McKey		1515	1635	Due to 10/10 cloud 2,500 ft. to 4,000 ft. had to bomb alternative target, factory at A.3768. Factory bombed with	Orl .
	¥3 W	F/Lt. D.J. Heard		1515	1635	.8 x 1,000 lb. bombs. No results observed. No movement soon	*

	AIRCRAFT	La la companya de la		1	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	Type & Number	CREW	DUTY	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
Feb. 24/45	Typhoon 1B F3 J	F/Lt. E.J. McAlpine	Bomber	1550	1705	4 x Typhoon 1B (Bombers), each armed with 2 x 1,000 1b. bombs, 11 sec. delay, detailed on Rail Interdiction.	
	F3 B	F/Sgt. W.J. Kinsella	•	1550	1705	Entire mission abortive due to poor visibility conditions,	
		F/Lt. R.E. Spooner	•	1550	1705	Bombed dropped north of Coesfeld through cloud.	
	<b>7</b> 3 <b>7</b>	P/O A.B. Harle		1550	1705	1.33 (2.18) A 7.77	
Feb. 24/45	Typhoon 1B F3 K	F/Lt. R.E. Coffey	Bomber	1620	1725	4 x Typhoon 1B (Bombers), each armed with 2 x 1,000 lb.	
	F3 T	P/O H.P. Hay		1620	1725	Rail at V.1502 bombed - rail cut 5 times in 3 places.	
	****************************	F/O W.L. Beatty		1620	1725	No movement seen.	
	<b>F</b> 3 <b>P</b>	W/O L.P. Jodoin		1620	1725		
Feb. 24/45	Typhoon 18 F3 Y	F/Lt. A.C. Brooker	Bomber	1610	1710	4 x Typhoon 1B (Bombers) each armed with 2 x 1,000 lb.	
		F/O .J.A. Lord		1610	1710	hombs, 11 sec. delay, detailed on Reil Interdiction to dive bomb reil between Borken and Winterwijk. Entire mission abortive due to seather, 10/10 cloud and bombs	
	F3 G	P/O J.P. Dewar	•	1610	1710	dropped north of Borken. No results observed.	
	193 V	F/O R.B. Oldfin		1610	1710		144
Peb. 25/45	Typhoon 1B F3 K	F/Lt. R.E. Spooner	Armbd Becce.	0725	0845	4 x Typhoon 1B detailed on Armed Becce. to Tactical Area.	
	.₽3 w	F/O D.V. Campbell		0725	0845	camon. Loco destroyed and 2 trucks destroyed. Loco. and	
		F/O A.C. Richards		0725	0845	20 other trucks, some with tanks, S.W. at A.8/81 not attacked. Loco. and 12 trucks, S.E. at A.5878 attacked.	
	<b>P</b> 3 H	F/O R.B. Oldfin	4 .	0725	0845	loco, damaged, Loco, and 5 trucks at 4.3159 not attacked - believed flak true.	
Peb. 25/45	Typhoon 18 F3 J	F/Lt. H.J. McAlpine	Armed Recce.	0805	0925	3 x Typhoon 1B detailed on Armed Recce. to Tactical Area.	
	F3 P	F/Lt. D.J. Heard		0805	0925	Frain with 25 covered trucks going N.S. at A. 389 attacked with cannon. Loco. damaged. Strikes seen on trucks.	
1	P3 A	F/Lt. R.H. Burden		0805	0925	Loco. going S.W. at A. 5591 damaged.	
			mouth and the state of	Value de property de la	San		•
Peb . 25/45	Typhoon 18 F3 E	F/Lt. R.B. Spooner	Bomber	0935	1035	2 x Typhoon 1B (Sombers), each armed with 2 x 500 1b. bombs	
		F/Lt. A.A. McDonald	•	0935	1035	ll sec. tail, detailed on Rail Interdiction. Rail at E.9364 bombed with 4 x 500 lb. bombs. Rail out. No movement seen.	- ho
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APPENDEX WA

DETAIL OF WORK CARRIED OUT

438 Squadron

February 45

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PAGE No. FIFTEEN

(*13761-9511) (*13799-9511)	Wt. 44067—3384 70M 8/43 Wt. 44067—3384 730M 7/44	T.S. 700 T.S. 700	FOR TH	FOR THE MONTH OF 19					
DATE	AIRCRAFT Type & Number	Crew	Dury	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.		
Feb. 25/45	Typhoon 1B F3 B	F/Lt. E.J. McAlpine	Bomber	1115	1230	4 x Typhoon 1B (Bombers), each armed with 2 x 500 lb.	•		
	F3 Z	W/O L.P. Jodoin	•	1115	1230	Rail at A.4948 bombed with 6 v 500 lb bombs No claims			
	F3 D	F/O A.C. Richards		1115	1205	90 open trucks, 6 with tanks south of target. 15 covered trucks in siding at 4,5473. 1 Met. attacked and demanded.			
	<b>F</b> 3 <b>Y</b>	F/O H.P. Hey		1115	1230	P/O Richards experienced mechanical trouble and returned without completing the attack.			
Feb. 25/45	Typhoon 1B F3 Q	S/Ldr. J.E. Hogg	Cluster Bomber	1130	1235	8 x Typhoon 1B (Bombers), each armed with 2 x 500 lb.			
	<b>P</b> 3 W	F/Sgt. W.J. Kinsells	•	1130	1235	cluster bunks, detailed to dive gum position while			
	P3 S	F/Lt. E.J.D. McKey		1130	1235	439 and 440 Squadron attacked V.1 target with 1,000 lb.			
	P3 J	P/O A.B. Harle	•	1130	1235	bombs. Entire attack made according to plan.			
	P) K	F/Lt. R.E. Coffey	4 4	1130	1240				
	F3 P	F/O B.C. Kirlin	• •	1130	1240				
	<b>₽</b> 3 H	F/O R.E. Oldfin	4	1130	1240				
	ŊJ	F/Lt. D.J. Heard		1130	1240				
Peb. 25/45	Typhoon 1B F3 G	F/Lt. R.E. Spooner	Bomber	1330	1500	4 x Typhoon 1B (Sembers), each armed with 2 x 1,000 lb.			
	<b></b>	F/Lt. R.H. Burden		1330	1500	bombs, il sec. tail, detailed on Rail Interdiction. Mission abortive due to weather - 10/10 cloud at 1,000 ft.			
	₽3 ₩	F/Lt. A.C. Brooker	•	1330	1500	bombs dropped live in Dulman Area,			
	73 J	P/O D.V. Campbell	•	1330	1500		19, 20, 20, 20, 20, 20, 20, 20, 20, 20, 20		
Peb. 25/45	Typhoon 1B F3 X	F/O A.C. Richards	Bomber	1425	1525	4 x Typhoon 1B (Sembers), each armed with 2 x 500 lb.			
	P) S	F/O B.C. Kirlin		1425	1525	Mission abortive due to 10/10 cloud at 1,000 ft. Rombs.			
	<i>1</i> 73 V	F/O R.E. Oldfin		1425	1525	dropped live in Borken area.	9		
	<b>7</b> 3.K	P/O H.P. Hey		1425	1525	A. No back the same of the sam	200		
				- 11	757	33 200. 400.			
Feb . 28/45	Typhoon 1B F3 P		Bomber	1010	1110	4 x Typhogon 1B (Bombers), each armed with 2 x 500 lb.	1		
		F/Lt. A.A. McDonald F/Lt. R.H. Burden		1010	22.10	bombs, il sec. tall, detailed on Rail Interdiction. Rail at A.1659 bombed with 8 x 500 lb. bombs. No results	AR		
		P/DC. R.H. Burden		1010	1110	observed but large white explosion to north indicated	X		

DATE	AIRCRAFT Type & Number	CREW	Dory	Up	ME Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
	TIPE O NUMBER		***	UP	DOWN		
eb. 28/45	NATIONAL PROPERTY AND ARREST AND ARREST AND ARREST	F/Lt. R.E. Coffey	Bomber	1115	1215	4 x Typhoon 1B (Bombers), each armed with 2 x 500 lb. bombs	
	₽3 W	F/O B.C. Kirlin		1115	<b>12</b> 15	11 sec, tail, detailed on Rail Interdiction. Tracks at	
	F3 9	F/Lt. A.C. Brooker	• ,	1115	1215	A.3568 hombed with 8 x 500 lb. bombs. Tracks out in two	
	P3 Y	F/O D.Y. Campbell		1215	1215	places. Seems to be a large number of civilians trafficing N. out of Bocholt Borker - Goosfeld, Roads observed to	
1000 200	11/10					be quite full. 10/10 cloud at 6,000 ft. At 800 ft. 5/10 cloud, patchy.	
			100 pt 10				
		water and the second				1 10	
	· ************************************	######################################			<u> Tro</u>	1. E. A047	103
	All Comments				Ţr a	(V.B. Hogg) S/Lin,	
		1	100 - 100 -			No. 438 Squadron.	
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	***************************************			April 1985	<u> </u>	And the Control of th	
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. R.A.F. Form 540 See instructions for use of this form in R.R. and A.C.I., para. 2340. and War Manual Pt. II., chapter XX., and notes in R.A.F. Poches Bank

143 Ming H.A.

Mindhoven, Holland.

10033 Page No. Com

OPERATIONS RECORD BOOK

nit or Formation) No. 438 Squadron. of (Unit or Formation). No. 438 Squadron. No. of pages used for day.... References Summary of Rvents SECRET. STRINGTH AS AT MARCH 1/51: ATRCRRW Officers, Bilots company of the 17th 23 to year of and - Judiness, Pilots and a contract of the property and a contract the point of the same and the of the profit with a free property craw. A very dull morning greeted us, and after a "social might" at the Club, it was more or less veloces. Shout twelve pilots were at the flub last night and had a pleasant evening of bridge and a farewell drink or two with 168 Squadron who are disbanded, Rain, accompanied by a chilly Nor' Wester prohibited flying until 1600 hours. Two missions, both of which were successful, took off at 1640 and 1755 being led by 7/0 2.4. Mackies (J.24410) and Fit. 2.2. Coffey [J.10256]. The last aircraft passaked at 1830 and the short day's work was over. In the evening, all of us attended the Group Captain's farewell garty for 168 Squadron and a good time was had by all, despite the regretted occasion. Total flying for the day, all Typhoon 15, day:- Operational - 12:00 hrs.; non-op - 30 mins. A beautiful, crystal clear dawn permitted us our earliest take off in months. Right aircraft, led by 2/6 "Bob" Fox (5.92162) took off at 0775 hours and flow to the Dulmer area. A complete new set up is in effect with regards to operations, in that we are no longer senting out small groups of stroraft. Generally speaking, ops, are being done on a Wing scale, with Squadrons covering each other's bombing. Led by the O.C. and P/Lt. "Bob" Spooner (J.29598), the Synatton attacked a Marshalling Yard east of Dulmon. That was mederately heavy and File, "Don' Beard (Can J. 22976) was hit. His alroraft was s to soom steeply out of the bomb dive on fire. After gaining considerable height the tell seasably broke off, and the almoraft dived into the ground, Unfortunately nothing was

seen to leave the alroyaft and F/Lt. Heard to listed as missing, F/Lt. Heard had completed 14 morational sertion and 1612) hose morational Clying time, in this case mission, however,

Place .	Date	Time	SECRET.	References to Appendices
143 Wing H.Q.	Mar 2/45	(cont'd	a good straffing job was done and oil care were set on fire. Sorties were curtailed from	
Bindhoven, Holland			1200 to 1400 hrs, when Lieutenant-Colembia Murphy and Ceborne of the British Second Amy Intelligence Corps gave a lecture a piece to the Wing Bilots. Smong the points stressed	
			was the apparent weakining of the Common Army. It is generally thought that the Bus has "had it" between the Mans and the Enime. The last direcraft landed at 1725 hrs. F/Lt.	
ra da successión de la companya de			M.J.D. McKey (Can J.20030) completed his tour today. Total flying for the day, all Typhoon	
•	Mar. 3/45		1B, day: Operational - 28:40 brs., non-operational - Bil.  First was at 0620 hours, and in the brilliant sunshine, found our eight aircraft on the runway. However, no take-off was made, the pilots being ordered back to Dispersal.	
			Later, a dive bombing sortis against the ratis East of the Ehine was carried out. A stronge thing occurred at moon in the form of a Wing release until moon tomorrow - with	
			all this bunshine too. F/O'C.S. (George) Livingstone (CAN J.57932) arrived today as a replacement pilot. Total flying for the day, all Typhoon 1B, day,:- Operational - 9:50 hrs.	
			Mon-operational - 3:10 hrs.	
A STATE OF THE STA	Mar A/45		A dreb day with no flying whatsoever, A lecture was given to the pilots by 6/C  A.D. Meshitt DFC in the Mess at 1400 hrs. The points stressed were embodied in the form of an explanation for the restrictions which have been placed on our operational flying.	3.000 m
			The luftwaffe in the past week has become particularly aggressive in attacks on small	
			groups of siroraft. Our splurge of record breaking rail outs and sorties was made possible	
			by flying in small units of four and sometimes two sircraft. Luckily, the Hun was too slow in taking siventage of this and Intelligence reports indicate that our real cutting has had the desired effect on front line problems of supply for the enemy. Therefore,	
Britores, tollerit.			there is no longer any need to expose the pilots to unfair disadvantage. All missions now are to be carried out by large formations. This resume of tactics left pilots with	
10 PA 24-4	getow		wired feelings. These feelings were further confused by the fact that we now have to turn over our Dispersal to 125 Ming. A considerable amount of hard work was put in during a	
-			period of two weeks by the pilote in making the Dispersal a very pleasant place in which to stay. A good time was had at the Officer's Club on Saturday evening by a dozen pilots -	RB

Page No. THERE

of (Unit or Formation) 438 Squadron

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

Place	Date	Time	Summary of Events Summary of Events	References to Appendices
A3 Wing H.Q.	March 4/4	(cont	i) no sad sacks - no blacks. No flying all day.	
Endhoven, Holland	Mar 5/45		A day which opened with beautiful clear air, brilliant sunshine and - briefing at	
			0630 hours began with a rail outting mission to the Consfeld area led by F/Lt. Specner and	
			7/0 Mackles which was very successful, four outs being obtained. The weather closed in at	
			noom for a comple of hours, but cleared later, and one mission of twelve aircraft went	
	2,45		reil cutting in the Goesfeld - Munster Area; Seven cuts were obtained and those partil-	
			cipating were feeling pretty happy about the whole show. Out of the twelve outs on sails	
			obtained by the whole Ming, this Squadron obtained eleven of them. Total flying for the	
			day, all Typhoon 1B, day, sparational - 28140 hrs.	
•	Max 6/45	755	A very dull day, during which we moved to our new Dispersal. So far as hard standing for sirerest, it is a good leastion, and the building itself is shaping into	The Color
			a comfortable one. The weather is very duff, 7/0 V.L. Beatty (J.20162) is posted to	
	102-23-102		83 0.8.W. for forry pilot duties. P/O Timothy Hartnett (J.9119) arrived today as a	
			replacement pilot. The Equatron was released at noon today until mean tomorrow. No	
	Mar 7/45		Everybody enjoyed a closp in until 0800 hours this morning due to the release, but after breakfast proceeded to our new Dispersal to help put in order. The weather was duff	
			this morning but by mean it partly cleared and one mission was sent out on a rail outting	
	164 JE 149		job using 500 15; below. The middle to whit by flak on this mission and are all Cat, "B"s	
			the pilots escaped uninjured. Butn set in again about 1600 hours and no more flying was done. One new pilot arrived today, he is J.44181 P/O John Brown of St. Catherines, Ont.	- 10
			Total flying for the day, all Typheon 18, days, operational 14:05 hrs., non-ep 1:00 hr.	
•	Mar. 8/45		This was a duff flying day but because we were on runway readiness this morning,	
Manager	- 0/40	[0.62]	four of the boys had to be down to Dissernal shortly after 0600 hrs. Nextunately they were only required to be on readiness at Dispersal for the first hour or so. We come	<u> </u>
			off readiness at nece and the pilots stayed at Dispersal all afternoon but the weather	
	4 60		was terrible with low clouds, rain squalls, etc. He "ops flying was down today. Two new pilots came in today, they are 3.25407 F/W J.R. Stewart from London, Ont. and J.49048	16

Place	Date	Time	Summary of Events SECRET.	References to Appendice
	W 0/-		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
143 Wing H.Q.	Mar 8/45	(cont. o	) F/O C.C. Cole from Lancing, Ont. No flying was done teday.  The weather was doubtful this morning with the sum breaking through the clouds	ji
ALROHOVER, MOLIAN			occasionally. Despite all our prayers, the weather did not clear up sufficiently for	
			"ope" flying. The Squadron was released at noon until temorrow. During the afternoon	•
			the Flight Commanders took some of the new pilots up for a familiarization flight.	
			Total flying for the day, all Typhoon IB, day, non-operational - 6:10 hrs.	
•	fer 10/45		The weather was overcost this morning and this condition lasted all day. In the	
			afternoon, a show was put on in the Mess for all the pilets of the Wing. Word was received	
			today that one of our Flight Commenders, J_10276 F/Lt, "Bob" Coffey DFC had been given	
	B\$ 1.3		command of 440 Squadron. We hate to lose an excellent Plight Commander but are gled to	
The state of			see him get command of a Squadron, Total flying for the day, all Typhoon 18, day,	7
			non-operational - 1:00 hr	
•	far 11/45		The weather is still duff and the pilots out on 60 minute readiness at the Mess.	
			Neverthaless, many of them drifted up to Dispersal during the morning. In the afternoon,	
			as there was still no flying, errengements were made for a talk by the two new A,B,0.'s.	
(2) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4	200 g/sh		They are Capt, Denis Miller and Ident, Tom Beiston from separate Amoured Corps, Their descriptions of the eduposition of amoured divisions and their job, was quite interesting	
			and there was quite a lengthy discussion following their lectures. No flying was done	
		- 6	all day.	
	Mar 12/49		We still have the same type of weather, sort of raw and cold with a heavy overcast.	
			This condition lasted all day and no flying was done, At nece the Squadron was released.	
			until noon tomorrow. The O.C. and quite a number of the pilots took advantage of the	
			afternoon off to drive around the area of Venle where recent fighting took place, No	
William Table 17 and	1012 3618		flying was done all day.	
•	Mar 13/45		And still the duff. meather stays with us. It doesn't rein but the skies here too low for dive bombing and the sir is deep and cold. Most of the pilots enjoyed a sleep in	
	• 1000	100	this morning due to the release. In the afternoon, the weather started to clear and in the	
			late afternoon the Squadres did one rail interdiction. It was very successful with 8 rails	X8

W1. 87845/02832 88834 12/45 C. & L. 51-7706

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2340. and W. Hamal Pt. II., chapter XX., and notes in R.A.P. Pecket Book.

of (Unit or Formation) 438 Squadron

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

Place	Date	Time	Summary of Ryents SECRET.	References to Appendices
143 Wing H.Q.	Mar. 13/	45 (cont)	claimed. 500 lb. bombs were used. Total flying for the day: Typhoon 1B, day,	
Airstrip B.78			operational . 14:40 bes. Non operational - 1:00 hr.	
Bindhoven, Holland.	Mar. 14/	45	This was a grand day with the sun shining brightly and very little cloud.  The early show was up early but the show was postponed untilshortly after 1300 hrs.	
			It was rail interdiction led by our Wing Commander Flying and he expressed complete satisfaction with thetake-off and landing, the formation flying and the dive. Only	
	• 16 (4		6 rail cuts were claimed but it was felt there were probably that many again unobserved due to the ground hase. Another rail interdictoics mission took officer in the after-	
			noon. This mission found the visibility very poor but regardless, four rail outs were	
			scored, 500 lb, bombs were used on both missions. Two of the pilots, manely F/O P.C.	
			Macking ["GAN J.24410] and P/O P.S. For [GAN J.92462] completed their tours today	
5.7			operational: 29:40 hrs., non-operational -35 mine.	
***************************************	Mar. 15/4	5	This was mother bright summy day but a heavy ground fog or mist in the vicinity of the airfield held up "ope" until after dinner. Two reil interdictions were done	
	2 L • #1000		during the afternoon using 500 lb. bombs which resulted in 9 rail outs observed and probably more unobserved. Two bombs which fell to the side of the track on one of the	,
			missions made a direct hit on a building which was seen to explode with much smoke.	
			At 1715 hrs. the Squadron took over runway standby and four kites stayed at the runway until duck. The days are langthening so that this means about 1900 hrs. Total flying	
			for the day, Typhoon 1B, day, operational - 22:40 hrs., non-op, - 1:00 hr.	
•	Mar. 16/4	5	As this Squadron was on runway readiness from approx. 1715 hrs. last night, some	
des established			of the boys were up shortly efter 0500 hrs. this morning. As there was an exceptionally heavy ground here they stood in the Dispersal until noon. The Squadron was released	
	201 T 20		from 1300 hrs, today until moon tomorrow, In the evening the pilots all attanded a	1
100			buffet suppor in honour of our sid Commanding Officer, Croup Captain P.V. Devoud DSO DPC.  There was no flying all day.	AB.

Place	Date	Time	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	d	Summary of Events	SECRET.	References to Appendices
143 Wing H.Q.	Mar. 17/	45	After constd.	erable discussion during th		779 Y 127 Y 1944 195	
Airstrip B.78.		7	last evening	to the effect that the Squ	adron, including the Serv	icing Echelon, would fly	
Bindhoven, Holland			to R.A.F. St	ation, Warmwell for a two we	ek's course on either the	18th or 19th, weather	
				Sveryone is enthused about of the ground crew have no			
			This morning	was overcast and the air i	s demp and chilly. By aft	arnoon it cleared up	
			sufficiently dump. Results	that the Squadron perticips were very good. Total fly	pated in a Wing mission ag	einst an enemy stores 1B, day, operational -	
		J	13:35 hrs.,	non-operational - 1:40 hrs			
143 Wing H.Q.	Mar. 18/	45	received that	oday dawned quite clear ex t the Squadron and Echelon	would proceed to R.A.F. S	fog and information was tation, Warmwell. The	
	23.77	12	airlift pire	raft arrived about noon and	l after a hasty dinner the	ground crew and excess	
Bindhoven, Helland.			pilots made	the trip safely. The pilots	flying the Squadron sire	raft were not so success-	
			ful. Two sire	the W/Ondr. Flying and 15	's refused to start. The	0.0. borrowed a kite d at Manston, the	
			refuelling po	oint in England. Due to the	late hour of take-off fr	om B.78 (held up by the	
				of 337 Squadron from Engle for the day, all Typhoon		remain at Manston overnight.	
R.A.F. Station, Warmwell, Dorset.	Mar. 19/	45		broke cold and rainy. Wor			
			were straigh	tened around and one third	of them left this aftern	con on a 48 hr. pass	4
	2005		and a day's	travelling time. This show	ld leave everyone happy. well organized. There was	14 A.P.C. to which we very little delay, meals	
W. 12-12-12 D. 18-			are fair, ar	rangements made for exchan	ing money the first after	noon and quarters are good.	
700 200 500	#a/: 1.			icers and erks have readil water. Added to this is t			
The state of the s			Weymouth or	Bournemouth etc. is very g	ood. No flying all day.		200

OMEN AND A RECOMP BOOK

WL 87045/02522 28534 12/45 C. & L. 51-7706

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

### OPERATIONS RECORD BOOK

Page No. SEVEN

of (Unit or Formation) 438 SQUADRON

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

* Place	Date	Time	Summary of Events SECRET.	References to Appendices
10 A.P.O.,	Mar. 20,	(45)	Today broke fire and clear. The sircraft arrived from Messaton shortly after 1100 hre-	```
R.A.F., Warmwell,			and the pilots were shown their a commodation before dimer, while the ground sels	
Dorset.			got busy on the kites. No flying was done in the afternoon. A money exchange and pay parade was arounged for the pilots after dinner. Then, at Dispursal, they were	
			given a couple of lactures and signed various mage and other orders, Six pilots left	
			this afternoon on a three day leave. Totalflyin g forthe day, all Typhoon 1B, day,	i Paris
			non-operational - 16:00 hm	
	Mar. 21	/45	Too was a bit mity in the morning and the pilots were taken out to the skeet range first, then given a couple of lectures. Isns were made for some air to air firing	
e de la companya de			in the afternoon but visibility was found unsuitable by a weather recee, which was sent up.	
The state of the s	o .		No flying was done. A liberty run was arounged into Bournemouth and most of the pilote	···
	1		availed themselves of the chance to see a shor, attend a gimes, or simply so on the commonly called 2pub crawl. Total flying for the day 1 yphoon 18, day, non-op; 1:00 hr.	
	Mar. 22	45	Today broke fair and clear and the boys were at it early. The first flying was	
			low level dive hombing but it was changed to dive hombing from 8,000 ft, with the pull out from 2,000 to 1,500 ft. Oddly, the newer members of the Squadron had the best results	
	201.10%		in this first try but it will serve to encourage the older members. Most of the pilote	
			made either three or four sorties and as each sortie means four dives, they all felt the effects of it. Total flying for the day, all Typhcon 1B, day, non-op.: 22:20 hrs.	
•	War. 23/4	5	This is another grand day although there is a bit of have in the air. Regardless	
			though, the boys flew steadily from early morning until approx, 1800 hrs. Results	
	٠,٠٠٠		of this practice dive bombing is discappointing to the pilote but it is hoped it will improve when they get used to attacking the target on water. Today proved to be a very	<u>.</u>
•			black day for the Squadron when the Officer Commedding, A/S/Ldr. J.E. Hogg (CAN J.2119)	
5 4 2 3 to to to	, m-54	Men	dowe into the channel just then pulling out of one of his practice dives. That happened	
			is not known but from the accounts of non-flying witnesses, it was presumed to be a high speed stall. Morine aircraft patrolled the area but found only an oil slick, he the spot is approx. 2 miles off shore it is very unlikely that any dragging can be done. Taken flying	12

Par in

Place	Date	Time	Summary of Events SECRET.	References to Appendices
No. 14 A.P.C. R.A.F. Station	Mar. 23/45	(cont	d) S/Ldr. Hogg DFC had completed 26 operational sorties amounting to 32:45 operational	
Warmwell, Derset.			flying hours on his second tour of operations. Total flying for the day, all Typhoon 1B,	
- 4	Mar. 24/45		day, non-operational - 19:55 hrs.  Another grand day though, as usual, the air is a bit hasy. The boys put in a good	
			full day's flying. Results are improving as the pilots realize what they are doing wrong	7.7
			and are correcting, but they hope to do much better. Social entertainment is the surround- ing district is quite good and everybody is enjoying the time spent here. It started to	
•	Mar. 25/45		rain in the early evening. Total flying for the day, all Typhoon 1B, day, non-op: 23:50 hrs.  Woke this morning to quite a heavy ground fog which didn't lift until nearly noon.	in the second
			A lot of flying was done during the afternoon but with no spectacular results. In the evening the pilots staged quite a party in the less. Total flying for the day, all Typhoon	
	1.000 80 8	2	1B, day, non-operational:- 4:40 hrs.	
•	Mar. 26/45		The air is still very cool but visibility is good with only scattered clouds quite	
			high. The pilots put in a full day's flying with no incidents of any nature. Total flying for the day, all Typhoon IB, day, non-operational - 22:20 hrs.	
9 <b>.</b>	Mar. 27/45		This morning was quite warm and clear and the boys were flying on air to ground	
			firing. In the afternoon it was intended to switch back to dive bombing but it clouded up and the Squadron was released at approx. 1400 hours. Total flying for the day, all Typhoon	
			15, day, non-op:- 6:00 hrs.	
•	Mar. 28/45		Last night the weather forecast was two or three day's duff weather. The first arrived right on schedule with a foggy rainy morning and low hanging clouds. No flying was	
•	Mar. 29/45		The duff weather continued today and no flying was done.	a komo
•	Mar. 30/45		Today broke fine and clear and the pilote got in a full day's training at dive	
			bombing. Results are improving but they are far from what we would like them. Total flying	
	#T - 50%	2	for the day, all Typhoon 1B, day, non-op: 26:25 hrs.	
	Mar. 31/45		There were very low hanging clouds in the morning which prevented flying and in	
A Parising			the afternoon it broke into rain. The pilots did not come to Dispersal at all and in the	07
			afternoon most of them went into Bournemouth or Dorchester. Everyone, including the Adj.	166

OPEN VINONS RECORD ROOK

Wt. 87845/02532 28534 12/65 C. & L. 81-7706

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. Packet Book.

#### OPERATIONS RECORD BOOK

of (Unit or Formation) 438 SQUADRON

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

Place	Date	Time	Summary of Events SECRET.				References to Appendices
6. 14 A.P.C.,	Mar. 31/4	5 (a.m.t.)	1 hand had all an	1.			
t.A.F., Warmwell,	-1. )1/-	) (conc.					
lorset.			moved into Germany and we wi		irstrip B.100. N	o flying was done all day.	
			STEENGTH AS AT MAR. 3		CREW		
	4			R.C.A.F.	TOTAL STRENGTH	<u> BSTABLISHMENT</u>	
			Officer Pilots	22	22	14	
			Airmen Pilots	1	1	13	
				GROU	ND CREW		
			Officers	1	1	2	
			Aimen	4	4		
			TOTAL NO. OF AIRCRAFT O	N STRENGTH AS AT MAR.	31/45: Typhe	on 18 _ 18	
					d 35		
	7		TOTAL FLYING HOURS FOR (all Typ	MONTH OF MARCH/45:	Operational,	Day:- 171:50 hrs. Day:- 173:55 hrs.	
	-		TOTAL NO. OF OPERATIONA	L SORTIES FLOWN DURID	NG MAR/45: 143		
			TOTAL NO. OF ENDER AIRC	RAFT CASUALTIES CLAID	DURING MAR/45	: N1.	
			POSTINGS IN OF AIRCREN	DURING MAR/45:		AND LONG OF	
	-		Mo. Rank and Ma F/O J.K. Brown (	7.44181) Posted			6
			F/Lt. R.A. Brown	(J.21136) 83 G.	S.U. 1323/45		
	100		F/O C.C. Cole ( P/O T. Hartnett	J.43048) 83 G. (J.91195) 83 G.		For first tour  For second tour	
				tone (J.85932) 83 C.	8.0. 4/9/45	For second tour	
		-			8.0 8/3/45	For first tour	
			POSTINGS OUT OF AIRCREW	Posted	To Eff. Dat	e Remarks	
			P/Lt. D.J. Heard	(J.22976) RCAF U.	K. N/B 3/3/45	Missing, 2 Mar/45.	
			F/O W.L. Beatty	(J 28162) 83 C 8	U. 7/3/45	Tour Expired	
			P/Lt. B.J.D. Hol	(J.20030) B.P.C.	11/3/45 dn. 15/3/45	For O.C. duties	
14000 C. C.		. Comment	A/S/Idr. J.E. Ho	DFC (J21119) RCAP	U.K. 24/3/45	Missing, 23 Mar/45	
		}	P/O R.G. Fox (J.	2462) 83 0.8	JI. 21/3/45	Tour expired	1)>
1,4	1985		F/O P.G. Macklem		22/3/45	Tour expired.	16
THE RESIDENCE OF THE PROPERTY	CO SECURIO DE COMPOSITOR DE CO	STATE OF THE PARTY	CONSISSIONING DURING MAI	/45: M1.			新月1020日 · 1000日 · 1000日

References to Appendices	Summary of Rvents SECRET.	Date Time	Place
265	HONOURS AND AWARDS DURING MAR/45; N11.  TOTAL TOWNACE OF DONES DECEMED DURING MAR/45; 71 tone;	iar, 31/45 (cont'd	No. 14 A.P.C., E.A.F. Station, Marmwell, Dorset.
	JESpaner 1/2  (E.H. Spooner) P/tt.,  Officer Committing,  No. 438 Squadron.		
	· 64 · 100 ·		
•			
	A STATE OF THE PARTY OF THE PAR		
	CONTRACTOR OF THE STATE OF THE		
	Breston of Three Springs and S		
	have and committee off ped-me ready for the saw, back to the Captinant, the albertas have and committee of ped-me ready for the saw, back to the Captinant, of the last	gon* 37 to (asale is)	74 4.70 m

DETAIL OF WORK CARRIED OUT
By 438 Squadren

SECRET PAGE NO.

