

[1/355]

AUSTRALIAN ARCHIVES
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HISTORICAL DOCUMENTS

No. 464 SQUADRON

DECEMBER 1942 to FEBRUARY 1944

ANM 64

[1/355]

Secret

ENCLOSURE 18

HISTORY OF NO. 46 SQUADRON, R.A.A.F.

SEPTEMBER, 1942.

SEPTEMBER 1st, 1942. The Squadron started to form on this date at Feltwell, No. 2 Bomber Command. It is commanded by W/Cdr. R.H. Young, A.F.C., and the Flight Commanders are Aus. 400590 S/Ldr. R.W. Iredale, D.F.C., and S/Ldr. Carlisle, R.A.F.

Experienced R.A.A.F. personnel already attached are: -

Aus. 400404 P/O. S.B. Abbot, Aus. 400425 P/O. J.F.W. Ledbetter, Aus. 408134 Sgt. Parsons, W.D., Aus. 403308 Sgt. Barrinan, W.R. Aus. 401184 Sgt. Collins, W.W., Aus. 403426 P/O. B.R. Miles, Aus. 404116 P/O. F.R. Roberts, and Aus. 400491 P/O. L. Rule.

SEPTEMBER 2nd, 1942. F/Lt. C.G. Wood, Squadron Adjutant arrived.

SEPTEMBER 4th, 1942. Air Vice Marshal A. Lees, C.B.E., D.S.O., the A.C.C. visited the Squadron.

SEPTEMBER 9th, 1942. W/Cdr. R.H. Young, A.F.C., the Squadron Commander arrived.

SEPTEMBER 24th, 1942. Total number of aircrews to date, 25 minus 2 observers.

SEPTEMBER 30th, 1942. Total number of aircraft - 5 Venturas.

OCTOBER, 1942.

OCTOBER 29th, 1942. Squadron Leader Carlisle, O.C. "B" Flight awarded D.F.C.

OCTOBER 31st, 1942. Total number of aircraft now seventeen Venturas, and total number of aircrews now 27.

During the month a considerable number of practice flights were carried out, and instruction courses taken.

NOVEMBER, 1942.

NOVEMBER 4th, 1942. Squadron had its first fatal accident. During an exercise, aircraft piloted by F/Lt. Dore crashed. Machine exploded on impact and was burnt out. All the crew were killed.

NOVEMBER 9th, 1942. P/O. Martin, Squadron Bomber Leader awarded the D.F.C.

NOVEMBER 13th, 1942. Sgt. Dunnett, W.Op/A.C. whilst carrying out gun maintenance was unfortunately shot through the hand.

NOVEMBER 17th, 1942. W/Cdr. Young went to Buckingham Palace to receive the A.F.C. from the hands of His Majesty the King.

NOVEMBER 18th, 1942. P/O. Miles and crew were slightly injured during an exercise. Their aircraft overshot on landing and was completely destroyed.

NOVEMBER 25th, 1942. S/Ldr. Billyeald, R.A.F. arrived to take over "A" Flight.

DECEMBER, 1942.

DECEMBER 6th, 1942. FIRST OPERATION. The Squadron had its first operation today. 14 aircraft joined forces with Nos. 487 and 21 Squadrons and led by W/Cdr. Young of 464 Squadron set off to bomb the Phillips Radio Works at Eindhoven. Accurate flak was experienced over the target, and a number of aircraft were hit. On the homeward journey all machines and some of the crews suffered damage from collisions with seagulls and ducks.

Three planes captained by F/O. H.G. Moor, Sgt. B.M. Harvey, and Aus. 408513 Sgt. S.C. Moss failed to return.

DECEMBER 8th, 1942. Squadron was visited by Australian Press representative.

DECEMBER 21st, 1942. One aircraft captained by Sgt. H. Pilkington dropped bombs on railway siding, Mons area, and blew engine off the rails. Light machine gun fire experienced on return journey.

Five Venturas of this Squadron took part in a search over the North Sea for a Halifax. Nothing was seen.

DECEMBER 24th, 1942. D.S.O. awarded to W/Cdr. Young, for his part in the Eindhoven raid. The D.F.C. was awarded to his navigator, F/Lt. Hart.

News received that Aus. 411921 Sgt. Lindsay is all right, Aus. 408513 Sgt. Moss is seriously wounded and Sgt. Wallis and Wagner are wounded. All are prisoners of war.

JANUARY, 1943.

JANUARY 2nd, 1943. Air Marshal, Sir Arthur Harris, K.C.B., C.B.E., A.F.C., received a letter from Sir Archibald Sinclair stating that the Dutch Minister had visited him in order to express his Government's admiration for the skill with which the raid on Eindhoven was planned and executed.

JANUARY 13th, 1943. RAID ON ABBEVILLE. Nine aircraft led by W/Cdr. Young bombed Abbeville aerodrome successfully. All aircraft returned safely to base.

JANUARY 17th, 1943. A.O.C. Air Vice Marshal J.H. D'Albiac, C.B., D.S.O., visited the Squadron.

JANUARY 18th, 1943. RAID ON CAEN AERODROME. 6 aircraft from this Squadron took off to bomb Caen aerodrome but were recalled owing to bad weather over the target.

JANUARY 20th, 1943. Local formation carried out and Sgt. Abrey and P/O. Drake were killed and Sgt. Aldridge seriously injured when aircraft hit the top of a tree and disintegrated.

JANUARY 21st, 1943. Six aircraft took off and successfully bombed Caen aerodrome. All aircraft returned safely.

JANUARY 22nd, 1943. RAID ON MAUPERTUS AERODROME. Nine aircraft took off to attack Maupertus aerodrome. Accurate flak was encountered and five machines were hit. Sgt. Powell was seen to fly into the sea, Sgt. Pilkington crash landed in the IJssel of Wight and Sgt. Lush and Robinson landed away from base, both shot up.

JANUARY 26th, 1943. RAID ON BRUGES. Six aircraft led by W/Cdr. Young attacked engine sheds at Bruges. All returned safely.

JANUARY 31st, 1943. S/Ldr. I.C.E. Dale took over command of "B" Flight from S/Ldr. Carlisle, D.F.C.

FEBRUARY, 1943.

FEBRUARY 2nd, 1943. Twelve aircraft led by W/Cdr. Young took off to attack Engine sheds at Bruges. Cloud cover the target made bombing difficult and bombs were seen to overshoot. All aircraft returned safely to base.

FEBRUARY 3rd, 1943. RAID ON ST. OMER AERODROME. Twelve aircraft led by S/Ldr. Biliyeali took off to attack aerodrome at St. Omer but were recalled after reaching the English coast. Took off again in the afternoon and after crossing the French coast a concentration of flak burst among the second box, hitting them all, and one crew baled out. First box brought bombs back as was unable to locate target, but second box bombed a nearby aerodrome. All aircraft with the exception of one made base successfully.

FEBRUARY 13th, 1943. ATTACK ON ENEMY SHIPPING. Ten aircraft led by W/Cdr. Young, took off to attack an enemy vessel lying off Boulogne but after crossing the English coast weather conditions deteriorated and the attack had to be abandoned.

FEBRUARY 26th, 1943. ATTACK ON ENEMY SHIPPING. Twelve aircraft led by W/Cdr. Young took off in the morning to attack an armed raider at Dunkirk. Owing to cloud task had to be abandoned. Aircraft took off again and attacked in the afternoon. Near misses were observed but the ship was not hit. All the aircraft were damaged by accurate flak and two of them had to make forced landings away from base.

Squadron was visited by Australian Padre - S/Ldr. Rev. Pearce, R.A.A.F.

FEBRUARY 27th, 1943. ATTACK ON ENEMY SHIPPING. Six aircraft again took off to attack the armed raider at Dunkirk but as the ship had moved, marshalling yards and railway sidings were bombed instead. All aircraft returned safely.

MARCH, 1943.

MARCH 4th-12th, 1943. Squadron took part in Spartan Operation. Weather conditions were very good and not one machine was damaged.

