

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 550 Squadron

No. of pages used for

Place	Date	Time	Summary of Events
North Killingholme	1945 1 March	18.00	26 aircraft with their crews took off at approximately 11.30 hrs. without incident to participate in a daylight attack on large concentrations of enemy troops reported to be in the vicinity of the Rhine bridgeheads near Mannheim. It was unfortunate that on this daylight the target was covered by 10/10th's cloud and results of our bombing could not be observed and assessment of the raid was not possible. Ground defences consisted of approximately a dozen bursts of heavy flak. The bombers were escorted by fighters who kept their opposite numbers out of sight. "X" (F/O Davidson) had a starboard outer engine catch fire and although losing height, pressed on to the target, bombed and returned safely.
	2 March	18.00	26 aircraft with crews took off at approximately 06.45 hrs. in the usual squadron style to attack the approaches to the Rhine bridges at Cologne to prevent the retreating huns from escaping to the east of the Rhine. For once the weather was kind, 5/10th. cloud was encountered approx. 20 miles short of the target which was clear. Visibility was good and the crews had no difficulty in identifying the aiming point visually. Bombing was reported to be concentrated with a few hundred yards of aiming point. A generous fighter escort was supplied which discouraged the Luftwaffe from putting in an appearance. Flak over the target was moderate and accurate. Five aircraft from the Squadron were damaged. Photographs confirm that the aiming point was well and fully hit.
	3 MARCH	18.00	NO OPERATIONS. Flying training was carried out, day and night by eight crews involving almost 33 hours (32.58) flying. There was also an extensive ground training programme.
	4 MARCH	18.00	The Squadron was ordered to stand by for operations but owing to reverse weather conditions the intended operation was cancelled at 14.50 hours and the remainder of the day was devoted to ground training; only 2 1/2 hours flying training was carried out.
	5 MARCH	18.00	26 aircraft, including the reserve, as it was apparent immediately after take-off that "E2" (F/L Dale) would be abortive with a port outer engine unserviceable, took off at approximately 16.45 hrs. as part of a force of over 700 Lancasters and Halifaxes detailed to attack Chemnitz. The trip to the target was without incident, with a layer of 10/10 cloud beneath most of the time. On reaching the target area it was quickly seen that the cloud prevented anything other than sky marking, which was called for by the Kasser Bombier. His broadcasting was much distorted at static interference, but he was generally heard. The first release point flares went down 3 minutes before "H" hour; they were plentiful and well grouped but fell into the cloud tops rather quickly and later there was a gap when no flares were seen. Detailed results could not be seen but judging from the incendiary glow and the bursts of the cockles, bombing appeared to be concentrated. There was only very slight heavy flak over the target area, but the Leipzig defences were active and the night fighters were in evidence, both over the target and along the first two legs of the "KORNER" route. Three aircraft reported contacts but none claimed any night fighters destroyed. 22 aircraft landed safely a base: "J" (P/O Findlay) landed at Benson, "O" (F/O Harris) at Carnaby, with flaps unserviceable, and "G" (F/O Ellison) at Tempsford, with damage sustained in combat, but no casualties.

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was carried out. Four aircraft and crews did flying training and the three aircraft which handed away on the previous night's operations returned safely to base.

7 MARCH 18.00

27 aircraft took off at approximately 17.00 hrs. on operations, but not without incident. "E2" (W/O Lukies) proved most fractions. The starboard outer engine cut on take-off. The aircraft swung dangerously to the left as the area and returned safely. The other aircraft set course on the long route to Dessau. Could amounts was variable. Opposition was lively, both from first and night fighters, but the former was not so strong over the target. Some crews bombed ground markers through 3/10 cloud with a clear view of the town and river Elbe; others had to rely on sky markers owing to 10/10 cloud. General opinion was that the attack was well concentrated and that the target was set, well and truly, ablaze. "R" (S/L Pickles) had it's "Gees" unserviceable from Southern England outwards, but the crew pressed on and a hearty manhandling found themselves near to the target. They bombed in solitary state, a hearty concentration of fires left by their comrades. Two crews reported inconclusive combats with night fighters. Three aircraft "A" (F/O Jones), "O" (F/O Rawlins), and "R" (P/O Neilson) failed to return and it was with deepest regret that they were reported missing. Nothing was heard from any of them after take-off. Three aircraft and crews carried out flying training involving over 7 hours flying.

8 MARCH 18.00

The Squadron was again called to operate and 23 aircraft took off in quick time without incident at approximately 17.20 hrs. The target was Kassel. All the aircraft bombed the primary target indicators including "H" (F/O Cowper), whose port inner engine caught fire and was feathered some 200 miles short of the target. 10/10 cloud covered practically the whole of the continental route, but was broken immediately over the target, which was clearly visible through only a thin layer. Bombing was heavily concentrated, the indicators took a firm hold and the resultant fire glow could still be seen when aircraft were crossing the Rhine over 100 miles away. Flak over the target was only light to moderate and there was little sign of fighter activity - a happy contrast to the previous night's experience. All the Squadron's aircraft returned safely to base, where it was recognized, the crews were sleepy but satisfied. One aircraft and crew completed a night flying training detail lasting 2 1/2 hrs.

9 MARCH 18.00

The Squadron was stood down from operations and with the crews rested from the two previous night's operations, a very intensive ground training programme was arranged and carried out. Lectures were given by specialist officers and section leaders. Rifle and instrument flying practice in the link order. There was no flying training owing to adverse weather conditions.

10 MARCH 18.00

The Squadron did not operate, but much time and work was put into training. 10 aircraft and crews took off on daylight flying training and attained a total of 2 1/2 hours in the air. A ground training detail was put on and completed.

11 MARCH 18.00

20 aircraft and crews were detailed and took off without incident at approximately 17.40 hrs. on a daylight sortie to Essen, now only some 14 miles ahead of our troops. A total of over 1000 aircraft took part in the attack delivering over 4500 tons of bombs. There was a heavy carpet of 10/10 cloud all the way out, over the target, and back. Crews bombed on coloured smoke puffs ASSISTED BY VISUAL INSTRUCTIONS FROM THE MASTER BOMBER. It was considered that the bombing was quite concentrated and very soon a protuberance in the shape of mushrooming fire smoke appeared, agitating the top layers of the cloud - evidence that something was burning 'DOWN UNDER'. Flak was not very troublesome, being variously described as 'mild', 'very slight' and 'slight to moderate'. The Luftwaffe was absent. All the aircraft returned safely to base.

11 March 18.00 7 aircraft and crews carried out flying training to the extent of 24 1/2 hours flying. Day and night practice bombing, fighter affiliation and 'Y' cross countries.

12 March 18.00 23 aircraft took off without incident at approx: 12.50 hours on what was in almost every respect a repetition of the previous day's effort. The only difference, the target was Dortmund. The colour of the sky markers was changed and the time of attack about ten times, but the same big joms of dark smoke mushroomed up through the cloud tops. Flak was not up to the usual Ruhr standards and the only fighters seen were our own, and so the raid appeared to be highly satisfactory. Our 23 aircraft returned to base and landed safely with no fuses or botches at all. The crews of F/O S.M. Smith and F/Lt Lund completed their tour of operations with this sortie. Two aircraft and crews completed a flying training detail involving 9 1/2 hours total flying.

13 March 18.00 The Squadron was required to provide 12 aircraft for a night attack on the Erin Benzole Plant at Herne which is in the north central area of the Ruhr close to the Rhine-Rerne canal. All 12 aircraft took off neatly and without incident at approx: 17.15 hrs. Patches of 4/10 Strato cumulus cloud with tops at 12000 feet were encountered all along the outward route over this country. After leaving the English coast the route was clouded until reaching the Rhine, where more strato cumulus formed and rapidly increased to 9/10 in the target area with tops 10/12000 ft. There was a considerable amount of haze over the whole route. Only ground markers were provided and these were obscured to a considerable extent by haze and cloud. As a result, a large number of crews had to bomb on navigational aids and whilst a fair concentration of bombing was achieved on the ground markers, there was a considerable amount of under shooting and overshooting and probably half the effort was waste of the target area. An encouragingly large explosion was reported in the target area; however, something must have gone up, and only moderate heavy flak was encountered over the target and searchlight illumination was not attempted. Jet aircraft were active over the target area, but none of our aircraft were molested. All our aircraft landed safely at base and there was quite a series of celebrations as the following captains, F/O Sammons, F/O Peterson and F/O Edwards, and with their crews, all completed their tours.

14 March 18.00 Bad weather, fog and low cloud, prevailed all day and night. The Squadron was not detailed to operate and the weather was responsible for the cancellation of the flying training programme. The day's work was devoted to ground training, lectures and link trainer practices.

15 March 18.00 Another oil target. The Squadron offered 13 aircraft and all took off without incident at approx: 17.15 hours. Most of the 'incident', in fact, came before take-off, when the Commanding Officer provided entertainment for the crews while waiting on the deck by arranging a chase away from the station and a series of exercises along one of the runways as a catering area. After a successful demonstration, almost a robot of horse steering and over the target only ground haze was present. Ground Channel, the route was clear and over the target only ground haze was present. Ground identification was possible for many of the crews in the light of illuminating flares, but ground markers were accurately placed and in excellent concentration. Almost immediately after the first bombs had dropped, the target was enveloped in flame and smoke which rose to 10000 feet from a particularly big explosion. An excellently concentrated attack developed, large fires soon became established and two further large explosions occurred. The glow from the fires would be seen upwards of 100 miles on the return journey.