(*23709 -3511) Wt. 44057—2584 1500 2/44 T.S. 760			For 1	HE MONTH OF	J. Alexandria	19.45.		
DATE	AIRCRAFT Type & Number	Can'v	Dury.	Up	Down	DETAILS OF SORTIE OR FLIGHT	Referen	
Mar 1/45	Typhoon 18 77 R	P/OP . O. Mackless	Red 1	10540	1760	7 x Typhoon 1B (Hombers), each armed with 2 x 500 lb. bomber		
	79 %	P/O A.C. Richards	164 2	3660	1760	detailed on rail interdiction, Bail at A.1848 bombed with	1	
		P/0 2.6, Fox	Red 3	1640	1740	14 x 500 lb, bombs, Reil out & times in 3 places.		
		P/O R.H. Oldfin	Ibd 4	1640	1740	He movement seems.		
	***************	P/Lt. R.E. Spoomer	Blue 1	1640	1740			
	79 T	F/St. A.A. MoDonald	Blue 2	1640	1.740	And the second of the second o		
	53	F/Lt. D.J. Heard	10m 9	1640	1740			
		- 74 - 25,1 (Mass)	Terren y	TEOL	THE	40 may 20		
-42		P/Lt. L.B. Correy	Yoller 1	2735	1875	5 x Typicom Il. (Bushers), each armed with 2 x 500 25; boshe,		
		P/O B.C. Rivlin	Yellov 2	1735	1835	detailed on real interdiction. Dive bombed rail at \$1,0009		
		P/it, A.C. Brecker	Yellow 3	173	1835	with 10 x 500 lb. bombs. Rail out twice in one place.		
		PAR. BJ.D. May	Green 1	1725	1835	No hormant seen - way fart was to work and a see		
	81	W/O L2. Jodoin	Green 2	1755	1835			
2/3 3	ypheen 12 Fy K	50 85 E	<u> </u>		100	2000 300 400 400 300 300 300 300 300 300	- 7	
	DESCRIPTION OF THE PROPERTY OF THE PARTY OF		2ed 2	0735	0627	5 x Typhose 13 (Sumbers), each armed with 2 x 500 lb.		
	SERVER CONTRACTOR AND	2/0 2,6., Richards	M 2.	9733	0977	bombs, detailed to dive book Heltern Marshalling Yest		
	10865 TERMINICONSIDERANDAMENTO PROPERTY OF THE	7/0 2.6, Machine	Red 3	0735	0855	M/E board with 16 = 500 lb. bombs. He results observed.		
		P/O D.Y. Campbell	PdA.	9735	0825	40/30 Ard TMG 3 trains steam up facing V. 2 minete		
		NO JA Lord	The l	0735	.0900	laces, at A.5446. long. S.V. attended with comes and		
	7) B	3/0 2.3, Millions	Riso 2	0755	0900	danigot, freing S. at A. (190 another N ) 4 another		
		3/Lt. 2.II. Burden	Blue 9	0735	0900	1) tarp covered TRG ettacked with cames at \$,8869.		
		V-0.2 V.J. Kimelia	Bro 4	0735	4910	5. Company Co. 1995 C		
2/5 1	hoon 18 73 Q						4.4	
		S/Adr. J.S. House D/O B.C. Mirlin D/Adr. R.S. Correy	Ped 2	10/5		7 x Typhcon 18 (Sembers), each armed with 2 x 500 lb. bombs detailed on rail interdistion, W/1 at 1,7964 bombed with		
		P/o R.M. Gorray	Pel 5		100	16 z 500 lb bombs 1 rell cuts large explosion from .		
	23.7		Blue 1	46.7		14 x 300 lb, bushs 1 rdl. cut. surge semilesion from .  oversed THE, likely smee, trucks 1 looe, a mixed THE &  tuniors stately dith summer. 2 technory flavors A school  THE demand. F/Mt. Heard hit by flek in pull out from	0	
	25 J	P/Lt. R.E. Spooner P/O & Jodoin P/Lt. D.J. Heard	Time 2				16	
						to bale cut.		

DATE	AFRCRAFT THE & NUMBER	CREW	DUTY	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES
Mar. 2/45		7/0 7.6, Mackies	Red 1	1610	1725	S x Typhon .13 (Boshers), each armed with 2 x 500 1b.	
		7/0 2.C. Getty	Red 2	1610	1725	bombs, detailed on reil interdiction. Dive bombed rail	
	P3 E	THE PROPERTY OF THE PROPERTY O	Red 3	1610	1725	at 4,2251 with 16 x 500 lb. bombs. 1 rail out.	
	73.7		Bed 4	1610	1725	No serverint seen due to weather - 9/10 sloud at	
	95 X	1/16, E.J.D. Holey	Blue 1	161.0	1725	3.000.5%	
	23 8	W.O.2, W.J. Kimeella	Blue 2	1610	1725	Committee of the commit	
	23 8	P/Lt. R.H. Barden	Blue 9	1610	176	The same of the sa	
	393	2/0 Aug. Harle	Dine 4	1610	1725	The state of the s	
						1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Max 3/45	Typhoon 13 23 W	S/ldr. J.H. Hogg	Red 1	1015	1125	9 z Typhoon 1B (Bombers), each armed with 2 x 500 1b:	
	23.6	P/O E.D. McRemon	· 1 2	2015	1125	bombs, detailed on real interdiction. Tellow section	
	29.7	F/ic. L.H. Barden	Red 3	1015	1125	bombed red1 at 4.0559 with 6 x 500 lb, bombs, 1 red1 out.	
	23.7	P/O A.B. Havle	201.4	1005	1125	Red and Blue sections bombed Bocholt Marshalling Tards.	
	29.8	2/4. R.R. Coffey	Blue 1	100.5	1125	No results observed, Armed Recoe, to Coesfeld - no movement seem, Mail, Wasel to Mamorich appears to .	
	23.8	2/0 B.G. Eistin	Dine 2	1015		be U/S due to unresolved outs, P/O Kirlin returned	
	23 A	P/0 2.0. Fox	Yellow 1	1015	1125	and the state of t	
	23.8	F/O A.C. Richards	Yellow 2	200-5	1123	to base without estacking due to mechanical trouble.	
	33	P/O L.P. Jedoin	Teller 3,	1015	11/65		
					47/20		
Mar 5/45	Typhoon 12 Fy V	P/Lt. R.E. Specier	Red 1	0755	0915	8 x Tryboon 18 (Bombers), each armed with 2 x 500 lb.	
	23.0	V.O.2 V.J. Rinsella	242	0755	0915	boobs, detailed on rail interdiction. Red Section bombed	
	2) 2	2/0 J.A. Lord	24 3	0755	0915	Confold-Ahens, red1 at A.1882, 9 outs in 9 places.	
	23.8	P/O R.D. McKisson	Th0 4	0772	0915	Who meditos booked and disk and 1 at 2,4507.	DE
	24	P/O P.S. Maplican	Blue 1	0755	0905		
						1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
	29.2	P/Lt. A.G. Brooker	Rive 3	0755	0915		
	23.6	7/0 R.C. Setty	Diss 4	0755	0915		

Section 1997 (COMPANY)

APPENDER "A"

LA.F. FORM 541.

DETAIL OF WORK CARRIED OUT
By 438 SQUADRON

SECRET

PAGE No. THREE

(*13990—6517) Wi 44005—3521 1900 1344 T.S. 1900		FOR THE MONTH OF MARCH			19.7		
DATE	AIRCRAFT Type & Number	Cauw	Dury	Up	Down	DETAILS OF SORTE OR FLIGHT	REFERENCES
Max. 5/45	yphoon 15 77 Q	8/Lar. J.M. Hogg.	Red 1	2550	1610	12 x Typhoon 13 (Bombers), each armed with 2 x 500 lb.	
Mar. 9/45	7) 7	P/O D.Y. Compbell	Red 2	1550	1610	bombs, detailed on reil interdiction, Dive bombs rails	
	79.▲	2/0 2,6, Fox	200 9	1550	1610	at A.2075, no results observed. Redls at A.4267 bembed	
	73.X	9/0 AtC: Richards	Bot 4	1550	1610	7 reil outs in 4 places.	
	23.9	P/ict. R.H. Burden	Slue 1	1550	1610		
	经推销的复数的指数的证明的 经不管 化多元	P/O L.P. Jodets	Nue 2	1550	1610		
		F/O J.A. Lord	Blue 3	2550	1610		
		P/o All Barle	Rue 4 . *	2550	1610	No. 1	1
		P/la, L.B. Correy	Tellow 1	1550	1610	The state of the s	
		7/0 1.0. Otty	Yellev 2	1550	1610	A CANADA	
	23.8	7/0 R.D. Heltman	Yellow 3	1990	2620	Are strong at all in Contract of the second of the second	
	23.3	M.d.2 W.J. Einselle	Tellow 4	1550	1610	A Company of the Comp	
	7phoon 13 F3 E	7/4 7 7 7 7		124		The state of the s	
- 37 (GZ)	CELEORIS CONTRACTOR AND PARTY TO	P/kt. 2.2. Coffee	Red 1	1430		12 x Typhoon 18 (Monters), such assed with 2 x 500 lb.	
		7/bt, A.C. Brecker	Red 2	2430 2430	1545	bonds, detailed on rail interdiction, Nius leader hit by	
						flak at 4.55 and section bushed eross roads at 4.351.	
	是是是国家的政治的"	P/0 9,8. Livingstone	Bed 4	3430		To results observed, Red scotton bombed train, 35 covered	
		P/Lt. P.E. Barden	Nue 1	2430		tree w N.S. at A.7362. Mear misses - straffed but no	
	23.2 23.3	2/0 A.D. Harla	Rive 3	1430	1545 1545	claim, Teller section booked train and 30 trucks N.M.	
	20.2	W.O.2 W.J. Elmella	Mae 4	1430		et 4,7666. Hear minson, Straffed 75" Festery et 8,7209,	
		7/0 8.6. 2m	Tellor 1	1430	ALCOHOLD STATE OF	stelles seen but no claims Heavy flak from \$.4545 and	
		2/0 2 3 October 2	Sollow 2			1747. Intense, Right flak from Haltern to Dalmen and	
	29 6	2/0 23. Descr	Yeller 3	2430		South east, 3 structt, F3 S, F3 S and F3 T bit by	
	201	2/0 2.0, Getty	Yellow 4	1450	1907		
						*** *** *** *** *** *** *** *** *** **	2
							48
						<u> </u>	

REFERENC	DETAILS OF SORTIE OR FLIGHT	ME	STREET, STREET	Dury	CREW	AIRCRAFT
		Down	UP		-	Type & Number
	11 x Typhoon 1B (Sombers), each armed with 2 x 500 lb.	1720	1600	Red 1	F/Lt. R.H. Barden	Typhoon 18 F) K
	bombs, detailed on real interdiction. Red section dive	1720	1600	Red 2	7/0 J. Brown	STATE OF THE STATE
	bombed red1 at \$.6048 with 8 x 500 lb. bombs . 6 outs	1720	1600	Red 75	P/O a,C, Richards	
	in 3 places. Blue section dive bushed rath at \$.5945 -	2720 .	1600	Red 4	P/O T. Hartnott	
	with 8 x 500 lb, bombs - 1 out. Yellow section dive	3720	1600	Rue 1	P/O .P.G. Macklem	
	bushed red; at 4,5947 with 6 x 500 lb. hombs. 1 red l'out.	1720	1600	Blue 2	2/0 2,0, 7 <sub>08</sub>	
	Boost and 10 covered tracks at \$.6048 - near misses.	1720	1600	Blue 3	2/0 5/2 Down	
	with books	1720	1600	o Blue 4	IN THE SECOND PROPERTY OF THE	23.2
	10 VALUE COMMAND	1720	1600	Yellow 1	7/kt. 2.J. MoAlpino	
		1720	1600	Tellow 2	P/O S.R. Stewart	
	positive carried to the same same and the same same same same same same same sam	1720	1600	Yellow 3	7/Ma A.D. Brooker	
-					-/	
	13 x Typheon 18 (Bombers), each amed with 24 500 lb'.	1435	1320	Red 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	bombs detailed on radl interdiction. Dive bombed rail	1435	1320	Red 2	W/Gadr. F.G. Great	
	at 4,5192 with 22 x 500 lb, hombs. Bull out 6 times	1433	130		2/0 . J . Brown	
	in 5 places, Sombe -11 concentrated, No movement	1435	130	Red 3	7/0 3.4. lord 7/0 2.D. McKirmen	
	some y/0 2 % Westellar returned due to menhardnel	1435				
	trouble and his place was taken by P/Lt. H.J. Malpins.		130	Sine 1	P/Mt. R.M. Spooner	dami, mansangun stampungganggan (PRINCIPA SIN
186		1435	1520	Rive 2	2/0 7. Restrict.	20.7
		1435			And the second s	<b>2018年1月1日 1月1日 1月1日</b>
Section 1		S ESSENTIAL SECTION AND ADDRESS OF THE PARTY	1320	Elvo 4	2/0 2.G. Noz	
	The second secon	1435		Toller 1	7/0 A.C. Richards	
	The Annual Conservation of the Conservation of	1/35	SEE MARKET LOOK THE	Toller 2	7/0 0:0: Onto	
	The state of the s	S CHARLES A SERVICE	1500	Yellow 3	2/0 2,0, Mankles	23 1
	0. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.		1320	Teller 4	7/0 H.F. Hay	SOUTH INSTITUTE AND ADDRESS OF THE PROPERTY OF
	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	3435	1320	Spare	7/ld, E.J. Makipine	23

APPENDIX. "A"

RAF. FORM 54L

DETAIL OF WORK CARRIED OUT

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PAGE No.

The second second second		Control of American State and Applications of the Control of the C	FOR		BEIDEN STERNING OF THE CO	194519		
DATE	AIRCRAFT Type & Number	CREW	Dury	UP	Time Down	DETAILS OF SORTE OR FLIGHT	REPERENCES.	
Nor 24/45	yphoon 1B P3 V	T/L. B.B. Spooter	Ped 1	1615	1725	12 x Typhoon 18 (Sombers), each armed with 2 x 500 16.		
de .	2,3	F/OD J. Stewart	Pod 2	1615	1785	bombs detailed on Bail Enterdiction, Bod and blue		
	73 7	9/4 83 H. Appen		1615	172	motions dive bombed rail at \$4869 = 2 cuts 1 bomb	100000000000000000000000000000000000000	
	Bz	7/0 ED M.K.	Ba 4	1615	1725	Tellow section dive bombed reil at A,4971 -		
3 4 4	的复数经济的特别的高级的	2/0 E 0, 2	B <sub>100</sub> 1	1615	1785	2 cuts, "o november soul		
	7 <sub>3</sub> X	P/L A.B. Brown	B <sub>lue</sub> 2	1615	PER CONTRIBUTION CONTRIBUTION			
	- 7 <sub>3</sub> H	P/O J A Lord	Blue 3	1615	1725			
		P/0.0 S Legings to	- Page 4	1615	122			
	20.7	P/O C C Colo		1615	170			
	31		Tellor 2	1615	1725	Alban L. Later C. Prince St. Co.		
		7/0 2 0 8 0 T	Yellow 3	1615	172	(may 1982) 18 (m. 1982) 18 (m. 1984) 18 (m. 1982) 18 (m.		
	939	7/0 H P H	Tellor 4	1615	1725			
1	Spales of St. 2	2/4 37 2	2 -					
17.50	COURSE LEVEL S	P/L PH Burden	201	變影響系統的機	de la	12 x Typhoon 1B [Subsern] on the Armed with 2 x 300 1b. bombs, detailed to dive bomb reil between A,2773 and		
	250	7/0 3 N	104 2 0d 3	1305 1305	1425 1425	A.231. led and Blue Sections a tracked mil with 16.		
	P3 A	2/0 2 8 Gatty	Ped 4	1315	1425	- Commission of the Commission		
	2,3	7/4 25 Estates		1315	1425	attacked by Tellow Section with 8 x 900 lb, bombs,		
	, 2,2	7/008 1		1315	1425	2 rells out. 2 bombs on M/K building direct hits		
	₹3 B	P/O E.D. McRinnon	Dine 3		425	A Second Street As Sub- 2 Dembs on M/S huilding direct hits		
	201	2/0 % Bartoutt.	Rue 4		167			
	73 %	F/O A.G. Blobacde	Yellow 1	1315				
	23.2	P/Lt. A.R. Bronn	Teller 2	199				
	25.4	7/ 12.20	Yellow 3	2025	1/2	BELLEVIEW BREEKEN BELLEVIEW OF THE STREET		
	P3 T	P/O D.J. Stewart	Yellow 4	1315	1425			
	0.000					Control of the Contro	· Don	
						The state of the s	X6D	

DATE	AIRCRAPT TYPE & NUMBER	CREW	Dury	UP	DOWN	DETAILS OF SORTIE OF FLIGHT	REFERENCE
Mar. 15/45	STATE OF THE PROPERTY OF THE P	2/4 27 -					
			Ped 1	1540	1635	8 x Typhoen 18 (Sompers) detailed on Rail Interdiction.	
	P3 H		Red 2	1540	1645	Each aircraft was armed with 2 x 500 lb, bombs Fast at	
	<b>7</b> 3 I	P/O J.A. Lord	Red 3 "	1540	1645	A.4556 attacked by Red Section. 2 cuts in one place and	
	290	P/0 H.P. Hey	Red 4	1540	1645	2 single cuts. Reil bridgesat A,4552 and A,4553 attacked	1000
	39 p.	PAt. A.C. Brooker	Divo 1	1540	1605	by blue section. All bombs in target area. No results	
		P/0 C.C. Colo	Due 2	1540	165	observed due to here, bridges believed bit but no	
	F3 A	P/Lt. A.R. Brown	Dine 3	1540	1645	olains made,	
	29 8	P/0 0.S. Livingston	e Bue 4	1540	1665	The second of th	
Y.				2030		Contract Con	
r. 17/45	Typhoon 18 33	P/Lt. R.B. Spooner	Red 1	1610	1725	11 z Typhoon 1B (Bombers), each armed with 2 x 500 lb.	<b></b>
		P/O J. Brown	Red 2	1610		banba, together with 12 x Typhoen (Mombers) of 439	
•	73 2	9/0 . J.A. Lord	Fod 3	1610	1785	Squadron and 12 x Typhoon 1B (Sombers) of 440 Squadron	
	33 8	P/0 · P. Hartnott	Red 4	1610	1725	attacked Stores Dump at A. 3342. Target bombed by Ming	
	21	P/irt. H. H. Barden	o bear	1616		with 68 x 500 lb. bombs   All bombs in target arms but	
	731	P/O D,V, Compbell	Blue-2	1610	1785	metresults observed due to meather - 10/10 cloud in	
	79.4 29.4	7/0 A.C. Richards	Blue 3	3610		Leyers From 5,000 St.	Are
			Blue-4	1610	1720	The state of the s	200
	39.4	P/Lt. H.J. Modigie	m Yallow 1	1610	ملا_		Secretary of the Control of the Cont
	39	F/O 1.C. Oatty	Yellow 2	1610	173	1	
	73.7	7/0 H2; H-	Yollor 9	1610	1725		
						177	
		The state of the s	2			L. Symmetry	
		<del></del>				Orricer Commanding	
						No. 438 Benedron.	
e ence							
		A CONTRACTOR		400		A CAMPAN TO SECTION OF THE SECTION O	

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OPERATIONS RECORD BOOK of (Unit or Formation) No. 438 Squadron 233

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

Place	Date Time	Summary of Events 1 SECRET.	References to Appendices
No. 14 A.P.G.,	Apr. 1/45	STRENGTH AS AT APRIL 1, 1945; B.C.A.P. TOTAL STRENGTH ESTABLISHMENT	
2.4.2. W		ATRONOUS CO. A	
Mr. Dorchester, Dorse		Occioer Pilote 22 2 14	
		Almen Pilote 1 1 13	
		6 BOURD CROSS	
		Officers 1 1 2	
	100	A CONTRACTOR OF THE CASE OF TH	
		The weather is still duff with the result that no flying will be done on our last day here.	
		Everything is being prepared for an early get away tomorrow. Two of the pilots who are	
		ment on the list for leave will leave from here towerrow and report back to 8,100.	
		No flying was done all day,	
The second of	Apr. 2/45	Breighody was up early this sorning in properation to return to the Continent but	
1		word was received at meen that we would not go until to a ow. The ground crew were	The same of the sa
STATE OF THE PARTY		mostly released for a last evening in England and most of the pilote as well disamppeared	
		out into town, CAN Kibbot W.O.2 Rinsalls, W.F., during an A. and E. test on one of the kites, had the engine out and was forced to belly land on the field. The pilot was unburt	
		but the siroraft was damaged. Total flying for the day, all Typhcon 1B, day,non-op - 1:20	
•	lpr. 3/45	Following a very early rising, the whole Squadron made the move to \$,100 in Germany.	
			•
		It was a very successful Smandron save a ground personnel and extra pilots made the the flight over in two hours and fifte on dantes, arriving about 1115 hours. Sixteen of	A
		the eighteen aircraft arrived here strly in the afternoon, two late starters arrived an	1004
		hour or so afterwards and 2/0 ". " Dewar (CAN J 92994) who ment to 83 6.5.U. for a new	
		Attended to the second of the	
		Dispersal was set up and a rational mission, an Armed p was run off. It was	
		up to Merthern Holland bat w hing was seen. Towards evening we had a thunderstorm and	
		some very heavy shows. I stal flying for the day, all typhoon 18, days.	
		Operational - 10: Nav. Men-operational 47:30 hrea	
			06

Place	Date Time	Summary of Avents SECRET.	Reference to Appendice
Airstrip B.100,	tor. 4/45	It is very gusty this morning with alternate Showers and sunlight. The ceiling, though	14
Nr. Weese, Germany.		is a fair height and the boys went operational very early. Nour Armed Recoes, were flown	
		and six aircraft flew to \$.78, Bindhoven for leaflet bombs. They originally were to fly from Bindhoven, drop the bombs and return here, They were recalled though and landed here	
		with the bombe. On the last Armed Rocce, which took off shortly after 1900 hours, one	
		Section of four elecraft were justed by 12 plus M.E.109's. Two of the aircraft returned safely but nothing has been heard of CAN J.,788 7/1t. B.J. McAlpine and his second	
The state of the s	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	CAN E.188931 W.O.2 Kinselle, W.J. who were acting as cover while the others straffed,	
		Breryons hopes that they may have personuted or crash landed safely but the odds are against them in a case like this. Total flying for the day, all Typhoon 18, day:	23.*
		Operational - 23:40 hrs. Hon-operational - 5:05 hrs.	
•	pr. 5/45	Though it is a cold, raw day with the odd spit of win the boys were busy on "ops" early in the morning. The first mission of the morning was a leaflet raid done by six	
		aircraft. There was one hang up and it shook off as the aircraft touched down on its	
		return. Thur more Armed Recoe. missions were done during the morning and early afternoon.	
		Some lot, was straffed with good results. The meather was unsuitable for "ope" during the late afternoon and exeming. Total flying for the day, all Typheon 15, days.  Operational - 28:40 hrs. Non-operational - 1:07 hrs.	
•	Apr. 6/45	The weather was duff today and though it tended to clear up in the afternoon no	
(4) 书题(4)		"ops" flying was done, Breryone was happy today when one of our past Officers Commending	
		returned to take over Command of the Squadres We is deting Squadren Leader J.R. Beirnes DR (GAN 0.13458). As well we had seven new pilots come in today which puts our strength up	1
		to 29. They are: P/O S. Einauch (CAN J.44201), P/At. W.J. Bussa (CAN J.7993), P/O P.J.  Mack (CAN J.12783), P/O D.W. Stobells (CAN J.4287), P/O W.F. Birch (CAN J.41883),	***************************************
		2/0 E.D. Reydon (CAN J.44042) and F/0 I.N. MacDonald (CAN J.44054)	
		Total flying for the day, allfol,	
		<u> </u>	

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AND STREET, SHAPE THE COLUMN STREET

R.A.P. Form 540
See intraction for use of this form in K.R. and A.C.L.
pore, 2340, and Wor Manual Pr. H., chapter XX., and
notes in R. A.P. Boshiel, West,

#### OPERATIONS RECORD BOOK

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Page No. THREE

of (Unit or Formation) No. 438 SQUADRON

No. of pages used for day.

Place	Date	Time	Stummary of Events SECRE	T. Reference to Appendic	
Airstrip B.100	Apr. 7/4	,	This was a grand day with the sun shining brightly and the air quite warm. It is suppri	etae	
Mr. Weese,			how quickly the mad dried up. The boys were out on "ope" early in the moming and flet		
Corpustry :	•		quite late this evening. Five missions were flown during the day. The first in the sorm was an Armed Recog. and the last in the evening (2 planes) was a leaflet raid. The other		
			three were dive bombing and straffing shows on small towns using 500 lb, cluster and 0. bombs. These go out as Armed Recoes, but carrying bombs and while on the Recee, are		
			rectored on to a target. This is a new procedure as far as this Squadron is concerned a seems to work out nicely. Dive bombing has been very good. Total flying for the day, al		
•	Apr. 8/4		Typhoon 1B, day: Operational - 44:30 hours. Non operational 7:15 hrs.  The visibility was poor this morning and the pilots were put on 15 minute read at the Mace. All was bustle this morning as word came through that "A" party will move	lnege:	
			Das, no doubt to our long experience as a mobile Unit, everything went searchly and 64% Mobile were ready long before time of departure. The sun dame out towards mean and thru		
			"ope" missions were done during the afternoon. The first was a leaflet raid with three aircraft, the other two were dive bosbing shows. Results were good on the attack on a		
	100.00		Village, on the other show the results were not oserved. Total flying for the day, all		
900 and 1	Apr. 9/40		Typhoen 18, days - Operational - 22:00 hrs. Mr poperational 2:30 hrs.  The weather was duff this sorning with a very low ceiling and poor visibility.		
			This improved sessionat towards noon and during the afternoon and evening two "ope" miss	ione	
			were done. The first was a dive bombirs also on a village which was holding up the Army. It was very successful. The building were bombed without the road being blocked and		
			shortly after the pilets return, word came through from the Army that they had taken th		
The Property of the Party of th			Village and were well post if This sight plane show was led by our Wing Companier,		
193 (1) (1)			Operations, while the O.C. led a four plane fighter essort. The second "do" was a dive booking attack on a wood. That were good, all books fell in the target area and a		
			large explosion and the save cheer and Some lett, were attached on this save show		
			which resulted 1 desta 4 and 2 descript force Figing for the day, all Typhon 18, do	200	
			2 10 10 10 her.		100

	Da	200	Ma		
	原玉.	92 G	No.	200 i	\$17.00

Place	Date Time	Summary of Events SECRET.	References to Appendices
and Wing H.Q.	Apr. 10/45	Another summy day and though visibility in the vicinity of the airfield was not very good	18*
Airstrip B.100		the pilots found the weather in the target area perfect. Altegather four ops. missions	
Nr. Weese,		were performed in the form of combined Armed Recess, and dive bombing dos. The four	
George .		targets attacked were, a village, a four gun position, a woods and a cross road, All bombs fell in the target areas on all attacks and on the last the road was out in four	
	• 100	places. 500 lb, bombs were used. Three H.D.T. were damaged by straffing. No news yet of when the kites will move to the new strip. Apparently the memy have not entirely relinquished the new spot and "A" Party are still held up. Total flying for the day,	
•	Apr. 11/45	all Typhon 1B, day: Operational 40:10 hrs. Non operational 1:00 hr. We seem to be in fer a spell of good weather. The morning dawned a bit misty	
		but by 0900 hours the sun was out in all its glory. By noon it was so warm that people were shedding their clothes. Only two "ops" missions were performed today. One, an	
		Armed Reces, carrying bombs split up and half the siroraft bombed and straffed an energy convey of M.T. welficles while the other half bombed a small woods. No results were observed. The other was a straight Armed Reces, which resulted in a score of two Met.	
		destroyed, 2 Met, damaged. Due to me error the last mission lended at the new atrip but took off shortly and returned to B.100. At approximately 1500 hours word was received	
		for the Squadron little to proceed to the new cite, 8,110, and the majority of them took off at approx. 1900 hours arriving at 8,110 shortly after. The remaining personnel knowled down tents etc. in preparation to move temography. Total flying for the day,	
143 Wing H.Q.	Apr. 12/45	all Typhoon 1B, days Operational 22:40 hrs. Non-operational 20:73 hrs. We had a grend day for our move to the new Airfield. To speed things up we	
in the tingen,		left this morning with the two Squadron trucks and a D.R. The main "B" party are waiting	
Openany.	2.1	at approx. 1530 hours. The other truck had thre trubbs and arrived at approx. 2000 hrs.	
		The drive through Germany was very delightful. The country side was beautiful and in the	
		towns we saw the real results of our boshing raids. The simreft, operating from \$.110 were busy doing 3 "ope" rissions. For the first time for ages the Squadron was given /cont'd	

Pri- 21045/02522 | 8845 | 19/40 | C. & L. | \$1-7700

R.A.F. Porm 540

See instructions for use of this form in K.R. and A.C.I., para. 2345. and War Manual Pt. II., chapter XX., and notes in R.A.P. Parks Bosh.