MARCH 18th, 1943. RAID ON MAASLUIS. Led by W/Cdr. Young, twelve aircraft attacked and successfully bombed the oil refinery plant at Maasluis. All returned safely.

MARCH 22nd, 1943. Twelve aircraft led by F/Lt. Sugden took off to attack marshalling yards at Caen but were recalled before reaching the target.

MARCH 28th, 1943. ATTACK ON ENEMY SHIPPING. Twelve aircraft led by W/Cdr. Young attacked the "Sperrbrecher", an armed vessel lying in Rotterdam Harbour. Accurate flak was encountered but all aircraft returned safely.

MARCH 29th, 1943. RAID ON ROTTERDAM. Six aircraft took off to attack shipping and Dock installations at Rotterdam but for some unknown reason the leader went astray and railway yards were bombed instead.

In the afternoon six more aircraft were detailed to attack the same target, this time with more success, bursts being seen in the target area. All aircraft returned safely.

RAID ON ABBEVILLE. F/Lt. Sugden led six aircraft from this Squadron to attack the marshalling yards at Abbeville. High wind over the target caused bombs to overshoot.

APRIL, 1943.

APRIL 3rd, 1943. Squadron moved from Feltwell to Methwold.

APRIL 4th, 1943. Twelve crews led by W/Cdr. Young attacked and successfully bombed Caen-Carpignat aerodrome. All returned safely, one machine slightly damaged.

RAID ON ROTTERDAM. Twelve aircraft attacked the Docks at Rotterdam. Heavy opposition was encountered over the target area, flak damaging several machines. All aircraft, except one captained by Sgt. Lush, made base successfully.

APRIL 5th, 1943. Three aircraft carried out a search for the crew of yesterday's missing Ventura but without success.

APRIL 10th, 1943. A.C.C. Air Vice Marshal J.E.D'Albino C.B., D.S.O., visited the Squadron.

APRIL 13th, 1943. RAID ON ABBEVILLE. Twelve aircraft led by W/Cdr. Young attacked and successfully bombed the marshalling yards at Abbeville. Opposition was very slight and all aircraft returned safely.

APRIL 14th, 1943. General rejoicing as W/Cdr. Young has been promoted to Group Captain.

APRIL 16th, 1943. RAID ON OSTEND. Twelve aircraft led by S/Ldr. Billyeald attacked the Chemical works at Ostend. Some flak was encountered over the target area but all returned safely.

APRIL 17th, 1943. RAID ON CAEN. Twelve aircraft led by S/Ldr. Billyeald attacked marshalling yards at Caen and excellent results were seen. All returned safely.

APRIL 20th, 1943. ATTACK ON IRISH SHIPPING. Twelve aircraft led by S/Ldr. Billyeald were detailed to attack a Whale Oil Factory ship in dry dock at Cherbourg. This ship was not hit, but hits were obtained on a boat near by and on the Docks. Many machines were damaged by flak but there were no casualties.

APRIL 27th, 1943. W/Cdr. H.J.W. Meakin, D.F.C. arrived to take over command of the Squadron.

BY AIR MAIL

ENCLOSURE 1A

184/117/Air/11979

SECRET

12/5/43

The Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE, AUSTRALIA.

HISTORICAL RECORDS

No. 46 Squadron : R.A.A.F.

Forwarded herewith for historical records is brief history of No. 46 Squadron, R.A.A.F., from date of formation until 27/4/43, compiled from the Operations Records Books.

2. Please acknowledge receipt.

W.B. Tart
(W.B. TART),
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING

BY AIR MAIL

2A

184/117/Air/12872.

22/6/43.

SECRET

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

HISTORICAL RECORDS

No. 464 Squadron : R.A.A.F.

Further to this Headquarters
letter 184/117/Air/11979, dated 12/5/43,

2. Attached is brief history of
No. 464 Squadron, R.A.A.F. for May, 1943.
3. Please acknowledge receipt.

W.B. TART
(W.B. TART)
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

MAY, 1943.

MAY 2nd, 1943. RAID ON HOLLAND. Twelve aircraft attacked the steel works at IJmuiden, Holland. The target was easily found and bombed successfully. On the return journey the formation was attacked by 4 F.W. 190s. Three aircraft were hit and Sgt. S. Carruthers was wounded in the thigh.

MAY 4th, 1943. RAID ON ABBEVILLE. Twelve aircraft attacked the marshalling yards at Abbeville. All returned safely.

MAY 6th, 1943. Late C.O. Group Captain R.H. Young, B.S.O., A.F.C., now Station Commander, was warned to attend an Investiture at Buckingham Palace to receive the D.S.O. awarded for the low level attack on Phillips Radio works, Eindhoven, on December 6th last year.

MAY 9th, 1943. The Squadron entertained 30 boys from the local Air Training Corps.

MAY 12th, 1943. The Squadron was visited by Group Captain Brifson, D.F.C., M.C., from Air Crew Selection Board.

MAY 14th, 1943. Two unsuccessful Air Sea Rescue flights were made by six and five aircraft.

MAY 16th, 1943. RAID ON BRITTANY. Twelve aircraft successfully bombed the aerodrome at Morlaix, Brittany, France, and all returned safely.

MAY 26th, 1943. VISIT BY THEIR MAJESTIES THE KING AND QUEEN. The Squadron was visited by their Majesties the King and Queen. Aircraft and Squadron personnel were lined up and it made a very impressive display. They stayed 30 minutes and chatted to everybody in the immediate vicinity.

MAY 29th, 1943. RAID ON CAEN CAPRIJNET. Twelve aircraft attacked the Caen Caprijnet aerodrome, France. Flak was heavy and one or two machines received slight damage. All returned safely to base.

VISIT. The Squadron was visited by the Secretary of State for Air, Sir Archibald Sinclair, who stayed for tea.

MAY 31st, 1943. RAID ON ZEEBRUGGE. Twelve aircraft attacked the Coke ovens at Zeebrugge, Holland. Flak was intense, heavy and accurate, and three machines received slight damage. Results were rather disappointing.

184/117/Air.

25/6/48.

SECRET

Commanding Officer,
No. 464 Squadron, R.A.A.F.
R.A.F. Station,
Feltwell,
Norfolk.

UNIT HISTORIES

Pilot Officer W.H. Newham has been appointed to the Public Relations Branch to act as officer-in-charge of historical records. His duties will include the collection and correlation of all information concerning R.A.A.F. Squadrons and personnel in Great Britain so that an adequate and comprehensive Official History of the R.A.A.F. may be written after the war.

2. Much valuable information has already been received from the perusal, and extraction from the Squadron's Operational Records Books. From these, Daily Operational Narratives are compiled showing how each operation dovetails in with Group and Command activity.
3. It is suggested, however, that a member of your Squadron be detailed to write the history of the Squadron, with particular emphasis on its background, atmosphere, change of location, personalities and achievements - in brief, a history covering all sides of the squadron, but particularly those aspects which can only be written by a person with an intimate knowledge of the squadron.
4. This is already being done, largely through the enthusiasm of particular individuals, in several squadrons both in United Kingdom and Middle East. It is hoped each squadron will follow this lead as the inner story of the Squadron is something which no one from Headquarters will have time, or knowledge to write.
5. It is desired to assist in every way, however, and Pilot Officer Newham will visit the Squadron within the next few weeks to discuss the matter further with you, and with the

member appointed to do the job. It is hoped in this way to instigate the writing of a Unit history full of life and colour, and which will be of value to the Nation, as well as an intensely interesting document to everyone who has helped establish the fine reputation of the squadron.

W.B. Tart

(W.B. TART)
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

IMPORTANT

184/117/Air/13603

22/7/43.

SECRET

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

HISTORICAL RECORDSNo. 464 Squadron : R. A. A. F.

Further to this Headquarters' letter
184/117/Air/11979, dated 12/5/43,

2. Attached is brief history of No. 464 Squadron, R.A.A.F. for June, 1943.
3. Please acknowledge receipt.

W.B. Tart
(W.B. TART)
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

JUNE, 1943.