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(cont)	15 March	18.00	Opposition from the ground was generally described as moderate heavy flak, although this was accurate for the height and early crews found it hotter than those succeeding them. Some fighters were active but none of our aircraft reported combats, all returning safely to base.
16 March	18.00	The Squadron put on 19 aircraft for operations. 18 aircraft took off at approx: 17.20 hrs. "F2" (F/O. Lunder) staying on the ground with an unserviceable rear turret. The target was Nuremberg. Up to 10/10 cloud was experienced en route but this broke up to 4-6/10 in the target area, over which there was a large gap giving a clear view of the ground markers, which were punctual and well concentrated. The Master Bomber's instructions came through clearly. Fires got going quickly outlining the street patterns, finally merging into one large conflagration, the glow from which could be seen for 150 miles on the return journey. Flak defences were only slight to moderate with 15-20 ineffective searchlights which were housed early in the attack. On the other hand, enemy fighter activity was intense from the Stuttgart area to the target and beyond. Many combats were reported, "L" (F/S. Wilson) claimed to have damaged a Ju-88. "M" (F/O. Findley) saw strikes on another "Ju" (F/S. Jamieson) hit by St. Manston with the rear gunner, Sgt. Klementoski, wounded so seriously that he has since died. "B" (F/O. Little) fell to return, no news being received after take-off. S/L. C. Llew, AFC. I.M. and 18889 completed their first tour of operations. The latter came home on three engines. Six aircraft and crews carried out day and night flying training.	
17 March	18.00	The Squadron was not called upon to operate, and so put up six aircraft and crews on day and night flying training. "F2" (F/S. Hockyer) was attacked and shot down by an enemy intruder, crashing at Bridlington, Yorks: The flight engineer, Sgt. Drawbridge, was the sole survivor. It was his crew's first flight since joining the Squadron.	
18 March	18.00	The Squadron de alied 13 aircraft to attack Hannu. "M2" (F/L. Serill) developed ignition trouble in the port outer engine and did not leave its dispersal. The other 17 aircraft took off in quick succession, commencing at 23.50 hours. The route out was moderately quiet, although approaching the target came out of it, there was evidence of night fighters. Output varied in amount, but over the target it was thin. The marking was carried out punctually and in vast numbers. Bombing was reported as well concentrated and the effects were visible from 85 miles distant on the return journey. "J2" (F/O. Lukies) reported a combat with a Ju. 88 and claimed it as damaged. Reports of other crews confirmed this. F/L. Dale and crew completed their tour with this operation. "A" (F/L. Burrows) failed to return. Five members of the crew returned to the squadron after being out over 'No Mans Land' and spending several exciting days with advanced units of the 12th. United States Army. Three aircraft and crews flew 14 1/2 hours on training details.	
19 March	18.00	The Squadron was stood down from operations early. Crews spent what was left of the working day, after they had rested from the previous night's effort, on ground training. Bad weather caused cancellation of the night flying training programme.	
20 March	18.00	The Squadron was not called upon to operate and so an intensive flying training programme was laid on. 3 aircraft and crews flew over 22 hours day training on cross countries, fighter attention, practice bombing and air firing. The weather once again prevented any night flying. During the day there were lectures to pilots and crews by specialist officers.	

Place	Date	Time	Summary of Events
North Killingholme	21 March	18.00	<p>15 aircraft from the Squadron were detailed for operations. All of them took off safely without incident at approx: 08.00 hours. The target was the Deutsche Oil Refinery on the North West outskirts of Bremen. The route out was direct, across North Holland, West coast conditions were experienced and no flak appeared. Marking was very accurate and the Master Bomber had a firm and clear control of the attack. Very quickly a pall of smoke, of varying shades, enveloped the target. Along the bombing run the aircraft had to fly through a lane of hot, quite accurate, heavy flak and several aircraft were hit, but none vitally. "K" (P/O. Screen) was hit in the port outer engine and limped back to base on three engines. All of the Squadron's aircraft landed safely at base. 3 aircraft and crews flew 10 hours flying training.</p>
	22 March	18.00	<p>The Squadron was called to put up 16 aircraft on operations. All took off without incident at approx: 11.30 hours. The attack, a small one, was on Hildesheim, 20 miles S.E. of Hannover. Formation, outward bound to the target, was good in almost perfect weather conditions. Although the leader took the main force rather close by Osnabruck and Hannover, there was an almost complete absence of flak at the target and crews had no difficulty in visually identifying it, marked in an accurate and concentrated style. Soon the Master Bomber had to give directions to aim with the smoke as a guide and within a few minutes the whole of the built up area was a mass of smoke and dust. The smoke, rising to 15000 ft. could be seen for 200 miles. "G2" (F/L. Parsons) was hit by heavy flak and had two fuel tanks holed. "I" (F/S. Wilson) was hit by incendiaries over the target, the port wing tip and alleron being damaged. All the Squadron's aircraft landed safely at base. F/O. Davidson (R.G.) and his crew completed their tour with this operation. 4 aircraft and crews on the flying training programme spent 14 hours in the air.</p>
	23 March	18.00	<p>No aircraft from the Squadron were called for operations and so a day and night flying training programme was arranged and carried out. It involved 5 aircraft and crews and a total of 20 hours flying time. There was also much ground training.</p>
	24 March	18.00	<p>14 aircraft took off without incident at approx: 13.00 hours to participate in an attack on an oil refinery and storage plant situated midway between Bochum and Dortmund. The weather was sunnier like and visibility excellent. Crews were easily able to identify the target visually; it was undoubtedly hit; there was a large explosion and a big pillar of smoke rose skywards. It was visible a hundred miles away on the return journey. No enemy fighters were seen. "H" (F/L. Barnes) failed to return to base, nothing being heard from him after take-off. All the other aircraft landed safely. 5 aircraft and crews on a flying training programme did over 10 hours day flying.</p>
	25 March	18.00	<p>6 aircraft were called for operations. "G2" (F/S. Wilson) had to 'scrub it' with an unserviceable locomotor on his starboard inner engine, but the other five took off without further mishap at approx: 06.50 hours. The target was Hannover and the route out uneventful apart from a front which had to be negotiated somewhere between 05.00 hours and 07.00 hours. The bombing was accurate and well concentrated. No enemy aircraft were seen, and flak was slight. "Y" (P/O. Screen) had to feather the starboard outer over the North Sea, out and bound but pressed on through the front. In response to a request for fighter assistance, Mustangs came along and took them to the target, after which they were joined by three more. Some little distance away, on the return, they were subjected to predicted flak, which however they managed to avoid. All the aircraft landed safely at base. The flight lieutenants Franklin - K. and J. have, with their crews, completed their tours on consecutive days. A aircraft and crews flew a total of over 10 hours on a day flying training programme.</p>

Place

Date

Time

Summary of Events

SECRET.

North Killingholme.

26 March

18.00

The Squadron was stood down from operations and an intensive training programme was organised. 10 aircraft and crews flew a total of 42 hours day and night on cross countries, practice bombing, and fighter infiltration. Ground training was undertaken on a large scale.

27 March

18.00

The Squadron was called upon to provide 18 aircraft to participate in an attack upon Pedernholm. The aircraft took off without incident at approx. 14.50 hours in the usual efficient manner. 10/10ths. cloud covered the target and most of the route, which according to the crews had the semblance of a 'cross country'. No enemy fighters were seen, there was no flak over the target and very little along the route. The cloud layer prevented any assessment of the bombing accuracy but a large mushroom of smoke came up through the cloud tops at 12000 feet. So something caught fire somewhere! All the aircraft returned and landed safely at base, although 'Y' (V/O. Perival) had the misfortune to be struck by incendiaries from an aircraft flying just above. A training programme involving 4 aircraft and crews and a total of 16 hours day flying was carried out.

28 March

18.00

The Squadron was ordered to stand by for operations, but were stood down at 11.20 hours with a preliminary warning to hold themselves in readiness for operations on the following morning. The weather conditions prevented any large scale flying training and the day was devoted to lectures, discussions, link training and clay pigeon shooting.

29 March

18.00

The 'Stand By' for operations was cancelled at 11.50 hours and once again the day was devoted to ground training and flying training involving 26 hours flying.

30 March

18.00

The Squadron was stood down from operations at 10.30 hours, and although the weather did not permit of much flying during the day, an extensive night flying training programme was carried out involving 26 hours night cross country and bombing exercises. A preliminary warning message to hold ourselves in readiness for an early take-off on operations.

31 March

18.00

16 aircraft with crews took off at approximately 09.20 hours to attack Hamburg. The weather conditions were bad - 10/10th. cloud all the way and over the target. The bombing on sky markers, which were rather scattered, was not considered to be concentrated and the results are awaited. Flak was moderately heavy and two of our aircraft were damaged without casualties. All aircraft returned safely to base just before mid-day to enjoy a good luncheon. Flying training programme was carried out during the afternoon and evening. The Squadron has enjoyed a good month's work although unable to put into the air large numbers of crews through crews becoming tour-expired so quickly in succession.

MESSAGE FROM AIR OFFICER COMMANDING, No.1 GROUP.

The month of March 1945 ends with No.1 Group breaking all records for sorties flown and for bomb tonnage lifted against the enemy by reaching the figures of 3674 (sorties) and 17302 (tons). These achievements truly reflect the energy and determination both of aircrews and of ground crews to strike hard blows against the bewildered enemy. I congratulate you all on this magnificent effort and am confident that, should you be called upon to repeat such feats, you will exceed these figures in the month of April, none will be found wanting.

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Summary of Events

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Place	Date	Time	Summary of Events
North Killingholme	1 April 1945	18.00	The Squadron was stood down from operations. Wind blowing gale force and no flying training took place.
	2 April	18.00	Once again the Squadron was stood down from operations. Wind still blowing at gale force.
	3 April	18.00	23 aircraft were detailed for operations and had to be cancelled owing to engine trouble; the remainder took off without incident to attack a military barracks at Nordhausen. The weather however was not at all co-operative. The commitment was covered with varying amount of cloud 5/16 - 16/16 solid with tops 12000 ft. There were no signs of any sky marking and consequently the Master Bomber gave instructions to bomb on the best "Navigational Aids" possible, which in most cases was HZ's. Four crews decided that the state of their HZ's did not warrant bombing and brought their bombs back to base, which in the circumstances was the best procedure. The attack was very scattered. No opposition from ground or air was experienced.
	4 April	18.00	26 aircraft with crews took off without incident to attack the oil plant at Litzendorf. Met's briefing had made a courageous attempt to prove that the clouds would not be as black as they were painted, forecasting, "After a good look at the map", generous breaks over the target in the threatened 8 - 16/16ths cloud. The forecast was triumphly justified by a cloud-free target with visibility only marred by a slight haze, although 8/16 cloud had persisted to a point under 50 miles west. Met's assurances, however, that umbrellas would not be required on return was not so happy. Markers after a somewhat slow start were plentiful and crews no were able to identify visually reported that they were actually placed. Bombing was well concentrated and although fires were not impressive much black smoke rose from the target early in the attack, so much so that the Master Bomber at H+3 ordered the crews to bomb the smoke. Numerous explosions, with one particularly large one, in the target area were reported. Ground opposition consisted of slight to moderate HZ's, a slight amount of light flak and about no ineffective searchlights. There was some enemy fighters activity and P/F/S Williams had a tussle with an ME.109 short of the target. The enemy aircraft was first seen 300 yards away and P's' rear gunner immediately opened fire seeing numerous strikes before Jerry broke away without a turn in fire. Generally there could be trouble free. No report to report that Lt. (F/O) Hayes' flight to return, no news being received after take-off.
	5 April	18.00	Squadron stood by for operations but at approx: 16.45 hours the Squadron was stood down from operations until 03.00 hrs. On 5th April, and the day was devoted to training. Lectures were given by Section Leaders. The Air Orders carried out a clay-pigeon shoot, and during the night cross country exercises took place involving 14 1/2 hours flying.
	6 April	18.00	No operations and very little training flying carried out owing to mist haze and rain, and again the day was devoted to ground training.
	7 April	18.00	23 aircraft with crews, repaired for Ops; but were stood down. Flying training was the order of the day and 21 hours were flown.
	8 April	18.00	Again the Squadron was stood down from operations and with day spent with flying training took place involving over 49 hours flying.