#### OPERATIONS RECORD BOOK

Page No.FIVE

of (Unit or Formation) NO. 438 SQUADRON

. . .

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

Place	Date	Time	Summary of Events SECRET.	References to Appendices
143 Wing H.Q.	Apr. 12/4	5 (cont	) rail targets. The score for the day was 13 rail outs, 2 locamotives danded by straffing,	7.4
Airstrip B.110,			and 1 Met, destroyed and 4 deseged by straffing, Total flying for the day, all Typhoon 18	
Mr. Mettingen,			day: Operational - 35:45 hrs. Son-operational - 5:00 hrs.	100
Go zerry	Apr.,13/45		Woke early this morning and a bunch of the pilots were busy putting up tents before 0800 hours, We have a besutiful spot for the pilots with a small stress issuediately	
			behind to furnish water for washing. We "ops" were done until after dinner but in the	
			afternoon 2 dive bombing shows and 1 leaflet raid was done, Weather for the leaflet raid	
	1.1.		was abortive and the books were brought back. Results for the day were 10 rail outs,	
			15 mixed TRG damaged, 1 Met. destroyed and 1 Met. damaged. By might the pilote living site was all fixed up with tents up, hot and cold water facilities, etc.	
			Total flying for the day, all Typhoca 18, day: Operational: 33:15 hrs. Wen-ep: 3:15 hrs.	
	Apr. 14/4	5	Moke this morning to the patter of rain on the tent roofs. The rain stopped early but it was overeast until well after dinner time. Two "ops" missions were performed during	
			the late afternoon and early evening both dive bombing shows using 500 15, bombs, One was	
			against the town of Verden, all the bombs fell in the required area and a large factory was left in flames. The other was a rail outling job which resulted in 8 cats. A train	
			of 40 plus THE was left with 10 cars destroyed and 15 demaged. The Squadron's streak of bed luck stayed with it today when F/O G.S. ldvingstone (CAN J.85932) while in his	
	4		circuit of the acrodrome at approx. 2000 ft. suddenly flicked over and spun to the	
			when the sirorest first hit. We were pleasantly surprised at suppor time today when we	
Graph.			found electric lights in all of the tents. This will make tent life much more hearable.	
*	or. 15/45		It was raining this porming and continued off and on all morning and most of the afternoon, Towards evening to Cleared up and one dive hombing show was done which was	
2 2 t	h4.1648		led by the W/Ondr. Operation . Bombs fell all around the bridge and the rails at both	
			and as year out but the by ign did not fell. Not, your straffed on the homovard trip with one destroyed and we assuged. The Wing Communder was quite enthusiastic about the	
			whole minsten . Da. flying for the day, all Typhoon 1B, day: Operational - 17:00 Non-up.	mi Jes

Place	Date	Time	A STATE OF THE STA	Summary of Rvents	SECRET.	References to Appendice
143 Wing H.Q.	Apr. 16/4	5	The control of the co	The state of the s	ON LOCAL CASE OF	TA A
dretrip B.110.	7,2,0,20/		This was possibly the grandest day we day it was as warm as the usual summer	r day. There was a bit of li	out early and during the	
r Mettineen	m. 57		affect visibility to any extent. Toda		THE RESIDENCE OF THE PARTY OF T	
ermany.			operational missions, and probably th	e most successful too. Three	missions, using 500 lb.	
			bombs, were real interdictions. Remal on the last and on the middle "do" tw	ts were emerging with 17 cuts	on the first 8 cate	
			various missions today resulted in 1			
			Not. damaged. One of the other missie the other was a dave bombing show [50	ns was an Armed Recce on whi	ch nothing was seen and	
			aircraft participated. All bombs land	ed in the target area and on	a large building was	
			ant on fire. Two of our pilots today to bring back two replacements. One o	Paris - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		
			(CAN J.44181) experienced engine trou	ale after one of today's rei	1 interdictions and a	
			few seconds later reported he was ball of the rest of the Squadron at the time	ing out. We one saw him hale	out but the position	
			hope he manages to hide, for a few day the day, all Typheon 1B, day: Operat	s until this territory is t	sken. Total flying for	
•	Apr. 17/4	,	Today is quite a bit cooler ti			
			slightly overcast. Four operational mo	THE STATE OF THE S		
			rail interdiction in which 8 outs were			
			attacks on shipping (500 lb, bombs )on	which a tanker and 10 plus	torage tanks were	
	1 2 2 2 2		attacked. Visibility was so poor that	results could not be observe	ed. The last was an	
			Armed Recoe, which was abortive due to			
CERTIFICATION OF THE SECOND			first mission straffing resulted in a			
3 m3 64 3 *	4 1 4 11 11	7,02	Met. destroyed, Total flying for the de Mon-operational - 2:15 hrs.	, all Typhom 1B, day: Ope	retional - 50:50 hrs	
	-					
						-4

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ON MICORD BOOK

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R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
pare, 3549, and War Manual Pt. II., chapter XX., and
matter in R. & W. Pr., and

#### OPERATIONS RECORD BOOK

Page No. SEVEN

of (Unit or Formation) NO. 438 SQUADRON

No. of pages used for day.

Place	Date Time	SECRET.	References to Appendices
143 Wing H.G., Airstrip B.110	Apr. 18/65	This morning there really was a champ on the flying with a ground fog which made visibility	
		a matter of feet. The pilots were called to Tutallirence at 0900 hours to lister to the	
Mr. Mettingen,		new A.O.C. in Order -P.C. in Order	
Germany		and get the dope directly from him. "A"	
		Farty moved out today on their way to a new Base near Celle, We should get under	
		or the following day. Visibility cleared about mean and two "ope" missions were done, One, an Armed Recoe, bombed 12 oil tanks but they were capty. Straffing on the way home resulted	
		honey. A train on the tracks was bombed and direct hits tracks some of the TRO's right	
		and score was 5 outs, 1 loco, damaged, 6 page, TPGs destroyed and 0 according	
· redució de resido		Thus demagnd. Total flying for the day, all Typhoen 18, day: Operational - 27/00 hre.	
	Spr. 19/45	The weather has turned cooler and there are commanding aloude. That, together with the fact that the field is hardly serviceable and that we are running short of 170	
		grade gas tended to limit our ope today, Only the me wheather	
		the vessel were claimed, the second anti-shipping musica was mentantler 12 simples.	
		attacked a probable light ornicer with 500 lb. bombs, part of them inst, nose and 11 acc.	
		tell, the balance Il sec. delay tail only. Seebing was exceptionally good with 6 direct	
		make and many near misses. The vessel was listing to port following the ditack, little	
		recommands showed the best to be still listing with tugs all around her opparently trying to fleet her towards shore. The was very below and 2/0 J.R. Stewart (CAN J.26407)	
Teremont.		had both wing tanks shot up as well as his rudder. He was able to reach home with about 5 gales of gas left. The boys really deserve credit for this grend piece of mark.	
	8/5 SOVD	Total flying for the day of Aphoen IR, day: Operational 97:00 hres, Non-opt 1:45 hres.	KS
		STATE OF THE PROPERTY OF THE P	
		07	

Place	Date Time	Summary of Events SECRET.	References to Appendices
Airstrip B.110	Apr. 20/45	Another grand summy morning and still no word to move. Three operational missions were	
Nr. Mettingen,		perfermed during the day. One, a leaflet raid with four aircraft was abortive when weather	•
Germany.		in the target area was found unsuitable. A rail interdiction using 500 lb. bombs was successful with 5 cuts and a signals box destroyed. The third mission was an Armed Mapoes	
		carrying 500 lb, hombs. Between bombing and straffing it scored 1 dambaged loco, 8 TRG destroyed, 15 TRG damaged and 1 metercycle destroyed as well as four rail outs. About	
		1700 hours word was received that the Squadren would take off at approx. 1900 hours. Four	
		aircraft were on a leaflet "de" and two others were temporarily unserviceable so that	
		only 12 aircraft took off in two sections. All arrived eately. The Orderly Ross and Dispersal was packed up and the tents knocked down in preparation for Zomorrow's move. A new pilot, Z/O T.M. Joses (CAN J.44192) arrived on the Squadron today, Total flying	<u> </u>
		for the day, all Typhoon 1B, day: Operational - 34:10 hrs., non-operational - 9:45 hrs.	
Airstrip 8,150	Apr. 21/45	The ground personnel of "B" Party and the excess pilots were up early, got	
Mr. Celle, Cornery		packed and hit the road about 0745 hours regardless of pouring vain. Six pilots whe did not get away last evening were left two tents in which to stay until the weather cleared.	- <u> </u>
		The ground party came through without any trouble arriving at 8.150 about 1430 hours. The	
		12 plane dive hombing attack on Achim. This was a Ming show and was quite successful with 42 700 lb; bumbs and 4 1,000 lb, hombs in the target area. large explosion and fire was seen. Total flying for the day; all Typhoon lb, day; Operational - 11:50 hrs, non-op-	- January - Property -
		5:15 hrs.	
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Apr. 22/45	Moke this morning to a sold realized printing; This changed slightly into an cald sort of day with gusty winds, rain and sunshine alternately. No ope flying was done	
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		all day, One pilot flew an Auster to \$ 152 to check on supplies for the Bing Commander,	
		Operations, 440 Squadron pilits flow to England today and we moved into their rooms. It was of short duration; The S.L.s. moved part of the Squadron from the main building into	
		the barn to make an even distribution with incoming 439 pilots. Another new pilot,  OMN 2.149398 W.U.Z L.M. Lackerson arrived today. No flying was done all day.	

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DELA CASTA RECORD BOOK

t.P. Form 540
instructions for use of this form in K.R. and A.C.I.,
2340. and War Manual Pt. II., chapter XX., and
in R.A.F. Pochet Book.

#### OPERATIONS RECORD BOOK

Page No.NINE

of (Unit or Formation) NO. 438 SQUADRON

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

Place	Date Time	Summary of Bvents SECRET.	References to Appendices
143 Wing H.Q.	Apr . 23/45	This morning is cold and raw with quite a heavy cloud bank with odd patches of blue	
Mrstrip Bal50		between. Regardless of the undertain weather two "ope" missions were done. One, a dive boshing attack on a village using 500 lb. boshe was quite successful with all boshs in	
· recognition		the target ares and the main intersection cut by direct hite. The other, the first "do" of the day was abortive due to weather over the target and the 500 lb. bombs were jettisomed live over enemy territory. The Squadron suffered a loss when P/O T. Hartnett (CAN J.91195)	
- part of the second		one of the pilots disseppeared while flying through clouds and has not since been seen.	
•	Mgz. 24/45	Total flying for the day, all Troheon 18: Gerational - 17:20. Non- op - Nil.  Just an ordinary sort of day with some clouds and some ground hear. No "ops"	
		flying was done until moon but during the afternoon and evening 4 "ope" missions were	
	Harrison a Co	performed. Three were reil interdictions using 500 lb. bombs, the other was a dive- bombing attack on a headquarters using 1,000 lb. bombs, Results were good with 17 rail	
		outs, 4.780 destroyed, 1.780 desaged, 6 loces, desaged and 1 destroyed and 1 Met.  desaged, in the 1,000 lb. "do" troops were also straffed, it was generally considered."	-
		a pretty fair day. Total flying for the day, all Typhoen 18, day: Operational - 35:10 hrs.	
•	Apr. 25/5	Today broke clear and bright with only contered clouds. The first shift of pilots were out very early and the Squadran was busy all day. Four "ope" missions were performed	
		all of them rail interdictions with straffing afterwards. The day's score was 27 rail	
		outs, le loces, drugerd, A Not, damped and at least 12 TRO's damaged. It was a good day's work but the Squadron paid for it when I/O T.M. Jones (GAN J.44192) was hit by flak in a	
		straffing attack, pulled up to envior. 2,000 ft. then spiralled into the ground. Total flying for the day, all Typhcon 13, day: Operational - 50515 hrs. Non op - 1:10 hrs.	
	Apr. 26/45	The sun is shiring on the first "do" was any early. Visibility was very poor in the morning but improved as " det later. Five operational mission, all rail interdictions, were performed with " a " and " a some for the day was 17 rail outs, 1 local destroyed.	
		6 TMM destroyed and 1 %, possibly a petrol bosser destroyed. On the first "do" of the	
		morning P/O E.D. a fold (CM J.44042), one of our newconers, went too low, hit the trees	ll .

Place	Date Time	Summary of Events SECRET.	References to Appendices
143 Wang H.Q.,	Apr. 26/45(00)	nt'd) and crashed to the ground. There is practically no chance that he could have escaped death,	
Airstrip B.150		Total flying for the day, all Typhoon 1B, day, operational - 25,56 hrs.	
Nr. Colle	Apr. 27/45	Though the early morning was good, the weather deteriorated during the afternoon	
Cornery		there were quite gusty winds with old showers of rain. Only one "one", a rail interdiction using 1,000 lb. bombs was done. It was quite successful with 4 rail outs. Straffing	
		afterwards resulted in 1 loos, and some TRO's damaged. Total flying for the day, all Typhoon 1B, day, operational - 7:30 hrs.	
•	Apr. 28/45	Today broke overcast and remained that way most of the day. Towards evening one	
		operational mission was performed. It was a rail interdiction using 500 lb, bombs and was successful with 4 rail cuts observed. Thank goodness we are in comfortable quarters these	
		cold wet days when there is very little flying being done. A fire place in our bar is much appreciated. Total flying for the day, all Typhoen 1B, day: Operational - 6:50 hrs.,	
		Non-operational = 55 mins.	
	Apr. 29/45	Another cold, overcast day with the odd spit of rain. The pilots of the early	
		shift ambesse were awakened shortly after five o'clock but stood to in the Mess on 30	
	1501 54 22 2	minute resiliness until late afternoon before anything to med up. The first "ops" was close support with one section dive bombing a village with 700 lb. cluster bombs, the	
		other section attacking the MAT with 500 lb. M.C. bombs. Due to an exceptionally low	
		ceiling the sirerest could not dive bomb but jettisoned the bombs from approx. 2500 ft.	
		in both cases. Results of the bombine were mod with all bombs in the target area buf no	
		definite results as to damage caused could be seen due to poor visibility. Heavy sheets of	
		light flak was encountered. A rall interdiction using 500 lb. hombs was later done shich resulted in 10 outs. Two new pilets joined the Squadron today. They are J.42945 P/0	
		O.A. William E.211126 Sgt. A.S. Villa. Total flying for the day, all Syphoen 18, day,	
•	Apr. 30/45	Today, the last day of April, was shother non- one morning and afternoon, Guaty	
	1 - 2 W	winds prevailed as wall as bear cloud bank which prevented all but local flights. Shortly after supper one rail interdiction was performed. Two trains on tracks were bombed with	

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R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
pare. 2340. and War Manual P. II., chapter XX., and
motes in R.A.F. Packet Book.

## OPERATIONS RECORD BOOK Page No. ELEVEN

Place	Date	Time	1 N (126)	Summary of	Rvents	SECRET,	References to Appendices
149 Wang H.Q.,			a) 500 lb. bombs but results could	4.		A TOP TOP THE	
Airstrip B.150,	3300	2 Teomy	straffed with 2 destroyed and 1 d	HERE THE SECTION AND THE SECTI		SYNVATURE PRODUCTS CONTROL OF THE PRODUCT OF THE PR	
Mr. Celle,			pilot will be able to sleep in a				
Germany.			appreciated as in miniposer set se	ather the big m	sarquee is pretty e	old and dreamy,	
			Total flying for the day, all Typ				
			4:10 hre.	2,864			
			STRONGTH AS AT APR. 30/45	RCAR	TOTAL STRENGTH	RSTABLISHOSVT	
			ATPONENS				
			Officer Pilots			JA	
			Atmon Pillots	4	2 b <sup>r</sup> .dia	13	
			CROND CRAY:			Far. opping	
1			Officers	1	1	ż	
			.Atmon	4 4		9	
			TOTAL PLYING HOURS FOR PRIL 19	151		7-7-	
				on 18, Operation	[35] LTHE CONTRACTOR AND DESCRIPTION OF THE PROPERTY OF THE PR	155 hrs.	
			'Typhoc	on 18, Non-Opera	tional, Day - 124	:10 hrs.	
			TOTAL NUMBER OF OPERATIONAL SORT	DE MAIN DEPTH	CAL DE	ios has	
			TOTAL NUMBER OF ATROPAPE ON STREET	OPH AS AS APROX	30 1945 Prot	510 Soction	7
			TOTAL BUILDER OF THESE ATROPAPT OF	STEPHEN AND THE	DATE OR		
			<u> </u>		stroraft damaged o	on ground by straffing.	-
			HONOURS AND AWARDS FOR HONTH	PRIL 1045: II	(1)		
			COMISSIONING FOR MOUTH OF FREE				
			TOTAL TODIAGE OF BOIRS PROPER DI	RING APRIL, 104	51 262 1/2 tone		
10 P							
					# #200 AT 100 AT	/oger	
							- American Company

Place	Date Time	Summary of Rvents	SECRET.	References to Appendices
No. 143 Wang H.Q.	Mpr. 30/45	POSTINGS IN AND OUT OF ADDORST DURING APRIL, 1945:		
Mirstrip B.150		POSTINGS IN:		
Nr. Celle, Germany		Number Renk and Name Posted From Bff, Date	Remarks	
		A/8/ldr. J.R. Beirnes D.F.C. [C.13458] 83 C.B.U. 6 Apr/45	For Sqdn . Commander	
		P/O W.F. Harch (CAN J.41883) 83 0.8.0. 6 apr/45	duties, 2nd tour.	
		7/0 R.J. Mack (J.12783) 83 C.S.U. 6 Apr/45 2/0 S.D. Brydon (J.44042) 83 C.S.U. 6 Apr/45	For first tour	
		F/Lt, W.J. Buzza (J.7993) 83 G.S.U. 6 Apr/45	For first tour as	
	<u> </u>	P/0 S.J. Elneuch (J.44201) 83 C.S.U. 6 Apr/45	For first tour	
		P/O D.W. Etchells (J.43857). 83 0.8.U. 6 apr/45  P/O I.W. MacDonald (J.44054). 89 0.8.U. 6 apr/45	For first tour	
		P/O Law, MacDonald (J.,44074) 87 6.8.U. 6 Apr./45 P/O T.M. Jones (J.,44192) 83 0.8.U. 26 Apr./45 P/O C.A. Bilinia (J.,4245) 83 0.8.U. 29 Apr./45 W.0.2 L.W. Ideberman (B.14799) 97 0.8.U. 22 Apr./45	For first tour	
		W.O.2 L.W. Lieberman (R.147)98 83 G.S.U. 22 Apr/45 Spt. A.C. Wilks (R.21126) 83 G.S.U. 29 Apr/45	For first tour	***************************************
			FOR ELEST COUR	•
		POSTINGS OUT: Posted To See Date	Remarks	·
		F/M TE Spanner (J 2538) BPC 22 Apr/45	Tour expired.	
		F/Lt, S.J. McAtpine (J.,788) RCAF U.K. N/S 5 Apr/45 U.O.2 W.J. Kinselle (B.189931) Unit " 5 Apr/45 F/O T.M. Jones (J.44392) " 26 Apr/45 F/O J.R. Brown (J.44381) 1/ Apr/45	Missing, Apr. 4/45	
		F/O T.W. Jones (J.44192) 26 Apr/45	Missing, Apr. 25/45 Missing, Apr. 16/45	
		P/0 T. Hartnett (J.91195) 24 Apr/45	Missing, Apr. 23/45	
	No.	7/0 E.D. Bryden (J.44042) 7/0 G.S. Id vingetors (J.85932) Ellied, Apr. 14/45.	Missing, Apr. 20/4)	
		PROPORTIONS		
		P/0 W.F. Birch (J.41883) premoted to Temp. F/0 w.s.f. 11 Aug/44.		
		1/0 S.J. Brydon [J.44042] premoted to Temp. 1/0 w.e. r. 7 001/44.  1/0 S.J. Elnauch (J.44201) premoted to 2c p. 1/0 w.e. r. 7 001/44.		
		P/O L.W. MacDeneld (J.44054) promoted to Temp P/O w.s.f. 7 Oct/44 P/O L.W. MacDeneld (J.44054) promoted to Temp. P/O w.s.f. 7 Oct/4	4.	
		CHRATICNAL PLYING PARTICULARS OF CASUALTIES DURING APR/45;		
7-1-1-1		Rank, Name and Number No. of Sorties Operation		
		V 0 2 W 1 Figer 11 (Figer 31 ) 25 3340	O Piret tour	
		7/0 6.8. Livingstone (3.859/2) 9 11:3 P/0 J.L. Brown (3.44181) 19 24:2 P/0 T. Hartnett (J.9119) 16 19:5	First tour	
		P/O T. Hartnett [J.9119] 16 19:5		
		7/0 7.M. Jones (3.4412) 4 3: 7/0 5.D. ftrydon (4.4404) 18 214	5 First tour	
WL STOUSIONERS SHEEM 19345 O			Beirnes) Squadron bes	

# OPERATIONS RECORD GOOK DETAIL OF WORK CARRIED OUT 439 Squadron

SECRET

	We 44007-5564 1501 1/44	13. W	FOR THE	MONTH OF	200	19.45	
DATE	AIRCEAPT Type & Number	. Crew	Dury	Up Ti	Down	DETAILS OF SORTER OR PLIGHT	REFERENCES.
Apr. 3/45	Typhoon 1B F3 Y	P/Lt. E.H. Burden	Red 1	1805	1925	8 x Typhoen 1B detailed on Armed Recce, Aircraft patrolles	
	¥3 ¥	7/0 C.C. Gole	Bed 2 .	1805	1925	Meppel - Heerenveen - Zwoile area, Patrol uneventful.	
	F3 E	F/O A.C. Richards	Red 3	1805	1925	No movement seen.	
	29 0	P/O B.G. Rivlin	Red 4: +	1805	1925	The Arman State Comment of the Comment of the State	
	7.3	P/Lt. E.J. McAlpine	Blue 1	1815	1935	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	
		P/O J.E. Stewart.	Titue 2	1815	1935		
	92	P/O B.D. McKinnon	. Mue 9	1815	1935	The state of the state of the state of the state of	
	23.7	P/O L.Pp Jedoin	Blue 4	1815	1935	The second secon	
						· · · · · · · · · · · · · · · · · · ·	
Apr. 4/45	Typhoon 1B F3 Q	F/Lt. R.H. Burden	Red 1	0715	0830	8 x Typhoon 1b aircraft detailed on Armed Redce, to	
	19 Y	P/O D.V. Compbell	Red 2	0715	0830	Meppen - Lingen - Rheine - Cenabruck Area, Straffed 5	
	PE	2/0 J. Brown	Red 3	0715	0830	gume on tow, N. at V.005135 to 952150. Straffed 2 H.D.V.	
		P/0 J.P. Doney	Pod A	9715	0330	at V.928170; Claims - 3 Met. demaged, 1 horse drawn	
		F/O J.A. Lord	Blue 1	0715	0830	vehicle demaged, Suspected stores dump seem in wooded	
	<i>3</i> E	F/Lt. A.A. McDonald	Blue 2	0715	0830	area at V.9414, Scattered sevenent seen N. on road to	
		P/O T, Hartnett	Rue 3	0725	0830	But the state of t	
	23 5	P/O A.B. Harle	Dine 4	0715	0830	The Authority of the action of the Park	
					, .	A A TENED TO THE SHAPE OF THE PROPERTY OF THE PARTY OF TH	
	Troboon 15 F3 Q	P/Dt. ABOT Montpute	2012	1400	1525	4 & Popuson 18 sireraft detailed on Armed Roose, to	•
		W.O.P. W.J. Etraella	Pol 2	1400	1525	R. tine . Furstenes - Reppen Area. At V.9248, 17 apan.	
	77 (%	1/0 R.D. McRimon			75	100, 12 loaded with Ad Pare probably tanks seen inc	
	75.9	F/G J. Brom	200 A		30	attack, reported to Control, Scattered Not attacked, 1	
						destroyed and I demaged.	
						The state of the s	
	Typheen 18 F3 q	F/Lt. R.H. Burden				4 = Typhoon 18 detailed on Armed Pacce; to Idagen - Dunner	
	73 V	P/O D.V. Sumphall				Libs District. Fatralief Eigen Area, then vectored to tanks, Straffed Lists, 20 plus Red Cross Esticles seen N. at M.111	8.
	73 A	F/St. R.A. Brown				JO plus barges in canal at W.0519 attacked, strikes sean.  J. Mat., and J. barges obstant designs.	
	P. 1	P/O C.G. Cole					0

DATE	ARCRAPT Type & NUMBER	· CREW	Dury	T)	Down	DETAILS OF SORTED OR PLICET	DICES.
		0 -707		UP	DOWN	The state of the s	
Apr. 4/45	Typhoon 1B F3 J	F/Lt. E.J. McAlpine	B1 no .1	1905	Printers.	4 x Typhoon 1B detailed on Armed Reces, Rheine - Diepholz	
	<b>23.3</b>	W.O.2 W.J. Kineella	Blue 2	1905		Area, Patrolled Rheine Area and rectored to Damer Lake to	
	<b>7</b> 3 1	P/O R.D. McKlinnon	Blue 3	1905	2027	trains N.E. Disphols - attacked much Met. movement and H.D. v.	
	7) 1	P/O 7, Hartnett	Blue 4	1905	2025	moving into Diephols, 1 Met. destroyed, 6 demaged. While	
			- (			straffing bounced by 12 plus M.W.109's at 3,500 ft from N.E. at 1950 hrs. One undentified sirefaft seen to orash	
	Alexander (1995)					at W,4543, F/Lt. McAlpine and W.O. Kincella failed to return	
Apr. 5/49	Typhoon 18 F3 B	F/Lt. R.H. Burden	% Red 1	0715	0825	6 x Typhoon 1B (Bombers) each armed with 2 leaflet bombs	
	<b>3</b> 5 E	P/O H.P. Hey	Red 2	0715	0825	detailed on leaflet bombing raid, 10 leaflet bombs dropped	
	73.2	P/Lt. R.A. Brown	Ped/3	0715	0825	in Idagen - Furstenau - Breierwalde and Benburen Areas,	
	37.8	F/Lt. A.A. McDonald	Red 4	0715	0825	2 bembs hung up.	
	F3.Z	P/O LP. Jedoin		0715	0825	73 · 37 · 1 · 1 · 1 · 1 · 1 · 1 · 1 · 1 · 1 ·	
	<b>3</b> 3 0	P/O T. Hertnett	Bed 6	0715	0825	100 100 100 100 100 100 100 100 100 100	
Apr. 5/45	Typhoon 1B F3 X	F/O A.C. Richards	Red 1	0940	1040	4 x Typheon 1B detailed on Armed Recoe, to Lingen - Lather	
	<b>23 Y</b>	F/O D.V. Campbell	Red 2	0940	1040	Area, Vectored to Met. in Lingen Area, no movement seen.	
	MARKET BERNESS OF THE PARTY OF	P/O R.B. Glaffin	Fe4.3	0940	1040	Patrolled Latien, V.7074, no movement seen, Straffed 20	
	93 G	P/O B.C. Mirlin	Red 4	0940	1040	N/M post*10° at V.7452. No results observed,	
Apr. 5/45	Typhoon 1B 73 9	W/Gmdr. F.G. Grant D	20 Red 1	0720	0830	4 x Typhoca 1B detailed on Armed Rocce, to Harelunne Arms.	
	23 V	F/O C.C. Cole	Red 2	0720	0830 1	introlled Heselumne Area, 1 K.F.V. and truck leeded with	
		7/0 J.A. Lord	Red 3	0720	0830	that appeared to be logs facing N.E. at Q.8848 attacked, strikes	
	13.1	P/O J.R. Stewart	Red 4	0720	0830	se n. Both truck and A.J.V. eledned damaged	
er. 5/45	Typhoon IB F3 Q	P/O R.C. Getty	Blue 1	0945	2050	#x Typhcon IB detailed on armed recoe. Rheine -	
	27.5	P/O I.P. Bay	Blue 2	0945	1000	Hazelumne - Almelo - Zwolle Area, Straffed covered stores	
		B/O J. Brown	Blue 4	0945	1050	on road V.89)1. No results observed, No other movement	

DETAIL OF WORK CARRIED OUT
By \_\_\_\_\_438 Squadron

SECRET

DATE	AIRCRAFT	* Corew to make the	Dury 's	T	DEE .	DETAILS OF SORTIE OF FLIGHT	
	TYPE & NUMBER		2018	UP	Down	DETAILS OF STRING OF FLIGHT	REFEREN
Apr. 5/45	Typhoon 1B F3 P	F/O J.A. Lord	Yellow 1	0950	1050	See page 2. (Blue Section)	
	P3.V	P/O J.R. Stewart	Yellow 2	0950	1050		
	79 B	F/O R.D. McKirmon	Yellov, 3		1050	South the same and consists a person, conserved and consequent	
	<b>₽</b> 3 Z	P/O A.B. Harle	Yellow 4	0950	1050		
	Nas de la companya de				11.2		
Apr. 5/45	Typhoon 1B F3 K	F/Lt, E.E. Spooner	Red 1	1225	1335	8 x Typhoon 1B aircraft detailed on Armed Recce, to	
	F3.0	F/O C.C. Cole	Red 2	11225	1335	Rheins - Hazelunns - Almelo - Zwelle ares Streffed	
	. ₽3 ¥	P/O L.P. Jodéin	Red / 3	1225	1335	covered stores on roadside at V.8648. No results	
	73 A	F/O J. Brown	Red 4	1225	1335	observed. No movement seen, 10/10 cloud 3,000 ft. to	
	73.0	P/Lt, R.A. Brown	Blue 1	1225	1335	3,500 ft. with rain. 5/10 cloud below 5,000 ft. down to	
	7 79 8	F/Lt. A.A. McDoneld	Blue 2			1,500 ft, with mist	
	P3 8	P/O T. Hartnett	Blue:3	1225	1335	The second second	
	23 T	F/O D.V. Compbell	Blue 4	1225	1335		

pr. 7/45 Typhoon 18 F3 X F/O A.C. Richards Red 1 73 E P/O B.C. Eirlin Red 2 F3 Y F/O D.V. Campbell Red 3 1020 0905 PS T P/O RA: Older Red 4 1020 F3 V P/Mt. R.H. Specner P) A 7/0 J; Brown : P) 9 P/0 J.E. Demor Blue 2 23.8 2/0 5.2. Stewart.

8 x Typhogr 1B (Later 7 detailed on Armed Redge, to .

Heselunne - Friescythe - Quackenbruck Area, Patrol

carried out, No movement, seen.