June 1st, 1943. With effect from today this squadron is no longer in "Bomber Command" but in "Fighter Command" which is to include Fighters, Fighter Bombers and Light Bombers, and known as the T.A.F. - Tactical Air Force. This will entail big moves and the Squadron expects to go South very soon.

The A.O.C., Air Vice Marshal J.H.D'Albiac, C.B., D.S.O., has been given a post in the new T.A.F. and has been succeeded by Air Vice Marshal B.N. Embry, D.S.O., A.F.C., A.D.C.

June 8th, 1943. VISIT. The Squadron was visited by Air Vice Marshal Wrigley, C.B.E., D.F.C., A.F.C.

June 13th, 1943. RAID ON ST. BRIEUC, FRANCE. Twelve aircraft took off to attack the Viscount at St. Briec, France. Five separate attacks were made on the second box, one aircraft being shot down. The crew were Aus. 405357 P/Sgt. Kane-Maguire, N.A., Sgt. Lamson, J, P/Sgt. Goodheart, E.W. and Aus. 412004 P/Sgt. Galley, A.J. Another aircraft was damaged, both gunners being slightly injured. The raid was abandoned owing to cloud conditions.

June 14th, 1943. AWARDS. S/Ldr. P. Billyeald, A/P/Lt. G.W. Shinnie and P/O. A.G. Williams have all been awarded the D.F.C.

June 16th, 1943. AWARD. The D.F.C. has been awarded to P/O. Sidney Abbott, Aus. 400904.

June 18th, 1943. MENTIONED IN DESPATCHES. The Commanding Officer W/Cdr. Meakin, D.F.C. received a Mention in Despatches in the King's Birthday Honours List.

June 24th, 1943. RAID ON FLUSHING, HOLLAND. Twelve aircraft took off to attack the Airframe assembling sheds and the Petrol stores at Flushing, Holland. The target was successfully bombed by the first box who scored direct hits, but the second box under-shot and all bombs found the water. All the aircraft returned safely to base.

June 27th, 1943. VISIT. The Squadron was visited by boys of the A.T.C. who each had a trip in the air.

June 30th, 1943. AWARDS. The immediate awards of the D.F.C. and D.F.M. have been granted to Aus. 48134 P/O. W.D. Parsons, pilot, and Aus. 412021 P/Sgt. McConnell, B, air gunner for the good show they put up during an operation on June 13th.

NOTE. Instructions received that the Squadron is to move to Dunsfold aerodrome near Guildford, Surrey. The move is to be completed by July 12th, 1943.

5A

184/117/Air/14382.

23/8/43.

SECRET

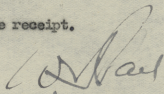
The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

HISTORICAL RECORDS

No. 464 Squadron : R. A. A. F.

Further to this Headquarters' letter 184/117/Air/11979,
dated 12/5/43,

2. Attached is brief history of No. 464 Squadron, R.A.A.F.
for the month of July, 1943.
3. Please acknowledge receipt.



(W.B. TAIT)
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

184/117/Air/14765

6/9/43

SECRET

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

HISTORICAL RECORDS

No. 464 Squadron, R.A.A.F.

Attached is a copy of the Squadron
Diary, written by the Adjutant, F/L C.G.Wood,
since formation.

2. Please acknowledge receipt.

(W.B.TART)
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING

Commenced on arrival of Squadron Adj. 27th August, 1942

27.8.42. The Squadron is in process of formation, postings of both Air and Ground crews are numerous but arrivals are slow as yet. S/L Carlisle is senior officer and the adjt. arrived today F/L Wood, C.O.

Little can be done at present stage but lectures have been arranged and domestic problems are being settled. Books and air publications have been demanded and one Barrack Block taken over and quarters inspected No. 95.

Nos. 1 and 2 Hangars have been allotted and general cleaning is in progress.

The Squadron Commander has been appointed W/C R.H.Young, but is not expected to arrive until approx. Sept. 10th.

(signed) ChasG.Wood F/L.

1.9.42. The A.O.C. paid a visit today, made numerous notes of requirements and promised to help where ever possible. Equipment for offices has presented great difficulties, the moving out Squadron No. 57 took everything including typewriters and such things are hard to come by.

Another Squadron Leader has arrived (S/L Iredele) but after looking round returned to previous Unit for clearance expected to take over on Sept. 6th.

We have one "Ventura" aircraft on loan and a flying programme of sorts has been started, we also have the C.O's Moth, and all seem anxious to fly it, but apart from S/L Carlisle it is grounded.

4.9.42. The Clerk of Works has been inveigled into decorating the Squadron offices, apart from broken windows and bullet holes (Jerry's work) the condition is bad, hoping to get this done before the C.O. arrives.

Arrangements have been completed for all Flying Personnel to see the film on Dieppe raid at Swanton Worley today.

Ten complete crews are now on Squadron strength.

A meeting has been called regarding Squadron Transport (which is all available on Station). W/C Savill of 487 Squadron took the Chair, all concerned were present including Group Transport officer. The object was to ensure from the start that the Squadron was never without transport despite the laid down policy of pooling all vehicles and drivers.

(cont. over ...)

A good discussion followed and the N.T. officer clearly understood what was wanted and had no anxiety as to supplying our wants, the meeting ended on that note - ~~xxx~~ we shall see!

- 6.9.42. Squadron Commander arriving today also S/L Iredale.
Another Barrack Block No.43 has been taken over and duly inspected. damage generally was slight and condition clean.
- 10.9.42 Second "Ventura" arrived and put into immediate use but it has only 15 hours to go for Major Inspection. "Ventura" fuselage also arrived for rigging for Cockpit drill.
Have also rigged up in hangar Bendix Radio and programme for W.O.Ps for series of lectures is in progress.
- 12.9.42. Squadron Gunnery officer has arrived P/O Hewlett also Squadron Medical Officer F/O Noble.
- 14.9.42. The first 25 Ground Crews have been selected for Aerodrome Defence course and commence today doing two hours daily until complete.
A short course total 6 hours has also been organised for all Air Crew to cover Rifle, Hand Grenade, and Sten Gun, commence 15/9/42. 25 Air Crew will complete the course every 3rd day.
Little progress has been made with the obtaining of equipment generally but with the aid of lectures on various subjects, games, dinghy drill, at the local baths, crews are kept busy and the two aircraft are constantly in the air, one is now fitted with dual, very useful.
- 16.9.42. Advise of postings of crews still coming in weather continued good and fair flying programme kept up.
- 19.9.42. Third Ventura aircraft arrived and further three complete aircrew reported for duty. A Ventura came in on visit and up to date Gunnery Gen was obtained by Squadron Gunnery Leader.
- 22.9.42. Fourth Ventura arrived hearty thanks all round have also been able to get a copy of Pilots Notes which will prove very helpful.
Squadron Commander had a good experimental spell with Auto Pilot seemed very pleased.
Seven straight A.Gs arrived average about 12 hours flying and fired 200/Rds. Not so good. Approached group who state they have a course planned for these gunners and will advise us.
- 24.9.42. More crews arrived and total is now 25 minus 2 observers. Have now been allotted Squadron aircraft letters S.B. promptly christened "Simons Brewery".