Place

Date

Time

Summary of Events

SECRET.

North Killingholme

9 April

18.00

23 aircraft and crews took off at approx; 19.40 hours without incident to attack Kiel, and joining the other aircraft from neighbouring bases, made an impressive picture as they streamed away to their target. The trip was uneventful for the outward journey and the Met. proving accurate with some cloud en route but clearing completely in the target area, an excellent attack developed. The marking was clearly visible in spite of slight ground haze, and with some details of the Flord and coastline visible, appeared accurate. The Master Bomber was faint and difficult to hear, but most crews heard enough to understand the bombing instructions. Bombing appeared very concentrated and soon a pall of black smoke was billowing up with numerous explosions occurring underneath, while the cheerful sight of the glow of fires was seen for upwards of 90/100 miles on the homeward route. Flak varied from slight to intense and several fighters were seen over the target, although none of our aircraft was involved in combats. 22 aircraft attacked the primary target, one aircraft W (F/L Parsons) having to abandon soon after take-off due to some of the instruments going W/S (a good attempt was made to cope with a piece of string as an artificial horizon but without avail). All our aircraft returned safely, maintaining 5/10 newitt and his crew who are to be warmly congratulated on finishing their second tour. The photographs show some excellent ground detail, one or two of them being the clearest received for some time. The best for clarity was that of "R" (F/L Mitchell) which has been plotted as 600 yards from the A/P. - taken in the early part of the operation it shows that the main weight of the attack fell slightly to the N.E. of the A/P, but sufficiently near to make a successful attack. Eight hours night flying training was carried out by two new crews, F/S. Tomas and F/S. Beneher with their respective crews.

10 April

18.00

No.1 Group's attack last night on Plauen, therefore, might be regarded as a gesture of "No favour shown". Plauen, a town about the size of Huddersfield, 60 miles S.S.W. of Leipzig, is a junction where the main line from Berlin and Dresden to the south splits, one branch going S.W. towards Schweinfurt, threatened by the American forces, and another to Nuremberg, Munich, and the Salzburg area, where Hitler is known to be concentrating in terror and his most fanatical followers for the "last round-up". The attack thus has a dual purpose - to prevent the sinews it was setting to the forces opposing the Americans and to delay the withdrawal to the Bavarian Alps by smashing Plauen's rail facilities. This and the trend of Bomber Command's future targets were indicated by the A.O.C. No.1 Group (Air Vice Marshal P.S. Blucke J50, DFC) when he honoured the Squadron by attending its briefing. With the heavy influx of new crews, the Squadron is now regaining its former edge of effort. Twenty seven aircraft were detailed, and of these 26 took off, "U" being cancelled because of engine trouble. Weather en route was deteriorating with only a slight haze at the target, many crews were able to identify visually the built-up area of the town. P.F.F. were punctual and markers were dropped plumb in the centre of the town. 30 concentrated was the bombing that it completely obliterated the marking with anti-aircraft, and immediately after 'H' hours, the Master Bomber ordered bombing on the centre of the mark which was seen allowing to 8/1000 feet. Several explosions were reported; the fires were started which could be seen for upwards of a 100 miles on the return journey. Ground references were negligible at the opening of the attack, but increased to slight to slight scattered H.F. mainly below the bombing height band. There was some slight fighter activity but none of our aircraft was engaged in combat. Inter-communication crews were surprisingly full of beans after their long trip. One of the best pieces of back chat came from a navigator and a Rear Gunner who differed over the amount of flak encountered over the target. The Navigator took the home with the final one crashing shortly after we were home by the time you get to the target. 'J' (F/L Browne) landed back at Kingston on two on his feet. Trip that was full of interest. Soon after crossing the French coast our aircraft on Hon to 3000 feet, flak

Place	Date	Time	Summary of Events
North Killingholme	10 April	(continued)	starboard engine caught fire and had to be feathered. Although there was no hope of gaining the briefed bombing height, the Captain decided to carry on to the target which was reached on time, but at a height of 11500 feet, well below the main force bombing height. Preferring to wait for the end of the attack to go in under the open bomb doors of the main force, J1 orbited the target area twice. Then 2 1/2 minutes after the close of the main attack, J1's Air Bomber dropped his bombs on a Emergency sighting angle - the bomb sight was u/s owing to the failure of the starboard inner and the crew had the satisfaction of seeing them drop close to a blazing factory. On the camera run, although the bomb doors still open, it was hit by flak which damaged the tops of the bomb bays. Control of the aircraft was not affected but J1's troubles were by no means over. In the region of Frankfurt which was 9000 feet the port outer engine, which had been giving cause for anxiety, failed. Height was maintained, but the area of the Rhine L.A. 2's had to be crossed at 9000 ft. and these opened up. Fortunately, they broke off as soon as the colours of the period were fired and a safe landing was made at Hanston. Photos confirm that the bombing was concentrated. F/L Scholachlan and crew completed their tour of operations.
	11 April	18.00	The Squadron was stood down from operations and the day was mainly devoted to ground training and lectures. The weather was anything but good and only 3 1/2 hours flying training took place.
	12 April	18.00	Another day of non-operational flying involving a little more than 2 1/2 hours of Fighter Affiliation, Blind Bombing and night cross country exercises.
	13 April	18.00	The weather was very changeable and the day as once again chiefly devoted to ground training although a few crews were able to complete nearly eight hours flying training.
	14 April	18.00	The Squadron supplied 23 aircraft with crews as their contribution towards a Force of 400 to attack Potsdam. They took off without let or hindrance and Londoners could have seen them flying serenely over the Metropolis - cloud and other things being equal. The journey across France, Luxembourg and the tern Germany was unimpeding as it was lengthy. There was a certain amount of flak on approaching the target and on the way out, but considering it was the heart of Germany and only 10 miles from Berlin, the defences, so to speak, were not so severe as they might be. They remain in this conciliatory state! Several boys were seen but did not swerve us from our main purpose. The target was found to be clear of clouds and was identified visually by the adjoining lakes. Markers were plentiful and with the Master Bomber giving explicit instructions, the attack developed along the right lines. The journey back was just a long, long trail and all our aircraft landed safely at Base in the 'see saw' hours. Our three basketeers again produced plottable photographs and our congratulations are extended to P2 (F/O Town) on obtaining an A/P - a first place, which we hope can be kept up. Details of all plottable photographs are given, but this in no way detracts from the merits of the others. They are mere y details of ground detail and full of an evidence of smoke and fire.
	15 April	18.00	Now operations were carried out by the Squadron, the weather permitted very little flying during the day but improved during the afternoon and our able to carry out night flying. Affiliation and cross country exercises involving 3 1/2 hours flying training.
	16 April	18.00	Another good day of flying training involving a little less than 4 hours of which approx: 3 hours were devoted to night. The weather was good which very assisted in enabled the extensive programme to be carried out effectively.

18 April	18.00	28 aircraft with crews took off in the usual 550 Squadron style at 16.10 hours to attack the German fortified island of Heligoland. The crews were delighted at being able to participate in another daylight attack. The journey outward was uneventful and visibility was excellent, the weather being that of a hot summer's day. Our contribution was part of a force of 950 aircraft. Bombing commenced a minute early and the absence of warning in no way affected the accuracy of the bombing. Indeed, the concentration of bombing was so tremendous that it was not thought that markers, had they been dropped, would have remained visible long enough for them to have been used as a aiming point. The island was so saturated by the weight of the attack that the crews met only negligible opposition from the ground defences. No enemy aircraft were encountered. A great number of excellent photographs were obtained during proof of an outstandingly successful attack. An aircraft carrying a movie-camera was present throughout the attack. P/O Town had to return early owing to engine failure. Eleven hours night-flying training was also carried out.
19 April	18.00	The Squadron did not operate, but devoted the day to air and ground training, involving a little more than 17 hours day and night flying. Lectures, talks and demonstrations were given by the section leaders.
20 April	18.00	Another day of non-operational flying involving 36 1/2 hours flying training.
21 April	18.00	The Squadron stood by for operations which did not materialise; in consequence no flying training was carried out and the day was devoted to ground training.
22 April	18.00	It was a formidable force that Bomber Command detailed, with four separate aiming points - enemy strong points on the East side of Bremen, within a few miles of our troops. No.1 Group had the honour of opening the attack, and 500 Squadron contributed 27 aircraft to this operation. All 27 took off, but 61 (P/O Johnston) had an engine cut on take-off, and was saved the subsequent "cross country". The remainder completed the course, and the majority returned as well as when they started. They met the strength of searchlights of Bremen clear of cloud but the target area itself covered by a thick patch, and, because our troops were so near, the leader Bomber had no choice but to call the party off. Our crews held out the hope that conditions might improve for later waves, but it transpired that only our force, fitted with special equipment, could bomb. That, at any rate, was a gesture to our troops, who we hope realised, when they saw the bombers overhead that the promised assistance was only withheld so that they should not be impeded. Return was more or less devoid of incident except for 11 (P/O Handley) which, after covering town (sic) took off again for a flight, which, unfortunately, cannot be counted as squadron training hours.
23 April	18.00	There being no operational flying, the Squadron devoted its time to flying training, carrying out at Fighter Affiliation, Night Bombing and Air firing exercises.
24 April	18.00	A gain no operational flying, but thirteen hours of flying training was carried out during the day and early night. The crews returned early to bed in preparation for an early take-off on the morrow.