DATE	AIRCRAPT Type & Nomber	CREW	Duiv	Up	Down	DETAILS OF SORTE OF FLIGHT	REFERENCES.
		* * * * * * * * * * * * * * * * * * *	n Z			The state of the s	Total Control
Apr. 7/47	Typhoon 18 73 Z	F/Lt. R.E. Speemer	Red 1	1500	1620	8 x Typhoon 1B (Sombers) with each aircraft of the Red	
	23 B	P/O T. Hartnett	Red 2	1500	1620	Section armed with 2 x 500 lb, cluster bombs and each	
	. 33 1	P/O J.P. Dewar	Red 3	1500	1620	aircraft of the Blue Section armed with 2 x 500 lb. M.C. detailed on armed Recoe.	
	23.0	P/O J.R. Stewart	Red 4	1500	1620	Inst. Nose bombs /Squadron directed by Idmejuice to bomb	
	75 A	P/Lt. R.A. Brown	Blue 1	1500	1620	Freien and straffe 8 Met. facing N.E. out of Village	All Control
	73 V	F/6 B.C. Kirlin	Bloo 2	3500	1600	All bombs in target area with explosions and smoke seen.	
	33 3	F/O R.B. Oldfin	Blue 3	1500	1620	4 Met. demaged by straffing.	12
	73 1	P/O D.V: Campbell	Blue 4	1500	1620		
				12.50			
Apr. 7/45	Typhoon 18 F3 Q	F/Lt. R.H. Burden	Red 1	1730	1850	8 x Typhoon 18 (Bombers) with each aircraft armed with 2	
	F3.6	P/0 S. Elnsuch	Red 2	1730	1850	x 500 lb. bombs, 11 sec. tail, detailed on Armed Rocce.	
	P3 X	F/O A.C. Richards	Red 3	1730	1850	No target received from Minejuice so bombed suspected	
	P3.A	P/O C.C. Cole	Red 4	1730	1850	strongpoint in woods at V.9260. No results observed.	
	29.1	S/Ldr. J.R. Beirnes	DPC Blue 1	1730	1850	Straffed and damaged stationary Mk. IV Tiger Tank at	
	<b>P</b> 3 J	F/O J. Brown	Mue 2	1730	1850	V,890555 and straffed Met. with 1 Met. destroyed.	
		P/O ·LP . Jodein	Blue 3	17/20	1850	F/Lt. McDonald returned without completing the attack	
Van Salesa	o mandates and Harris Charles (Annes (An	F/Lt. A.A. McDonald	Blue 4	1730	1800	due to memberical trouble	
A-1 -7/-		P/O R.C. Catty	Black 3	1815	1915		
	PARTICIPATE SERVICE SERVICES	P/O W.F. Birch	Black 4	1805	1019	2 x Typhcon 18 (Sembers) such armed with 2 Leaflet Bo and 2 Typhcons of 440 Sedn, detailed on Leaflet Bombing, Bombs dropped at 7,8732, \$11 bombs in target area,	
Apr. 8/45	Charles and the state of the st	P/Lt, R.E. Spooner	Red 1	1425	1530	8 & Typhoon 1B (Sembers), with each already armed	
		P/Lt. W.J. Buzza	P-0.2	1425	1530	with 2 x 500 lb. bombs, inst. nose, detailed on Armed	
	DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	F/M. R.A. Brown	De4 3	1425	1530	Perco, to Heselume Area, Bombed woods at V.8255 with 16.	
	201	P/O B.C. Kirlin	Red 4	1425	2530	- 500 lb, bombs. No results observed, No movement seems	
		1/0 3; brown	- I	1/25	1590	The second section is a section of the section of t	
		P/O R.D. McKinnon	Rive 1	1425	15 90	Zan da jaran kanan k	
		P/O J.P. Dewar	Blue 3	1425	1530		
				32.00			
	10 10 10 10 10 10 10 10 10 10 10 10 10 1	P/O I.N. MacDonald	Blue 2	1425	1530		

APPENDIX "A"

FORM 541.

SECRET

T PAGE NO.

DETAIL OF WORK CARRIED OUT

By 438 SQUADRON

11000 - 2511	Wt 44007—3384 150m 2/64	15.10	FOR THE MONTH OF			L 19.45		
DATE	AIRCRAFT Type & NUMBER	Chiave	Dury	Up	Down	DETAILS OF SORTIE OR FRACHT	REFERENCES,	
Apr. 8/45	<b>第二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十</b>	F/Lt. R.H. Burden	Black 1	1425	1530	3 m Typhoon 1B (Sombers) with each armed with 2 Leaflet		
		P/O D.W. Stohells	Black 2	1425	1530	Bombs detailed, with 3 x Typhoons of 440 Sqdn, to bomb		
	73 A	P/o LP. Jodoin	Mack 3	143	1530	Meurenki rohen. All bombs dropped in target area.		
			neral Prairie and		1.16			
Apr. 8/45		P/O A.C. Richards	Red 1	1920	2030	8 x Typhoon 18 (Sembers) with each armed with 2 x 500 lb.		
	23 D	F/O R.J. Black	Red 2	1920	2030	bombs, inst. nose, detailed on Armed Rocco, to Herelung		
		P/O R.B. Oldfin	Red 9	1920	2030	Area, Directed by Idmejules to attack Village of		
		F/O D.V. Cambell	Red 4	1920	2030	Rezelumes. Target attacked with 16 x 500 1b. bombs.	7	
		S/L J.R. Belmes DPC	Mue 1	1920	2030	All bombe in target area.		
	23 E	P/O B.D. Bryden	f Blue 2	1920	2030	4.5		
		P/O T. Hertmett	Mue 3	1920	2030	The state of the s		
	25.7	P/O A.B. Harle	Mue 4	1920	2030			
						All Date of the Control of the Contr		
mpe 9/45 L		S/Idr. J.R. Beirnes D		1410		S x Troboom 13. (Bombers) (Blue and Yellow Sections)		
	Bantole zone green grant bearing a constitution of the	P/O D.V. Compbell	Red 2	141.0	1530	each armed with 2 x 500 1b beable from more and with		
		P/O R.R. Oldern	Red 3	243.0		the End Section of 4 circust acting as Fighter Cover		
		7/0 J.S. Stowart	Red 4	1410		detailed to dive bemb Village of Harpsted, Target		
		W/C. F.S. Grant DFG	2000-2	1410	NATIONAL CHILDREN DE LA	attacked with 16 x 500 lb. bombs. All bombs in target		
ModEllerine		P/O S. Elmangh	Blue 2	243.0	.1530	area on Frant side of toms Country they Commande	fly	
		P/O R.C. Catty	, N. 10 2	1410	- Albana	Company of the Compan		
		P/O B.C. Birting	10 to 4	1410		<u> </u>	2	
		P/Lt. B.4. Srown	Yellow 1		25.0	<u> Tarangan a salak nampa salah da makaban T</u>		
		Mit. A.A. McDonald	Yeller 2	3410				
		7/0 J.P. Demax	Yellow 3		1530	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		
	NEW PRINTS & E.S.	O I.W. MacDonald	Xellow &	100		A CONTRACTOR OF THE CONTRACTOR		
							0	

DATE ,	AIRCRAFT Type & Number	CREW	Doty	UP	Down	DETAILS OF SORTIE OR FLIGHT	· REPERENCE:
Apr. 9/45	Typhoon 1B F3 Y	P/Lt. R.H. Burden	Red 1	1740	1905	8 x Typhoon 1B (Bombers), each armed with 2 x 500 lb.	
	SALES SERVICES SERVICES OF THE SERVICES	P/Lt. W.J. Bussa	Red 2	1740	1905	bombs, inst, nose, detailed to dive bomb woods at Linder	
Target F	*********************	P/O . B.C. Kirlin	Red 3	1740	1905	Dive bombed possible stores dump in woods at We0373 with	
	*******************************	P/0 . C.C Cole	Red 4	1740	1905	16 x 500 lb. bombs. Large explosion and flames seen.	
	F3 B	F/O R.D. McKinnon	Blue 1	1740	1905	Scattered Met, and H.D.T. going N.E. at V.9686 attacked,	
		P/Lt. R.A. Brown	Blue 2	1740	1905	1 Met, destroyed and 2 damaged, 6 H.D.T. damaged,	
	CONTROL OF THE PROPERTY OF	P/O J.P. Dewar	Riue 3	1740	1905	descriped and 2 damaged, o H.D.1. damaged.	
	23.7	P/O A.B. Harle	Blue 4	1740	1905	The state of the s	
					,,,,	The same of the sa	
pr. 10/4	Typhoon 1B F3 1	F/Lt. R.A. Brown	Red 1	1100	1210	7 x Typhoon 1B (Bombers), each armed with 2 x 500 lb.	
	23 X	P/O D.W. Etchells	Red 2	1100	1210	bombs, inst. noss, detailed on Armed Rence, to	
	<b>73</b> K	P/O .B.C. Gotty	Red 3	1100	1210	Quackenbruck Area, Dive bombed Village of Quackenbruck	
	P3 Y	F/O D.V. Campbell	Red 4	1100	1210	with 14 x 500 lb. bombs, 10 plus Met. N. on road S.E.	
	23 B	P/Lt.E.E. Spooner	Blue 1	1100	1210	of target at W.1552 not attacked.	
	23.P	P/O DP. Jodein	Blue 2	1100	1210		
	73.7	F/Lt. A.A. McDonald	Blue 3	1100	1210		
		•					
r. 10/45	Typhoon 1B F3 V	F/Lt. R.E. Spooner	Red 3	1345	1510	8 x Typhoon 18 (Bombers), each armed with 2 x 500 lb.	
		P/O J.R. Stewart	Red 2	1345	1510	bombs, instances, detailed on Armed Recon, to Quackenhous	
	25 0	P/O J.P. Dewar	Red 3	1345	1510	Area. Dandelion directed Squadron to red smoke target at	
	P) \$	F/O J. Brown	Red 4	1345	1510	W.094450, 4 gun position, All bombs in target area,	
		S/L J.R. Beimes DFC	Blue 1	1345	1510	Small tank or recoe, car N.E. right hand side of road	
	29.	P/O R.J. Black	Blue 2	1345	1510	at Na070440 ppt attacked	
		P/O R.B. Oldfin	Blue 3	1345	1520		
	23.0	F/0 C.C. Cole	Blue 4	1345	1510		
			10.0	- T		No. of the control of the property	11 750

APPENDIX "A"



DETAIL OF WORK CARRIED OUT
438 Squadron

By

April 19

SECRET

PAGE No. SEVEN

				Zasado de Caracidado	19.42			
DATE	AIRCEAPT Type & Number	Curv	Dury	Ur	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.	
Apr. 10/	45 Typhoon 1B F3	Q F/Lt. R.A. Brown	Red 1	1650	1815	8 x Typhson 1B (Bombers), each armed with 2 x 50h 1b.		
	<b>3</b> 50 9	F/Lt. W.J. Buzza	Red 2	1650	1815	bombs, inst, nese, detailed on Armed Recce, to Lectron		
	131	P/O B.C. Kirlin	Red 3	1650	1815	Area. Dive bombed woods at W.1268. No results observed.		
		P/O. R.C. Getty	Red 4	1650	1815	Scattered H.D.T. attacked with 3 damaged.		
	23 1	P/O R.D. McKinnon	Blue 1	1650	1815	The second secon		
	181	P/O W.F. Birch	Blue 2	1650	1815	The second content of the second seco		
	P3.1	P/O. A.B. Harle	Blue 3	1650	1815			
Sec. 1	39.1	F/Lt. A.A. McDonald	Riue 4	1650	1815			
	17) ve vener		198 255	100	Correct States	Yes and the second seco		
Apr 10/4	Typhoon 1B F3 B	S/L J.R. Beirnes DFC	Red 1	1900	2020	8 x Typhoon 1B (Bombers) detailed on Armed Recog, to		
	19.4	P/0 S. Elnaugh	Red 2	1900.	2020	Clappenberg Area, Each aircraft aimed with 2 x 500 lb.		
	P3 I	P/O B.E. Oldfin	Red. 3	1900	5050	bombs, init, nose, Squaren dive bombed reed junetion at W.1483 with 16 x 500 lb, bombs, Reed cut in 4		
	73.1	F/O C.C. Cole	Red 4	1900	2020			
	7GG	W/C F.G. Grant DFC	Blue 1	1900	2020	places,	parties to the	
	73 1	P/O B.D. Brydon	Blue 2	1900	2020			
	#3 V	P/C L.P. Jodoin	Blue 3	1900	2020	12 (12 A) 1 (1		
		P/O . J.R. Stewart		1900	2020	<u> </u>		
Apr.11/4	Sypheon 1B 173	P/Lt. B.H. Burden	Red 1	1200	1310	6 x Typhoon 1B (Mombers), each siroraft being armed with		
	23 1	P/Lt. W.J. Bussa	Red 2	3200	1310	2 x 500 lb, bimbs, inst. nose, detailed on Armed Recog.		
	51	P/O J.P. Dewar	Red 3	3200	310	2 x 500 lb, bimbs, inst. nose, datailed on Armed Recoe. to Quackembruck Area, Red Section bombed and straffed 12 Met. Facing North at \$1,555, Element terror, No results phenyed, Blue Section bombed Woods at V,146, No results		
		F/O G.S. Mythography	8100 (2)	1200 1200	270	observed. Blue Section bombed Woods at W.1465. No results		
Apr. 11/4	Typhoon 18 PS X	P/lt. B.A. Bross				B x Typhoon 1B detailed on Armed Recce.		
		P/O S. Elnough	Red 2	1450		Clapponburg Oldenburg Priestoythe Area, Senttered		
	-1 56 1	1/0 TEL CLARE	100.0	150	16	Not, in Southern part of area straffed, 2 Not, destroyed		
	P) 9	S/L J.R. Beirnes	Blue 1	1/50	1625	and 2 dwaged,		
		P/O LP Jodgin	Elne 2	2450	163	The profit of the party of the second of the	00	
		P/O J. Brown	Blue	1450				

DATE	AIRCRAFT. Type & Number	CRRW	Duty	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
			77/8 7			VIII - 110/100	
pr. 12/		A P/Lt. 2,A. Brown	Red 1	1050	1205	8 x Typhoon 1B (Sombers), each armed with 2 x 500 16.	
	191	P/O D.W. Btoballs	Red 2	1050	1205	bombs, inst. none, detailed on Armed Beece, Prisscythe -	
	73 H	P/O .R.M Oldfin	Red 3	1050	1205	Oldenbe Deumenhorst Area, Squadron dive bonbed rail at	
	73.1	P/O DAY: Compbell	Red 4	1050	1205	B_4203 with 16 x 500 lb. bombs - 1 rail out, Straffed	
	<b>3</b> 3 2	P/O B.D. McKinnon	Nue 1	1050	1205	and damaged loos. N.W. at same point, ofbervies no	
	29.7	P/O A.B. Harle	Rive 2	1050	1205	Downwart eden	
	<b>2</b> 3 0	2/0 LP. Jodoin	Mue 3	1050	1205		
	BX	P/O J. Brown	Blue 4	1050	1205		
12/47	Typhoon 18 F3 Q	P/st. R.S. Burden	201	1515	1615	12 x Typhoon 18 (Rombers), each armed with 2 x 1,000 lb.	
	33 B	P/O P.S. Oldfin	Pod 2	1515	1615	hombs, 11 sec. tail, detailed to dive bomb reil between	
	51	9/0 8.8. Livingston	Red 3	1515 1515	1615	Bremen and Botenbg. Dive bombed rail at \$.0302 and \$.0304	
	<b>建</b>	W/C P.G. Grant DEC		1515	1615	with 24 x 1,000 lb. blumbs. 7 outs in 3 places. Armed	
	25%的自己的自然是数据15%以后45%。	P/O B.C. Kirlin	Blue 2	1515	1615	Mocce. Bremen- Wesermunde, scattered movement only	
	79 X	P/Lt. A.C. Brooker	filue 3	1515	1615	straffed, I Mat. destroyed, A desegred, Tone lose, S. at	
		P/O D.W. Campbell	Nue 4	1515	1615	2.7219 streeted and damaged.	and the second
		B/le J.M. Belines DWC	<b>网络电影社会的电影</b> 2000年10000	1515	1615		
		P/0 J.P.: Down	Tollow 2	3515	1615		
	CODE TO THE CONTRACTOR OF THE PERSON OF THE	P/O J.E. Stewart	Yellow 3	1515	1615	4 2	
	73 V	P/St. A.A. McDonald	Tellow 4	1515	1615		
12/49 1		FAc. R.A. Brown	Red 1	1830	1945	27 - 2-1-1-12 (2-1-1)	
		/O B.C. Birlin	Red 2	1830	1945	21 x Typhorn 1B (Boshers), each a read with 2 x 500 lb, boshs, 12 sec. tail, detailed to dive bosh rail between	
	<b>阿拉斯斯斯斯斯</b> 产品。这是	P/O R.C. Cotty	132	1830	1995		
		P/0 P D William				Br and Varden. Dive boshed rail at W.9291 with 92	
		D/O J.E. Stowert	Blue 2	1830	132	= 500-lb. bonbo. Bail out 5 times in 5 places.	
	<b>現場形象では2000年8月1日 - 1000年8月1日 - 1000年8月 - 1000年8月1日 -</b>	P/O 6.8, Livingstone	Rive 4	1890	1967	And the second s	
	AND STREET OF THE OWNER, WHEN PARTY AND ADDRESS.	P/Lt. B.H. Barden	Yollow 1	1830		The state of the s	
ALAGNAM ST		F/O L.N. McDonald	Tellor 2	1830			

DETAIL OF WORK CARRIED OUT
By 496 SQUADRON

SECRET PAGE NO. NINE

(*13799—9511 (*13799—9511	Wr sees - trat you the	TA 700	FOR TI	HE MONTH OF	PRIL	1965		
DATE	AIRCRAPT TYPE & NUMBER	Case	Duty	UP	Down	DETAILS OF SORTIS OR FLIGHT	REFERENCES.	
Apr. 13/45	Typhoon 18 F3 1	P/Lt. R.E. Spooner	Red 1	1200	1320	12 x Typhoon 1B (Sombers), each armed with 2 x 500 lb.		
	29 1	F/O 0.8. Livingstone	Red 2	1200	1320	bushe, il sec. tail, detailed to dive bomb rail between		
	<b>73</b> Y	P/O J.P. Dewar	Red 3	1200	1320	Hamburg and Rotenby. Red and Mus Sections dive bombed		
	<b>7</b> 3 1	F/O W.F. Mirch	Red 4	1200	1320	rail at \$.2816 with 16 500 lb. bombs, 8 cuts in &		
	19.1	S/L J.R. Beimes DFC	Blue 1	1200	1000	places, 15 mixed train trucks damaged, Yellow Section		
	P3 1	P/O M.C. Gotty	Blue 2	1200	1320	dive bombed rail at 8.2914, 1 rail out, Scattered Met.		
	<b>2</b> 3 A	P/O E.D. Brydon	Blue 3	1200	1320	in area straffed. 1 Met. destroyed and 2 demand.		
	79.3	2/0 J. Brown	Due 4	1200	1920			
	<b>3</b> 9 H	F/Lt. R.H. Burden	Yellow 1	1200	1320			
		P/O B.J. Black	Yellor 2	1200	1320			
	<b>73 E</b>	P/O B.O. Birlin	Yellow 3	1200	1320	6 · 2 · 100		
	<b>7</b> 9 6	F/Lt. W.J. Bussa	Yellow 4	1200	1320			
						A Company of the Comp		
Apr. 13/45	yphoon 18 F3 R	P/Lt. A; A; McDonald	Black 2	1415		3 2 Typhcon 1B (Bombers), each armed with 2 x leaflet Bomb of 438 Squadron and 1 Typhcon leaflet Bomber of 440 Squadron and 1 Typhcon leaflet Bomber of 440 Squadron abortive due to weather and bombe brought beck.		
	estenden-valgepowered/triplints/blose-NeWIREF (	P/O R.B. Oldern	Black 3	1415	1525	detailed on Leaflet Bombing to Z. 7869. Entire mission		
	₹3 D	9/0 D.W. Stehells	Black 4	1415	1525	abortive due to weather and bombs brought back.		
37/21		P/it. B.A. Brown	المستور والمراقع المساو					
			Red .1	1750	1910	11 x Typhcon 18 (Bombers), each armed with 2 x 500 1b.		
		7/0 2.J. Black	Red 2	1750	1910	homes, 11 and, tail, detailed to dive bomb rail between Brunervorde and Buchels, Rail at \$.2314 dive bombed with		
		P/O B.C. Getty	Red 3	1750	1910			
	BURNESS PROPERTY OF THE PROPER	P/O D.Y. Compact:	Red 4	1750	Missis Indiana (1981)	22 x 500 lb. bombs, 1 rail out, Weather abortive and		
		P/Lt. B.E. Spooner	Blue 1			no sovement seen.		
		P/O I.N. MaDonald	Blue 2	1770	1910			
		P/O R.D. McKinnon	Dise 3	17:0	STATE STATE OF			
		0/0 J, Brown	Blue 4		1910			
	41 30 10 10 10 10 10 10 10 10 10 10 10 10 10	2/0 J.P. Dewar	Yellow 1	17.0	1910			
	23 7	O A.M. Harta	Nollar a	170			Z	

DATE	AIRCRAPT Type & NUMBER	Casw	Dury	Up	Down	DETAILS OF SORTIE OR PLIGHT	Rese
pr. 14/45	Typhoon 1B F3 Q	P/Lt. B.H. Burden	Red 1	1620	1735	12 x Typheon 18 (Sombers) of 438 Squadron, each symed	
FRY (5.3)		P/O D.W. Mtchells	Shed 2	1690	173	with 2 x 500 lb. bombs, inst. nose, with 8 x Typhon	
	73 X	P/O R.C. Getty	Bed 3	1620	1735	18 (Sembers) of 440 Sunadron detailed to dive bomb	
	<b>7</b> 9 8	P/Q D.V. Compbell	Red 4	1620	1735	Yerden, Target attacked with 40 x 500 lb, bombs 411	
	73 6	F/O R.D. McKimon	Rive 1	1620	17/35	bombs in target area in south part of city. Large	
	93.5	P/O J.E. Stewart	Blue 2	1620	1735	factory Best of reilay directly hit lost to flower	
	23.4	PARa Ash MaDonald	Blue 3	1620	1735	the state of the s	
	73 D	PAR. A.C. Brockey	Dlvo-4	3620	1735		
1201		y/o R.B. Oldfin	Yellow 1	1620	1735		
	73 A	PAt. N.J. Dune	Yellow 2	1620	1735		
	P3 7	P/O LP Jodoin	Yellow 3	1620	1735	2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
		P/O: A:B; Horle	Tellos 4	2620			ı
or, 14/45	yphoon 1B F3 B	S/L J.B. Belrace DPC	Red 1	1905	1940	12 x Typhoon 15 (Bombers), each armed with 2 x 500 lb.	140
	23 3	P/O J. Brown	Red 2	1905	2000	bombs, Il sec, tell, detailed on rail interdiction.	
	\$19\$	F/O D.V. Compbell	Not. 3.	1905		Red Section dive boshed reil bridge 8.0026. All bombe	
		F/O D.W. Btobells	Ped 4	1905		in target area but no claims made. Sine and Volton	
	23 7	P/Lt. B.H. Spooner	Stue 1	1905	2005	Sections dive bombed M/I at Zeven, \$.0422, 8 rail outs.	
	73 A	P/O I.W. ManDonald	Alue 2	1905	2005	40 plus at red trucks in M/K, 10 destroyed and 15	
	2) 0	2/0 J.R. Dens		3905	ESSENCIONE APPRECIA	damaged . 3/4x. J.S. Seirais DFC experienced mechanical	
		P/O G.S. Livingstone	Muo 4	1905		trouble and returned without completing the attack	
	23.1	P/At. B.A. Brown	Yellow 1	1905	2005	7/0 0.8. Myingstone spun in while in carcuit on return	
	73 9	P/0 2J. Black	Yellow 2	1905		trup and was killed.	
		P/O B.G. Kirlin	Yeller 3	1905	2005	A second	
	73 E 1	S. Mineugh	Yellow 4			The state of the s	
	10.75 (10.23 2)	2014 21 202-02	79.17		Pela		

APPENDIX "A"



DETAIL OF WORK CARRIED OUT
NO. 498 SQUADRON

SECRET

PAGE NO. ELEVEN

(\*19765-9511) Wt. sense-1144 708 8445 T.S. 786 (\*19799-9511) Wt. 44867-3984 150H 1/44 T.S. 780 FOR THE MONTH OF ADEL 1955

(*13799—9511) W. 4007—134 700 0143 Ta. 700 (*13799—9511) W. 4007—134 1300 1144 T.S. 700			FOR THE MONTH OF ACTIL			1 1		
DATE	AIRCRAFT Type & Number	Chiew	Dury	Up	Down	DETAILS OF SORTE OF FLIGHT	REFERENCE	
Apr. 15/	45Typhoon 1B FGG	W/C F.G. Great DFC	Red 1	1900	2025	12 x Typhoon 1B (Bombers), each armed with 2 x 5000mb.		
	73 E	F/O S. Elnmigh	Red 2	1900	2025	hombs, 11 ass, tail, detailed to dire bomb rail and road		
	<b>23.</b> ¥	F/O R.C. Gotta	Ref. 3	1900	2025	at 8.0261. Rails at 5.0261 dive bombed with 24 x 500 lb.		
	73.2	P/Lt. W.J. Busta	Red 4	1900	2025	bombs'. S rath mits on both sides of bridge and bridge		
	P3.5	S/L J.R. Beirnes DEC	Nue 1	1900	2025	demaged. 3 Met, streffed at R.9880 with 1 destroyed and	1 / 5	
		R/O.J.R. Stewart	Blue 2	1900	2025	1 damaged,	ļ	
		P/lt. A.F. McDoneld	Mine 3	1900	2025			
	<b>网络克里斯斯特斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯</b>	P/ht. A.C. Brooker	Blue 4	1900	2025			
	等 <b>时间的现在分词</b>	2/0 2.1 marsn	Teller 1	1900	2025	and the state of t		
		P/O E.D. Bryden	Yellow 2	1900	2025		<del> </del>	
		P/O R.D. McKinnen	Yellow 3	1900	2025	A LONG TO BE SEED OF THE PARTY		
. 16/45 7	Typhoon 1B F3 V	P/at. R.E. Spooner	Yellow 4 Red 1	1900 0930	2025 1100	12 x Typhoon 1B (Sombore), each armed with 2 x 500 1b4		
	19.8	P/O J.R. Stewart	Red 2	0930	1100	Il sec. tail, detailed to dive bomb rail at \$.6928.		
	. 23 5	2/0 L.P. Jedein	Red 3 o	0990	1100	Squadron dive bombed double rails between 8,6928 and		
	20.8	9/0 W.S. Mirch	Bed 4	0930	1100	8,7127. 17 outs claimed. 40 mixed TRG trapped between		
	73.77	PAR BA Brown	Mue 1	0930	1300	outs, Train of 20 TRG straffed, 1 loso, damaged, 1		
	20.2	7/0 2,J. Black	Rue 2	0930	1100	TEG destroyed and 28 demaged, total claims on mission.		
	2) 8	P/O B.C. Kirlin	Blue 3	0930	1100			
		2/9 Days Gamphell	Blue 4	0930		A CONTRACTOR OF THE CONTRACTOR	0.00	
		P/Lt. R.H. Bardon	Yellow-1	0930	1102	Company (ACASS) and Stangard (Comment of the Acas (ACAS)		
	22	P/O Dawa Biobells	Tellow 2	0930	1300	And the state of t		
	MANAGED STATE OF THE STATE OF T	P/0 '5 P Deser	Yellow 3	0930.1		+ 10 - No. 1 (1) - 10 - 10 - 10 - 10 - 10 - 10 - 10 -		
		2/0 J. Brown	Yellow 4	0930		- Company Comments of the Comm		
		F/O B.C. Betty	Pick 1			N Prohoon 18 (Somberg) of 438 Squastron, sech ared with		
	33 A	F/O B.D. Bryden	Pink 2	10:00	1123	2.x 500 lb. heshe, inst. nore, and 5 m Typhoon 18 (Suntage of 440 Squadron detailed to dive bomb Velmon, Parget attack	<b>M</b>	
						Ath lo x 500 lb. tombs, All bombs in target ares in S.M. Co. F Dity, I large flat top bldg, directly hit, laft in flames	102	
						Times & succes in north & course of torn from providing attact		

DATE	Aircraft Type & Number	Casw	Dury	Ur	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
Apr. 16/45	Typhoon 18 73 B	S/L J.R. Beimes DFC	Red 1	1340	1500	12 x Typhoon 15 (Members), each armed with 2 x 500 lb.	7
	79.7	7/0 S. Minsuch	Red 2	1,340	1500	bombs, 11 sec. tail, detailed to dive bomb rail at 8.5215	
	13.9	Filt. B.H. Burden	Red-3	1.340	1500	to 8,2918, Rail between 5,2515 and 2918 attacked with 24	
	73 Y	P/O SiJ, Rleck	Red 4	1340	1500	x 500 lb. bombs. Rail out 29 times in 24 places, 15	
	SERVICE CONTRACTOR OF THE SERVICE OF	7/0 . 2.3 . Held mon .	Blue 1	2340	1500	TRG destroyed and 20 TRG damaged, 1 Met. at 8.1717	
	20.8	P/O D.W. Stohells	Alue 2	1340	-1500	damaged by straffing, F/O J. Brown failed to return	
	- 73.H	2/0 2.1 Marin	Blue 3	1340	3500	from this mission. He reported engine trouble and	
		J/A. H.J. Buss	13vo 4	3310	3500	that he was balling outs	
		F/kty &.A. MoDonald	Yellew 1	1340	2500		
	4、41、12、12、12、12、12、12、12、12、12、12、12、12、12	P/Q I.W. Medieneld	Tellow 2	1340	3500	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	
		B/O leB: Jedoin	Yeller 3	130	2500	CARROLANDICES SECTION OF DESCRIPTION OF THE CONTRACT OF THE CO	
Apr. 16/45	PERSONAL METAPOLISMS	7/0 J. Brown	Yellow 4 Hed 1	1340	1452		200
		P/O E.J. Black	201.2	1630		10 x Typhoen 1B (Sombers), each armed with 2 x 500 lb,	
	NOTES THE CHARLEST STORE STREET OF THE COLOR OF	F/O D.W. Btohelle	Red 3	1630 1630	1745 1745	books, Il sec, tail, detailed on rail interdiction.	
7/2		P/O S. Blamch	Red 4	1630	1745	Squadron dive bombed reil at 8.0102 with 20 x 300 lb. bombs, 8 outs in 4 places, 1 Met. at 8.1610 straffed	
		7/Ata R.H. Benton	Die I	1690		and demagned.	
	300	P/Le. W.J. Busse	Elue 2	1630	1765	A STATE OF THE STA	
	诗	Barral Belines Div	01001		17/5	The state of the s	
	163	P/O 1/2 - Jodean	1011on 2	1690	1/2		
br. 16/45	Typhoon 13 79 7	PAt. E.M. Spomer	243	1905	1930	8 x Typhona 1B detailed on Armed Recce, to Rotembers	
		2/0 E.D. 2000	- Role -	2905	1000	Assa, Nece, thereatful due to beaut, smiled here and	
	39 2	7/0 J.Z. Down	Red 3	1905	2005	smolo in area, large fires seen in Volkersen and	
		3/0 R.D. McRimon	Blue 1	1905	STORY STATE OF THE PARTY OF THE	Arianburg. Here and smoke in area up to 2,000 ft.	
	72 8	7/0 W.F. Birch	20 no. 2	1905	200	7/4. Specier and 2/0 Harle experienced mechanical	
	23.5	P/0 B.C. Rivin	Blue_3	1905	2005	trouble and returned without completing the patrel.	
	73.1	P/O D.V. Campbell	Bine 4	1905	2005		