- 27.9.42. A. Flight Commander is posted for Instructor duties to Bicester.
S/L Iredale, D.F.C. very much regretted by everyone.
Weather broken up rain, low cloud. Flying much restricted.
- 30.9.42. One Ventura Mk II arrived. Total a/c now 5. Weather clearing to Fair.
(signed) Chas.G.Wood. Adj.
- 1.10.42. Heavy early morning mist, clear about noon. No flying possible before lunch. 13 Straight airgunners arrived, very little experience. Average about 5 hours total flying.
- 2.10.42. Weather as yesterday heavy mist until noon. 2 further aircraft arrived
Total now 7.
- 3.10.42. Weather as yesterday, one complete crew arrived making total of 25.
- 4.10.42. No change. C.O. seeking replacement of Flight Commander but no luck at present.
- 5.10.42. One more Ventura arrived. Total now 8. Weather poor, low cloud.
Ceiling 800 ft. flying restricted.
- 6.10.42. No change.
- 7.10.42. One more Ventura arrived. Total 9. weather poor.
- 8.10.42. Weather bad low cloud, rain. Visibility practically nil. Flying cancelled. Another Ventura arrived - Total now 10. One complete aircrew arrived making total 26. Also another 3 Straight Gunners. Weather cleared up about 1600 hrs.
- 9.10.43. Flt.Lt. Dore and crew arrived making total crews 27. One "Ventura" delivered total now 11. Weather fair.
- 10.10.42. Another "Ventura" delivered Total now 12. First Station Parade held for all ranks, this will be continued every week on Saturday mornings. Weather good
- 11.10.42. No change. Weather excellent. First night flying programme arranged.
Two machines circuits.
- 12.10.42. Weather continues good, day and night flying programmes carried out.
- 13.10.42. No change. Weather good.
- 14.10.42. Day programme carried out. Night cancelled weather turned "Bad" around 1600 hrs. Low cloud, rain, night programme cancelled.
- 15.10.42. Weather improved day and night programme carried out successfully.
"Bullseye" planned but machines minus Nav. Lights, date not yet fixed however.
First 6 vacancies for Gunnery Course allotted for Straight A.Cs at West Raynham.
- 16.10.42. Weather Fair. High wind, cloud, action being taken to fit aircraft for

Bullseye exercise if needed. Still without a Flight Commander for "A" Flight.

Final instructions to carry out Bullseye exercise, Crews briefed Total 5. Only 3 took off eventually, of which 2 failed to make base and landed at nearby aerodromes, they found Baseon but could not locate Flarepath.

- 17.10.42. Two more Ventura Mk II arrived Total 14. Weather fair. No night flying programme.
- 18.10.42. Weather Fair during day but night programme cancelled, low cloud, heavy rain.
- 19.10.42. Weather continues bad visibility nil, rain. Flying cancelled.
- 20.10.42. Weather improved during day, but broke up after dusk developed. Heavy rain, cloud, high wind.
- 21.10.42. One complete crew posted to 114 Squadron for overseas also 2 WOP/ACe spare. Total Crews now 26 with 3 spare Straight Gunners. Still without our Flt. Commander. Weather Fair both day and night programme completed.
- 22.10.42. One more Ventura arrived Total now 15. Weather Fair.
- 23.10.42. Weather depreciated to poor but both day and night programmes completed.
- 24.10.42. Another Ventura arrived Total 16. Weather improved to Fair.
- 25.10.42. Weather improved to Good, warned to stand by for Bullseye tonight, arrangements completed but eventually cancelled at 1400 hrs. Weather closing down alternative programme X country's cancelled. Night programme of local circuits carried out. First prang, undercarriage collapse Cat. CA.
- 26.10.42. Weather Bad, heavy rain, low cloud. Vis. Nil. All flying cancelled. Enquiry into yesterday's prang showed, to avoid smell of burning rubber when undercarriage retracted through wheels spinning against checkpad the observer without pilot's knowledge applied the brakes and omitted to release lever, or inform pilot, result was machine was landed with brakes on and skidded until undercarriage collapsed. All necessary action taken to prevent similar occurrence.
- 27.10.42. Weather improved, Bright, Vis. Good. Warned to stand by for Bullseye tonight, lets hope weather holds. Bullseye carried out, 6 machines took part, all completed the exercise and all returned on time.
- 28.10.42. One more Ventura arrived Total 17. The one we pranged on 25th is now Cat. B. Weather poor.
- 29.10.42. Weather poor, local flying only. Night scribbled. S/L Carlisle awarded D.F.C. (O.C. B.Flt.)
- 30.10.42. Weather poor low cloud, some rain local flying day only. One complete

crew arrived Total 27.

31.10.42.

Seven more vacancies for Gunnery Course for Straight A.G.s

Chas.G.Wood F/L.

30.10.42

- 1st Weather poor. low cloud. Vis. practically nil. All Flying cancelled.
- 2nd As yesterday. Flying impossible.
- 3rd As yesterday plus heavy rain. Airfield water logged. Considered u.s. except for very light aircraft.
- 4th Weather cleared about noon enabling local low level exercise which unfortunately ended in our first Fatal Crash at 1445 hours 3 1/2 mls 200° Feltwell. Pilot F/L Dore acting F/Commander, he had completed exercise and went round again and dived into the ground. No apparent cause. Machine exploded on impact and was burned out. Casualties included Navigator WOP/AG, Straight A/O and one spare A/O total 5.
- 5th One more Ventura arrived Total 18 less one written off yesterday 4th. Weather poor low cloud, rain, little flying possible.
- 6th Warned to stand by to promise a Box of Six for practise Circus, action detailed, briefing 12.30 hrs. Weather improved to Fair. Practice Circus carried out successfully. 5 Machines returned to Base. One landed at Melbourne with engine trouble.
- 7th Weather poor heavy rain, low cloud, cleared at noon. Formation Flying and Practice Bombing programmes carried out.
- 8th Weather excellent, Good Practice Formation Flying J/O Martin, Squadron Bombing Ldr. awarded D.F.C.
- 9th Weather Good Flying continuous, one aircraft suffered collapse of undercarriage CAT. B.
- 10th Weather depreciated to Fair. Flying not affected.
- 11th Thick haze. Vis. Nil. Flying impossible.
- 12th As yesterday.
- 13th Thick haze. Vis. Nil. Cleared at noon, low level carried out (exercise). Sgt. Dunnett while carrying out Gun Maintenance, accidentally shot in the hand, at first glance it looks like carelessness, however an investigation is in progress.
- 14th Sharp frost. Heavy Ground Mist prevailed all day. Flying impossible.
- 15th Weather turned mild but heavy mist remains all day. All flying impossible.
- 16th Weather poor but sufficiently improved to complete a good day programme.

(cont. page 6)

also three machines took part in a Bullseye Exercise completed successfully. Another Ventura delivered Total now 18.

- 17th Squadron Commander received the Air Force Cross from hands of His Majesty the King at Investiture held at Buckingham Palace. Weather Fair, low level exercise organised by Group carried out successfully. Practice target was St. Neots, all returned by 1600 hours.
- 18th Weather poor during morning instructions to repeat yesterdays exercise were received and although haze cleared by time of take off visibility was poor. Exercise was great improvement on first attempt all machines bombed target within 60 sec. Owing to bad visibility on return 19 machines landed in 11 min which resulted in one overshoot, P/O Mills, aircraft written off, Crew injured but not seriously.
- 19th Signal received posting a Flt/Lieut. for A.Flight and instructions for Sgt. Piper and crew to proceed to P.D.C. for overseas drafting. Weather generally poor, low cloud. Rain, Vis. 2 mls. Small programme arranged for afternoon.
- 20th Weather fine. Low level exercise arranged by Group, Target St. Neots. All completed and returned to schedule.
- 21st Weather depreciated low cloud, Vis. poor. Flying confined to local circuits only.
- 22nd As yesterday.
- 23rd Weather remains poor. Vis. 1000 yds. Flt/Lt. Child Villiers arrived to take second in Command "A" Flt.
- 24th Weather remains poor. Thick haze. Local flying only. 5 crews posted overseas and more are expected to go at any time.
- 25th Slight improvement in weather but still confined to local flying. S/L Wheeler of 487 Squadron gave a Bombing Demonstration on airfield which proved very instructive and interesting to all aircrews. Sqdn/Ldr Billyeald arrived from C.T.U. to take over "A" Flight. Group contacted to obtain a crew for him.
- 26th Conditions remain as yesterday confined to local flying.
- 27th Slight improvement in weather but bombing practice on sea target had to be cancelled.
- 28th Weather Fine. Low level exercise arranged by Group. Carried out successfully, all returned to time.
- 29th Weather Fair. Crews given general stand down.
- 30th Weather continues fine. Good local programme carried out. Squadron

(cont. page 7)

Commander attended conference at Swanton Morley organised by Group. All Senior officers attended from HQ 2 Op 464 Squadron, 487 Squadron, 21 Squadron, and Station Commander Feltwell.