25 April

18.00

After two days of non-operational flying, the Squadron was called upon for operations. The honour of making the front-page headlines was given to Nos. 1 and 5 Groups. No 5 Group were attacking the Eagle's Nest, the Heckenfeld, and the S.S. Barracks in three separate attacks, some with 12660 lb. bombs, at 09.00 hours and No.1 Group followed up at 09.45 with the main weight of the attack with the timing point on the S.S. Barracks. 27 aircraft were detailed from the Squadron, and after the chilly greyness of the early (very early) morning briefing, all of them took off as dawn was breaking. With the exception of occasional patches of clouds above 20000 ft. the route was entirely free from cloud, and as the sun rose the French countryside became visible as the crews flew southward. It appeared deserted and peaceful, in contrast to its turmoil and writhing activity of recent months. There appeared more activity in the air than on the ground, with the Allied Air Forces, Tactical and Heavy, all busily dominating the skies; one gunner, however, asserts that a white figure (female) gave him a warm and personal wave. Soon the Alps loomed up on the starboard, and the crews had to make a great effort not to become quite lyrical over their appearance, gleaming in the sunshine. In the target area, the weather was perfect with no clouds, excellent visibility except for a few patches of ground mist in the valleys; this was fortunately as the target was not easy to find among the maze of mountains, valleys and partly snow-covered and partly tree-covered slopes. Then the leading formation arrived on time at the last turning point before the target, the leader, who had tuned in to the Master Bomber, realised that difficulty was being experienced by the latter and his deputy in marking the target. In order to avoid leaving the Main Force over the target before marking had commenced, he therefore overshoot the last turning point by 20 minutes before making a wide orbit to get back on track. This, however had the effect of splitting up the formation and as a result aircraft were approaching the target on many different headings - in fact "coming round the mountain when she comes" seems best to sum up the situation, which for the first few minutes of the attack, was somewhat hectic. The Master Bomber at last instructed the crews (who were orbiting violently in all directions) to bomb visually if they were able a minute later, however, a single Red Target Indicator was dropped accurately on the timing point. The Master Bombers orders were throughout the attack, given in relation to the smoke which was clearly seen by all the crews. The early arrivals had no difficulty in identifying the target visually, and before smoke had covered the timing point a good concentration of bombs was reported to have fallen across the S.S. Barracks. An excellent concentration was achieved with some tendency to overshoot to the north in spread to the south. In the main, however, bombing was confined to the immediate vicinity of the timing point, and it is thought that satisfactory results should have been achieved. In the words of the popular Press (yes, we did hit the headlines) the barracks were seen to be taking severe punishment, and the whole area was soon covered with a pall of black smoke, rising to 10000 ft. with bombs flashes leaping through it. Many aircraft circled the area several times to make sure of hitting the target. The report from the P.M.U. photographs that were taken immediately after the smoke had cleared, says that the Chlet (Heckenfeld) has received 2 or 3 direct hits and has damaged the N.E. wing of the S.S. Barracks has been demolished, the S.S. one severely damaged and the N.W. one severely damaged in its northern half; the Main Control Building has been a quarter demolished; the Air Field Control and Administrative H.Q. was still on fire; the Garage, Hospital and Guest Houses have all received blast damage, and Ser Spanin's house has been severely damaged. That 550 Squadron controlled damage materially to these results is shown by our photographs of him, at one of the show-banded material points somewhere in their bombing print. This was the greatest number achieved in the base. Witnesses of the target consisted of mortar fire from the S.S. Barracks, some L/F, while there was some H/F from Solzart, and one or two instances of aircraft being shot down. Our counter stream passed over on the way to the target.

Place	Date	Time	Summary of Events
North Killingholme	25 April	(continued)	"M" (Sgt. Locke) was unable to bomb the primary target due to a sticking distributor arm, although making an orbit and a second run. However they used their bombs usefully by dropping them on a bridge and railway line at Rithoyding, about 36 miles homeward from the target. All things considered, an extremely successful raid; we think that Francis Drake, that expert in sighting the facial protrusions of Continental dictators would have been pleased.
	26 April	18.00	<u>CONGRATULATIONS.</u> Congratulations to F/O Screen on his Immediate DFC. - won on the Hanover raid of 25th March last after a good show on 1 engine. And congratulations to F/L Brown on his Immediate DFC. - achieved on the Plauen raid on 16th April - an equally good show on 2 engines. And finally congratulations to F/L Persons and his crew on completing their operational tour.
	27 April	18.00	With the "Bar" reaching its final stages the Squadron carried out a few experimental flights in order to perfect itself in the delivery of food for the Dutch people. Very little other training being carried out.
	28 April	18.00	16 aircraft were detailed and briefed to proceed to Brussels to bring back some of our own people who had been Prisoners of War. After many postponements due to bad weather ten aircraft managed to take off out of 16 - even these were recalled, and much to the disappointment of the crews the Squadron had to call it a day.
	29 April	18.00	With the wind in the same quarter, the prospects of either or both of going to Brussels or delivering food to the Dutch seems no brighter, and the Squadron again did not carry out any of the <u>IMMEDIATE MISSIONS.</u>
	30 April	18.00	16 aircraft with crews proceeded on their humanitarian mission at midday to deliver food to the Dutch people on German occupied Holland. Our two dropping areas were the Racecourse outside The Hague and an airfield near Leyden. The food or 'Manna' as it is officially called, was dropped with precision to the great delight of the populace who had been acquainted with our intentions by Radio Luxembourg and whose appreciation could easily be seen in the form of vigorous flag waving since the aircraft flying at a height of 500 ft.
			28 aircraft with crews carried out another 'Manna' mission to Holland. The aircraft took off at approx. 16.00 hours and were back in time to enjoy their normal evening meal and pleased that they had seen privileged to do some good to our brave Dutch Allies.
			<u>SUMMARY FOR THE MONTH OF APRIL 1945.</u>
			Total hours flown on operations
			DAY 763.20 hours.
			NIGHT 742.57
			" " " training
			DAY 217.06
			NIGHT 93.15
			Total number of sorties carried out : 238.
			Total weight of bombs dropped : 793 tons.

SECRET

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
10 April (cont)	Lancaster NC.120 "D2"	F/O Johnston, L.S. (J.41973 RCAF) Sgt. Terry, B.C. F/O Armstrong, A.C. F/O Oke, L.J. Sgt. Jones, J. F/S Gadsby, C.B. F/S Gibson, J.A.	Pilot F/Eng. Nav. A/B. Wop/Air. M.U.G. R.A.C.	18.15	03.09 (J.43579 RCAF) (J.44553 RCAF)	Primary, at 16000 ft. at 23.17	
	Lancaster NC.246 "G"	F/S Kintner, R.P. (A.436039 RAAF) Sgt. Bradley, F.J. Sgt. Pullen, F.G. F/S Ramsden, R.E. Sgt. Greeney, V.F. Sgt. Needle, I.W. Sgt. Stockwell, R.A.	Pilot F/Eng. Nav. A/B. Wop/Air. M.U.G. R.A.C.	18.37	02.45	Primary, at 17000 ft. at 23.10	
	Lancaster ME.548 "Q"	F/O. Botke, A.C. (A.421780 RAAF) F/S Andrews, J.H. F/S. Ellishire, A.S. F/O Collins, S.W. Sgt. Williams, B.J. Sgt. Barton, H.W. Sgt. Knight, F.R.	Pilot F/Eng. Nav. A/B. Wop/Air. M.U.G. R.A.C.	18.14	03.07 (NZ.4213813 RAAF)	Primary, at 15500 ft. at 23.14	
	Lancaster MG.390 "J"	F/L. Brown, A.W. (A.26970 RCAF) F/S. Brown, W.J. F/O Smith, E.O. F/O Reid, T.B. F/O. Hestington, G.F. Sgt. Ryan, J. Sgt. Soraby, S.	Pilot F/Eng. Nav. A/B. Wop/Air. M.U.G. R.A.C.	18.24	02.35 (J.43916 RCAF) (J.45227 RCAF)	Primary, at 11500 ft. at 23.20	
	Lancaster ME.548 "R"	F/L. Mithell, F.J. W/O Horsley, H.J. Sgt. Levy, M.H. F/O. Hutches, E.A. Sgt. Bailey, D.J. F/O. Coleman, A.W. Sgt. Nicholson, R.B.	Pilot F/Eng. Nav. A/B. Wop/Air. M.U.G. R.A.C.	18.01	02.47	Primary, at 16000 ft. at 23.10	

Lancaster No. 221 "F"	F/O. Johnston, L.S. (J. 41973 RCAP) Sgt. Buxby, B.C. F/O. Armstrong, A.C. F/O. Oke, J.L. Sgt. Jones, J. F/S. Gadsby, C.B. F/S. Wilson, J.A.	Pilot F/Eng. Nav. A/B. Wop/Air. M.U.G. P.A.G.	18.14	03.33	Primary, at 19500 ft. at 22.55.
Lancaster PD. 382 "L"	W/O. Gibson, F.F. (A. 417612 RAAF) F/O. McKelvie, H. F/S. Miller, F.H. F/S. Emission, E.C. W/O. Evans, D. F/S. Clothier, A.H. F/O. Davey, E.J.	Pilot F/Eng. Nav. A/B. Wop/Air. M.U.G. P.A.G.	17.59	03.13	Primary, at 19000 ft. at 22.52
Lancaster PD. 343 "B"	F/O. Finley, H.A. F/S. Swan, W.A. F/S. Carter, J.B. F/O. Melia, R. Sgt. Barton, E. Sgt. Davey, I. Sgt. Towle, W.	Pilot F/Eng. Nav. A/B. Wop/Air. M.U.G. P.A.G.	18.13	03.07	Primary, at 18500 ft. at 22.53
Lancaster PD. 321 "K"	W/O. Tapsell, R.A. F/O. Adley, F.S. W/O. Wright, D.E. F/O. Browning, L.O. F/S. Collinson, G.E. F/S. Piper, J.E. Sgt. Evans, C.G.	Pilot F/Eng. Nav. A/B. Wop/Air. M.U.G. P.A.G.	18.20	03.02	Primary, at 20000 ft. at 22.53½
Lancaster No. 220 "F"	F/L. Blakeway, E.G. F/S. Rawlins, G.B. F/L. James, H. F/O. Vaughan, K.H. F/O. McCann, J. W/O. Gumbler, N. F/O. Lynch, L.O.	Pilot F/Eng. Nav. A/B. Wop/Air. M.U.G. P.A.G.	17.55	03.10	Primary, at 19000 ft. at 22.58
Lancaster No. 133 "N"	F/L. Parsons, D.R. (A. 434005 RAAF) Sgt. Carter, G. F/S. Price, J.H. Sgt. Robinson, K.F. Sgt. Finley, E. W/O. G.	Pilot 2nd Pilot - F/Eng. Nav. Wop/Air. M.U.G.	18.00	02.45	Primary, at 17500 ft. at 22.52½
	W/O. Parker, J.F.	W/O. G.	(A. 43197)	(K. 21377 RCAP)	

TYPE & NUMBER	UP	DOWN	
13 April (cont)			
Lancaster ME. 219 "E"	10.11	14.47	Primary, at 17500 ft. at 12.50
Lancaster NG. 291 "G"	10.16 1/2	14.39	Primary, at 18000 ft. at 12.47 1/2
Lancaster NG. 289 "C"	10.22 1/2	14.55	Primary, at 18000 ft. at 12.53
Lancaster NG. 246 "G"	10.18	14.32	Primary, at 17000 ft. at 12.33
Lancaster NG. 243 "A2"	10.10 1/2	14.03	Primary, at 17000 ft. at 12.31
Lancaster NG. 242 "B"	10.10	14.00	Primary, at 18000 ft. at 12.31

W/O. Davies, H.
P/O. Preston, J.S.
Sgt. Miller, W.V.
Sgt. Moran, K.P.
Sgt. Phillips, R.A.
Sgt. Wilson, J.F.
Sgt. Roberts, J.L.