DETAIL OF WORK CARRIED OUT
By 439 SQUADRON

SECRET

(*15799—9511	Wi 44067-3304 1908 1/4	Th. 78.	FOR TH	E MONTH OF	<b>经</b> 国际区域的1850年200		
DATE	AIRCRAFT TYPE & NUMBER	*Cobw) 4	Dury	UP	Down	DETAILS OF SORTIS OR FLIGHT	REFERENCES
Apr. 17/4	5 Typhoon 1B F3	P/At. R.A. Brown	Red 1	0820	0935	12 x Typhoon 1B (Bombers), each armed with 2 x 500 lb.	
	73 1	P/O S, Eineugh	Red 2	0820	0935	bombs, 11 sec. tail detailed on rail interdiction	
	23 E	P/O R.B. Oldfin	Red 3	0820	0935	Squadron dive bombed rails \$.4117 to \$.4323 with 24	
	<b>19</b> 1	P/Lt. W.J. Banga	Red: 4	0820	0935	x 500 lb. bombs. Endle out 8 times in 5 places.	
- 3	23 0	F/O R.D. Milimon	Rive 1	0880	0935	20 mixed TRG at 8,4117, direct hit destroyed 2 of .	
	29 0	P/O E.D. Brydon	Nue 2	0880	0935	these TRG and damaged 2 others. 3 Met. going S. at	
	73 6	P/Lt. A.A. McDonald	Blue 3	0620	0935	8,4714 straffed, 1 destroyed.	
	891	F/0 V.F. Birch	Blue 4	0820	0935	The second of th	
	23 1	F/Lt. R.E. Spooner	Yellow 1	0820	0935		4
	<b>P</b> 3 1	P/O I.W. MacDonald	Yallan 2	0820	0935		<u> </u>
	P3 E	P/O B,C, Kirlin	Yellow 3	0820	0935		
	23.1	P/0 D.Y. Comphall	Yellow 4	0820	0935		4
Apr. 17/45	Typhoen 1B F3 R	P/Lt. R.A. Brown	Ped 2	1155	1305	12 x Typhoen 13 (S mhers), each -med with 2 x 500 lb.	
	hoursetensketers international English (SASSES) (1984/2016)	P/O H.D. Bryden	Ped 2	原稿を開催されている。	1305	bombs, 11 sec. tail, detailed on anti-shipping strike.	
		P/0 · L.P., Jeden	Pd 3	ME WENT TO THE	1305	Squadron dive bombed freighter (medium) at \$.1770	
		P/O W.F. Blroh	Ped 4		2 10 20 00 V S 10 10 V	(and) and Me claims, No movement seen due to	
	······································	F/Q J.A. Lord	Blue-1		1305	hees	
		P/O R.J. Black	She 2	2255	1305		
		3/0 2.C. tetty	Nue 3	1155	1305	The factor of the state of the	
		7/0 D.W. Stabella	Nice 4	2353	LE S	TO BE A STATE OF THE PARTY OF T	
		2/0 J.2. Deniz	Yellow 1	1155	2505	Annual Company of the	
		P/16. A.A. Millowald	1011e= 2	STATISTICS OF A STATISTICS OF	330	Bridge Control of the	
		7/0 D.Y. Comphell	Teller 3	1155	1309		
	23.5	7/0 B.C. X1:11n	Toller 4	1175	1305	to the second of	<del> </del>
		<del> </del>	- Article State of the Article				
							199

DATE	Aircraft Type & Number	Casw	DUTY	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
pr. 17/45	Sunham 18 P3 P	S/L J.R. Beirnes DPC	Red 1	1605		4	
	<b>建设的基础设施的</b>	Particular de la constante de		-	1720	12 z Typhoon 1B (Bombers), each armed with 2 x 500 lb.	
		F/Lt. A.A. Mollomald	Red 2	1605	1720	11 sec. tail, detailed on anti shipping strike, Squadron	ļ
		P/O : J.P.: Demar	Red 3	1605	1615	attacked 30 plus storage tanks at \$.2583 with 20 x 500	
	<b>建筑的</b>	P/O I. Hertnett	Red 4	1605	1720	1b. bombs. 1 petrol storage tank damaged. Small ships	4
	是 经 有 有關的問題問題	P/O D.W. Stohekle	Dine 2	1600	1720	or tankers seen deeled in seme place but no results	
		2/0 4.J. Bengh	Hue 9	1605	1720 1720	observed due to here. Rein and lightning throughout	
		7/0 J.A. Lord	Yellow 1	1605	1720	theares, 10/10 cloud base 3,000 ft. P/O Dewar and	
		19/0 : 1 2 Careta	Tollier 3	1605	1720	N/O Richards experienced mechanical trouble and did not	0.0104.000
	33.4	P/Lt. W.J. Dates	Yellow 4	1605	1720	complete the attack.	
pr. 17/45	Typhoen 18 P3 Q	S/L J.R. Beimes DEC	Red 1	1915	2015	8 x Typhoon 1B detailed on Armed Recor, to	
	793	9/0 D.W. Compbell	Iled 2	1915	2015	Oldenberg Area, Butire wission shortive due to meather	
	33	P/Lt., A.C. Brooker	Pod 9	1915	2015	heavy ground here up to 3,000 ft.	
	73.2	9/0 B.C. Birlin	Red 4	1915	2015		
	23.8	P/Lt. 2.A. Brown	Blue 1	1915	2015		••••••
	79.8	7/0 J.R. Stewart	Blue 2	1915	2015		
	8 V	2/0 % Hartwett	Stre 3	1615	2015		
	\$25500000000000000000000000000000000000	P/O R.M. Oldfin	Blue 4	1915	2015		
T. 18/45	Typhoen 1B F3 B	S/L J.R. Belines IPO	Fed 1	130	224 03 100		
	23	P/G M.D. Brydon	Mad 2	1320		32 x Typhoon 18 (Beybers), each armed with 2 x 500 Tb a	
		7/0 J.L. Stowart	Red 3			bushs, 11 sec. to11, detailed on Armed Roose, to Hamburg	
		7/0 A.C. Biohards		1320		Area, Attached T2 of1 tents at 8,1861 with 34.2 500.1b.	
	80	2/c. V.J. Bosse 2/c. V.J. Bosse 2/c. 2.2. Okese	Blue 2	1320		bunks - tenles compty. Spattered Not, smine N.M. at S.1622	
		P/O R.B. Oldeta P/O H.B. Hey	F101-9	1320	STATE OF STA	straifed - 5 claimed destroyed and 3 damaged.	
			Blue 4	1320	1415		
174.8		P/O J.A. Lord	Xellow 1	1320	-3435	39 ACC 3,	
		3/0 D.W. Stohells	Yellor 2	1320	1435	A CONTRACTOR OF STREET AND A STREET AND ASSESSMENT	-tt-1
1001100	23 Di	P/Lt. A.O. Brooker	Yellow 3	1320	1/15.		
	23 V	2/0 R.J. Bledk	Tellow 4	190			

APPENDIX "A"



DETAIL OF WORK CARRIED OUT

By 438 SQUADRON

SECRET

PAGE NO FIFTEEN

(\*15760 -5512) Wt same 1104 700 6643 T.S. 700 (\*15790 -5512) Wt 4406 -5504 15000 1/44 T.S. 700 

DATE	Aircraft Type & Number	Casw	Dury	To UP	Down	DETAILS OF SORTES OR PLIGHT	REPERENCES.
pr. 18/45	Typhoon 1B F3 R	9/Lt. R.A. Brown	Red 1	1625	1740	8 x Typhoon 18 (Sombers), each armed with 2 x 500 lb.	
	23.9	F/O B.D. Brydon	Red 2	1625	1740	bombs, 11 sec. tail, detailed on rail interdiction.	
1 4 5	23 V	P/O T. Bartnett	Red 3	1625	1740	Dive bombed loop, and 15 passenger coahes at \$.2053.	
	₽3 H	F/O J.R. Stewart	Red 4	1625	1740	Direct hits practically rained whole train.	
	73 3	S/L J.M. Beimes DFC	Rive 1	1625	1740	4 rails out at \$.2053 and 1 out at 8.2250.	
	2) 2	F/O S.J. Elneugh	Nine 2	1625	1740	1 loco, damaged, 6 passenger trucks destroyed and	
Section 1	DI	P/O D.Y. Compbell	Alug 3	1625	1740	9 passenger trucks damaged.	
	73 ?	P/O D.W. Btchells	Blue 4	1625	1740		
DE 19/45	Typhoon 18 FGG	MAR R. B. Grant DFC	Red 1	1345	1445	12 x Typhoen 1B (Bombers), each armed with 2 x 500 lb.	
	34	9/0 E.D. Brydge B/0 J.E. Deser	Red .2	1345	1445	bombs, inst. hose, and ll sec. tell, detailed on anti	
	23 V	P/O W.F. Birch	Red A	1345	1445	probable light cruis shipping strike at Jalansen, E.3343, Terget/attacket wit	
		S/L J.E. Beimes DR	C Hine 1	1345	1445	24 x 500 lb. bombs. All bombs in target area, 1 direct	
b		7/0 2.3. Gleen	Blue 3	1345	145	hit on expersione, 2 direct hits smidships, 3 direct	
	20.2	F/O S.J. Blumgh	Bine 4	1345	1445	hits astern and 3 very near misses. Grey black smoke	
	23.5	P/O J.R. Stewart	Yellow 2	1345	145 145	seens Rolesians and I fire seen. Wessel listing to post,	
		TO RE His	Yellow 4	1545	1445	Very intense flak from vessel and flak barge at R.2345.	
ox . 19/45	Typhoen 18 P3 R	P/L R.A. Brown	Red 1	1710	1825_	12 x Typhoen 18 (Sombers), each armed with 1 x	
		P/O D.W. Stehells	Bd-2	SHOW STREET	1825	500 lb bombs, Il sec. tall and l x 500 lb, bombs, inst.	
	DOWN OF THE REAL PROPERTY OF THE PARTY OF TH	P/O B.S. Cirlin -	200 3.	1710 1710	1825	m dism cargo-passenger vessel with 24 x 500 lb, bombs.	
					Heise	Near mirror, but no claims made, Some scattered merind	
		9/0 J.N. ManDonald	Ring/4 *	1710	183	sowment observed but otherwise he severent seen	
	and the second s	P/O T. Hartmett	Nue 3		1823	The state of the s	
	<b>有一种的一种的一种</b>	7/0 1/2-11/00	Time 4				
		2/0 J.Z. Down	Tollow 1	170	1825		
		P/O J.B. Stewart	Collon 2				
		P/Lt. L.C. Brocker/	Yo Liver				118
						-	

DATE	AIRCRAFT Type & Number	CREW	Dory	D CONTRACTOR STATE OF THE PARTY	nee /	DETAILS OF SORTIE OR FLIGHT	REFERENC
	TYPE & NUESER	Control of the Contro	1130190-75	UP	Down	3	
pr. 20/45	Typhoen 18 79 Z	P/O A.C. Mohards	Red 1	1005	1105	12 x Typhoen 18 (Sombers), each armed with 2 x 500 1h.	
	<b>7</b> 3 H	P/0 H.P. Hay	Red 2	1005	1105	bombs, 11 sec. tail, detailed on Armed Recce, Bromen -	
	<b>7</b> 3 D	PAt. a.C. Brooker	:Red 3	1005	1125	Hamburg Area, Dive bombed rail and 15 open rail trucks	
	73 7	P/O D.W. Mtchells	1ed 4	1005	nz	at R.6934. Direct hits on trucks, 4 rail cuts, Straffed	
	23.3	P/Lt. E.A. Brown	Elue 1	1005	no.	loco, and 30 mixed trucks East at 8.0642. Total claims,	
	73 B	P/Id . M. McDenald	No. 2	1005	1123	8 trucks destroyed and 15 demand and 1 motorcycle	
	23.9	P/O T. Hartnett	Sinc 3	1005	1125	destroyed.	
	73.8	P/O W.F. Birch	Blue 4	1005	112		
	27 6	P/O J.P. Dewer	* Yellow 1	1005	1120		
	73 X	F/9 I.W. MecDonald	Yeller 2	3005	1125		
	F3 E	F/O B.C. Right	Yellow 3	1005	1125	The second of the second personal second	
	73.A	2/9 9.9. Cole	Xeller 4	1005	ມສ	Barrier Company of the Company of th	
Apr. 20/45	Typhoon 13 F3 I	P/O A.C. Richards	Red 1	1430	1545	10 x Typhoom 18 (Rombers), each armed with 2 x 500 lb.	
	73 B	P/0 H.P. Hey	Red 2	1430	1545	bombs, 11 sec. tail, detailed on rail interdiction. Rail	
	23. K	P/O B.C. Rirlin	Red 3	1430	1545	and siding at \$,9269 attmcked with 20'x 500 lb. bombs.	
	13 A	P/O S.J. Minsugh	Find 4	1450	1545	4 cuts north of siding, 1 cut south of siding. Signals	
	ARIA E PAR	p/o R.S. Oldfin	Nue 1	1430	1545	her destroyed, Mary vessels N. and B. defended by flak	
	<b>73 Y</b>	P/O D.V. Compbell.	- Blue 8	2430	1545	barges in area 8,1865.	
	23.8	P/O T. Hertnett	Nue 3	1430	1545	and grade a second seco	
		E/O I.M. Modemald	Stre 4	3430	1545	Service de la Contraction de l	
		P/O J.R. Stewart	Yellow 1	1430	1525		
	27 0	P/O E.D. Brydon	Yellow 2	3430	1545	pipe and a second of the secon	
20/45	Typhone 1B F3 R	P/O J.P. Demax	Black 1	1605	1740	A r "wohen 18 (Bombers ), each armed with 2 Lebtlet Rombs	
		PAt. A.A. MoDerald	Book 2	1605	3740	detailed on leaflet bombing raid on Bromen. Oring to	
	The same of the same of	P/Lt. A.C. Brocker	Black 9	1605	1740	10/10 eleid at 5,000 ft. 12,000 ft., and 14,000 ft.	
	<b>7</b> 3 T	P/O W.F. Birch	Mack 4	1605	1740	unable to locate target and returned to Base with bombs.	

DETAIL OF WORK CARRIED OUT
By 438 SQUADRON

SECRET

(*15799—9511) (*15799—9511)	WL 44007-2384 150m 214	. 4. <b>%</b>	For 19	HE MONTH OF	APRI	L 1995	
DATE	AIRCRAFT TYPE & NUMBER	a no destate	Dury	Up	Down	DETAILS OF SORTIS OR FLIGHT	REFERENCES.
Apr. 21/45	Typhoon 18 F3	S/L J.E. Beirnes DFC	Red 1	1850	1940	12 x Typhon 18 (Sembers) with each aircraft, excepting	
	<b>2</b> 3 1	F/O E.D. Brydon	Ped 2	1850	1940	those of P/Lt. E.K. Brown and P/S J.R. Stowart, armed	
	P3 1	P/O J.P. Dewar	Bed 3	1850	1940 1940	with 2 x 500 lb. bombs, 11 sec. trill, detailed to dive	
	293	and the state of t	Blue 1	1850	1940	bomb Achdm. P/ht. B.A. Brown and P/O J.R. Stewart's siroreft ermed with 2 x 1,000 lb. bombe, 11 sec. tail	
	231	Control of the Contro	10.ye, 2	1850	1940	each. Terget attacked by 438 and 440 Squadrons with	
	73	2/0 H.P. Hay	Blue 3	1850	1940	42 x 500 lb. bombs and 4 x 1,000 lb. bombs. All bombs	
	33 Y	P/C D.V. Compbell	Sine 4	1850	1940	in target area. Emplosion and fire seen, large makesian.	
	23.	1 7/0 1.1. mins	Yellow 1	1850	1940	flame 200 feet from W.872917.	
	73 73	R P/At, E.A. Brown	Yellow 3	1850	1940 1940	The state of the s	
	73.1	P/O J.R. Stewart	Yellow 4	1850	1940	- manatara and a mana	
Apr. 23/45	Typhoon 13 F3	F/Lt. R.A. Brown	Red 1	1015	1125	8 x Typhoon 18 (Rosbern), each armed with 2 x 500 lb, book	•,
	130	P/O T. Hartnett  P/O J.R. Stewart  P/O J.R. Stewart	Bod 9	1015 1015 1018	1125	Il sec. tail, detailed on rail interdiction. Butire mission abortive due to weather. Bombs jettisoned live over enemy	
	P) H	P/O R.A. Glarin	Blue 1	1015	1127	territory . 10/10 cloud from 4,000 ft. to 9,500 ft. P/0	
		7/Lt. W.J. Buna 7/0 5.0. Siriin 7/0 3.J. Mack	Blue 2 Blue 3 Blue 4	1015 1015 1015	1125	Hartnett missing from this attack, last seen entering cloud ever wood 7.91 on a course of 060, R/T contact attack of but unsuccessful.	
Apr. 98/45	Typhoon 18 F3R	P/Lt. B.A. Brown	Ped 1	1655	1740	12 x Typhoon 18 (Rombers), each armed with 2 x 500	
	20	7/0 T.M. Jones 2/0 0 2 . Bones	Red 2	162	1740	1b. hombs, 11 man, tail, detailed to dive bomb willage at	
		P/O 1 N. HesDonald	Rue 1	165	120	S.0319. Village Attached with 24 x 700 lb. bushs. All	
		3/0 H.3: Neg	Blue 3	165	370	bombs in target area. Wain road intersection out by	
	29 1	F/O D.W. Etoholis	Blue 4	1675	1740	direct bits. In severant seen.	
	<b>9</b> 1	P/o B.B.olania	Tellow 1	16.	1740		
	P3 2	BAt. W.J. Burn	Xellos 2	1605	1740	and the state of t	
		PORT BOX					

	AIRCRAFT	Con-	101 0	T	Britis Ve	F. S.	
DATE	Tyre & Number		Dory	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
Apr. 24/45	Typhoon 18 #3 H	P/O J.A. Jord	Red 1 =	2030	3085	8 x Typhoon 1B (Mombers), each armed with 2 x 500 lb	
	原網維度的思想實施思特 上原 /	P/O J.R. Jones P/O J.R. Dewax	Red 2	1030	1045	bombs, Il sec. tail, detailed on rail interdiction. Ball	
	73 2	9/0 D.V. Compbell B/A. B.A. Brown	Red 4	1030	155	1. 1977 X 2. 1977 1978 1978 1978 1978 1978 1978 1978	
	73.3	D/O S.J. Blinmeh	Mine 2	3030	1155	at 5.7497 attacked with 12 x 500 lb. hombs. 4 reils out	
		P/0 B.0 Strate		<b>建设证据</b>			
		2/0 0,0 00le	Nue 3	1030		straffed and blown, I Not. straffed and damaged.  #/O local and P/O Jones returned without completing the attack due to sechanical trouble.	
Apr. 24/45	CONTRACTOR OF THE PROPERTY OF	S/L J.E. Beirnes DFC	Bed 1	2330	1430		
		P/At. W.J. Dunes	242	1390	3430	2 x 1,000 lb. bombs, 11 sec. delay tail, detailed to dive	
	MACHINE AND DESCRIPTION OF THE PERSON OF THE	3/0 B.C. Kirlin	Red 3	1330	2/230	bomb H.G. at Oldendorf, S.016212. Target attacked with 12	
		F/Lt. 2.4. Brown	Dive 1	1330	3430	x 1,000 lb. bombs. Debris and sucks seen. Aumning treeps	
	CHARLES THE PROPERTY OF THE PR	7/0 B.M. Jones	Mine 2	1330	<b>经验验</b> 经基本股票		
		D/O L.B. MacRenald	Silve 3	1330		straffed. 10/10 clent at 8,000 ft.	
bor. 24/4	Typhoon 1B P3 1	NAME OF THE OWNER, WHEN THE PARTY OF THE PAR	Red 1	1525	1650	8 x Typhson 15 (Subbars), each armed with 2 x 500	
		p/0 W.P. Birch	Red 2	1525		[10] (10) [10] [10] [10] [10] [10] [10] [10] [10]	
	THE RESERVE OF THE PARTY OF THE	P/0 J.P. Demax	5-d-3	150		1b. heats, detailed on Reil Interdiction, Rail at \$.2989 attacked with 16 x 500 lb. hombs. Rail out 4 times	
	printer victor backers also be a few printers.	P/D D.V. Gampbell	Brd 4	1525	物的方向未被助		
	Character and the control of the con	P/O A.G. Bighards	Rue 1	1525	1650	isolating train of 2) trucks facing B. Loce, and 1 truck damaged. Loce, facing North at 8,2785 damaged by	
	CONTRACTOR	P/O N.J. Black	Mue 2	152	1650	stracting.	Z
		P/Lt. A.O. Brooker	films 3	1525	1650		
	contract and the contra	2/0 H.P. Hey	Blue 4	1525	1650		
Joz. 24/85		P/O A.C. Mohards	Red 1	1800	1910	8 x Typloon 18 (Bombore), each armed with 2 x 500 lb, bomb	
	73.2	W.O.2 L.W. Ideberran	Red 2	1800	1910	Il see, tail detailed on rail interdiction Red Section	
	23 1	S/L J.R. Belines DEC	Bel 3	1800	1910	Section dive bonned rail at 4136. 4 outs in 3 places, Blue	
	93 9	F/O B.D. Brydon	Dat 4	1800	1910	angine and 10 oil tankers straffed S.B. at T. 386, engine	
	。 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	7/0 D.V. Compbell	Disc 1	3800		streffed, Total claims on straffing attacks, 3 loope	
		P/O D.W. Stokelle	Blue 2		3-10	damaged and I destroyed.	
	23 1	2/0 J.R. Stewart	Alue 3	1800	1910		
1973年	23 4	F/0 0.0. Cole	Blue 4	1800	1910		

### OPERATIONS RECORD BOOK . ATTENDED 1/4



DETAIL OF WORK CARRIED OUT

By 438 Squadron

SECRET

	WL 44087-3564 15000 1/44	FOR THE MONTH OFApril					
DATE	AIRCRAFT Type & Number	and a Company of the last of t	Dury.	Ur	Down	SATT CHANGE OF DETAILS OF SORTIE OF PLANTAGE SALES OF THE	REFERENCES
Apr. 25/4		V PAt. D.A. Brown	Red 1	0700	0620	8 x Typhoon 18 (Somborn) each armed with 2 = 500 lb	
		S F/O H.D. Bryden	Red 2	0700	0820	bombe, 11 sec. tail, detailed on rail interdiction. Rail and passenger train of 10 ffc 5.2, and coods Train of	
	33	G P/O J.P. Dewar	Red 3	0700	0820	50 mixed TRG at \$.3268 attacked with 16 x 500 lb. bombs.	
	<b>3</b> 9	Z F/O J.B. Stewart	Red 4	0900	0820	Mail out 4 times in 2 places, Trains not hit but later straffed damaging both loces. Loco, and 10 street TRG N. At	1
	- ₹3	E P/O B.C. Et-14n	77ug 3	0700	0880	5,6261 straffed, loce, damaged, Some TRG also demaged, Loce, and 5 TRO at 5,2988 straffed, loce, damaged, Loce, and 15 TRO M. 5,3293 straffed, loce, and TRG's damaged	
		D. P/Lt. A.G. Brooker	10u 3	0700	0820	Loco, and 15 TRG N. 8,3293 straffed, loco, and TRG's damage booo; and 10 TRG N. at N.4105 attached. Loco, damaged.	d.
- 16		F/O R.J. Black	Blue 2	0700	0820	loco, and 10 TRS N: at N:4107 attached, loco, damaged. Loco, and 10 TRS N: 4506 attached, loco, and 5 TRS demaged. Setween Bergendorf and Hemburg to plus Goods trains seemed attached to but not attached, 6 plus Goods trains attached to be a considered to the constant of	<b>b</b>
	73	B 7/0 H.P. Hay	Blue 4	0700	0820	steam up but not attacked, 6 plusGoods trains steaming bot ways on line S.626) to S.6874 not attacked, no same. left.	
		100 0:00:00 U		1209	1032		
Apr. 25/4	Typhoon 18 F)	<b>经验证的证据的证明</b> 在1000000000000000000000000000000000000	Red 1	0940	1200	8 x Trohoon 18 (Sombors), each armed with 2 x 500 lb.	
	THE PROPERTY OF THE PROPERTY O	P/O S.J. Bluengh	24.2	0940	1100	· 1975年 - 197	
	CHARLES A VICTOR PARTIES AND PROPERTY OF THE PARTIES AND PARTIES A	District Terror Committee 1	Red 3	0940		at \$.6282 attacked with 16 x 500 lb. bombs. 2 double and	
	A GOSTITUTO CONTRACTOR AND	P/O C.C. Cole	Red 4	0940	1100	2 single cuts claimed. Straffed scattered Met., 7 damaged	
	No. 2 Company of the	P/O.W.F. Birch	Blue 2	0940	1100	in area Bad - Q desloo - Bad - Isegeberg.	-/2 kg - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
	學解析自然可能的問題的問題	7/0 A.P. Sterrest	Blue 3	0910	1100	and the second s	
		P/O I.N. MacDonald	Blue 4	0940	1300	4 7	
or 25/42	Typhoon 1B F3 B	VAct. R.A. Brown	Nod 1	1230	1345	8 x Wohoon 1B (Sombers), each armed with 2 x 500 lb.	
		P/O T.M. Jones	Red 2	1290	199	bow s, 11 sec, delay, detailed on rail interdiction, Pail	
	73 0	P/O J.P. Dame	Redug I	1290	1345	at N.5207 attacked by Red Section with 8 x 500 16, tomber.	
		P/O I.N. MacDonald	Red 4	1230	1345	2 500 lb. bombs. 4 outs. Train of 17 TM at N. 7223 attacks	1.
		P/O D.V. Compbell	Phoe 1	MANAGEMENT OF REAL PROPERTY.	1345	2 outs. Him Section dive bombed rail at N.5309 with 8 = 500 th. Sember & outs. Train of 15 TM at N.5225 attlates Loos. and 6 TM demaged. Train of 30 mixed TMS febing W. at N.4235 attracted, loos, damaged. 100 plus oil tankers on	
		P/Lt. W.J. Bansa	Blue 2		1345	stding E-423 not attacked. 7/0 T.M. Jones hit by flak at E-423, crashed in flomes at N-4056. No paracluits seen. A00 plus ships seen in E-51 Esteum, large master in took	
		P/Lt. A.C. Brooker	Alter 3		1345	100 plus ships seen in Kiel Herbour, large musber in lock lat 0.3562.	
		P/O D.W. Etchells	Plue 4	122	1345		Que .
							The state of the s

DATE	Aircraft Type & Number	Cnew	Duty	UP	Down	DETAILS OF SORTIE OR PLEGET	REFERENCES
lpr. 25/45	Typhoon 18 F3 X	F/O A.C. Richards	Red 1	1505	1620	8 x Troboon 18 (Monters); each aried with 2 x 700 lb.	
	P3 K	P/O B.O. Kirlin	Red 2	1505	1620	bombs, 11 sec. teil, detriled of reil interdiction.	
	20 8	F/O HIP: Hay-	101 Med 3	1505	1620	Ball at N.6015 attacked with 16 x 500 1b, bonbe 5 outs	
	<b>J</b> 3 D	P/O S.J. Elnsugh	Red 4	1505	1620	claimed. No movement seen. Medium size vessel, resembling	
	P3 4	S/L J.R; Beirnes DFC	Rue 1	1505	1620	sirerest servier seen docked at Lauenberg, also 4 small	
	<b>P</b> 3 P	F/0 V.F. Mrch	Blue 2	1505	1620	boate in camal at 8.8934.	
	7.15 CO. 15 F3 R	P/O J.Ry'Stewart	Bhia 3	1505	1620	Company of the compan	
	F3 Q	W.0.2 L.N. Ideberman	Blue 4	1505	1620		
	5.0	and the sounding	THE PERSON NAMED IN	0.00			
pr. 3/4	Typheon 13 FjR	W/C F.4. Grant DFC	Red 1	1900	2015	8 x Typhoon 18 (Sembers), each armed with 2 x 500 lb.	
	73.9	W.O.2.L.N. Lieberman	Ped 2	1900	2015	bombs, 11 sec. tail, detailed on rail interdiction, Rail	
	SCENEDADGERANDADESANACIONES (SCENEDAS CONTRACTORS)	7/0 2.1. Oldern	. Red 3	1900	2015	end train of loos, and 16 TH going W. at N. 4011 attacked	
- 4	79 E	P/O L.W. MacDonald	Red 4	1900	2015	with 16 x 500 lb, bombe. Train stopped and broops poured out, 6 cuts and 5 direct hits on train destroying 6 TR's	
	mendalakat labarat barakan pelapan anara termenini l	S/L J.R. Delines DFC	Dive 1	1900	2015	the state of the s	
		P/O D.W. Etchelle	Alue 2	1900	2015	including flak car. Straffed Met. at N.4179, 1 demaged.	
	SCHOOL SECTION AND ASSESSMENT OF THE PARTY O	P/At. W.J. Busca	Due 9	1900	2015	No other movement seen.	
		7/0 C.C. Cole	Alue 4	1900	2015		
		P/Lt. R.A. Brown	Ped 3	0655	0805	6 x Typhoon 18 (Bosbers), each armed with 2 x 1,000 lb.	
		P/O S.D. Brydon P/O J.B. Stewart	Bod 2	0655		homis, 11 sec. tall, detailed on rail interdiction	•
		namental and a supplemental and the supplemental suppleme	<b>1</b> 3	0655	0805	8 at 1 000 The bombs Di rect hit t less and 6 TRO 1 ac	
	ACATE DESCRIPTION OF A SEC.	F/O W.F. Birch	Red 4	0655	0805	6 mile outs Straffed 1 Met. at N.7803 at which point  7/2 D. Brydon flow into trees and creshed in flower.  7/2 Straelle and T/At. Bussa experienced mechanical	
	ENERGINED ADEC HAR PRODUCTION OF THE COLOR	P/C D.W. Stabelle P/Lt. W.J. Burna	Bue 1	0655	0720	trubis, jettisomed their bombs and returned to has	
		S/L J.M. Determe DFC	Blue 2	0655	0720	The first of the second of the	
E			Pod-1	0945		8 x Trohoon 18 (Borbars leach award with 2 x 500	
CM.	darka entrope for a control populario de la control populario en	P/0 J.P. Dewar	Red 2 Red 3	6945	例如 (10 man change)	The bombs, 11 cac. tail, detailed to disk Somb ratio.  Rail at T.2190 attacked with 16 x 500 lb. bombs, 1	
		P/O I.N. MacDonald	200 4	0945	33000	rail out. 1 Met., -possibly petrol bowser straffed and	

APPENDEX.....