(signed) Chas.G.Wood. Adjt.

Dec. 1942

- 1st Two more Ventures arrived Total now 21. Weather poor, cold, rain. Local flying only.
- 2nd One more Ventura arrived Total 22. Squadron warned to stand by for an operation in near future. Weather remains poor. Local flying.
- 3rd Weather bad, cold heavy mist. Flying suspended. 14 aircraft bombed up. Crews standing by.
- 4th Weather improved local flying continued. Seven complete crews arrived all Canadian on attachment from R.A.F. Station, Feltwell, all Ventura trained in Canada.
- 5th Weather Fair. Flying kept to minimum in lieu of Op to avoid cutting up Airfield. Briefing of crews detailed for Op. completed. Time of take off 1117 hours. Eventually cancelled at last moment owing to bad weather over target.
- 6th OPERATION
Eindhoven
Holland.
- Weather improved all standing by and final checks made, orders for starting time given same as yesterday. Great excitement when at last it was known to be "on". All machines eventually took off on time and linked up with others from 487 Squadron, N.Z. and 21 Squadron R.A.F. making a total of 47 machines led by our C.O. W/C R.H.Young, A.F.C. The target was Phillips Radio Factory at Eindhoven, Holland about 60 miles from the Dutch coast. The take off was perfect and low level maintained throughout and was uneventful until the Dutch coast was crossed when a good deal of light flak was experienced which unfortunately accounted for one machine which was seen to dive into the sea but who's was unknown. The route taken was slightly south of track which caused the crossing of an emergency landing ground where flak was extremely accurate accounting for another machine piloted by officer Commanding New Zealand Squadron, No. 487, W/C Savill which was seen to crash in flames on the aerodrome. Sgt. Swan (Canadian) of No. 464 Squadron was also hit at this stage 5ft of Port main plane was shot away as a result he jettisoned bombs and successfully returned to base incidentally his bombs were seen to burst on a gun emplacement completely destroying it.

(cont. page 8)

P/O Abbott AUE 400404 was also hit by flak shell in Port Engine but he continued on to target and bombed on time and made base successfully.

Arriving over target all bombed successfully despite heavy opposition from flak guns mounted on building roofs.

F/O Moor (Canadian) No. 464 Squadron was hit while over the target and was seen to dive into houses surrounding the factory.

All then set course for home maintaining low level, flak again experienced crossing coast but without effect.

Sgt. Moss (Australian) 408513. No. 464 Squadron and Sgt. Harvey (Canadian) 88469 both failed to return but circumstances are unknown.

All machines and some members of crews suffered damage by birds, seagulls, and ducks being brought back jammed in various positions, some having penetrated the perspex.

An additional loss was A/F/Lt. W. Martin, D.F.C. Aus. 402450 who navigated for 21 Squadron, details unknown.

First reports show the operation entirely successful which was confirmed when final reports were compiled.

Other Australian losses were Aus. 8065 Sgt. Proctor F. (A/G with Sgt. Harvey) Aus. 411921 Sgt. Lindsay F.C. (A/G with Sgt. Moss) Aus 414826 Sgt. Bass, N.L.V. (A/G with F/O Moor). 14 machines detailed. 13 bombed target. 11 returned.

"From C-in-C of Bomber Command

'Congratulations on a very gallant and successful show. That is the way to do it'.

From the Officer Commanding No. 2 Group

'My sincere thanks for a really magnificent show. A pat on the back too for the ground staff. No single technical failure in ninety-four sorties'.

Station Commander, Feltwell

'There is little to add to the above thoroughly deserved congratulations, except that the excellent work of all concerned is more personally and fully appreciated by myself.

The secret was well kept and the restrictions suffered with goodwill. Don't spoil it now by writing too freely.

You have put Venturas well and truly to the fore - keep them there''.

7th ^{Insert 8A} Weather Fair. 1 aircraft only serviceable in each Flight. Maintenance Section very busy. No flying.

8th As yesterday.

Dec. Additional operation ordered, Air Sea Rescue North Sea Search for crew
 21st Halifax ditched previous night. Five machines took off and returned but
 without success. Sortie uneventful.

Crews taking part :-

<u>Pilot</u>	<u>Nav.</u>	<u>WO/AG</u>	<u>AG</u>
S/L Billyeald	F/O Bowers	F/O Williams	Sgt. Peake Aus. 29059
F/O Abbott Aus. 400404	P.O Alley Aus. 404194	F/O Scruse	Sgt. Mellor
F/Sgt. Swan	Sgt. Williams	Sgt. Nellist	Sgt. Clark
F/L Sugden	F/O Bridger	Sgt. Wood	Sgt. Morgan
F/O Roberts 404116 Aus.	F/O Middleton	F/Sgt. Bowling	Sgt. Webb

Insert 8 AFrom Chief of Air Staff

"Please give my heartiest congratulations and thanks to all
 Squadrons taking part in to-day's attack on the Radio Factory at
 Eindhoven.

The destruction in daylight of a Target so important to the
 enemy and so heavily defended is an achievement of the highest value
 and from the first reports it appears that your crews have achieved
 the outstanding success which their skill and determination deserve".

- 9th. Weather Fine. Local Flying. Visit by Australian Press Representative.
- 10th. Weather continues Fine. Local Flying.
- 11th. As yesterday.
- 12th. Weather continues fine X Country's arranged and Ship Target. Bombing practice arranged.
- 13th. Local flying and X Country's weather continues fine.
- 14th. As yesterday. Bombing practice carried out, very successful results. Three machines and crews attached to R.A.F. Run for Army Co-op. exercise.
- 15th. Weather fair. Local programme carried out.
- 16th. Cloud, some rain local flying.
- 17th. As yesterday.
- 18th. Weather depreciated, cloud rain. Visibility nil. Flying cancelled.
- 19th. As yesterday.
- 20th. Weather fine. Good programme carried out, warned to stand by for Bullseye, eventually cancelled.
- 21st. Weather excellent. Good general programme

OPERATION

One machine Detailed to attack trains in Mons area using cloud cover.
 Train shoot
 Mons area Sgt. Pilkington took off approx 1700 hours and contrary to orders
 France. (which were to return if cloud cover was insufficient) carried out sortie successfully. Bombs were seen to damage railway siding and blasting an engine off its rails. He eventually forced landed at Gravesend short of petrol, also gun fire had burst a tyre, but landing was successful, owing to lack of cloud he should have returned, and considered lucky to have got back.

Pilot:	1133965.	Sgt. Pilkington
Nav:	1335616.	Sgt. Wood
WG/AG.	113389.	Sgt. Sivill
AG. Aus.	409057.	Sgt. Edge.

- 22nd. Weather depreciated to fair. Local flying only, warned to have four machines stand by for Bullseye exercise. Four machines took off approx 2100 hours in perfect weather. Mon. Good exercise. All returned on time.
- 23rd. Weather excellent. Good local programme.
- 24th. Telegram from I.R.C.C. German information that one of our crew who were missing on Hindover raid are officially prisoner of war. Good show.

Aus. 411921. Sgt. Lindsay O.K.
 1293901. Sgt. R.A. Wagner "Wounded"
 1377049. Sgt. Wallis "Wounded"
 Aus. 408513. Sgt. Moss "Seriously Wounded".

Weather fair which eventually depreciated to poor. Programme including X Country's out. Owing to bad visibility one machine overshoot damaging starboard wing tip and fuselage Cat. "B" no injuries to crew.