Pilot
F/Eng.
Nav:
A/B.
Wop/Air.
M.U.G.
R.A.G.

P/O. Jeans, K.F.
Sgt. Snowball, H.G.
Sgt. Bilman, G.
Sgt. Thom, K.O.
Sgt. Vincent, G.C.
Sgt. Boyle, K.B.
P/O. Reeve, K.O.

Pilot
F/Eng.
Nav:
Wop/Air.
M.U.G.
R.A.G.

F/O. Digby, R.H.
(J. 91142 RCAF)
F/S. Walker, J.H.
F/O. Lewis, A.E.
Sgt. McLeod, R.A.
Sgt. Crabtree, D.
Sgt. Ferrigo, J.L.
Sgt. Heger, R.D.

Pilot
F/Eng.
Nav:
Wop/Air.
M.U.G.
R.A.G.

F/O. Johnson, L.S.
(J. 41973 RCAF)
Sgt. Ferry, B.G.
F/O. Amstrong, A.C.
F/O. Oee, J.L.
Sgt. Jones, J.
F/S. Galsay, G.B.
F/S. Wilson, F.K.

Pilot
F/Eng.
Nav:
Wop/Air.
M.U.G.
R.A.G.

F/S. Wilson, K.F.
(HM A. 417012 RCAF)
F/S. McKelvie, H.
F/S. Miller, E.H.
F/S. Enison, E.C.
W/O. Swains, L.
F/S. Clothier, A.H.
F/S. Tawey, E.J.

Pilot
F/Eng.
Nav:
Wop/Air.
M.U.G.
R.A.G.

F/O. Finlay, H.A.
F/S. Swain, A.
F/S. Carter, J.B.
F/S. Galt, R.
F/S. Johnston, E.
F/S. ...
F/S. ...

Sgt. ...
R.A.G.

BY No. 516. SQUADRON FOR THE MONTH OF April 19.45.

DETAIL OF WORK CARRIED OUT

SECRET

AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
			Up	Down		
Lancaster ME.390 "A"	F/O Findlay, H.A. F/S Swan, T.A. F/S Carter, J.B. F/O Vella, R. Sgt. Barton, E. Sgt. Tople, W.	Pilot F/Eng. NAV: A/B. Dog/Air. M.U.G. R.A.G.	15.11	20.00	Mission Abandoned.	
Lancaster NG.221 "F"	P/O Jeans, K.W. Sgt. Snowball, M.G. Sgt. Blinn, G. Sgt. Thom, K.G. Sgt. Vincent, C.C. W/O Lowe, H.O. F/O Beve, K.C.	Pilot F/SA. NAV: A/B. Dog/Air. M.U.G. R.A.G.	15.25 1/2	20.16	Mission Abandoned.	
Lancaster NG.240 "G"	F/O Johnston, J.S. (J.41973 RCAF) Sgt. Ferry, B.C. F/O Armstrong, A.C. F/O Oke, F.L. Sgt. Jones, J. F/S Gassby, C.B. F/S Alison, J.A.	Pilot F/Eng. NAV: A/B. Dog/Air. M.U.G. R.A.G.	15.10	17.05	Abortive - Starboard Outer u/s	
Lancaster P.343 "B"	F/S Lambert, D.P. F/S Macchuga, C.R. F/S Frell, C. Sgt. Miller, G.S. F/O Farrington, C. Sgt. Jones, J. Sgt. Kelly, I.	Pilot F/Eng. NAV: A/B. Dog/Air. M.U.G. R.A.G.	15.22	20.35	Mission Abandoned.	
Lancaster P.362 "L"	F/O Wilson, K.F. (A.417012 RCAF) F/O McElroy, H. F/S Miller, E.H. F/O Thomson, T.C. W/O Evans, J. F/O Blonier, A.H. F/S Gray, S.J.	Pilot F/Eng. NAV: A/B. Dog/Air. M.U.G. R.A.G.	15.13	20.00	Mission Abandoned.	

AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
			UP	DOWN		
Lancaster HG.289 "C"	F/O Johnston, L.S. (J.41973 RCAF) Sgt. Terry, E.C. F/O Armstrong, A.C. F/O Oke, J.L. Sgt. Jones, J. F/S Gadsby, C.B. F/S Wilson, J.A.	Pilot F/Eng. Nav. A/B. Wop/Air. M.U.G. R.A.G.	05.23 (J.43173 RCAF) (J.44563 RCAF) (R.28316 RCAF) (R.28366 RCAF)	13.36	Primary, at 18600 ft. at 09.53	
Lancaster PD.343 "B"	F/S Lambert, D.F. F/S Blackham, C.P. F/S Orrell, C. Sgt. Miller, G.S. F/S Farrington, C. Sgt. Boyle, A.E. Sgt. Daly, I.	Pilot F/Eng. Nav. M/B. Wop/Air. M.A.S. R.A.G.	05.14	13.31	Primary, at 19500 ft. at 09.50	
Lancaster PD.382 "L"	F/O Wilson, K.F. (A.417612 RCAF) F/S McKelvie, H. F/S Waller, E.H. F/S Eminson, E.G. W/O Evans, D. F/S Clothier, A.H. F/S Davey, E.J.	Pilot F/Eng. Nav. A/B. Wop/Air. M.U.G. R.A.G.	05.03 (A.428097 RAAF) (A.411887 RAAF) (A.437087 RAAF) (Av436183 RAAF) (A.49029 RAAF)	13.35	Primary, at 17500 ft. at 09.58	
Lancaster PD.321 "K"	F/S Cochrane, C.L. Sgt. Potts, J. F/S Williams, J.N. F/S Mathier, D.G. F/S Ashley, E. Sgt. Keevil, R.H. Sgt. Miles, A.C.	Pilot F/Eng. Nav. A/B. Wop/Air. M.U.G. R.A.G.	05.35	13.22	Primary, at 17000 ft. at 09.49	
Lancaster HG.176 "C"	F/S Ball, M.J. F/S Clark, P. Sgt. Johnston, F.M. F/S Feamery, A.E. Sgt. Bailey, W.H. Sgt. Law, F. Sgt. Butcher, G.W.	Pilot F/Eng. Nav. A/B. Wop/Air. M.U.G. R.A.G.	05.21	13.25	Primary, at 18000 ft. at 09.57	
Lancaster HG.237 "H"	F/L Johnston, H.G. F/S Dickens, A.L. Sgt. Lakeford, B.B. F/O Redsox, P.B. F/S Jermin, J.E. Sgt. Nicoll, N. Sgt. Dimson, G.P.	Pilot F/Eng. Nav. A/B. Wop/Air. M.U.G. R.A.G.	05.26	13.32	Primary, at 17000 ft. at 09.56	

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
April	LANCASTER ME.219 "B"	F/O. Jamieson, G.W. (J. 93710 RCAF) F/S. Burlington, H.W. F/O. Butcher, T.A. F/S. Riley, H.D. F/O. Hamilton, J.P. F/S. Hamilton, J.T. F/S. Swetley, J.	Pilot F/Eng. Nav. A/W Wop/Air H.U.G. H.U.G.	15.54	18.54	Primary, at 500 ft. at 17.35	MANNA mission
	LANCASTER ME.237 "F"	F/O. Screen, H.C. Sgt. McGee, B.T. Sgt. Carson, J. F/O. Brown, R.W. Sgt. Sattenbury, H.F. F/S. Roberts, H. Sgt. Barry, J.J.	Pilot F/Eng. Nav. A/B Wop/Air H.U.G. H.U.G.	16.01	18.50	Primary, at 500 ft. at 17.37	MANNA mission
	LANCASTER ME.289 "C"	F/O. Heby, R.H. (J. 91142 RCAF) F/S. Skelton, J.H. F/O. Lewis, A.E. Sgt. McGee, B.T. Sgt. Crabtree, D. Sgt. Ferrigo, J.L. Sgt. Haer, R.D.	Pilot F/Eng. Nav. A/B Wop/Air H.U.G. H.U.G.	16.07 1/2	19.07	Primary, at 500 ft. at 17.39	MANNA mission
	LANCASTER ME.21 "F"	F/A. Cochrané, C.L. Sgt. Potts, J. F/S. Williams, F.M. F/S. Mather, D.G. Sgt. Hamerley, J. Sgt. Kevel, R.H. Sgt. Miles, R.G.	Pilot F/Eng. Nav. A/B Wop/Air H.U.G. H.U.G.	16.16	19.06	Primary, at 500 ft. at 17.39	MANNA mission
	LANCASTER ME.21 "F"	F/O. Johnston, H.S. (J. 41973 RCAF) Sgt. Terry, T.C. F/O. Armstrong, A.C. F/O. Oke, J.L. Sgt. Jones, J. F/O. Gaddy, C.B. F/S. Allison, J.A.	Pilot F/Eng. Nav. A/B Wop/Air H.U.G. H.U.G.	16.15	19.14	Primary, at 500 ft. at 17.42	MANNA mission
	LANCASTER ME.21 "F"	F/O. Davies, H. F/O. Preston, L.S. Sgt. Keller, G.V. Sgt. Moran, K. Sgt. Phillips, R.A. Sgt. Elisc, J.F. Sgt. Ross, J.L.	Pilot F/Eng. Nav. A/B Wop/Air H.U.G. H.U.G.	16.17	19.18	Primary, at 500 ft. at 17.43	MANNA mission