DETAIL OF WORK CARRIED OUT

By ......438 Squadron-

SECRET

PAGE No21

Conference W. Sond-line Tax May 1A 700 FOR THE S

OR THE MONTH OF April 1945

DATE	AIRCRAPT Type & Number	Chew	Duty	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENC
- (-			t of			TO THE DAME OF MED. ADMIN OF THE TOOLS IN ATTICK TO THE	
25. 60/45		F/Lt. H.H. Burden	Blue 1	0945	1100	(cont'd from page 20) destroyed at T.0605. Train of	
		7/0 S.J. Elnsugh	Nue 2	0945	1100	20/30 TRC facing Rest at T.0605 not attacked. Engine	
	INFORMATION INCOMES TO A PROPERTY OF THE PROPE	7/0 B.C. Bella	Rine 3	0945	1100	steaming from previous attack, S/Agr. J.R. Beirnes DFC	
		P/0 6.6. Colo	Blue 4	0945	1100	experienced mechanical trouble and returned to Base with	
r. 26/45	Typhoon 1B F3 B	S/L J.E. Bilmes DFC	Red 1	1315	1425	8 x Typhoon 18 (Sombers), each armed with 2 x	
	roanotario sempo de establista de financia filoso e el cicilità il	FAt. A.S. Brooker	Red 2	1315	1425	500 lb, bombs, 11 sec. tail, detailed to dive bomb rail.	25%
	23.5	7/0 J.B. Stowart	Pet 3	1315	1425	Rail at 7,4157 attacked with 2 x 500 lb. bombs, 2 cuts	
	continue and description of the property of the continue of th	P/O W.P. March	Bed 4	1315	1425	in one place. We movement seem,	
	93 E	F/O A.C. Richards	Rine 1	1315	1425		
	73.9	7/0 R.J. Mack	Blue 2;	1315	1425		
	73.R	P/O. D. V. Compbell		195	1425		
	23.2	9/0 .H.P. Hay -	Sine 4	1315	1425		
26/45	Typhoon 1B F3 R	P/Lt. R.A. Brown	Post A :	1615	1720	8 x Typhoon 13 (Sombore), each armed with 2 x 500 lb.	
	99.0	W.O.S. L.B. Ideberson	P-1-2	1615	1720	bombs, 11 and, tail, detailed to dive homb rail; Rail	
	73 9	2/0 J.P. Downe	Red 3	1615	1720	at Ti2836 attacked with 16 a 500 lb. bember Pasi out	
	23 W	2/0 2.J. Birmid	Red 4	1615	1720	6 times in 3 places and near misses at T.2435. No	
	73.9	P/In. I.H. Burden	flue 1	1615	1720	movement mends the Contract of the option was	
	73.2	P/kt. W.J. Buss	Tibe 2	1615	1720		
	19.0	P/0 8.3 01464n	Store 3	1 1651	107.5	The state of the S	
1		9/0 B.C. Kirlin	Blue 4	1615	1720		
26/45	Typhoon 18 F3 K	P/O A.S. Richards	Red 1	1835	1045	2 x Orohoon 15 (Boshers ), each armed with 2 x 500 lb.	
		P/Lt. A.C. Brooker	204.2	的智能是法律表现实现。	<b>TERRESIDENCE SUBSET</b>	bombs, 11 sec, tail, detailed on rail interdiction.	
	7.1	2/0 D.Y. Comphell	143		2000	Roll at 8 9252 dive bombed with 16 x 500 lb, bombe.	
	73.9	P/O L.P. Jodein	Pod A			Heil out twice in 2 places; No movement seem;	
	-	2/0 2.3. Olaria	Zue 1		100		
		PA I.H. NeeDoneld	Blue 2				
	23 3	P/O J.L. Stewart	Time 3	10.5		The second of the second secon	1,25047060
	P. 6	7/0 W.F. Hiroh	Blue				16

Date	AIRCRAFT Type & Nomine	E/C q. Cany	Dury	- Up	Down	DETAILS OF SORTIE OR FLIGHT	REPER
Aox. 27.6	5. Typhom 18 P3	L. PAR ERST aborder	Red 1	9645	0815	7 x Typhoon 18 (Sombors), each armed with 2 x 1,000	
	. 73	3 7/0 S.J. Elneugh	Red .2	0645	0815		
	. 73	P/On D. V. Comboli	15-4 3	0605	0815	The bombe, 11 coo, tail; detailed on rail interdiction.	
	732	P/Q R.D. McKinnen	Slue 1	0645	0815	Ball at 8,9467 dive bombed with 14 x 1,000 lb. bombe.	
100	Steel m POP	P/0 A.S. Harle	Alue 2	0645	0815	Reil Cut A times in 2 places, Loco, and 15 mired TRO Tening N.W. at 8.3260 straffed, loca, demaged.	
	50	P/O. L.P. Jodeta	Blue 3	0645	0815	Loco, and 10 mixed THE facing N.W. at 5,2762 not	
	200	12/0 2.0 Gatty	Bio 4	0645	70015		
		N				attrached 8/10 cland at 6,000 ft., wistbillty one to	
12.23/	7 Princes JR 23	B. S.A. J.R. Beignes DP	0 041	3930	2000	0 - 0 - 1 - 1 - 10 - 1	
	2) 2	2/Lt. W.J. Buza	Red 2	1910	2000	Bx Typhem 18 (Bombars), each armed with 2 x 500 1b, bombs, 11 sec. tail, detailed to dive bomb rail at	
	- B.K	E/Q. A.C. Bichards	Red 3	1920	2000	5,8077. Rall attacked with 16 x 500 16, bombe, Rall	
	P3 D	. P/O S.J. Manugh	Red-4	1910	2000	out A times in 2 places, No newment soon, light Plat	
exc) s	300 m 10 2	PA JA, Lord	Blue 1	1910	2000	encountered from 8.8057.	
		W.O.2 L.N. Meheren	Nue 2	1910	2010		
	20.00	P/O J.E. Stowart	Dine 3	1920	2000		
	23.8	7/0 . F. P. Blach	Dec 4	1910	2000	The state of the s	
29/45	Typhoon 1B 23 K	S/19/OR, AUG - Phonuscie	Red 1 5	1610	1650	12 x Typhoon 18 (Sombers) with each aircraft of the Red	
	P3.5	P/O D.Y. Campbell	Red 2	1610	1700	and Blue Sections armed with 2'x 500 lb. hombs, cluster	
	73 1	P/O R.B. Oldfin	Red 3	1610	1650	and each at wraft of the Vollor Scotton armed with C.	
	123.2	7/0 H.P. Hey	Red 4	1610	1650	500 lb. M.C. bombs, 11 sec. tail, detailed to dive bomb.	
	- 5 2	P/O R.D. McKismon - P/O R.W. MacDonald	Blue 1	1610	1650	Village at 5.624467. Red and Blue Sections dive bombed	
	31	P/O L.P. Jodoin	Blue 3	1610	1650	William with 16 - Book IV - 1 - 1 - 1 - 1	
	F3 E	S/L. J.R. Bearnes DP	C Tollow 1	1615	1700	target area, Bombs scattered in target area in south end	
		P/Lt. W.J. Bapan	Xelloy 2	1615	1700	8 r 500 lb. bombs. All bombs in target area. No results	
		F/Lt. R.H. Barden	Yellow 3	1615	1700		
	25 2	F/O J.R. Stewart	Yellow 4	1615	2700	at 2,000 ft, not attacked.	

APPENDIX "A"

PAR 541.

DETAIL OF WORK CARRIED OUT

By \_\_\_438\_Squadron

SECRET

PAGE No 23

(*23799-8511) WE 44067-3584 150H 2744	15. 70	FOR THE MONTH OF			1997"		
DATE AIRCRAFT TYPE & NUMBER	Content 19	Dury		Down	DETAILS OF SOSTIE OR FLIGHT	REFERENCES.	
Apr. 29/45 Typhoom 18 F3 K	P/Lt. B.H. Burden	Red 1	1950	2035	8 x Typhson 1B (Sembers), each armed with 2 x 500 lb, bombs		
(2) 中央人民共享的政治的公司的共享的政治等。	P/O A.G. Richards	Red 3	1950	2035		7	
	9/0 8,5, Elnsuch	Bed 4	1950	2020	6 places, blue flashes seen, Bridge demaged, 20 plus		
	F/O J.A. Lord F/O J.E. Stewart/	Nue 1	1950 1950	2035	TRE seen in West end of Bergendorf, 10/10 cloud with 6,000		
BI	B/O D.V. Compbell	Blue 3	1950	2035	ft, base in erea. F/O S.J. Elneugh experienced mechanical trouble and returned without completing the attack.		
יופו	F/O R.C. Getty	Blue 4	1950	2035	The state of the s		
79 x	S/L J.R. Deirnes DPC P/Lt. W.J. Bass F/O A.C. Richards J/O H.P. Hay P/O R.D. McKinnon W.O.2 M.M. Mishorma P/O J.R. Stavart P/O W.J. Birch	Red 1  Red 2  Red 5  Red 4  Alice 1  Blue 2  Blue 3	1845 1845 1845 1845 1845 1845 1845 1845	2000	S. s. Typhoon 13 (Sumbers), each armod with 2 x 500 ib bombs, il sec. tell, detailed on red3 interdiction. Red1s and trains facing W., unknown number or kinds of TRS, at S.6849 and S.6931 extended with 16 x 500 lb. bembs. No. results observed due to weather - 7/9/10 cloud with base of 2,000 ft. Straffed scattered Mat. between T.4660 and T.4753, 2 destroyed. 10 stroyact parked in Woods at T.4855 straffed, strikes on one only which was claimed demaged. Plak train of 10 cars, steam up, facing East at T.21.5 not strained.		

d 47.20.438

of (Unit or Formation)

RECORD BOOK

16232

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Page No. 1

No. of pages used for day

Place	Date	Time		Summary o	f Rvents	DXII.	SECRET.	References to Appendices
Airstrip B.150,	May 1/45		STRENGTH AS AT MAY 1/45:		E.	In A		
143 Wing H.Q.,			10 10 10 10 10 10 10 10 10 10 10 10 10 1	R.C.A.F.	TOTAL STREET	Grif BST/	BUSINESST	
Nr. Calle, Germany.			ATRONAY:	No. of the state of	A Service	Epital Control	1748	
			Officer Pilots	25	364		14	
			Aimen Pilote	3	9		13	
	9		Today was pretty cloudy with t	the odd shower of r	ain and after th	e warm weather	we have had	
			it seems very cold. One missio	on was sent in the	morning under th	e Mobile Rada;	Control Plan.	
			Results were not very good. In 500 lb. bombs), scoping 3 reil	the afternoon 8 at cuts. CAN R.20720	iroraft diwe bom	bed rails at i	on points	
			on the Squadron today. Total 12:45 hrs., non-operational.	flying for the day		TO BYCONING OR INSURABILITY OF THE TRANSPORT	\$5500000000000000000000000000000000000	
• 1	ley 2/45		Today turned out sei	r though still qui	te gool. The fir	ot show was av	ey before	
			operational missions were done	during the day. Th	ne first, direct	ed against rai	ls was	
			abortive due to weather, the n	ext two were dive )	nombing and stra	ffing of Met.	only. Results	
			In one ettack on Met. a small was jumped by 12 M.E. 109's. Qu	William man and	6,4,4			
			picture with Not. fleeing burn		NAMES OF TAXABLE PARTY OF THE PARTY OF THE PARTY OF THE PARTY.	MANUFACTORISMOS CANADO POPULAR DE LA CONTRACTORIO	CONTRACTOR OF THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE	77.0
			when we scored such a lunge such					
			ageinst elerge troop with and with four, and many were near					
1 (5.0% 1000)			the bridge smidships. Great mu					
			oubs. This Squadron came in 70	Same glory today	then CAL J.41883	F/0 7.F. Bir	oh.dzopped	
3 11 5			has made a record (talk) (a)		dron will receiv	much publici	ty and	
			honour. Taken all ar re view					
			F/Lt. H.H. Burden av C.36562 I			ura today rees	iving the	RUS

Place	Date	Time	Summary of Events . SECRET.	References to Appendices
No. 143 Wing H.Q.	May 2/45	(Cont'd	congratulations of their comrades. Total flying for the day, all Typhoon 1B, Day:	- All
Airstrip B.150			Operational - 53:10 hrs. Non-operational - 2:40 hrs.	
Nr. Celle, Germany.	May 3/45		Another cold, dreary sort of day though the boys were away quite early on the first	
			"do", completing five operational missions for the day's count. The first mission, carrying 500 lb. bembe was a rail interdiction. On this attack the dive bombing resulted in 12 rail	
			outs, 5 TRG destroyed and 5 damaged. Straffing on the way back resulted in 4 Net. destroyed.  The other four missions were all anti-shipping attacks, all using 500 lb. bombs and directed	
			against the bigger ships. A total of 7 direct hits was scored during the day and as well	
			there were many near misses which most certainly do damage. In one case, a direct hit on	
	1943		the stern of a 2 funnel passenger ship caused the vessel to stop. This change from reil interdiction has been quite pleasant for the pilots. On oncof the attacks of the ship	
	Eey 4/45		targets the flak was exceptionally heavy, on others none was seen. Total flying for the day, all Typhoon 1B, day: Operational - 46:50 hrs. Non-operational - 5 mins.  This has been a grand day, much warmer and with grand sunshine. The three	
			operational missions performed were all against shipping and all attacks were made with	
			500 lb. hombs. No direct hits were scored today but there were many near misses which must have demaged the vessels. Strikes were seen when the vessels were straffed. About 1830	
			hours came the wonderful news of the German surrender of all forces in North Western.  Germany, Holland and Dermark. Though the resultant celebrations were kept safe there was	
			considerable firing of guns, coloured flares, etc. The night was uneventful though.	
	THE STATE OF		Total flying for the day, all Typhoon 1B, day: Operational - 30:40 hrs., non-op: 1:45 hrs.	44
	May 5/45		Many were awakened this merning by the firing of heavy guns at 0500 bours when bostilities ceased on the specified fronts. Though the morning was bright, it turned out to	
re assis a att ou			be a chargeable day with sunshine, then rain, Some of the pilote made an exercise with the	
			O.C. 5/ldr. J.R. Beirnes DBC to see the City of Headurg and were very much impressed by the bombing effects on the city. No Taying was done all day.	
•	May 6/45		The weather today was much similar to yesterday with first rain, then sunlight, etc.  Another bunch of pilots went up frontwards towards Luncherg and Hesburg. The belease of the	Paz

We transferred make 19/40 C. S. L. St-7700

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of (Unit or Formation) No. 438 Squadron

Place	Date	Time	on the second	Summary of Events	SECRET.	Reference to Appendice
lo. 143 Wing H.Q.,	May 6/45	(cont'd)	pilots stood to though the Squ	uadron is operationally grounded. 1	have are warmed	
dratrip B.150			a move in the most is days.	Ine haw pillots arrived today, they	are J.43850 F/O W. Wilkes	
r. Celle, Germany			and J.43861 F/O J.W. Noff, bot	th from Onterio. No flying, either	operational or otherwise	
			was done today. The O.C., S/Lo	dr. J.R. Beimes DFC (C.13458) deps	rted today on a week's	
				He is travelling by motor car and t		
•	May 7/45		Today has been a grand	d day with bright sunshine and the	temperature quite high.	
			Everyone seems to be waiting a	around for information as to what i		
			surrender of the German nation	n. A meeting of the Squadron pilots	was held today with the	
145				way. Total flying for the day, al		tobar
•	May 8/45		Another perfect day, I	men sun bathing was done in the more air 3.0.3.4. show. Before the E.J	ming. In the afternoon	
				Minister's announcement, The show		
			orchestra and four cirls was	exceptionally good and well received free champagne on the table, which		
			Birdhoven days for this occas	ion. This was followed by a very mi	ce meal. Later in the	
- A			evening towards dusk, a luge	bonfire was lit and a buffet supper	served by its light.	
			A sing song followed, No flying			
	May 9/45		This is a day much simi	ilar to yesterday and the temperatury the Group Captain of all aimen a	tre is staying right up	
12000			officers at 1130 hours and ell	1 strorew at 1315 hours. He address	ad each man as assess	1
			discipline, then gave a rough	outline of what was in prospect f	or us. We are supposed to	
			move to a German permanent at	cfield very shortly, over the Elbe		
			programme gets under way. This	s should take about 6 weeks to two	months and we will then	
				England, It has been decided that		Ros.

Place	Date	Time	Summary of Events SECRET.	References to Appendices
143 Wing H.Q.	May 9/45	(cont'	) operational trips shall be considered tour expired and posted out immediately. This will affect four pilots of this Squadron and steps are being taken to effect their posting.	
Nr. Celle, Germany			A picture show was run off in the Officers' Mess this evening. No flying was done all day.	
10 March 1	May 10/4	5	Though it was overcast in the morning, it was warm and by meen the sum came out nicely. A Wing Sports Day had been planned for this afternoon and it was run off nicely	
			under the supervision of Captain Fitch, our Salvation Amy representative here, No. 439	
			Squadron won the highest total of points for the afternoon and won the cash prize but this	
			Squadron was not far behind. In the evening a hard hall teem from the Wing with CAN R.193411 Sgt. R.H. Kernighan of this Servicing Echelon pitching defeated an American team	
			7-1. Attendance was very good and a lively interest was taken. No flying all day.	4
•	May 11/4	2	Another grand day though visibility has not been so good. A schedule of flying and ground instruction has been arranged for the pilots and the first flights were made	
			today. In the afternoon plans were underway for a two wing show in the late afternoon but	
			it failed to materialize. A few of the pilots ment aminming just before support and found the water quite warm. An outdoor movie in the evening from 1100 hours was well attended. Total flying for the day, all Typhoon 18, day, non-operational: 8:35 hrs.	
. •	May 12/4	5	Another grand sunny day which was again exceptionally warm. The two wing show	-25
	100 Alex		which had been planned for vesterday afternoon was run off this marring. Using one long, range tank the Squadron took off in the following order, 438, 439 and 440 followed by the	
			two Squadrons from 121 Wing. They formed up over the sirfield then flow to Saumess-Mayen	
			where they swept over the city at a low level haight in formation. This coincided with an Army "march past" in the same City. A bit of local flying was done in the early afternoon.	
			then most of the Squadron pilots went for a swim in a mearby river. Total flying for the	
•	May 13/4	5	day, all Trohoen 18, day, non-coercidenal: 28:15 hours.  The grand weather is experently still staying with us. Today the first Sunday for	
			onths, years in fact that hasn't been a working day was parfect with bright sunshine and a high temperature. One party from the Squadron drove to Kiel on a sight seeing trip, the	
			balance participated in a Squeiron pilots' pionic down on the banks of a nearby river.	R03

We specialis seems tojes C. & L. 81-7704

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I., para. 1240 and War Manual Pt. II., chapter XX., and insta in R.A.F. Pecket Book.

## OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation). No. 439 Squadren

No. of pages used for day...

Place	Date	Time	Summary of Rvents SECRET.	References to Appendices
Atretrip B.150	May 13/4	5 (cont'd	) Everyone enjoyed themselves. Attendance at Church in the early morning was rather	
ir. Celle, Germany.			disseppointing but it is hoped it will improve once the boys realize they are free of the	
			nervous strain of ops. A nearby bush fire which was threatening a former Jerry armament dump claimed attention in the evening but did not prevent a gala attendance at an outside cinema show. No flying was done all day.	
•	May 14/4	5	It turned considerably cooler during the night but it is still a grend day. This	
			morning was supposed to start the first of the lectures for the pilets but superently the lecture wasn't prepared. Instead some of the boys flew on the training schedule. In the	
			afternoon another display was put on by the Wing. They made a low level flight over	6.2
			certain aerodromes north of the Mibe using two long range tanks. One pilot, CAN R.211126	
			P/Sgt. Walks, A.C. during the switch from longe range tanks at approx. 400 ft. got an air leak in his line and was forced to land on one of the Jerry flying fields. He took	
•			off again very shortly but when at about 300 ft. his engine cut again, he was compelled to force land on his belly in a field. He escaped with only a few outs but the aircraft	
			was Cat. "B". Total flying for the day, all Typhoen 1B, day, non-op: 22:35 hrs.	
	May 15/4	5	It is still cool but with bright sunshine. There was no lecture again this morning	
			but training flying continued, flight formation being flown in the morning and Squadron	
			formation during the afternoon, CAN R. 2111 6 P/Sgt. Piles, A.G. returned to Beec this morning. Our Engineering Officer with a fitter proceeded to the scene of the cresh by	
<b>第二人员工</b>			Auster. Word has come through that our next field will be at Flensburg. It as at present	
			staffed by Germans but it is expected that they will be cleared out and the field ready.	
	May 16/4	,	in five or six days. Total flying for the day, all Typhorn 1B, day, non-opt 16:30 hrs.  A day of bright sunshine with a moderately high temperature. The first of the	
			ground lectures for pilots was held in our Dispersal tent and following it a few training	
			flights were made. This a termoon, being reserved for sports, everyone played softball or went swiming. Six plots proceeded on leave today, Total flying for the day, all Typhoon	
			1B, day, non-operational: 9:25 hours,	
				RUZ

Place	Date	Time	Summary of Events SECRET.	Reference to Appendic
No. 143 Wing H.Q.	May 17/4	5	Squadron was on readiness and pilots in Dispersal at 0400 hours. A bright, sunny day then clouding up, clearing in the Arternoon. Readiness lasted until 2232 hours. Thunder	
Nr. Celle, Germany	100		storm and rain followed. Only flying done during the day were three A. & E. tests.	
			Our OC., S/Ldr. "Jack" Beirnes DFC returned today from a week's leave spent touring	
			through Melhand, Belgium and France. Rotal flying for the day, all Typhoon 1B, day, non-operational: 1:10 hrs.	
	May 18/4	)	. A damp, dull morning with a low ceiling so no flying was carried out. The	
			weather cleared in the afternoon and Cross countries, aerobatics and A. & E. tests were	
		Marie - Esta Marie	carried out. A party of pilots ment animing in the evening. Belsen is being burned and smoke is drifting over the field from the fires. The O.C. of the Unit, S/Ldr. "Jack"	
			Beimes, DFC visited our prospective airfield at Flensburg today by Auster, Total flying	
			for the day, all Typhoon 1B, day, nonioperational: 11:25 hours.	
•	May 19/45		Another clear, bright day ideal for the training flights made. The C.C. made enother flight to Fleneburg today, this time by Typhoon. It is expected that it will be	
			some time yet before we can occupy the field. Total flying for the day, all Typhoen 1B,	
	May 20/45		day, non-operational: 18:10 hrs.  Today, Sunday and a day of rest from now on, broke clear and bright, though a	
			trifle cool. A combination swimming and pionic party was planned for 438 pilots, leaving	
			here at 1100 hours after church was over. Staged at a small river a few miles from here	
			it was very successful. A show was put on in the less in the avening. Total flying for the day, all Typhoon 1B, . Nil.	
** ***********************************	May 21/45		It was a bit cloudy and quite cool this morning but a certain amount of training	
			flying was done. Shortly after dinner it started to rain which cancelled all further	
60 1 L 200			flying. Towards evening it developed into a steady downpour. Total flying for the day, all Typhoen 1B, day, non-operational: 5:10 hours.	
	Mey 22/45		There are a few clouds still scattered in the sky but the sun is shining brightly	•
A A			Flying training got underway early and continued until late afternoon, Early in the evening it started to rain developing quickly into a downpour. Total flying for the day, all Typhoon 1B, day ren-operational: 12:00 hrs.	.P03
r. presidenta senar tales C.A.	£, 614700		CULTUYO TOMA BECORD BOOK	

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Place	Date	Time	Summary of Rvents SECRET.	References to Appendices
No. 143 Wing H.A.	May 23/	15	Apparently it rained quite heavily for a good part of the night because everythingshows	
Airstrip B.150.			the effect of it. Scattered clouds still prevail but did not stop a few training flights	
Nr. Celle, Germany			following a lecture on navigation. The sports meeting in theafternoon was called off due	
			to weather but no further flying was done. Towards evening it started to main quite .	
	May 24/45		steadily. Total flying for the day, all Typhoon 1B, day, non-op: 3:40 hrs.  Cool and clear again and some of the boys were away early on flying training.	
			Flying conditions were fair all day but towards evening it started to rain. The O.C.	
			accompanied the Wondr. Mying to Flensburg and return by Typhoon. Total flying for the	
			day, all Typhoon 1B, day, non-op: 21:10 hrs.	
• 10 10 10 10	May 25/45		Another coel, fairly cloudy day. A lecture was given in the early morning by	
			one of the Armement Officers, then training flying was begun. One of the Flight Commanders,	
12 172			CAN J.27741 P/O "Ron" Cetty made a flight to Flensburg taking the Amanent Officer and	
			one of his Senior N.C.O.'s. On the first take off, the engine cut and he was forced to drop into a local grain field. It was a successful landing and the Auster didn't even	
			damage the prop. Five pilots returned today from leave. There will be no more leave for	
•	May 26/45		the time being. Total flying for the day, all Typheon 1B, day, men-op: :30 mins.  Still cool and cloudy but with no rain. Training flying continued as usual	
			but no incidents of mention. The Adjutant's Office was broken up this afternoon as he is	
			to proceed to Flensburg in the merning. Total flying for the day, all Typhoon 1B, day,	
			non-operational: 9140 hrs.	
1.25	May 27/49		Though there were clouds in the sky and rain three tened off and on, it was	
			quite a good day. Being Sunday, no flying was done. The Adjutent, F/Lt. A.B. Bangs (CW	
			C:8671) and four of the surplus pilots left this morning with the 15 cwt. for Flensburg	
			wis Hasburg. They arrived them in the late afternoon; A small socident occurred when the	
			motorcycle ridden by the Mj. struck a greasy spot on the road and overturned. No damage	
			nor injuries were caused. It was a grand trip through delightful country. No flying all day.	
• • • • • • • • • • • • • • • • • • • •	May 28/45		The Advance Party of 438 Squadron were busy at Flenaburg with the pilote	
			acquainting the a long with the Airfield and the surrounding districts while the Adj.	192

Place	Date	Time	Summary of Events SECRET.	References to Appendice
3 Wing H.Q.	May 28/45	(cont	) was given the job of allocating the Wine Officers' Quarters. At B.150 the weather was fairly bad and only a few A. & E. tests were made. The O.C., S/Ldr. "Jack" Beirnes DFC	
. Celle, Germany.			made a return trip to Flensburg in a Typhoon accompanied by the O.C. of 440 Squadron;	
			S/ldr. "Bob" Coffey. On the return trip the O.C. of 440 Squadron was forced to land	
			due to engine trouble, S/Ldr. Beirnes returned to Elensburg due to engine trouble as well but later made the trip back. Total flying for the day, all Typhoon 1B, day,	
			non-operational: 3:30 hrs.	
143 Wang H.Q.	May 29/45		This being the day picked for the move of the aircraft from B.150 to Flemsburg no other flying was done, Seventeen aircraft made the trip without incident landing here	
strip B.166			at approx. 1415 hours. It was a very warm day and thus very hot for the pilots flying in	
Flenshurg, German			formation. With the Adj, having the rooms all allocated the pilots were located in their	
			rooms with a minimum of trouble, We have very nice quarters here with running water in almost half of the rooms. No. 438 Squadron has the distinction of being billeted in the	
	+		same quarters as the Group Captain and the Wince, Thying, Total flying for the day.	
			all Typhoon 1B, day, non-operational: 11:30 hours.	
•	May 30/45		Enother grand sunny day, The pilots were called together at 1000 hours for a talk by the 0.0. Shortly after this the Squadron 3 tommer arrived at the Dispersal Area, The	
			Dispersal tent was put-up and the pilot's beggage taken down to the Quarters. We have the	
			best spot for Dispersal with our tents in amongst tall shady evergreens. The pilots have	
			been getting their aircraft cleaned up and the grinners painted white with red trimning. The whole set up makes a very impressive display. Bix local flights were made in the late	
	1		morning but no flying was done in the afternoon. The Adjutant set up his and the O.C.'s	
			office in a 3 ton truck pending the receipt of a trailer. Total flying for the days	
			all Typhoon iB, day, non-operational: 3:00 hours.	
• •	May 31/45		The sum is chining, the hirds are singing and everyone is quite lappy though no are all anxious to know what is in store for us and when we shall get home. Sports arrangements	
			are being made and it is hoped that out stry here willbe quite comfortable. A pilot was	
			ferried to B.150 today to pick up our last Tiffie but abharries no flying was done. The	Raz.
We street course to the C.	Si. S. 51-9794		OTATION INCOMO 18008	

R.A.F. Form 540.

See instructions for one of this form in E.R. and A.C.I., para. 2540. and War Manual Pl. II., chapter XX., and antes in R.A.F. Packet Book.