Pilot. Sgt. Mitchell 657886.
 Nav. Sgt. Flaherty J. 11641.
 WO/AG. Sgt. Foxman J. 11616.
 AG. Sgt. Marshall Aus. 412016.

award

- 24th. Additional telegrams received announcing immediate/of "Distinguished Service Order" to W/Odr. Young, O.C. 4G. Squadron, who led the squadron on Eindhoven raid. Also his observer A/E/Lt. Hart was awarded "Distinguished Flying Cross". Good show.
- 25th. Unofficial stand down. Usual celebrations.
- 26th. Official stand down. Weather poor visibility 1000 yds.
- 27th. Weather bad. Now cloud visibility nil. No flying.
- 28th. As yesterday. Met. section hold out no hope of immediate improvement. 1 more Ventura arrived total 22.
- 29th. Weather improved to fine. Good programme arranged including X Country's and air firing programme at Rayham.
- 30th. Two inch snowfall during the night, low cloud base, cleared by noon allowing local flying.
- 31st. Cold, fine, sharp frost during night. Visibility good. Flying programme includes X Country's one more complete Canadian crew arrived also new establishment N.C.O. "Compass adjusted". Rank Sgt.

JANUARY, 1943.

- 1st. Weather fine. Good flying programme carried out including practice bombing sea target.
- 2nd. Weather continues fine. Good local programme. Following message received in connection with operation on Eindhoven.

To: Air Marshall Sir Arthur Harris, K.C.B., O.B.E., A.F.C.
 "The Dutch Minister came to see me yesterday in order to express on his Government's behalf, the admiration which they felt for the skill with which the attack on the Phillips Works at Eindhoven has been planned and executed

(contd page 11)

Their admiration of the gallantry of the attacking crews was only equalled by their gratitude for the accuracy of their aim and for the consequent avoidance of unnecessary injury and suffering to the civilian population."

25/12/42. Signed. Archibald Sinclair.

- 3rd. Weather bad generally, but locally fair. Local flying only.
Op.
- 4th. Squadron still standing by for practice but weather not good enough.
- 5th. Heavy frost during night. Low mist all day, visibility nil. Flying cancelled.
- 6th. Weather remains cold but visibility improved. Local programme still held back from practice operation by weather.
- 7th. Owing to Canadian crews not being up to operational standard it has been decided to form a Training Flight as a temporary measure under command of S/Ldr. Chance of 21 Squadron. Aircraft have been handed over and crews will be detailed from each squadron until desired standard has been reached.
- 7th. Weather remains good locally but Met. report on immediate vicinity prevents anything but local flying being done.
- 8th. As yesterday.
- 9th. Improvement in weather generally. Good programme of formation flying carried out.
- 10th. Weather fair. Local programme. Turned very cold at night.
- 11th. Snow during night. Thaw set in at dawn aerodrome u.s. owing to flood water. Message from 2 Op. to stand by for Circus, crews detailed to attend for briefing 0630 hours to-morrow. 9 machines.
- 12th. Weather changed to poor. Rain, low cloud. Circus op. eventually cancelled at 0945. May do it tomorrow if weather improves.
- 13th. Weather improved. Sunshine. Good Visibility.
- OPERATION
Abbeville. Circus operation ON. Target Abbeville aerodrome, France. Intention to draw enemy fighters, own fighters in escort. Take off 1215 hrs. went without hitch.
- No. 46. Squadron provided 9 machines. 1 Box of 6 led by W/C. Young,

(contd page 12.

D.S.O.

and 3 others loaned to 21 Squadron, who were thus able to put up 2 boxes of 6 making grand total 18 machines.

Low level was maintained to Beachy Head when climb was commenced to bombing level approx. 11000 ft. Target was easily identified and bombed successfully during which enemy fighters were seen taking off. Our fighters were well in evidence throughout.

On completion of bombing all dived to 0 feet. at which height the Channel was crossed, then climb to 300 ft. until near London, when industrial haze caused further climb to 2000 ft. which was maintained to Base.

Flak over the target was thin, but accurate for height, but caused no trouble at all. Base was made without incident any sort, as one pilot put it "just a piece of cake".

- 14th. More rain. Aerodrome deemed u.s. except for emergency its getting badly churned up. Two Canadian crews detailed for overseas.
- 15th. Weather cleared to fine. Local programme Standing by for operational exercise.
- 16th. As yesterday. Good practice, formation flying. aerodrome drying up but surface badly churned.
- 17th. Standing by for exercise, might come off today. Met. dept. seems more hopeful. Visit by A.O.C. Air Vice Marshal D'Allemao C.B. D.S.O. Message from Group stand by for Circus op tomorrow. We to provide Box of 6. Crews detailed. This scruples exercise planned.
- 18th. Weather improved. All plans for op. laid. Take off 12.15. 487 Squadron sending 6 also 21 Squadron. Total 18 machines. Take off perfect. Message from Op. 1245 hours all been recalled presume weather, much gumbling, all made base successfully and hope more fortunate tomorrow.
- 19th. Weather still holding up operations but goo practice got in, formation flying, otherwise no change.
- 20th. Reports on weather. Fair locally but not good enough for Ops. Formation practice continued but marred by crash 1385479 Sgt. Abrey hit top of a tree and crashed his WO/AC J 12302 P/O. Drake was killed with Pilot (Abrey)

but navigator R 115486 Sgt. Albridge was thrown clear and suffered multiple injuries, condition serious but not dangerous. Aircraft, Cat.E.

21st. Weather improved. Operation on "Circus" with Co-op of Fighters 11 Gp.
Take off 1130 Target.

OPERATION

GATE
France.

Aerodrome Caen/Carpignat, France. 1 Box of 6. Take off in good weather, target easily identified and bombed successfully. Flak was light in target area but non-effective. No damage sustained all made base without incident. Group telephoned for Squadron to stand by again for tomorrow crews detailed and ordered for briefing 0630 hours.

22nd. Weather poor but operation on "Circus" with Fighter Co-op from 10 Group.

OPERATION

Mauderius
France.

Box of 6, also loaned 3 to 487 Squadron. Take off uneventful at 1215
Weather still poor. Target Mauderius aerodrome France. Low level when over Channel, climb to bombing height. Started after 15 min. at this stage Sgt. Powell was seen to fly into sea cause unknown and not since heard of Flak heavy and accurate in target area 5 machines being hit.
Sgt. Pilkington feathered starboard propeller and eventually crash-landed Isle of Wight. Sgt. Lish and Robinson force landed at Hum both shot up but nobody injured. F/O. Abbott and F/O. Keir were also hit but made base with remainder of formation. 487 and 21 Squadron also suffered losses and whole show described as "A Bit of a Shaky do". Missing crew.

Pilot.	1199942.	Sgt. Powell H.E.
Nav.	1271711.	Sgt. Nokes, P.A.
WO/AG.	701861.	Sgt. Dunne J.
AG.	1319126.	Sgt. Newton S.J.

23rd. General stand down ordered, weather poor, visibility nil.
Unable to collect stranded crews until weather improves.

14

January
24 Sharp frost during night, heavy mist turning to rain during afternoon.
Small programme formation flying. Group warned us to stand by for Op.

25 As yesterday still standing by. Programme Formation Flying carried out.

26 Weather greatly improved operation ON. 1 box of 6 from us and 487. Total 12,
led by W/C Young, D.S.o. Target engine shed near Bruges, about 12 miles from
French coast.
Take off 1130 without hitch. Target identified but not easily owing to
cloud in area, bombed from 9000 ft. Results as shown by photograph. Under
circumstances considered very good. Flight flak experienced crossing French
coast and 3 of our machines were hit but not seriously. All made Base
successfully without incident.

27 Weather continues good. Twelve crews ordered to attend for briefing for big
combined exercise with 487 and 21 Squadrons. Hope to have total of 36
Ventures out. Effort proved successful, whole linked up with "Eastons",
"Mosquitoes", and Mustangs from Fighter Command, low level formation,
throughout impressive show all returned base successfully.

28 No operational commitments. Practice formation flying. Weather fair locally.

29 Weather good. Box of six briefed for Op. which spoilt a practice bombing
plan. Take off continually deferred - eventually cancelled.

30 B Flight practice bombing ship target. A Flt formation practice. Strong
wind, showers. Six aircraft to be briefed for Op. 0830 hours tomorrow.