Place	Date	Time	Summary of Events
North Killingholme	1945		
May 1	18:00	27 aircraft with crews took off at 14.00 hours with a further supply of food.	
May 2	18:00	Once again 27 aircraft with crew took off at 12.30 hours to deliver more groceries to the Dutch people.	
May 3	18:00	27 aircraft took off before midday on another "Manna" mission.	
May 4	18:00	The Squadron stood by for another "Manna" mission, but for some reason were not called upon. 6 aircraft and crews were also standing by awaiting orders to proceed to Brussels for the purpose of bringing back some of our former P.O.W. but for some reason this "Xmas" mission did not materialise.	
May 5	18:00	26 aircraft delivered more groceries to the Dutch.	
May 6	18:00	Squadron ready to proceed with food to Holland, but the mission was cancelled and the day was devoted to training.	
May 7	18:00	30 aircraft and crews led by Wing Commander McWaters took off on a "Manna" mission. W/O Handley (K2) on his return flight was able to assist in the rescue of at least three aircrew members of a Fortress which came down in the sea. On sighting this aircraft the W/O, at once turned I.F.F. on to "Distress", the aircraft being then practically submerged. Descending to 200 ft, the crew of K2 saw an American type dinghy and believed they also saw a figure in it; on returning from their orbit, however, the dinghy was seen to be upside down and no figure present. A tramp ship was then spotted some 6 or 7 miles South proceeding South away from the wreck. K2 flew over to this ship and signalled to it by Aldis lamp. S.O.S. followed us". The ship replied from the bridge by Aldis lamp and turned round and followed K2 back to the wreck. In the meantime the W/O had been passing position, time, height details etc. on W/P Section "g" and had received in return "Stand By" orders. On arriving back at the wreck, the ship lowered a boat. Approximately 2 miles north of the wreck, K2 found airman No.1 in the water with a parachute floating all around him but apparently without any Mae-West as no yellow harness was visible. A Mae-West was thrown to him by the Rear Gunner from the rear turret, which was seen to fall from the airman and which he donned. A flame float was also dropped. By this time, several Fortresses had arrived on the scene and circuits had become somewhat congested. A second airman was then spotted east of the wreck and another Mae-West was dropped to him, and Red Verrey cartridge fired. A Catalina aircraft then arrived on the scene, alighted on the sea and picked up survivor No.1. A Walrus aircraft also appeared alighted and picked up airman No.2. Still circling the area, K2 sighted a second dinghy which appeared empty; however one of the last remaining flame floats was dropped to mark it, also a Mae-West. Almost immediately a third survivor was seen in the water and by means of a red verrey light and R/T instructions on "Darkie" frequency, the Catalina aircraft taxied over and effected another rescue. Further search was continued, but as no more survivors were visible and the area was not thoroughly marked and patrolled, and as two more aircraft were seen approaching with airberms lifeboat and an escorting Spitfire, K2 left the scene and contained her homeward journey, well satisfied with the happy twist in circumstances that had enabled them to assist in the rescue operations, and, at the same time, considerably enlightened what otherwise would have been a somewhat monotonous trip.	
May 8	18:00	8 aircraft with crews took off before midday on another "Manna" mission. The remainder of the Squadron stood down for the day to celebrate "E" day. Games and cinema shows were organised. Mrs. Bell 'phoned to say that Wing Commander B. Bell had arrived in the country from P.O.W. camp.	

North Killingholme.	May 9	18.00	Another day of "VE" celebrations. The weather being fine, organised games of cricket etc., was the order of the day, with cinema shows throughout the day. In the afternoon preparations were made for an "Exodus" mission.
	May 10	18.00	23 aircraft and crews took off at approx: 05.30 hours to bring back to this country ex-prisoners of war from Brussels.
	May 11	18.00	25 aircraft and crews took off at approx: 15.45 hours for Brussels at very short notice after standing by for the most of the day. Ex-prisoners of war were brought back. Three of our aircraft, "E", "A2" and "H2" landed at Westcott with their human cargo, but unable to take off owing to technical troubles.
	May 12	18.00	The Squadron was held down from missions and commitments and the day was devoted to training and Church and "VE" parade rehearsal.
	May 13	18.00	The Squadron was not required for any flying duties and as this day was known as Thanksgiving Sunday we had a good muster on Church parade. A cocktail party from 11.30 to 12.30. Very few guests were able to attend but those who did, enjoyed their drinks to the strain of popular tunes played by the Station band. In the afternoon the Squadron Commander and a contingent from the Squadron took part in "VE" day parade at Barton-on-Humber. The weather was good and warm until lunch time when a thunder-storm with heavy showers marred the afternoon. Standing in the rain whilst the Civic heads were delivering rather lengthy speeches was not exactly appreciated. Squadron leader Kallevey phoned from London to say that he would be visiting the Squadron. S/Ldr., Kallevey was the Squadron Navigation leader and later became "A" Flight Commander.
	May 14	18.00	3 aircraft on flying training exercises consisting of Cross Countries and bombing practice. Air Sea rescue film shown to all members of the Squadron in the Station Briefing Room.
	May 15	18.00	No "Exodus" or "Manna" operations were carried out by the Squadron. 10 aircraft with crews carried out day cross countries, bombing and air firing exercises. 3 aircraft and crews carried out similar exercises during the night. Altogether over 33 hours flying training hours were flown.
	May 16	18.00	Again no operational missions were carried out and the day and night was devoted to training, involving over 34 hours day and night flying training. The Squadron was visited by Squadron Leader Kallevey DFC, former Squadron Navigation leader and "A" Flight Commander, who went missing on 28th August 1944 when flying with Flying Officer Bessen as his navigator on his last operational to a Baz-bomb site. Needless to say a great welcome was given to him and we were all very interested to hear of his experiences as a prisoner of war.
	May 17	18.00	No operational missions were carried out. With the war in Europe finished, a great deal of time is being devoted to Education and Vocational training of personnel and to bringing the Squadron back to a peace-time basis or standard. Low cloud prevented any flying training on a large scale. Wing Commander Bell, the former Squadron Commander visited the Squadron on his return to this country from a prisoner of war camp. It will be recalled that W/Odr. Bell took part in an attack on Duisburg on the night of 21/22 February 1945 and was shot down by a night fighter near Werthafen. The rear gunner, Sgt. Jones, was mortally wounded; the remainder of the crew successfully baled out, but the navigator, Sgt. Hancock, it is reported, fell into the hands of the Gestapo and was shot to death. This information was given by a Polish man

Place

Date

Time

Summary of Events

SECRET.

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North Killingholme

May 17

(cont)

to the C.C. of Infantry, U.S. Army and passed on to Air Ministry by 21st. Army Group from Headquarters, 379th. Infantry U.S. Army.

May 18 18.00

Newspaperational missions. Early morning parade commenced in the Squadron and opportunity was taken of inspecting the aircrew personnel's clothing. An instructional film was shown to Aircrew members at the Station Staffing Room.

May 19 18.00

The Squadron was not required for any operational missions and an extensive training programme of flying training was laid on consisting of Cross Countries, bombing, air to sea, and self towing drague firing exercises during the day. Altogether a total of over 50 hours flying training was completed. Unfortunately the low cloud caused the cessation of night flying early in the evening.

May 20 18.00

The Squadron was not called upon to operate. Ground and flying training were carried out, but the latter was curtailed somewhat by the bad weather which once again caused the complete cancellation of night flying.

May 21 18.00

The Squadron not having been called upon to participate in an Exercise mission held on and carried out an extensive flying training programme consisting of Cross Countries, Bombing, Air to Sea firing exercises, involving sixty hours 42 mins. flying.

The Squadron was visited by F/O. Packham who was shot down by Flak and fighters before he was able to reach the target at Stekrode on the night of 16/17th June 1944. All the crew were able to bale out successfully and remain underground for a month before being picked up by the Gestapo near Antwerp. At the time they were disguised as clergyman and tramps and endeavoured to pass themselves off as deaf and dumb mutes.

Cinema shows on the camp were well patronised by the Squadron and Station personnel, the main attraction being, it is believed, the Newsreel which included some horror pictures of the notorious concentration camps such as Buchenwald and Belsen.

May 22 18.00

No flying was carried out by the Squadron and the day was devoted to cleaning all the aircrew billets on Nos: 1, 3 and 6 sites and re-allocating accommodation so that the crews would be together as far as it is possible. In the evening the Station personnel gave a variety show which was well attended.

May 23 18.00

30 aircraft with crews stood by for Cross country exercise which was to have been carried out on similar lines to a recent operational flight. The crews were briefed in the usual manner, but the flight was postponed and later cancelled altogether owing to mist and low cloud which persisted all day.

The W.A.A.F.s. entertained the 'all ranks' by holding a dance in the N.A.A.F.I. All thoroughly enjoyed themselves and the effort much appreciated.

May 24 18.00

The Squadron was not required for 'Exodus' mission and the day was devoted to flying training involving over 40 hours day and six hours night flying. All R.O.A.F. and R.A.A.F. personnel were 'unscrambled' from the Squadron aircrews and held in readiness for a move to Holding Units from where they will no doubt be repatriated to their respective countries. The Squadron's aircrew strength has in consequence dropped from 55 to 30 aircrews.

May 25 18.00

No 'Exodus' missions and the day was devoted to flying training, release and resettlement lectures and preparations made for the commencement of Vocational training.

Place

Date

Time

Summary of Events

SECRET.

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North Killingholme

May 25

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40 hours day flying training and a little over six hours night flying training was carried out.

May 26 18.00

Very little flying training was carried out owing to adverse weather conditions. In addition, 21 aircraft and crews were standing by for 'Exodus' mission. The day was chiefly devoted to ground training and lectures by the various Section leaders. All night flying was cancelled. F/Lt. Heltham reported for duty as Squadron Adjutant and will take over from F/Lt. C.E. Wallis, M.A. who is being released under Group I.

May 27 18.00

No flying training took place and the Squadron was still standing by for 'Exodus' mission.

May 28 18.00

Only 10 1/2 hours day flying training was carried out, the weather deteriorating, and all night flying was cancelled. Most of the day was devoted to lectures by Section leaders and preparations were made for the next day's training programme.

May 29 18.00

A day of extensive day and night flying training consisting of day and night cross countries, bombing and air to sea firing exercises involving 18 1/2 hours night and 6 1/2 hours day flying.

May 30 18.00

An uneventful day. The weather only permitted a limited amount of flying training. Most of the day was devoted to lectures and ground training.

May 31 18.00

The Squadron participated in a rehearsal parade in readiness for the visit of the Air Officer Commanding to this Station in the near future. The Station and Squadron were subjected to an inspection by the Group Senior Administrative Officer, Group Captain Gerden-Diff, and his staff. So far as is known at present, everything appeared to be very satisfactory in the Squadron. For the first time in the Squadron's short history, ground staff were flown over Holland and Germany to sea for themselves the devastation. In all 36 hours flying training was carried out consisting of air to sea, bombing, and cross country exercises.

SUMMARY FOR THE MONTH OF MAY 1945.

Total hours flown on operations.

DAY 699.36 hours

" " " " training

NIGHT NIL

" " " " training

DAY 366.49 "

" " " " training

NIGHT 57.57 "

Total number of Settlers carried out

185.

Total weight of bombs dropped

NIL.