#### OPERATIONS RECORD BOOK

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of (Unit or Formation) No. 438 Squadron

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

Place	Date	Time		Summary of Ev	ents	SECRET.	References to Appendices
Io. 143 Wang H.Q.	May 31/4	5	pilots spent thebest part of One third of the pilots went	the day assisting the	ground arks to all today. This is a n	ean the simprest	
			starting. Total flying for t	he day, all Typhoon 11	B, day, non-op:;	40 mins.	
Flensburg, Cornany.			STRENGTH AS AT MAY 31/45				
			AIRCREW: Officer Pilots	R,C,A,F.	TOTAL STRENGTH	ESTABLISHMENT 14	
			Airmen Pilots	3	3 .	13	
			GROUND CREW;				
			Officers	1	1	2	
			Mirmon	3	· · · · · · · · · · · · · · · · · · ·	3	
			TOTAL NO. OF AIRCRAFT ON	STRENGTH AS AT MAY 31	45: Typhoon 11	3 = 18	
			TOTAL NO. OF OPERATIONAL TOTAL FLYING HOURS DURIN			''' 143:25 hars'.	
			NO. OF ENERY AIRCRAFT CL		Day, Non-Operation Total:	nal 21135 hrs. 355120 hrs.	
			during May has been eate, has been eate, has been very so PCSTINGS IN AND OUT OF A	exceptionally Percent	W/45: Health of t	de Squadron personnel ffering from colds	
			No., Rank. and Name	Posted From	Eff. Date Remark		
			R.207203 F/Sgt. Mack J.43861 F/O J.W. 1	w, E.F. 83 G.S.U. Weff 83 G.S.U.		irst tour	
			. J.43850-10/0 W. WI	Lkes 83 G.S.U.	6 May/45 For f	irst tour	
			J.91038. P/O R. Hass	No. 3 Sqdn.	28 May/45	•	
			J.87764 F/O L.L. S. J.18713 F/O J.C. To			et reported.	
		1				4000 PM4 2000 PM 2000	
						/over	ses.

			*****

Place	Date	Time	Summary of Events SECRET.	References to Appendices
No. 143 Wing H.Q.	lay 31/45	(cont'd)	POSTINGS OUT OF AIRCROST DURING MAY /45:	
Airstrip B.166 Flensburg, Bermany			No. Rank and Name Ponted To Bre. Date B.P.C. A May 45 Tour expired.	
			J.7015 . P/Lt. R.H. Burden B.P.C. 14 May/45 Tour expired.	-
			C.36562 F/O R.E. Oldfin B.F.C. 14 May/45 Tour expired	1.5.2
			J.55896 F/O D.Y. Campbell R.P.C. 22 May/45 Test expired. J.92894 P/O J.P. Dewar B.F.C. 17 May/47 Tour expired.	
			J.92198 P/O A.B. Harie B.P.C. 17 May/45 Tour Expired   Remaining on	
			J.29766 F/O B.D. McKimon B.P.C. 17 May/45 Tour expired attachment J.3876 F/O A.C. Richards B.P.C. 17 May/45 Tour expired to Squadron.  PROMOTICES DURING MAY/45:	
			R.145998 W.O.2 Idebormen, L.N. promoted to Temp. W.O.1 w.e.f. 11 Mar/45.	
	21		J.12783 F/O R.J. Black promoted to Temporary Flight Lieutenant w.e.f. 1 Dec./44. COMMISSIMITED DURING MAY/45: M1. HONOURS AND AWARDS DURING MAY/45: M1.	
			TOTAL TORNAGE OF BOLBS DROPPED DURING MAY /45: 62 tons.	
			R.A. Brown F/tt.,  Of loar Commending,  No. 439 Squadron.	•
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We modicion some rates C.S.L. Bloom

# OPERATIONS RECORD SOOK DETAIL OF WORK CARRIED OUT By NO. 438 SQUADRON



SECRET

FOR THE MONTH OF MAY 19.45

DATE	AIRCRAFT Type & Number	CHEW	Dury	Ur	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES
May 2/45		F/Lt. R.H. Burden	Red 1	1020	1125	4 x Typhoon 1B (Bombers), each armed with 2 x 500 lb.	
EN A-5	THE PARTY OF THE P	P/O A.C. Richards	Red 2	1020	1125	bombs, inst, nose and 11 sec. tell fusing detailed	
	P3 R	F/O J.A. Lord	Blue 1	1020	1125	on M.R.C.P. bombing. Vectored by Control and bombed	
		F/Lt. A.A. MoDonald	Rive 2	1020	1125	Airfield at 8,9783 with 26 x 500 lb, bombs, All bombs	
						one-half mile N.W. of target, 10/10 cloud, 2,000 ft.	
						base, 5,000 ft. top, broken in spots.	
May 2/45	lyphoon 18 F) Z	F/O R.C. Getty	Red 1	1530	1635	8 x Typheon 1B (Bombers), each armed with 2 x 500 1b.	
	BA	Sgt. C.A. Wilks	Red 2	1530	1635	bombs, 11 sec. tail, detailed to dive homb rails. Bid	
	23.2	P/O L.P. Jodoin	Red 3	1530	1635	Section attacked reil at \$.6301 with 8 x 500 lb. bombs.	
	23.2	P/O A.B. Harle	Red 4	15:30	1635	Rail out twice. Blue Section attacked rail at S.64991	<b>!</b>
723	23 B	S/L J.R. Beirnes DFC	Blue 1	1530	1635	with 8 x 500 lb, bombs. Rail out in one place, Train of	
	BR	F/O S.J. Elnsuch	Blue 2	1530	1635	12 covered trucks proceeding S.E. at S.7581 net attacked	
		P/O R.B. Oldfin	Blue 3	1530	1635	due to weather, 10 cloud broken, 2,000 ft, base and 12,000	).
	PSY	P/G D.V. Campbell	Blue 4	1530	1635	ft. top encountered. Light flak encountered from	
						8.7093 and 8.6096.	
May 2/45	yphoon 1B F3 Q	P/Lt. B.H. Burden	Red 1	0645	0715	8 r Typhoon 1B (Bombers), each armed with 2 x 500 lb.	
	81	P/Lt. W.J. Bussa	Red 2	0645	0715	bombs, 11 sec. tail, detailed to dive bomb rails.	
	73 E	F/O D.W. Etchells	Red 3	0645	0715	Pytire mission abortive due to weather and flight	
	23.D	P/O H.P. Hey	Red 4	0645	0700	recalled by Kenney. Sombs returned. 10/10 aloud with	
	73.9	P/O J.R. Stewart	Blue 1	0645	9715	1500 ft, experienced from Worsens north,	
	23 H	9/0 M.B. Birch	Mue 2	0645	0715	• • • • • • • • • • • • • • • • • • •	
	93 Z	F/O R.D. McKizmon	Nuo 3	0645	0715	<u> </u>	Carlo
	201	P/O LP . Jedoin	Blue 4	0.05	0735	C C C C C C C C C C C C C C C C C C C	
							ACCOMUS.
						ALCOHOLOGIC (ED) (\$1 26) 240 (0.0) A 48 (DA (36) 27)	
							RES

DATE	AIRCRAPT Type & Nomber	Casew	Dury	STATE	THE		
		Control Contro		Ur	Down	DETAILS OF SORTIE OR PLIGHT	REFERE
W 2/45	CONTROL SECTION SECTIO	F/Lt. R.H. Burden	Red 1	0855	1015	8 x Typhoon 1B (Bombers), each armed with 2 x 500 lb.	
	10000000000000000000000000000000000000	P/Lt. W.J. Busse	Red 2	0895	1015	bombs, 11 sec. tell fusing, detailed to dive bomb rails.	<b></b>
		P/O J.A. Royd	Red 3	0855	1015	Rails between S.7076 and S.7278 dism bombed with 16 x	T
		F/O D.W. Etchells	Red 4	0855	1015	500 lb, bombs, 7 radis out in 3 places, 40 Met.,	
		F/O J.R. Stewart	Blue 1	0855	1015		
	<b>以此外的特殊的是公司的</b> 和中国的大学的	P/O W.F. Birch	Riue 2	0855	1015	facing North between S.7189 and 7286/straffed.  17 Met. destroyed and 20 demaged as a result of this	
100	73 Z	F/O R.D. McKinnon	Blue 3	0855	1015	straces - 1833	
	P3.Y	P/O L.P. Jodoin	Blue 4	0855	1015	straffing, Village at S. 7189 set on fire as a result	
						of the straffing attack on the Mat. Light Classonocuntered from 8.7291.	
y 2/45 t	yphoon 18 73 J	P/O R.C. Cotte		-			
	<b>公共</b>		Red 1	1230	1335	8 x Typhoon 1B (Bombers), each armed with 2 x 500 lb.	
	STATEMENT OF THE STATEM	P/O C.A. Wilhelm	Red 2	1230	1335	bombs, 11 sec. tail fusing, detailed on rail interdiction	
	SCOCCIA ACCOMING COMPACIONS SCHOOL COMPACION ACCOMING ON THE	F/O R.E. Oldfin	Red 3	1230	1335	Railway at N.5306 dive bombed with 16 x 500 lb. bombs.	
		E/O C.C. Cole	Red 4	1230	1335	Real out 6 times in 3-places. No movement seen.	
	<u></u>	S/L J.R. Beiross DFC	Blue 1	1230	1035	Light flak encountered from and 115 306.	
		Sgt. G.A. Wills	Mue 2	1230	1335		
	P3 2	P/O J.A. Lord	Blue 3	1230	1335	Flight jumpted by 12 H.S.109's flying Worth of target: at 9,000 ft. Speed 250 M.P.H. Time 1300 hrs.	
+	23 G	P/O I.N. MacDonald	Blue 4	1230	1835	No attack made.	
y 2/45 9	roboon 18 93 F	P/O A.C. Richards					
			Red 1	1430	1545	4 x Typheon 18 (Bombers) of 438 Squadron, together with	
	P3 V 1	P/O H.P. Hey	Red_2		1545	4 x Typhon 1B (Bombers) of 439 Squadron, each armed inth	
			Red 3	1430	1545	4 x 77 boon 1B (Sombers) of 439 Squadron, each armed with 2 x 500 lb. cluster bombs, detailed on Armed Reces.	
	1011	7/0 J.R. Stewart	20d 4	1430	1545	Squadrons dive bombed Village at T.0692 with 16 x 500	
		The state of the s				1b. cluster bombs. All bombs in target area. Much Met.	
	THE STORY	Any to the target of the				and A.T.V., nose to bumper between 8.9792 and T.0692,	
						I tank damaged. Submarine seen at T.0394.	

DETAIL OF WORK CARRIED OUT 438 SQUADRON

SECRET

PAGE NO. THREE

(733799—9311) Wt. 44087—3384 150m 1/44 T.S. 700		For 1	THE MONTH O	7	19.49		
DATE AIRCRAFT TYPE & NUMBER		CREW	Dury	NAME OF TAXABLE PARTY.	TOMOS	DETAILS OF SORTIE OR FLIGHT	REPERENCES.
	TYPE & NUMBER			Up	Down	Diffalls Or South On Flashi	AUSTERIERCES.
May 2/45	Typhoon 1B F3 H	F/Lt, E.H. Burden	Red 1	1535	1700	8 x Typhoon 1B (Bombers) with each aircraft excepting	
		F/O D.V. Campbell	Red 2	1535	1545	those of P/O Jodoin and P/O Harle, armed with 2 x 500	
	23 J	F/Lt. W.J. Buzza	Red 3	1535	1700	lb, bombs, 11 sec. tail, detailed on Armed Recce, to	
	PARTIE TO BE THE PARTIE OF THE	F/O D.W. Etchells	Red 4	1535	1700	Butin Area, Aircraft of P/O Jodoin and P/O Barla attend	
4 4	93 B	S/L J.R. Beirnes DFC	Blue 1	1535	1700	with 2 x 500 lb. cluster bombs each, 50 plus list.	
		P/O W.F. Birch	Blue 2	1535	1700	between \$,8219 and 8519 dive hombed and straffed with	
	73 T	P/O L.P. Jodein	Mue 3	1535	1645	10 x 500 1b a bombe 33	
	¥3 ¥	P/O A.B. Harle	Mvs.4	1535	1645	activity in Butin arts (N.6020) 40 plus Met, and R.D.T.	
						7/0 D.V. Campbell returned without completing the attack due to mechanical trouble.	
		1000	1770	1 1 2 1		the Charles of the Samuel Control of the Control of	
Hey 2/45	yphoon 1B P3 B	S/L J.R. Beirnes DPC	Red 1	1905	2025	12 x Typhoon 1B (Bombers', each armed with 2 x 1,000 lb.	
		P/O D.V. Compbell	Red 2	1905	2025	bombs, I with inst, nose fusing and 1 with 11 sec, teil	
	PI	F/O R.W.Oldfin	Red 3	1905	2025	fusing, detailed to dive bomb troop ship. 438 and 439	
	BI	F/O D.W. Etchells	Red 4	1905	2025	Squadrons dive bombed Troopship proceeding N.E. at 0,1111	
	73 T	P/O B.C. Getty P/O S.J. Elnaugh	Red 6	1905	2025	with 46 x 1,000 lb, hombs, I direct hit on how	
	P3 X 1	P/O A.C. Richards	Blue 1	1905	2025	2 direct hits smidship, large red explosions seen.  1 direct hit on stern, 2 near misses on bdw, 3 mear	
	19 T 1	P/O W.W. Birch	Blue 2	1905	2025	misses, starboard midship, I near miss on stern, 4	
	23 V 1	P/O R.D. HoKinnon	Stue 3	1905		destroyers seen going N.E. at 0.1111, 2 subs. stationary	
	acceptance of the control of the control of	/O a.A. Harle	Blue 4	1905	1945	at 0.0802. 6 subs. N.H. at 0.2015. 6 subs. N.H. at 0.0500.	
	<b>23 J</b>	0 J.R. Stewart	Blue 5		MARIE STATE OF STATE		
		P/O I.N. MacDenald	Riue 6	1905	2020	Concentration of large and small ships at 6.0610. Train of	
		7				20 trucks proceeding N.W. at S.1589 not attacked. Intense. Hight flak encountered from target area. P/O Harle	
						experienced mechanical trouble and returned without .	
						completing the attack.	
						30 -76 Fe - 100 - 1779a	
	NAMES OF THE PARTY OF THE PARTY OF						ton transmissioners

DATE "	AIRCEAFT Type & Number	CREW	Dury	Up	IMB .	DETAILS OF SORTIE OR FLIGHT	REFERENCES
	PART AND A STATE OF		Ara-		Down	775 TO THE PROPERTY OF THE PARTY OF THE PART	
Nev 3/45		S/L J.R. Beirnes DFC	Red 1	082	00935	8 x Typhoon 1B (Sombers), each armed with 2 x 500 lb.	100
	P3 Y	F/O D.Y. Campbell	Red 2	0820	0935		
		P/Lt. W.J. Bussa	Red 3	0820	0935	Hailway siding at N.0702 with 12 THP and TRG in target	
	MANUFACTURE OF THE PROPERTY OF THE PARTY OF	7/0 C.G. Cole	Red 4	0820	0935	area dive bombed, Reils out 12 times in 5 places, 5	
	₽3 W	F/0 J.4. Lord	Blue 1	0820	0935	Company TRC dest F A man	
	23 T	Sgt. G.A. Wilks	Blue 2	0820	0935	moving N. at 8.2670 streffed, 1 destroyed. 3 Met.	
	73.2	P/O A.B. Harle	Blue 3	0820	Ø935	moving E. at \$2870 straffed, 3 destroyed. 3 ships seen	
	33.3	F/O I.N. MacDonald	Blue 4	0820	0935	in canal at N.0206. 4 ships to canal at B cook	
						Train, loce, and 12 covered TRG moving E at 5 7878 and	
		· · · · ·				attacked.	Section 1
ay 3/45	Typhoon 1B F3 B		Red 1	1115	1230	7 x Typhoon 1B (Rombers), each armed with 2 x 500 lb.	
	<b>在工程的工程,但是不是一种的工程的工程的工程的工程的工程的工程的工程的工程的工程的工程的工程的工程的工程的</b>	F/O C.A. Wilhelm	Red 2	1115	1210	bombs, 11 sec. tail, detailed on shipping strike, No move-	No.
	70 4	F/O W.F. Birch	Red 3	1115	1230	ment seen in one, even due to meether At-	
	79.7	F/O J.R. Stewart	Blue 1	1115	1230	proceeding N.E. with any and large 2 funnel passenger liner	
		P/Set. E.F. MacKey	Blue 2	1335	1230	many mice wideling 1 10 x 500 lb. bombs. 2 direct hits, 1	
	the second second	F/O R.D. McKinnon	Blue 3	1115	1220	mean wise midehipy I direct hit on stern stepping ship. 8,000 ton ship, stationary, and 2 small scort vessels	
	23 D	W.O.2 L.N. Lisberman	Slue 4	1115	1210	8,000 ton ship, atsilonary, and 2 mull escort vessels seen at 0.2727. 2 large and 2 mull ships in Neustadt Bay. 3 small ships in Themar Bay. Many ships seen at T.0697.	
						7/0 without and Wat 2 ideberman lost the formation in cloud and returned to Base without complaining the attack.	4
¥ 3/45	yphocn 18 F) B	P/O A.C. Richards	Red 1	1400	2510	8 x Typhoon 1B (Bombers), each armed with 2 x 500 lb.	
	73 A	F/O -0,0, Cole	Red 2		2510	bombs, 11 sec. tail, detailed on shipping strike, Large	
	73 B	7/0 H.P. Hay	Red 3	<b>国际主义的</b>	1510	3 Cumpolified wages? at 0 cons and to de	
	23 R	P/O D.W. Etchelle	Ped 4		1510	bombed with 16 x 500 lb. bombs. No hits. No explosions see	1.
		9/0 J.A. Lord	Blue 1		1510	Large ressel without steam up at 0.0306. Small vessel,	
	23 V 1	Set. C.A. Wille	Blue 2		141	stationary, at 0.0114, 10/10 cloud encountered over land,	
		P/O b.P. Jodein	Blue 3	2400	1510	but broken over Roustalt Bay.	
	73.7	/O A.B. Harle	Blue 4	1400	1520		2

APPENDIX "A"

DETAIL OF WORK CARRIED OUT
436 SQUADRON

SECRET PAGE No. PIVE

(11379)	FOR THE MONTH OF								
DATE	AIRCRAFT Type & NUMBER	Chaw	Dury	Up Ti	Down	DETAILS OF SORTIE OR PLICHT	Вининенски.		
May 3/45	Evolucian 18 F3 B	S/L J.R. Beirnes DFC	Red 1	1640	1755	8 x Typhoon 1B (Bombers.), each armed with 2 x 500 lb.			
* /		W.O.2 L.N. Lieberman	Red 2	1640	1755	bombs, inst. nose and ll sec. delay tail fusing, detailed			
	<b>23</b> 2	P/O L.P. Jodoin	Red 3	1640	1755	on shipping strike, 3,000 ten ship at D,0640 dive bombed			
	CHEST CONTRACTOR PROPERTY OF THE PROPERTY OF THE PERSON NAMED IN COLUMN 1	P/O R.D. McKinnon P/O R.C. Cotty	Red 4 Blue 1	1640 1640	1755 1755	with 16 x 500 lb. bombs. 1 hit on how of ship. Ship did not stop, 12 other small ships in area, 9 ships seen in			
	<b>173 H</b>	P/Lt. W.J. Bussa	Blue 2	1640	1755	harbour at D.1535,			
33	a contract the contract of the	F/O a.C. Richards F/O D.V. Campbell	Due 3 Riue 4	1640 1640	1755 1755				
Nov. 3/45	Typhoon 18 FEG	W/C F.C. Grant DFC	Red 1	1920	2035	8 x Typhogn 1B (Sembers), each armed with 2 x 500 lb.			
		F/O C.C. Cole	Red:2	1920	2035	bombs, 11 sec. tail fraing, detailed on shipping strike. Tanker of 3,000 tens at D.1040 dive bombed with 16 x.			
	SANCE MERCEN CONTROL OF THE PROPERTY OF THE PR	P/O H.P. Hey	Red_2	1920	2035	500 lb, bombs, 4 hits and 4 near misses resulted.			
	STATE OF STATE OF STATE OF	F/O D.W. Etchells  S/L J.R. Beirnes DFC	Red 4	1920 1920	2035	3 small ships, approx 800 tons facing E, at D.0044 not			
		P/Sgt. E.P. MacKey	Blue 2	1920	2035	attacked.			
	<b>23</b> J	P/O J.B. Stewart	Blue 3	1920	2035	Control of the Contro			
	73 G	F/0 W.F. Birch	Blue 4	1920	2035	Contract the Contract of the C			
May 4/45	Typhoon 18 F3 X	F/O A.C. Richards	Red 1	0640	0755	8 x T phom 18 (Bombers), each amed with 2 x 500 lb.			
	P3 Y	F/O D.V. Gampbell	Bd 2 -	0640		bombs, '11 sec. tail, detailed on shipping strike, Dive			
	P) B	F/O R.C. Cetty	Red 3	0640	07-3	bented 500/600 ton constant 6 pear misess Jenes alde			
	27.0	P/O B.J. Rinsugh	Red &	0640	97.5	seen burning at 0314. No other shipping seen in Labeck			
	19 Z	P/O R.D. McKirmon	Blue/1	0640	0759	Boy.			
		W.O.2 L.N. Majornar P/O L.P. Josoin	Blue 2 Blue 3		0750 0750				
	23 V	F/O W.F. Birch	Blue 4		0750				
						7 0 M 0 (950) 1 F 7	Pag		

DATE	AIRCRAFT Type & NUMBER	Casw	Doty	MARKET MARKET PROGRAMMENT AND ASSESSMENT	loe:	DETAILS OF SORTIE OR FLIGHT	
4/45	Typhoen 1B P3 w	S/L J.R. Beirnes DFC	70'8	Up	Down		Rara
	CONTROL OF THE PROPERTY OF THE PARTY OF	F/O C.A. Wilhelm	Riue 1	0945		8 x Typhoon 18 (Bombers), each armed with 2 x 500 lb.	4
		TO THE RESIDENCE AND ADDRESS OF THE PARTY OF	Blue 2	0945	1100	bembs, 11 sec. tail, detailed on shipping strike. 2 tugs	
		P/O H.P. Hey P/O .C.C. Cole	Rive 3	0945	11.00	with 2 gumboat escorts at R.8685 dive bombed with 16 x	
	THE RESERVE OF THE PERSON NAMED IN STREET	STATE OF THE PARTY	Blue 4	0945	1100	500 lb, bombs, No. hits seen, 1 large and 15 small ships	
		F/O J.R. Stewart	Red 1	0945	2100	seem of Cuxhaves. 20 mixed ships in mouth of Riel Canal	
	74	P/Set. R.F. MacKey  P/O J.A. Lord	Red 2	0945	2200	at 7.999	
	。1950年1962年 1962年	THE PROPERTY AND PERSONS ASSESSED.	Red 3	0945	11.00		100
		P/O A.B. Harle	Red 4	0945	13.00		
15	yphoon 18 29 W				1000	(7.1 -5 A)	
		A TOTAL CONTROL OF THE PROPERTY OF THE PROPERT	Red 1	1850	DANIES CONTRACTOR CO	5 x Typhonn 15 (Sembers), each armed with 2 x 500 1b.	
	4	P/At. W.J. Bissa P/O A.C. Bichards	Red 2	1250	1415	bembs, 11 sec. tail, detailed on shipping strike, 1,000	
		P/O D.W. Richells				Lon vacced at C.8147 dive bombed with 16 = 500 lb. bombe	
	CONTRACTOR OF THE PROPERTY OF THE	The state of the s	Red 4	STREET, STREET, ST	1415	and stracted. No bits by bombs but common strikes seen	
		E/O L.P. Jodoin	Allue 1	1250	1415	Small years) in target area straffed town	
		E.O.2 Lin. Ideberman	Blue 2	:1250	2825	soon. 38 small vessels soon at 0.944. 6 large ship at N.9440	
	P3 R 3	P/O P.D. McRisson	Nue 3		2425	approx. 6,000 tenners is south of Riel Harbour.	4
				1250	1415	Control of the second s	
		7 11 1					
				Y 55	-100	A. Grown FK	
			7000			Ochiosa Company	
			THE STATE OF	72-1-		No. 438 Squadron.	
			0				
			Y		43	**************************************	
						C	
					W A 35		
A VALLEY	Resident Control of the	Control of the state of the last		479			903

S47-20-439

Page No.

18773 Page No.

Compiled by F/Lt. A.E. Bangs (C.86)	71)		
R.A.F. Form 540	OPERATIONS	RECORD	BOOKAL
See instructions for use of this form in R.R. and A.C.I., para. 2340 and Wor Manual Pt. II., chapter XX., and assets in R.A.F. Pochet Book.	of (Unit or Formation) NO. 438	SQUADRON.	7 14 10 T T
Carried Carrie			

Place	Date	Time		Summary of E	vents	SECRET.	References to Appendices
No. 143 Wing H.Q. Atratrip B.166	June 1/45		STRENCIH AS AT JUNE 1/45; AIRCREN;	P.CAP.	TOTAL STREAM	ESTABLISMODAT.	
Flensburg, Germany			Officers, Pilots	21 '	a	14	200
			Airmen, Pilota	3	9	19	100
			GROUND CROsses	4 2 3 3 3 3 3 3			
			Officers	1 .	1	2	
			At men A grand, clear day dawned and tred	3 Ining flying begt	n early. One such	flight was on fermation	1
			flying, led by the O.C., S/ldr. "J				
			just a few miles within Dermark, t				
			up and that he was going down for the ground first and the aircraft				
			This is an extremely heavy loss to				- High Hall
			capable and well liked Squadron Co Ocumander, has taken over temporar				
			been with the Squadron in Aleska.				
			probably half way through the thir				
			Total flying for the day, Typhoon				
• )	Tune 2/45		Another clear, bright, S/Idr. J.R. Belmes D.F.C. hee be	4.7 4 4	atia etala a	me. The body of	
			made to hold the funeral at 1070				
			day: 14:45 hours:	to .		STATE OF THE STATE	
	June 3/45		The morning by the tiens at mine of clock to reheat to the vo	and bright they	moves of the fune	s were called out	
			A very impressive service res help				
	1 3 4 1		very large. Fellowy this coroner Asbenras in Demont there S/Adr.	y the funeral page. R. Beirmon D.F.	rty noved by read	to a constory at	
	1		18				and the

200	SECTION S	<b>四個的 再次</b> (申)

CO

Place	Date	Time	Summary of Rvents SECRET.	Reference to Appendic
13 Wing H.Q. Fretrip B.166	June 3/45	(cont'd	) Sunday, he flying of any sort was done.  This has been another sort of odd day with alternative rain and surshine in	
ensburg, Germany.	1016		the morning and gisty winds in the afternoon. F/Lt. Paul Bissky (J.5833 of 440 Squadron	
			was appointed our new Officer Commanding, and took over hids merning, A limited amount	
	June 5/45		of training flying was done. Total flying time, hyphocon 1B, day: 10:30 hre.  Though a bit cloudy, today was quite fair. A scheduled lecture was attended	
			by the pilots this morning and afternoon. They were addressed by Marshall of R.A.F.	***************************************
			Trenchard. The first of the practice flight to Copenhagen was made in the late afternoon.	
•	June 6/45		Total flying for the day, Typhoon 18: 23:10 hrs. Today is a Wing holiday, Except for the boys of 438. They were on readiness	
			from first to last light, all through the day. Hard luck! The weather was rather poor.	
			The sports meet organized for this afternoon has been postponed again due to duff weather.	
	-		We had the nid bottle of champages in the Mass tonight. The boys took advantage of it.	
	June 7/45		Second practice flight to Copenhagen. The boys had to return without landing	
			there. Poor weather in the morning, but in the afternoon it was good enough to be able to	
			fly. In the evening, the O.C. tried to get a sail heat for the Squadren, More gen temerrow about it. Total flying for the day, Typhoen IB _ 15:00 hrs.	
	June 8/45		Fire weather though a bit windy. The boys played a bit of softball and then	
			went up on a Squadron formation flight, led by the O.G. In the afternoon, the kites were	
•	June 9/43	j	grounded and made ready for the big do in Coombagen on the 17th. Total flying: 1412) hrs.  Fine day. Rifle shooting at the range and also Squadron formation which was	
St			"beng on". Third practice flight to Comembagen, The gang dropped 500 lb, bombs, They	
	June 10/45	5	The Squadron went on a piemic. It was A.l. A few of the boys went sailing	
			in dinghies. Later the O.C. got us a launch with a Cerman crew and, with a keg of beer	
1 d			we spent a very enjoyable afternoon riding the waves. We'll have to do this more often.	(a)

The strategies in the same sales of the same

of (Unit or Formation) 110. 433 SQUADRON No. of pages used for day

Place	Date Time	Summary of Rvents SECRET.	References to Appendices
No. 143 Wing H.Q.	June 11/45	Fairly mice day, Good enough for flying, P/O R. Hassall [J.91038] recently postedfrom	
Airstrip B.166		122 Wing is tour expired, A bit of formation flying in theafternoon and the boys called	
Flensburg, Germany		it a day. A softball game was played in the evening. Pilots vs. Ground Officers, A very	
		tight game resulted, the pilots winning 10 to 9. Total filting for the day, Typhoon 18:-	
•	June 12/45	Poor weather. Only flying was an A. and E. Test of 20 mins duration. The pilots west into	
		town to see a movie in the afternoon.	
	June 13/45	Tray shooting in the morning. The Sports Meet organized for the aftermoon has been cancelled again due to weather. We are getting the same kine of weather we were	
		suffering in Bindhoven, No flying was done all day.	
•	June 14/45	Very poor weather. No flying. Show in the Mess in the afternoon.	
	June 15/45	This norming the weather was great and clear though still cold, Towards moon it clouded up and the afternoon was very dissagreable ending the day with a heavy downpour	
		of rain. Very little flying was done. Total flying for the day, Typhoon 1B, day: 10:15 hre.	
•	June 16/45	Again the morning opened up with brilliant sumshine but, again it deteriorated towards noon. Total flying for the day: Typhoon 1B, day: 21:15 hre.	
•	June 17/45	A Squadron pilot's pionic had been thought of fer today but it was so cold it	
	-	was deemed inadvisable. Most of the pilots attended quite a good show in the Mess in the	
Action to the second		evening, followed by a snack of nine large strawberry shortcakes which had been obtained	
<u> Carangan an a</u>		by the O.G. and Adjutant. No flying was done all day.	
•	June 18/45	There was no lootuse this morning and as the westler was rood the pilots were flying early and continued all day. Our Dispersal Buts are ready now except for the	
estimate and a		roofing and the painting which comes afterwards, Total flying, Typhoon 1B, day: 19:20 hrs.	and Angelon and
	June 19/45	This morning broke clear and bright and it is much warmer than usual. The	
		priots attended a lecture given by Flying Control, then did come individual flying. In the afternoon a practice dive bombing mission to Copenhagen was run off. In the evening	4.5
		a few dhaps tried direly sadding but the wind was almost a mirms quantity. Total flying	
		for the day: Typhora 18 - 26135 hrs.	130

Place	Date	Time	Summary of Byents SECRET.	References to Appendices
No. 143 Wang H.Q.	June 20/	45	Another grand, sunny day. Let us hope we are to get some summer weather now. Training	
Airstrip B.166 Flensburg, Germany.			flying was done in the morning and the afternoon devoted to sports, Some of the pilots	
			took part in sports on the station, the rest tent sailing. Total flying for the day, Typhoon 1B, day: 13:40 hrs.	
•	June 21/	45	Another grand sunny day. The Squadron did individual and small formation flying	
1			during the morning and in the afternoon did a cine gun exercise. In the evening, the O.C.	
		•	E/it. Paul Bissky, together with a few of the pilote mode the Squelron's first violt to the Officers' club at Schiesewig Total flying for the day, Typhoon 1B - 16:50 hrs.	
•	June 22/	45	Though warm as usual it is a bit cloudy and promises rain before the day is over.	
			A ball game planned for this morning failed to materialise so the boys did flying instead.	
			In the afternoon another practice mission was made to Corenhagen. It started to rain towards - svening wid soon developed into a downpour. Total flying for the day: 24:30 hrs.	
1947 • 1945 · 1945	June 23/4	15	It was cloudy and demp this morning after last night's rainstorm. The ceiling was	
			only three or four hundred feet so although the pilote stayed at Dispersal during the morning.	
	,		no flying was done. The first game of volley ball was played between the pilots and the Scholon erks with the erks winning by asmall margin. In the afternoon many of the boys	
			attended the Sports meet. Arrangements have all been made for a sailing trip in two three	
			mesters tomorrow [pilots]. Flying for the day amounted to but 45 mins.	
•	une 24/45	1	Today brake clear and bright and though we had one heavy shower during the day, t did not in any way spell the sailing party. The two boats sailed almost to Sandenberg in	
			in the future. No flying all day.	
	June 25/45		This was a grand, clear day though very cold. 15 training flights totalling	
			9:50 flying hours were made during the day.	
June 2	6/45		The morning broke clear of A bright and such wesser. Considerable training flying was done during the morning. In the afternoon a practice dive bombing mission to Copenhagen	
			ras run off. All aircraft returned safely. A heavy rain set in about 2000hours keeping most people indoors. I flights are made during the day, totalling 3:30 flying hours.	
				<b>200</b>

WE STREET COSTS SEEME INTES C. & T., S1-9700

R.A.F. Form 540
See instructions for one of this form in K.R. and A.C.I.,
para, 2340 and Wor Manual Pt. II., chapter XX., and
states in R.A.F. Packet Book.