31 Op. cancelled 0730 hrs. Gale, heavy rain. General stand down. S/L Dale
arrived to take over B Flt. Vice S/L Carlisle, D.F.C. posted for rest.
(signed) Chas. C. Wood, Adjt.

February
1 Stand by six a/c. Briefing 11 a.m. Op. eventually cancelled. Aerodrome
u/s after heavy rain. Weather cloudy, occasional clear patches. Little
local flying. Twelve machines stand by briefing 0730 hours.

2 Weather fair, cloud. Take off for Op. 0915 without event. Target Engine
Bruges Squadron operating alone led by W/C Young, R.N. D.S.O. Weather over
target fair but cloudy, hampering bombing action so much so bombs were seen
to overshoot. Light flak over coast area but no damage done. All made base
successfully 1050 hours. Disappointing. 12

3 Weather good. 12 machines briefed for Circus Op. on aerodrome at St. Omer,
France. Take off uneventful led by S/L Billyeald in absence of C.O. All
recalled after reaching English coast and made base successfully. Warned to
stand by for further attempt this afternoon. Take off 2.30 all went well

(cont. [redacted])

until crossing French coast when a concentration of light flak burst among the second box hitting them all. Crew of one machine were all seen to bale out immediately, assumed received direct hit. One other pilot was hit in thigh by shrapnel but was able to carry on with remainder. The leading box unable to find target owing to cloud, brought bombs back, but second box saw another nearby aerodrome and bombed it. All except one made base successfully.

Missing Crew:	Pilot.	Aus 404116	Roberts, P/O
	Nav.	1151852	Middleton, P/O
	WOP/AG	922973	Bowling, F/Sgt.
	A/C	Aus 405959	Webb, Sgt.

Wounded Pilot: Aus 405526 Miles, P/O.

- 4 General stand down ordered. Maintenance busy on repairs. weather poor.
- 5 Weather remains poor. Low cloud, rain. Small local programme only.
- 6 Weather poor, rain, cloud. Operation cancelled, as machines are bombed up can't do any training.
- 7 Weather improved but Group say no operational commitment, so decided to off load bombs and get some flying in after lunch, as expected as soon as off loading completed orders came through to bomb up again, 12 machines to stand by for tomorrow.
- 8 Sharp frost during night. Heavy mist, vis. nil. Flying cancelled.
- 9 Weather depreciated, high wind heavy rain. Met report hopeless. Off load bombs again. General stand down. Arranged a demonstration dinghy drill in hangar to keep boys occupied.
- 10 Orders to bomb up 12 machines again but eventually not required after waiting about all day.
- 11 Weather fair some cloud. Still standing by but nothing doing again. Boys getting browned off.
- 12 Weather as yesterday and Met. report worse to come. Off load bombs. Little local flying. C.O. comes back from leave tonight.
- 13 Given ship target but weather looks poor. 12 aircraft standing by target laying off Boulogne eventually took off at 1315 hours. 3 machines failed to get away owing to minor troubles which brought in the reserve making total 10. After crossing English coast weather proved worse and 10/10 cloud experienced in target area. Operation then abandoned, all returned base successfully.
- 14 No operational commitment, weather good, both Flights got in good formation practice.

1943
February
15

16

- Weather remains good. No operation commitments. Local flying. Warned to stand by for tomorrow.
- 16 Briefed again for same ship target and stood by all day but eventually scrubbed owing to weather.
- 17 Weather fair but misty. Orders not to off load bombs so had a general stand down, waiting orders.
- 18 Exactly as expected briefed for same target, stood by all day eventually scrubbed, weather again.
- 19 Weather good but hazy. 2 Op Flek Liaison Officer came over to gain knowledge of enemy flak over French coast but again after standing by Op. was cancelled at 1330 hours.
- 20 Weather bad, heavy fog. Stand down.
- 21 As yesterday. Nothing doing.
- 22 General stand down ordered until 1000 hours on Wednesday Feb. 24th.
- 23 Cold, thick fog. Stand down could not have been better timed. Flying impossible.
- 24 Weather fair. No operational commitment.
- 25 Warned to take part in Spartan Exercise but details given are very scarce. All port wings of aircraft to be treated with blackwash which is being done. C.O. attending a Conference at Nottingham on the exercise. Warning from Group came late in evening to stand by for Operation tomorrow briefing at 0700 hours. 12 aircraft.
- 26 Operation on target 400 feet. Ore boat lying off Dunkirk. Take off 0945 hours without incident on arrival in target area 10/10 cloud was experienced so task was abandoned all made base successfully. Another attempt was organised for afternoon. Take off at 1400 hours. Weather had improved and target was bombed, results mostly near misses. Flak was intense and accurate all machines being hit. Machines piloted by Sgt. Pilkington and Sgt. Coulton forced landed on return away from base, damaged but no casualties. S/L Dale, O.C.S. Flight with his navigator were both injured by Perspex splinters but made base and crash landed successfully with damaged hydraulics and two bombs which also through damage failed to release. Altogether it has been a busy day and when weather plus small target taken into consideration not considered unsuccessful. S/L Dale was considered most unfortunate as it was his first operation.
- Visit by Australian Padre S/L Rev. Pearce R.A.A.F.

(cont. page 17)

1943
February
27
OPERATION
CRE BOAT
OFF DUNKIRK

17

Six Aircraft bombed up and crews again briefed for same target as yesterday led by F/Lt. Sugden who had just returned from leave. Take off 1330 hours
Weather fine some haze. On arrival discovered ship had moved so that they bombed marshalling yards and railway sidings. Flek much less than previous day. All made base without incident.

28 Weather good. High level bombing practice carried out. Little local flying.

So ends a quiet month thanks to poor weather.

(signed) Ches. C. Wood F/Lt. Adjt.

March

- 1 Weather fine. Local Flying Practice Formation. Warned to stand by for Sperton operation within the hour from 0645 tomorrow.
- 2 Everybody up early and keyed up for action, but instructions received not required, carry on with normal programme.
Squadron Umpire arrived (Sperton) F/L Lovatt.
- 3 Orders received slightly modified as to time, to stand by for action at any time within the hour. Stood by all day but not required. Weather fine.
- 4 Weather continues good, continued to stand by until 1345 hours when orders received to brief 12 crews for low level attack on Dorking. Target to be bombed at 1500 feet. 12 aircraft took off led by S/L Billyeald at 1515 without event.
The umpire accompanied the flight. Weather was cloudy over target area but was bombed successfully at second attempt. One aircraft was deemed written off and one damaged repairable in 24 hours. Base made 1645 hours.
- 5 Operation ordered low level attack on Sonning, Berks. 11 sec delay bombs. 12 aircraft took off led by W/C Young D.S.O. at 1450. Weather fine, some haze. Target taken by surprise. No enemy fighters seen but two Dofor guns were observed pointing in wrong direction. All made base at 1620 hours.
- 6 Orders to stand by to operate within the hour following 0900 hours. Weather fair with haze which lifted suddenly about noon. Orders to bomb Wallingford High level. 12 a/c/ took off at 1410 hours led by W/C Young, D.S.O. Two failed to make target owing to minor defects. Remainder bombed target successful and made base at 1616 hours.
- 7 Thick fog held up everything until cleared at noon, weather then rapidly improved to ideal conditions. 12 a/c detailed to attack Coring at high level. Took off without event at 1400 hours led by S/L Billyeald. Target bombed successfully, all made base at 1500 hours.

(cont. page 18)

March

7

One machine detailed to attack pontoon bridge at Monge. W/C Young, D.S.O. took this sortie getting off at 1450 hours, but was unable to find target returned base at 1550 hours.

12 a/c detailed to attack Rangbourne at high level. Take off at 1655 hours led by S/L Billyeald. Rendezvous with Fighters at Debden, climbed to 6000 ft over target area and despite poor visibility bombed target successfully. All made base at 1810 hours without incident.

8

Weather continues fine some haze. 11 a/c detailed to attack Abingdon, high level. Took off 1100 hours led by F/O Kerr. Target bombed successfully All made base at 1220 hours.