TYPE & NUMBER	CREW	DUTY	DETAILS OF SORTIE OR FLIGHT		REFERENCES
			Up	Down	
Langcaster PA.288 "R"	W/O. Davies, H.O. F/O. Preston, J.S. Sgt. Keller, G.V. Sgt. Moran, K.P. Sgt. Phillips, R.A. Sgt. Wilson, J.F. Sgt. Roason, J.L.	Pilot F/Eng. Nav: A/2 Top/Air. Mid/Eng. R.A.G.	14.04	17.19	Primary, at 300 ft. at 15.34 MANNA Mission
Langcaster PA.325 "J"	W/O. Grimes, H.S. F/S. Campbell, H.D. S/L. Findlayson, F/S. Elliott, R.A. Sgt. Atkinson, A.S. Sgt. Higgins, K. Sgt. Edwards, B.	Pilot F/Eng. Nav. A/B. Top/Air. M.U.G. R.A.G.	14.13	17.36	Primary, at 500 ft. at 15.40 MANNA mission
Langcaster PA.217 "H"	F/O. Sorren, S.G. Sgt. McGee, B.W. Sgt. Carson, J. F/S. Brown, F.W. F/S. Rattenbury, H.P. F/S. Jacobs, H. Sgt. Barry, J.J.	Pilot F/Eng. Nav: A/B. Top/Air. Mid/Eng. R.A.G.	13.45½	15.38	Primary, at 500 ft. at 15.36½ MANNA mission
Langcaster NG.289 "C"	F/O. Johnston, J.S. (J.41973 RCAR) F/S. Ferry, B.C. F/O. Armstrong, A.C. F/O. Keefe, J.H. F/S. Jones, J. F/S. Cassidy, C.B. F/S. Wilson, J.A.	Pilot F/Eng. Nav: A/B. Top/Air. R.A.G.	14.08	17.24	Primary, at 500 ft. at 15.35½ MANNA mission
Langcaster PA.343 "3"	F/S. Lowmery, J.J. F/S. Blackham, C.P. F/S. Orrell, G. Sgt. Miller, G.S. Sgt. Hamilton, C. Sgt. Doyle, A.E. Sgt. Daly, I.	Pilot F/Eng. Nav: A/B. Top/Air. M.U.G. R.A.G.	14.07	17.14	Primary, at 500 ft. at 15.35 MANNA mission
Langcaster PA.319 "B"	F/O. Jamieson, G.W. (J.49779 RCAR) F/S. Burlingham, H.W. F/S. Cameron, E.A. F/S. Riley, T.J. F/S. Hancock, J.K. F/S. Hamilton, J. F/S. Zwolsch, J.	Pilot F/Eng. Nav: A/B. Top/Air. M.U.G. R.A.G.	14.02	17.02	Primary, at 500 ft. at 15.31 MANNA mission

Place Date Time

Summary of Events

SECRET.

References to Appendices

Place	Date	Time	Summary of Events
North Killingholme	1.6.1945	18.00	Flying training programme consisting of Cross country, Bombing, Air to Sea firing and Fighter affiliation exercises were carried out involving 28 1/2 hours flying, which included the taking of ground personnel on a "Cook's Tour" over the parts of the former European theatre of war.
	2.6.1945	16:00	Another day and night of flying training involving 35 hours day flying and 23.08 hours night flying, including another "Cook's Tour" of Europe.
	3.6.1945	18.00	Rain and low cloud prevented any kind of flying; day and night flying training programme was therefore cancelled. The Section leaders lectured to members of their respective sections.
	4.6.1945	18.00	Despite adverse weather conditions, the Squadron were able to carry out a limited amount of flying training involving 28.45 hours by day and 20.55 hours by night.
	5.6.1945	18.00	Limited flying training - 6.03 hours. Two "Cook's Tours" were cancelled.
	6.6.1945	18.00	Training consisted only of night flying amounting to 13.47 hours.
	7.6.1945	18.00	Weather improved. Cross country exercises and bombing exercises were carried out. The G.F.F. visited the Station.
	8.6.1945	18.00	Weather good. 24.39 hours flying including two "Cook's Tours".
	9.6.1945	18.00	27 hours of day flying and 9 hours of night flying were carried out. The day flying included two "Cook's Tours". In the afternoon the Squadron was visited by the Group Gunnery leader.
	10.6.1945	18:00	Only 6 hours day flying could be carried out and the night flying programme had to be cancelled.
	11.6.1945	18.00	Very bad weather. A large flying programme was scheduled, but only 2 hours were flown. The Group Bombing leader visited the Squadron.
	12.6.1945	18.00	The weather was not much better. Two "Cook's Tours" were started but were recalled after one hour. A total of 21 hours were flown. The Squadron was visited by the Group Flight-Engineer leader.
	13.6.1945	13:00	In good weather 39 hours were flown by day and 15 by night.
	14.6.1945	18.00	The weather remained settled and 21 hours were flown by day including two Continental Cross Country flights. 18 hours were flown by night. In the morning a rehearsal for the Air Officer Commanding's parade took place.
	15.6.1945	18.00	Two "Cook's Tours" had to be cancelled. In the Intelligence Library an exhibition of the work carried out and the results achieved by the squadron, was displayed by a mixed magnificent collection of photographs.
	16.6.1945	18.00	All flying was cancelled. The Base Commander visited the station and inspected all ranks on parade. All sites were inspected during the afternoon.

North Killingholme

17.6.1945 18.00

In excellent weather 49 hours were flown by day and 31 hours by night.

18.6.1945 18.00

A "Billseye" exercise was carried out. This involved 50 hours night flying. F/Lt. C.W. Waddy, M.K. ex-Squadron Adjutant, reported to Wards for release under Group I. This was our first release. The second release does not occur until Group 19 is promulgated.

19.6.1945 18.00

No flying. Rehearsal for Air Officer Commanding's parade.

20.6.1945 18.00

No flying. Rehearsal for Air Officer Commanding's parade. Inspection of billeting sites by the Squadron Commander.

21.6.1945 18.00

No flying. Rehearsal for Air Officer Commanding's parade. Inspection of billeting sites and officers by the Squadron Commander.

22.6.1945 18.00

Weather warm. Air Officer Commanding's parade. Inspection of billeting and technical sites by the Air Officer Commanding, Air Vice Marshal R.S. Bluckey, CBE, DSO, AFC.

23.6.1945 18.00

Two Cook's Tours had to be cancelled, but the day produced 26 hours of day flying.

24.6.1945 18.00

Stand-down, authorized by the Air Officer Commanding. Glorious weather.

25.6.1945 18.00

"Post-Mortem" exercise to Flensburg. 19 aircraft were engaged resulting in 102 hours of flying. The aircraft were stacked from 17000 to 21000 feet. Thara was considerable, a cloud over Denmark but over Flensburg the target was perfectly clear.

26.6.1945 18.00

Heavy showers. "Post-Mortem" planned for 27th June. Briefing at 04.00 hours. Night flying cancelled.

27.6.1945 18.00

"Post-Mortem" cancelled through bad weather. 19 hours of flying training were flown.

28.6.1945 18.00

Little flying took place because of unsuitable weather, the total being rather less than 10 hours.

29.6.1945 18.00

Very little improvement in flying conditions. 16 hours flying took place.

30.6.1945 18.00

Weather very bad. No flying took place.

During this month all Australian and all Canadian flying personnel were posted away from the Squadron.

SUMMARY FOR THE MONTH OF JUNE 1945.

Total hours flown on training DAY 500.46

NIGHT 207.28

Place

Date

Time

Summary of Events

SECRET.

The undermentioned personnel posted to R.A.F. Station, Birtm, w.e.f. 23.6.1945 -

157188	F/O.	Parker	-	F/Eng.	1382008	F/S.	TEHET	-	F/Eng.
1582048	Sgt.	Oldham	-	F/Eng.	1827155	Sgt.	Wood	-	F/Eng.
1880943	Sgt.	Finnigan	-	F/Eng.	1666305	Sgt.	Cabtree	-	Wop/Air
2204299	F/S.	Jones	-	Wop/Air	3067228	Sgt.	Cineas	-	Wop/Air
1850511	F/S.	Gould	-	Wop/Air	1450089	F/S.	Wood	-	Wop/Air
1893597	F/S.	Gerrish	-	Wop/Air	1690599	F/S.	Harper	-	Wop/Air N/G.
1590097	Sgt.	Hutchinson	-	A/G.	1851369	Sgt.	Robinson	-	A/G.
1812601	Sgt.	Bust	-	A/G.	1825608	Sgt.	Kissell	-	A/G.
710890	Sgt.	Cramer	-	A/G.	848514	Sgt.	Stevens	-	A/G.
1650712	Sgt.	Miles	-	A/G.	1710408	F/S.	Smith	-	A/G.

The undermentioned personnel posted to R.A.F. Station, Rufforth, w.e.f. 25.6.1945 -

J41973	F/O.	Johnston	-	Pilot	J93710	P/O.	Jamieson	-	Pilot
J26970	F/L.	Browne	-	Pilot	J26483	F/O.	Hart-Black	-	Pilot
189714	F/O.	Town	-	Pilot	114702	F/L.	Sweeney	-	Pilot
J90454	F/O.	Mickle	-	Pilot	J41675	F/O.	Btcher	-	Nav:
J43916	F/O.	Smith	-	Nav:	J43507	F/O.	Bishop	-	A/B.
J44563	F/O.	Oke	-	A/B.	J41237	F/O.	Molan	-	A/B.
J4418	F/O.	Clark	-	A/B.	J44609	F/O.	Campbell	-	A/B.
J41531	F/O.	Whitney	-	A/B.	J45229	F/O.	Hetherington	-	Wop/Air.
R206409	F/S.	Bliley	-	A/B.	R219884	Sgt.	Holrod	-	A/B.
M190134	W/O.	Francis	-	A/B.	R183300	F/S.	Ancolin	-	Wop/Air
M116457	W/O.	Hansen	-	Wop/Air.	R288000	F/S.	Wilson	-	A/G.
R261927	F/S.	Tasker	-	A/G.	R281031	F/S.	Hamilton	-	A/G.
R272861	Sgt.	Hager	-	A/G.	R119407	F/S.	O'Reilly	-	A/G.
R205804	F/S.	Soutgates	-	A/G.	R212521	F/S.	Kliver	-	A/G.
R283229	F/S.	Brown	-	A/G.					