#### OPERATIONS RECORD BOOK

Page No. FIVE

of (Unit or Formation) No. 438 Squadron

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

Place	Date	Time	Summary of Rvents SECRET.	References to Appendices
No. 143 Ware H.Q.	June 97	45	It poured rain all night and very early this morning. The Squadron was on readiness today	
Airstrip B.166, Flonsburg, Germany			so the Duty Pilot had to sleep at Dispersal. Bight pilots stood to in the Mess from 0400 hours and at the Dispersal from 0600 hours until 1800 hours. Though it stopped raining about 0830	
			hours, it was still heavily overcast. Only one aircraft was flown today, it being an A. & E.	
			test of one hour's duration by F/Lt. "Bob" Black of Communication Flight, This was the	
			amiversary of the movement of the Squedren kites to Normandy last year, "A" Party of the Wing had arrived on the 26th and "C" Party arrived on the 28th. That experiences and trials	
			the Squadron has gone through since this data a year ago!	
•	June 28/4	5	Another, damp, dreary morning with low overcast clouds and occesionally rain. The boys attended a lecture from 0915 hours until 1015 hours. One aircraft went up before mid-day	
			on a weather check of one hour's duration but found the weather unsuitable. It rained most	
			of the afternoon and no more flying was done, Word was received this afternoon of the first	
			seven pilots to be posted for repatriation to Coneda.	
•	June 29/4	5	A scheduled softhall game for tide morning was cancelled. The whole day was devoted to training flying shough the weather at times was quite poor. In all, 19 flights totalling	
			16:25 flying hours were made during the day.	
	June 30/	5	More rain. A rehearsal for towards hope air display at Copenhagen was to have taken place today, but while it cleared somewhat at neon, the rain returned making flying	
			impossible. A show was given in the Mess. No flying was done all day.	
			STRENGTH AS AT JUNE 30/45: P.C.A.P. TOTAL STRENGTH ESTABLISHERIT	
			ATRIGUE	
			Officers, Pilote 14 14 14 14 14 14 14 15 15 15 15 15 15 15 15 15 15 15 15 15	
			Galo Gag	
			Officer 1 2 2	
			TOTAL PATTER AND DURING SURE/45 Typhoon 1B, Non-Operational, Day: 318:30 hrs.	
			NO. OF AIR. AT OF CHARGE AS AT JUNE 10/65 - Typhoon 1B - 17	(AD)

Place	Date	Time	Summary of Rvents SECRET.	References to Appendice
No. 143 Wing H.Q.	June 30/45	5	TOTAL NO. OF MUSIC AURCRAFT CASUALTIES IURING JURE/45: Nal	
Flensburg, Garmany			TOTAL NO. OF OPERATIONAL SORTING FLOW DURING JUES/45: NIL.	
			HEAVIT OF SQUADRON PERSONEN, DUFING JUNE 451 Health of Equadron personnel during June, 1945 has remained very good.	
			TOTAL FOUNDES OF BORDS DROPPED DUFFING JUNE/45: 9 toms (Practice bombing at Comenhagen, Dermark.)	
			HOW HE AND AMAROS DURING JUNE/45: Advise received of award of Distinguished Flying Cross to F/Lt. R.E. Specmer (CAN J.23738), formerly of this Unit, for operations performed with this Squadron.	
			COMMISSIONING DURING JUNE /45: NII,	
			PROMOTIONS BURDIG JEEF/AS P/O R. Hensell (CAM J.91036) promoted to Temp. F/O v.o.f., Apr. 21, 1945. F/Sgt. Mackey, E.P. (R.207203) promoted to Temp. W.0.2 v.s.f. June 24, 1945.	
			POSTINGS, AIRCREST DURING JUIUS/452	
			Postinus Int F.M. F. Bissky (C.W. J.5833) posted to Unit from 440 Squadron for Squadron Commander duties w.e.f. June 1, 1945.	
			Postines Out:  7/bt. W.J. Burra (CAN J./993) and F/O Lab. Smathers (CAN J.87/64) posted to No. 402 Squadron w.e.f. June 30, 1945 for repatriation, remaining with Unit until advised of reporting date.	
U877			F/O D.W. Etchells (CAN J.49857), F/O W.J. Willows (CAN J.4995), F/O J.W. Neff (CAN J.49861), P/O L.F. Jodoin (CAN J.9977), F/O III. Medicinals (CAN J.48054) posted to No. 402 Squadron for leave in Canada and subsequent posting to the Faultin Thatre of operations. All these officers remaining with the Unit until advised of reporting date.	
			The Control of the Co	
			D. Biack P./14. Officer Commanding, No. 498 Sangkyon	
1,000				(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)

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J. 47.20-438

## OPERATIONS RECORD BOOK

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of (Unit or Formation). No. 438 SQUADRON No. of pages used for day.

Place	Date	Time	Summary of Events SECRET.	References to Appendices
NO. 149 WING H.Q.	July 1/4		STEEDUTE & AT JULY 1/53: B.C.A.F. TOTAL STEEDUTE STABLISHESS	
PROTECT DIAG			AIRCORP. PLION IA IA	
	-	N V	Almen Pilote 3 3 13	
			TO POST OF CHANGE DISTORT AND POST OF CONT. OF PROSTRE STORE WAS TO ALLOW.	
	\$12 Yes		and the state of t	
	4			No.
			This was the day that the hig Copalagen show was to be held but in the morning it was essential. Shout 1675 hours a rush call was put over the tunney for the ground over and	
	art Til		pilots of 438 Squadron. A super effort was made by the wrise and seven alroraft become airborne by 1530 hours for the purpose of carrying out the dive bombing show. Weather over	
			the target was only fair and the dive had to be made from 3000 to 1000 ft. The target,	
100			a large German Clying boat was nunk. The O.G. returned to been but the other pilots remained at Copenhagen over might.	
	July 2/45		and yet another punk day. The sun shines for a few minutes and then it clouds	1
			over, 10 training sorties amounting to 81% flying hours were made today.	
•	July 3/45		The pliots attended a lecture this soming, then dering the rest of the day did training flying. A special dimer was put as at noon for the departing pliots of all	,
	1000		Squadrons and was a "beng on" effect. They ownthally departed 143 Ming at approx. 1700	
			hours. These boys will be missed, both in flying and around the Mass but everyone is	
•	3 dy 4/45		bloom to see than get the break. The greateled then for the day accented to 749 mrs.	***
#118 <b>*</b> 5 (			This has been the most parcent day we have had for ages, were end with brilliant mustime. Hydre starts early, and much individual flying was does. This R.C.	69.7
			The same was the same	
• 000 on a . • •			to attend a party put on h 10, Ming. Flying train time amounted to 8:75 hrs.	
	July 5/45		A grand day (18); with only the old cloud floating around. This was the morning for shooting but ingrees as an pilots started flying early. In the afternoon, the O.U. led	
			a Squadron formet 1 . light, 16:20 mrs. was put in teday on training fifting.	9
		karanta.	XIII XI	

2000						
BH L	90	~	OB OL	-	~	77
23						

Place	Date Time	Summary of Events · SECRET. References Appendices
NO. 143 WING H.Q.	July 6/45	Back to the duff weather, Only 4/20 hrs, of training flying was done today. F/Mt. R.C.
PLENSBURG, GERMANY		Cotty returned from Copenhagem today, having been delayed due to weather. He reported an.
AIRSTRIP B.166		The state of the s
	514 7/4	This was the usual type of day with first sun them rain and visa versa, but is the afternoon it cleared up somewhat. Some Squadron formation flying was done as well as a limited
		emount of individual flying, Flying amounted to 9:17 hrs. for the day.
•	July 8/45	Today was a grand day though elouds filled the skies most of the day. Due to 440 Squadron to observe the Squadron went on readiness at first light and came off at dusk. He flying was done.
	July 9/45	The weather today was very similar to yesterday. A special emercise had been planned by
		6,0.0, and everything ran according to ashabile. The averages was dive booking attacks on
	Fr. Ne	targets given by a "Maible Control Post". In the afternoon training flying continued.  Flying training time for the day amounted to 18:40 hrs.
	July 10/45	This has been a marvellous day with perfect blue sky all day. The pilots first enjoyed
		some sheet shooting, then were busy the believes of the day on training flying which
•	aly 11/45	Although the early soming was clear it began to cloud up and became heav. The pilots
		attended a film at the Intelligence Section denicting the "Settle of Britain" in the early
		morning, then one Squadron formation prentice was ren off. The afternoon was devoted to
•	aly 12/45	sports. This has been a cloudy sort of day with poor visibility. No flying was done all day but
		in the afternoon all the pilote virited the practice bombing range set up mearby.
•	July 13/45	Still the same type of day, alondy with poor wishbility and looking very much as though it might rain. It hald off though and considerable flying of short duration was done. Flying
INDERFORM CONTRACT	THE STATE OF THE S	for the day amounted to 5:45 hrs.
(*************************************	Saly 14/45	still the case have alouty stather but reportaless, once flying was done during the secrating but the afternoon was putty quiet. Taying assumed to 7:50 hrs.
	Auly 15/45	This has been a womierful day though very warm, Any pilots not taking part in the
		Court Martial proceedings sport a good part of the day swimming, The Court Martial of

D

Wt. STORE (CASES SEEMS 15/40 C. & Z. 81-726)

R.A.P. Form 540

See instructions for use of this form to E.R. and A.C.L.,
page 1350 and Word Manual Pt. II., chapter XX., and
of (Unit or Formation). NO. 428 SQUADEOR

## OPERATIONS RECORD BOOK

Page No.

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Place	Date Time	Summary of Events' SECRET.	References to Appendices
NO. 143 WING H.Q.	July 15/45 Cont'd	J.29766 3/0 2.D. Million and 3/0 A.C. Richards, former princes of this Squadron, was held	
PLENSBURG, ESEMANY		today, to all hope for lemient treatment of the boys who had just completed a tour of	
Airstrip B.166		operations and who had just been given postings back to England for repatriation.	
		No flying was done all day.	
	Poly 16/15	This is metter grent day with many a cloud in the sky, & locture was held in the early morning and the pilots continued with their programs of flying training for the	
* * * * * * * * * * * * * * * * * * *	1024 (21)	balance of the day. Continental leave has been started again for the pilots and our first	
		ohen left for Paris today. Amer pilot reported in today, he is J.44198 F/O T.W.W. Stewart of Jendon, Ort. Flying training for the day encented to 8170 hrw.	
• 100	July 17/45	It reined during the might and in the morning the alouds were hanging quite low, but	
		3 missions of 4 directed each were sent out on V.C.F. exercises. No figing was done during	
•	July 18/45	the afternoon, Total flying for the day, 13:40 hrs This is a cold, dreay marning with a very heavy overcast but the Squadron, nevertheless	7,
		made their first practice dives at the new range, hamilts were quite good. The afternoon	
		was devoted to sports, mostly boating. An unfortunate thing happened today when J.91038	
		P/O 2. Hessell, while leading, lost scattrol of the sireraft and it ground looped, collegeing on classing and time designd the wing tip and prop. Inotily he was uninjured. Flying time	
		for the day mounted to 9420 bras	
•	July 19/45	This has been a fair day though it is partly evercest and heay. One weather check was	
	2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -	node by the 0.0. but mather was found munitable, J.27/61 P/It. E.C. Setty and J.21136.  F/Lt. E.A. Brown and J.92190 P/O A.F. Harle left this noming on posting. P/Lt. "Ron"	
		Cetty is the last of the Squadron pilote who was at Amerite Esland in Alaska. Due to lack	
		of personnel for I. & E, it has been decided to out flying to a bare minimum, Only A, & E,	
-		tests of 8 sirerest per in the to be flown. This flying will be done in the meming, as well as the pilots last to sid the afterneon will be free for sports. 6 mins, was the	
		total flying for the day.	
•	July 20/65	snother old to present day hardly fit for flying, Only two flights were made during the day, one of the to learning and return. Total flying for the day, 1140 hrs.	)

Place	Date Time	Summary of Events SECRET.	References to Appendices
No. 143 Vanc H.Q.	July 21/45	Just an extinary sort of day partly cloudy and quite coul. A number of A. & E. tests were made during the morning as well as a trip to laureberg and return by the O.C. S/dr. Paul	
ATRICE B.166		Bissky (J. 3893). It is believed that the afternoons will be very nemer as the pilots of this Squadren are taking a very sociate interest in sailing. Total flying for the day,	
		all Typhoen. 18: 4:5 hree and a serie was and a surface and a serie was	
•	July 22/45	Woke this morning to the sound of pouring rain. It started sometime during the	
	19:51-32:50	night andicated until meanly 1000 hours, andwas the heaviest we have hed for come time. The lest of it was a thunder atoms. From 1000 hours on it was alternatively clear and bright	
		all day with the occasional bit of min. A heavy sailing programs had been laid on for the	
	July 23/45	grand rough sail though it was very not from the high waves. No flying was done all day.  The sun was shining brightly sarly in the morning but it rapidly alcuded over, &.	
	Parts and a basis	and E. tests that were scheduled were cancelled when all flying was carpelled by operations.	) 
		No flying was done all day. A limited number wint to the doals intending to sail but wave refused permission to do so because of mine blowing in the flows.	
• • •	July 24/5	Just the usual type of day, not good and not bed. Might discreft took part in a	7
		G.Q.C. exercise in the morning but it was abortive due to weathers '4:45 flying hours	***************************************
		constituted the day's flying.	
22	July 25/45	Today was overcost and dreasy. Weather in this part of Germany can't compare with good Canadian meather. Hying for the day amount of 400 hre.	
	July 26/45	Today is slightly overseat and rether cool. Even if the sun was shiring, no one	
Without is twice		would be able to see it after the Squadron party last sight. One Squadron formation of six aircraft went up in the mounting. In the afternoon the "W.Debs" were entertained in	
Posts Co.		the Officers Hose, Three certain proplemers right in there. Guess who? Plying for the	
20.76 20.00	100 30 100	degreemented to 6000 hreem up	
	Buly 27/45	I wonder the the healty ches use that decided to should go on readinous this secring at 0430 hrs, looks like a dull day sheed, 8/kdr, Bissky did a weather recos, of	- 1952 - 1952
		o mins, this morning. The west ar has been abortive most of the time and no other flying	

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of (Unit or Formation) NO. 438 SQUADRON

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

Place	Date	Time	Summary of Events SECRET.	References to Appendices
NO. 143 WING H.Q. PLANSBURG, CHEMAN AIRSTRIP 3,166	July 28/		Low cloud, 5/10ahs with a strong wind, Four &, & E, test, one flight formation and a radio check excenting to 5:25 hrs. were flown today.  A cold high wind, Cloudy all day with the consistend shower. No flying all day.	
7-	July 30/4	2	Very fire drissle early this morning. Cleared to 5/10ths overcast. Strong wind and low oldeds. Flying has been increased to ten hours a day. It is thought that we would fly in the morning and have some form of sports laid on in the afternoon (alternative - fly	190
			all day.) 2 A. & E., 1 radio check, and 1 flight formation encurting to 7:05 flying hrs.  were flown today, 7/At, 2.J. Black (J.12783) also took up the Steach. One ground area  flow with him as well as his dog "Sad Sack" who was checkedest for sale. The bombing "de" was cancelled due to weather.	
	July 31/4	5	A grand clear day and the bays flaw all day doing practice bumbing on the new range, Winds were high which helped spoil the scores. Total flying for the day securited to 11:00 hrs.  STEWARD AS AN JULY 20/21.  R.C.A.F. TOTAL STREETH STARLISHERY	
			Officers Pilots 13 13 14 15 15 15 15 15 15 15 15 15 15 15 15 15	
			Officers	
			5/14 14, brown (GM J.21135) and 3/14, R.O. Oetty (CM J.27741) posted to B. C. 140, 3[R.G.A.F] F.R.G. W.e.f. July 16, 1945.	Ó

Place '	Date Time	Summary of Rvents SECRET.	References to Appendices
NO. 143 WING H.Q.	July 31/45	POSTINGS IN OF AIRCRSW DURING JULY/45:	
LENSBURG, CERMANY RSTRIP B.166		F/O T.W.W. Stawart. (CAN J. 44198) was posted to the Unit from 83 C.S.U. w.e.f	
		CAN B. 198461 F/Sgt. Richman, M.W. was posted to the Unit from 83 G.S.U. w.e.f. July 28/49, but has not yet reported.	
		HONGIES AND AWARDS DURING JULY 45: No.	
		CONSTRUCTING DURING JULY /451 NAI.	
		PROMOTICES DUMING JULY A5: F/At. P. Bissky (CAN J.5833) was appointed Acting Squarron beater w.s.r. sums L, 1949.	
		CAN R.211126 F/Sgt. Wilks, A.G. was promoted to Temp. W.O.2 rank w.o.f. July 7/45.	
		HEARTH OF SQUADROUS Health of Squadron, both aircrew and ground crew during July has remained very good.	
		Create, Marie serviced managed and the second for second and provided	
		the state of the state of the other of the other states of the states of	
		officer Commenting,	
		a man lane seem, like and shell fill they have an the storal of grown and	
		Contract to a state purpose, industrial complete a mortal of properties to .	
		a proposition are many seek could about the first of the interest of the first of t	
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S47-20-438 TAS

R.A.F. Form 540
See instructions for one of this form in K.R. and A.C.I., para. 2340. and War Manual Pt. II., chapter XX., and

## OPERATIONS RECORD BOOK

of (Unit or Formation) No. 438 SQUADRON 25 2000

22300 Page No. GRE.

ster in R.A.P. Pecket Book.		or (Ont or Pormstion).	No. or pages used for day	
Place	Date Time	Summary of Events SECRET.	References to Appendices	
No. 143 Wing H.Q.	ins. 1/45	STEEROTH AS AT AUGUST 1, 1945: P.C.A.F. TOTAL STEEROTH ESTABLISHOSTY		
Blanchurg, Harmany.	1990 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Officers, Pilots 12 12 14		
		Alman Pilota 3 '9 19		
		SECTIO OPEN		
		Airnes account to the control of the		
	30.9.5	The month of Sugust opened with a clear, bright day. One Squadron formation practice involving		
		sown siroraft and one a. 4 E. test constituted the day's flying. Total flying for the day's 7135 hrs.		
	ing. 2/45	Another clear, bright day. Mying training was done during the morning and in		
		the afternoon practically all the pilota ment sailing. In the evening a group spent quite		
	and • Andrew	a lively evening at the Officers' Club at Schleswig. Total flying for the day amounted to		
	mg. 3/45	This has been a peach of a day with only a few scattered showers and the sun		
		shining brightly. A parade of all pilots was called for 0930 hours to attend the funeral of S/Ar. R.M. Coffey DEC (J.10256), a former comborned this Squadron, Our new Fadre held		
		a very mice Service on the field and following this most of the pilots proceeded to the		
		grave side at Granston, Domark, As the Officer Commending and two Plight Commendors were		
		chief mourners and were invited to a juffet lumbers afterwards, flying was washed out feet the rest of the day. Next of the Figures washed washing or sadding. A new pilot, R,198451		
		V.S.2 N.W. Richam errived on the Squairon today.		
	Aug. 4/45	Though it was overcost this morning, two kites took off at approx. 0915 hrs.		
		on a collibration flight for Q.C.C. followed shortly by two more pairs. Other flying training was done. A limited must be flying was done in the afternoon. Word was received		
		during the afternoon that Monday has been declared a day of rest, so the Squadron will		
	10.00	have two days free or Clying. Flying for the day totalled 15:30 hree		
			WAY 12 CAN	

Place	Date Time	Summary of Events SECRET.	References to Appendices
No. 143 Wing H.Q.,	Aug. 5/45	This being Sunday with tomorrow a holiday, many of the pilots and spound open ware off the Station visiting pals, etc. The day was mostly cloudy though fairly warm. Rumors of the	
	ca- tagyor a	border opening are rempant again and the O.C., S/Mr. Paul Bissky (J.5833) is making a two	
		day trip in Demark to make arrangements for an Officers' Rest Centre,	
•	aug. 6/45	This was a much finer day them yesterday, quite mans and with the sun shiring	
		brightly. Towards the late afternoon we had a mild thunderstorm. The Adjutant, P/lt. A.B.	
		Renge (C.8671) was the G.O.'s representative at a facing teley for a Genedian P/ogt. Air Canner whose body was recently found in the Fiord. The body was buried at Asberras, Demark.	
		The sirmen who participated were allowed to have disser and spend the afternoon there. The	
		Danish people second to be very heavy about it because it is the first large count of Canadians they have had there for any length of time. No flying was done today.	
•	Aug. 7/45	* Though a bit cloudy today it was good flying weather and 16 sorties totalling	
		11:40 hrs, were flows today on training flights.	
•	Ane. 8/45	Though the sky was cloudy, the cloude were fairly high and visibility good.  A few individual training sortics were flows as well as a Squaron formation flight. Hying	
		totalled 8:55 hrs. The formation flight on its return put on a diving display for the	
		besett of the ground oney which was quite size to vetch, a few of the pilots went sailing in the efferment.	
	Aug. 9/45	Dive bombing had been planned for this morning but it rained all night and was	
		still windy with low flying clouds this morning. No flying was done during the morning and	
		at noon the Bundron was released. The O.C. meds a flight of 45 mins, to Colle during the afternoon to pick up film but turned bank due to clouds. This was the only flying all day.	
	Aug.10/45	It was rainy again last night and this morning. The Squadron was on readiness	
		today and a ten minute screenble was called during the morning. The aftermoon was uneventful and from 1800 hours the pilots stood to in the Mess. A very good murder picture was shown	
		in the Mess during the evening, ?co bad we can't get more good pictures like it rather	
10,000		than the usual trashy cass. Plying for the day amounted to 2:40 hrs.	
			M

W. monitores man 15/0 C. \$ 1, 18-770

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Place	Date Time	SECRET.	References to Appendices	
60. 143 Wing H.Q.	Aug. 11/45	Though still cloudy the pilots were put on flying this morning and again in the afternoon.		
Commune, Corners		Figure commissed of formation practice and individual aloud flying and aerobatic practices.  Total flying for the day amounted to 15:10 hrs.		
•	Aug. 12/45	This morning early the cky was olear as a bell but later clouded up at times, .		
		it did not rain though. Today, being@unday, no flying was done.		
•	Aug. 13/45	Today was a grand day and the boys did a full days training flying. Training		
	1 (a) (b) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c	Isoluding low lawel bombing attacks on the bombing range and formation practice. S/Idr.  P. Bissky (J.5833), the 0.0. was high scorer in the bombing with four direct hits in		
		four attacks on the target, 10:50 hrs. was the total flying time for the day. Early in		
•		the afternoon information was received that on Tuesday or Wednesday we shall have resting officers as visitors and as a result everything was put into shape in case of an		
		importion.		
	Ang. 14/45	This was a damp, chilly morning. The officers of the wing were addressed by the		
	•	A.O.C. in Chief, E.C.A.F. Overseas Handquarters at approx. 1000 hours and his information that due to unexpected shippingspace turning up, personnel with priority numbers up to		
		9) had been cont home from England did not suit us very well. Low lying clouds prevented		
		any Slying today,		
	Aug.15/45	The Squadres and Wise as a whole are an top of the clouds, At appear, 0100 hre, this merging the amnouncement of the Jap capitulation same through, Aside from the natural		
A PARA CARA	F - 3X - 3	jubilation over peace, we have the editional hope that there will be more shipping to		
		possibly get us hers before Christan . Assouncement ome through from Crow H.C. today that from 1200 hrs. today and thur, ay and Friday would be helidays . At 1000 hours the	,	
	10 T.	officers of the Way were addressed by Air Chief Marshall Sir Shelte Douglas and them		
enteration of the second	885 804)	spent the balance of the marriag at dispersal in case of an importion by the V.I.P.  Bo flyingwas dose all day.		
•	ing. 16/95	Today, being a lottly, most of the personnel more off camp. The mather was only		
			M	

The state of the s			
Place	Date Time	Summary of Rvents SECRET.	References to Appendice
6. 149 Wing H.A.	Aug. 17/45	The last day of the two and one-half day boliday and again the weather was only fair with	
leasburg, Corneny		rain in the evening.	
•	ng. 18/45	We've this morning to quite a met sirfield with low hanging alouds and visibility wery poor. Weather prevented any flying today. Word was received late this afternoon that	
		the lites will fly to metand on wednesday, ang. 22.	
•	ag. 19/45	Today was warm and fair, Sunday today and everybody is busy setting their belongings	
	ing. 20/45	The Squadron was ordered to fly all its kites today so the day has been quite busy.	
		This flying amounted to 11:25 flying hours and was done in order to ensure that as many as	252
		possible of our siroraft will be serviceable on Wednesday, with a couple of pilots sick and a couple on leave it meant a full day's work.	
•	mg. 21/45	This was a cold, dreary sort of day. The ground erin were busy putting on drop	
	W * 5 65	tanks and touching up the kites for tomorrow's move. The pilots were given the day to pack	
		and leaf around with a meeting with the G.C. at 1400 hours for the purpose of getting the gen for the trip tomorrow. At noon word came that the Adjutant was to proceed on the	
		Stirlingwith the beggage so it made quite a rush for him. No flying was done all day.	
	ins. 22/5	The sky was overcast in the early morning but it cleared up by moon, il sireraft got away to hunsfold at 146 hrs. A stop will be made at Hindhoven for refuelling. Two	4
		siroraft experienced mechanical trouble at the last minute and did not get away. The	
		Squadron Adjutant also departed for Dunefold in a Stirling this morning with the pilots' baggage, The miroraft will be turned over to 8) Group Dishundsont Centre at Dunefold	
		and the pilots will proceed to No. 3 (N.C.A.F.) P.N.C., Bournesouth to swalt repatriation.	
7.70 P. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	23/5	Squadron equipment to Stores and classifing up the Dispersal Area.	
	ME: 24/5	Reised all day today, Green over any continuing the clean up and getting ready for their novement to the U.K. They will proceed in three parties, the first one leaving	

w and the close up party departing on Wednesday, F/O J.A. Lord the and from leave today and F/O J.C. Cale was discharged from the discount are now ready to depart for the U.K. should tomorrow

SIK

FL HOG/OWN MAN 12/45 C. & L. 51-7709

of (Unit or Formation). No. 438 SQIADRON

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Place	Date	Time	Summary of Events		SECRET.	References to Appendice
10. 149 Wing H.Q.	ing. 25/4	15	Teday opened bright and clear enabling all seven of ou	r remaining aires	raft to take-off	
Maneburg, Germany			for Dunafeld. As we were short two pilets, 7/0 Eccs of			
			Wing flow two of our stronger over for us Ground crew			
			clearing up and getting cleared. The Ming Orderly Ross Section are being kept busy attempting to clear things	Duipment Sect up in short ord	ion and American	
1.4	Aug. 26/4	5	Today is the official distandment date of	the Unit. The fi	rat large group of	
			ground erew from the Wing Left this morning for Bourns	mouth, Other par	tion will follow	
			daily as fast as they can be spared from their duties. P.R.C. w.s.f. today's date'.	All are posted	to Bo. 3 (BCC)	
			PERSONNE, STERIGH AS AT AUG. 26/45: Hil.			
			AIRCRAFT STRENGTH AS AT AUG. 26/45 . N11.			
			TOTAL MAYING HOURS, AUG. 1 to 26/45 (inol.) - 140,000 hrs	. [All Typhoon 1	B, Day, Man-Operation	ml)
			EGROURS AND AWARDS, AUG/65: - 181.			
			CHARLESTONING DURING AUG/45: R11.			
			MANOTIONS DURING AUG/45; N41.		_	
			The following pilote were posted from No. 83 6.5.0. for flying duties:			
			CAN R.198461 W.O.2 M.W. Mohman, posted w.o.f. July 28/45, reporting Aug. 3/45.			
13			The following pilots were posted to B.P.O., reporting Aug. 22, 1905.			
			A/S/LDR. By Bissip (J-5033) waters out to re- 144-13	/it. R.J. Block	(J.12785)**	
	7556		7/M. A.A. McDomeld (1,62947)	o w.F. Birch	(J.41889)	
			7/0 C.C. Cole (J.43018) 7	/O S.J. Rismyl	(7,44202)	
(3 <sup>1</sup> 70)00 (4) (4) (4)			7/0 R. Hercell (N.01098)	/o H.F. ney (C.	419761	
out aparties.	•			70 J.K. Stewart		
				/O C.A. Wilhelm		
						111
			9404 24 Roberman (8,149998) 9	.0,2 E.F. Mokey	(#5517350)	HK.