The undermentioned personnel post to R.A.F. Station, Gamston, w.e.f. 25.6.1945 -

J417612	P/O.	Wilson	-	Pilot	A430856	F/O.	Cooll	-	A/B.
A42780	F/O.	Bothe	-	Pilot	A434306	F/O.	Ellott	-	Pilot
A426039	F/O.	Knight	-	Pilot	A437429	F/O.	King-Smith	-	Pilot
A409352	F/L.	Walters	-	Pilot	A423527	F/O.	Evans	-	A/B.
KK27127	F/O.	Lukies	-	Pilot	K437141	F/O.	Longmire	-	Nav:
A425125	F/O.	Coombes	-	Wop/Air	A424919	F/O.	Owen	-	A/B.
A429402	F/O.	Cathcart	-	Pilot	A428826	F/O.	Thorp	-	Nav:
A437328	F/O.	Berger	-	A/B.	A429587	P/O.	Johnson	-	Pilot
A430651	P/O.	Fleming	-	Pilot	A430359	P/O.	Batler	-	Pilot
A418651	F/S.	Dandon	-	A/G.	A428607	F/S.	Walter	-	Nav:
A437087	W/O.	Evans	-	Wop/Air	A49029	F/S.	Davey	-	A/G.
A432417	F/S.	Pinnington	-	Nav:	K414361	W/O.	Kirby	-	A/B.
A37054	F/S.	Brock	-	Wop/Air	A435621	Henry (F/S)		-	A/G.
A441425	F/S.	Fegnum	-	A/G.	A11044	F/S.	Coffey	-	Nav:
A436817	F/S.	Walsh	-	A/B.	A430619	F/S.	Haines	-	Wop/Air
A431267	F/S.	Birt	-	A/G.	A433663	F/S.	Parks	-	A/G.

TYPE & NUMBER				Up	Down	
Con't)						
LANCASTER No. 20 "A"	F/L. Bliskery, E.G. F/O. Watkins, G.B. F/L. James, H. F/O. Vaughan, K.H. F/O. McCann, G. F/O. Gamble, N. F/O. Lynch, L.O.	Pilot F/Eng. NAV: A/B. Wop/Air. M.U.G. R.A.G.		19.47	01.45	Primary, at 1000 ft. at 22.39
LANCASTER No. 135 "A"	F/L. Parsons, J.R. (A.43400) (RAF) W/O Lees, T.B. Sgt. Carter, G.H. F/S. Price, J.H. Sgt. Morrison, W. F/O. Robinson, K.T. Sgt. Hinsley, E. F/O. Tuskery, J.P.	Pilot 2nd. Pilot F/Eng. NAV: A/B. Wop/Air. M.U.G. R.A.G.		19.33	21.15	Abortive - Instruments u/s. (R.114805 RCAF)
LANCASTER No. 113 "P"	F/S. Williams, D.P. F/S. Rose, V. Sgt. Shaw, D.H. Sgt. McCraith, A.H. Sgt. Smith, R.O. F/O. Robinson, K.T. Sgt. Lindsey, J.E.	Pilot F/Eng. NAV: Wop/Air. M.U.G. R.A.G.		19.49	01.25	Primary, at 1200 ft. at 22.37 (R.216327 RCAF)
LANCASTER No. 514 "Y"	F/O. Beale, J.A. (J.89371 RCAF) W/O. Davies, H. Sgt. Matthews, R.F. F/O. Cooney, A.S. W/O. Banks, J.L. Sgt. Sperry, R. Sgt. McKenzie, J.A. F/S. McKewen, J.L.	Pilot 2nd. Pilot F/Eng. NAV: A/B. Wop/Air. M.U.G. R.L.G.		19.43	01.09	Primary, at 1400 ft. at 22.35 (J.39364 RCAF) (R.155988 RCAF) (R.272130 RCAF) (R.108692 RCAF)
LANCASTER No. 69 "V"	F/L. White, R.E.G. F/O. Johnston, L. F/S. Johnston, K.G. F/S. Marsh, J.H. F/O. McLean, J.C. Sgt. Edwards, G. Sgt. Gray, W. Sgt. Humphreys, T.	Pilot 2nd. Pilot F/Eng. NAV: A/B. Wop/Air. M.U.G. R.A.G.		19.29	01.33	Primary, at 1000 ft. at 22.37 (J.41978 RCAF) (N.423576 RCAF) (J.41337 RCAF)
LANCASTER No. 240 "G"	F/S. Knight, F.P. (A.43009) (RAF) F/S. Lambert, D.P. Sgt. Bradley, P.I.	Pilot 2nd. Pilot F/Eng.		19.46	01.28	Primary, at 1550 ft. at 22.35
	Sgt. Allen, P.C. F/S. Ramsden, R.E. Sgt. Graves, V.F.	NAV: A/B. Wop/Air.				

Place	Date	Time	Summary of Events
North Killingholme	25 April	(continued)	Mr (Sgt. Locke) was unable to score the primary target due to a sticking distributor arm, although making an orbit and a second run. However they used their bombs usefully by dropping them on a bridge and railway line at Rhipolding, about 20 miles home-ward from the target. All things considered, an extremely successful raid, we think that Francis Drake, that expert in singeing the facial protrusions of Continental dictators would have been pleased.
	26 April	18.00	CONGRATULATIONS. Congratulations to F/O Screen on his immediate DFC. - won on the Hannover raid of 25th March last after a good show on 3 engines. And congratulations to F/Lt Brown on his immediate DFC. - achieved on the Plauen raid on 16th April - an equally good show on 2 engines. And finally congratulations to F/O Parsons and his crew on completing their operational tour.
	27 April	15.00	With the war reaching its final stages the Squadron carried out a few experimental flights in order to perfect itself in the delivery of food for the Dutch people. Very little other training being carried out.
	28 April	18.00	If aircraft were detailed and briefed to proceed to Brussels to bring back some of our own people who had been prisoners of war. After many postponements due to bad weather ten aircraft managed to take off out of 16 - even these were recalled, and much to the disappointment of the crews the Squadron had to call it a day.
	29 April	18.00	With the wind in the same quarter, the prospects of either or both of going to Brussels or delivering food to the Dutch seems no brighter, and the Squadron again did not carry out any of the USCH & HUMILIARIAN MISSIONS.
	30 April	18.00	16 aircraft with crews proceeded on their humanitarian mission at midday to deliver food to the Dutch people on German occupied Holland. Our two dropping areas were the racecourse outside The Hague and an airfield near Leyden. The food or 'Manna' as it is officially called, was dropped with precision to the great delight of the populace who had been acquainted with our intentions by Radio Luxembourg and whose appreciation could easily be seen in the form of vigorous flag waving since the aircraft flying at a height of 500 ft.
			28 aircraft with crews carried out another 'Manna' mission to Holland. The aircraft took off at approx. 16.00 hours and were back in time to enjoy their normal evening meal and pleased that they had been privileged to do some good to our brave Dutch Allies.
			Summary for the month of April 1945.
			Total hours flown on operations
			DAY 769.20 hours.
			NIGHT 742.57
			" " training DAY 217.00
			NIGHT 94.15
			Total number of sorties carried out 238.
			Total weight of bombs dropped 793 tons.

Place

Date

Time

Summary of Events

SECRET

The undermentioned crews posted in from Units stated w.e.f. dates shown -

1667 C.U. - 12-3-45.

122347 F/L. Blakeway - Pilot
 1395391 F/S. Savkins - F/Eng.
 1395676 F/Lt. James - Nav.
 177704 F/O. Baughan - A/B.
 17503 F/O. McCann - Wop/Air.
 1232573 F/S. Gemble - M.U.G.
 178235 F/O. Lynch - R.A.G.

1667 C.U. - 15-3-45.

A. 427780 F/O. Bothe - Pilot
 1807133 F/S. Andrews - F/Eng.
 NZ 4213813 F/S. Whitshire - Nav.
 164575 F/O. Collins - A/B.
 1837273 F/O. Williams - Wop/Air.
 1881340 F/O. Barton - M.U.G.
 1881575 F/O. Knight - R.A.G.

1667 C.U. - 24-3-45.

R.114805 F/O. Iaes - Pilot
 1809842 F/O. Fitzgerald - F/Eng.
 951087 Sgt. Lee - Nav.
 1571035 Sgt. Kidd - A/B.
 1836390 Sgt. Sullivan - Wop/Air.
 3033282 Sgt. Humphrey - M.U.G.
 3023756 Sgt. Notman - R.A.G.

1667 C.U. - 26/3/45.

1567972 F/S. Lamberty - Pilot
 1624693 Sgt. Blackham - F/Eng.
 1523256 F/S. Orrell - Nav.
 1568442 Sgt. Miller - A/B.
 1576713 F/S. Farrington - Wop/Air.
 1896383 Sgt. Boyle - M.U.G.
 2205165 Sgt. Daly - R.A.G.

1667 C.U. - 23-3-45.

162532 F/O. Cox - Pilot
 183043 P/O. Jackson - F/Eng.
 172279 F/O. Watson - Nav.
 165047 F/O. Fletcher - A/B.
 1816750 Sgt. Townd - Wop/Air.
 1893037 Sgt. Chick - M.U.G.
 1853261 Sgt. Gee - R.A.G.

1667 C.U. - 25-3-45.

191115 F/O. Smart - Pilot
 1673528 Sgt. Blackham - F/Eng.
 1625655 Sgt. Clayton - Nav.
 1795925 Sgt. O'Riherith - A/B.
 1521855 Sgt. Spioer - Wop/Air.
 1269655 Sgt. Rose - M.U.G.
 1821493 Sgt. Taylor - R.A.G.

1668 C.U. - 24-3-45.

J. 43973 F/O. Johnston - Pilot
 1388068 Sgt. Perry - F/Eng.
 J. 43573 F/O. Armstrong - Nav.
 J. 44963 F/O. Gee - A/B.
 2204239 Sgt. Jones - Wop/Air.
 R. 285100 Sgt. Gadsby - M.U.G.
 R. 288000 Sgt. Wilson - R.A.G.

No. 1634 C.U. - 13-3-45.

NZ 428130 F/S. Lockyer - Pilot
 1397963 Sgt. Drewbridge - F/Eng.
 1802847 Sgt. Barry - Nav.
 1333588 F/O. Farmer - A/B.
 1521992 Sgt. Tillott - Wop/Air.
 1597703 Sgt. Matthews - M.U.G.
 1396343 Sgt. Lacey - R.A.G.

101 Sqn. - 24-3-45.

J. 89714 F/O. Town - Pilot
 1927175 Sgt. Wood - F/Eng.
 1522563 F/S. Seffell - Nav.
 R. 130134 F/S. Francis - A/B.
 R. 116497 W/O. Hansson - Wop/Air.
 R. 119407 F/S. O'Reilly - M.U.G.
 R. 205804 F/O. Southgate - R.A.G.

103 Sqn. - 1-1-45.

144351 F/S. Johnston - F/Eng.
 NZ 421070 F/S. Marsh - Nav.
 J. 41237 F/O. McLean - A/B.
 2203264 Sgt. Edwards - Wop/Air.
 1842224 Sgt. Gray - M.U.G.
 1328263 Sgt. Hume - R.A.G.