10 a/c detailed to attack individually at low level Stow on the Wold. Crews were warned for briefing at 1355 and were all airborne by 1440. Good show.

1 a/c was deemed to be destroyed by flak. 9 a/c detailed to attack Witney at low level in independent Vics of 3. Take off at 1640 led by W/C Young D.S.O., Target found, bombed successfully, and all made base 1750 hours

9

Weather conditions remain ideal. 12 a/c detailed to Thame high level. Take off 1031 hours led by S/L Billyeald, successful, all made base 11.30. 12 a/c detailed to attack same target. Take off 1235 hours led by S/L Wilson, successful operation. 2 a/c deemed shot down by enemy fighters. Made base 1345 hours. 9 machines detailed to attack Shipton on Stour at high level. Take off at 1620 hours led by W/C Young, D.S.O. Weather was poor over target area. Cloud preventing accurate bombing, all made base successfully at 1725 hours.

One a/c detailed to attack Ashbury Aerodrome near Didcot. Sortie carried out successfully by S/L Billyeald, off 1620 made base 1720.

10

Crews ordered to report for briefing 0800 hours. Target Banbury to be attacked at high level. Take off 0900 eventually cancelled at 0855 hours. Crews again briefed for high level attack on Berkhamstead. Weather good some haze but gradually clearing. Take off at 1000 hours, eventually deferred 1 hour. Eventually took off at 1050 hours led by S/L Wilcox. Target bombed successfully. Made base at 1145 hours. 1 a/c deemed lost 9 a/c detailed to attack Banbury at high level bombing at 9000 ft. Took off 1300 hours led by W/C Young, D.S.O. Weather ideal 2/10 cloud over target Successful op. all made base without loss at 1400 hours.

(cont. page 19)

9 a/c detailed to attack Berkhampstead at medium level. Take off at 16.30 hours without event led by F/O. Abbott. Weather good, target bombed successfully made base 1725 hours.

Mar. 11th. 9 crews briefed at 0730 hours for high level attack on Chisham.

Take off 0830 led by S/L. Billyeald. Successful op. all made base successfully at 0935 hrs.

9 a/c detailed to attack Alesbury at low level independent independent vic's of J. Take off 1100 hours led by W/O. Young, D.S.O. at 3 min intervals. Weather poor over target - low cloud which resulted in 6 a/c not finding target remainder bombed and all made base successfully.

9 a/c detailed to attack Fe my Stratford at low level vic's of J.

at 1 min. intervals. Take off at 1715 hrs. led by W/O. Young D.S.O. Target easily found and bombed. All made base on time.

12th. Orders received that Spartan exercise now ended. Everybody pleased, the programme carried out was heavy but ideal weather conditions was a great help, weather good feature was not a machine damaged during the whole of the exercise. Weather continues good.

13th. General stand down for 48 hours ordered, general exodus by air, rail, coach, and push bike for a few hours well earned rest.

14th. Weather remains excellent. All quiet.

15th. Heavy frost during night. Thick fog everybody back to duty but flying impossible until afternoon when 2 Boxes of 6 did formation practice. The promise of a real op fell through as fighters couldn't play owing to bad vis. News that P/Sgt. Bowling and Sgt. Webb who baled out Feb. 3rd. over France are now prisoners of war, Good Show.

16th. Weather good, little local flying but no operational commitment. 3 new complete crews arrived total now 28 complete.

17th. Thick fog. prevented any flying before late afternoon. Practice formation flying. Quiet day.

18th. Weather fine. Crews briefed for Circus operation at 1000 hours Target.

OPERATION
Maasuis
Holland.

Maasuis. Oil Refinery plant. Holland. R.V. with fighter escort at 1500 hours. 2 Boxes of 6 plus 1 Res took off at 1445 hours led by

(contd page 20.

- W/C. Young D.S.O. Target was bombed successfully at 10,000 ft. Good bursts seen in the area, our fighters maintained a good cover against the enemy and no opposition was met. On crossing the English coast on return one of convoys opened fire on the formation but caused no damage, later it was reported they shot one of our fighters into the sea (Spitfire).
- 18th. All made base successfully without incident at 1630 hours.
- 19th. Weather changed cold, low cloud, little local flying but not good enough for operational work C.O. W/C. Young, D.S.O. now acting Station Commander, who is on few days leave. Information from Red Cross, that Aus. 404116 P/O R.R. Roberts and 128416 P/O P.C. Middleton are both prisoners of war. They abandoned aircraft over France Feb. 3rd, '43. All this crew are now safe.
- 20th. Weather fine. Some haze local flying, no operational commitment. Australian Engineer Officer arrived P/O. Dibbs it is assumed he will take over duties of Squadron Engineer Officer after gaining sufficient experience.
- 21st. Weather poor, dull, low cloud, clearing about noon. 12 crews detailed for operation briefing at 1345 hrs. eventually cancelled at 1430 but aircraft to remain bombed up.
- 22nd. Weather fine, haze which cleared at 1030 hrs. 12 crews briefed at 1200 hrs. Take off without incident at 1510 led by F/Lt. Sugden. Target marshalling yards at Caen, France. Bombing at 10,000 ft. with fighter cover, 10/10 cloud 10 miles out from coast and formation recalled by 11 Gp. Task being abandoned all made base successfully.
- 23rd. Weather fine. No operational commitment, good practice bombing programme carried out.
- 24th. Weather dull, low cloud, rain. Squadron standing by eventually cancelled and good practice flying programme carried out.
- 25th. Weather bad, low cloud, vis. nil. No flying. S/L. Dale returned for duty C.C. B Flt.
- 26th. Weather remains bad as yesterday, vis. nil.
- 27th. Weather remains poor. Low cloud little local flying only.
- 28th. Weather improved to fine. Briefed for RAIRGD.

OPERATION
Ship

Rotterdam.

Operation 1000 hours. Target. Ship type SPERRERKCHER which is a Mine Sweeper escort ship armed lying in Rotterdam Harbour. Take off 2 Boxes of 6 plus 2 Boxes of 6 from No. 487 Squadron led by W/C. Young, D.S.O. at 1150 hrs. Rendezvous with Fighters at 1200 hours. Take off without incident, target easily located and successfully bombed. Moderate opposition by Flak which was accurate but ineffective and all made base successfully without loss. Damage being slight. News from Station Commander that Squadron would move out to Methwold almost at once look stock and barrel, not well received.

29th.

OPERATION
Rotterdam.

Weather Fine. 6 Crews briefed for Ramrod Op. forming with 6 a/c. from No. 487 Squadron and 12 a/c from No. 21 Squadron.

Target shipping and Dock installations in Rotterdam Harbour. Take off at 0840 hours led by W/C. King of 21 Sqdn. without incident. Operation proved unsuccessful for some reason unknown the leader went astray and some railway yards were bombed instead of target chosen. Heavy flak not accurate, caused no trouble at all, all made base successfully.

OPERATION
Abbeville.

Another 6 crews detailed to attack Marshalling Yards at Abbeville forming with 6 from No. 487 Squadron led by F/Lt. Sugden who took off at 1218 hours. High wind over the target had bad effect on bomb aiming and all were seen to just overshoot. Little flak but non effective. One feature of the trip was the amazing visibility between 20 and 30 mls. while away the London Balloon barrage was flown at 6000 ft. owing to enemy action these had to be hastily close hauled as formation was routed back over London. All returned at 1425 hours.

OPERATION
Rotterdam.

It was decided to repeat this mornings effort with view to better results on Docks at Rotterdam 6 a/c from us detailed plus 6 from 487 Sqdn. plus 12 from 21 Sqdn. Take off at 1340 hours led by S/L. Trent, D.F.C. of 487 Sqdn. This was more successful good bursts seen in target area. Some flak but inaccurate causing no damage No fighter opposition, all made base successfully at 1540 hours. Busy day!

30th.

Weather fair. No operational commitment. Good practice bombing programme.

(contd page 21.

31st. Weather remains fair. High wind, cold, local flying only.
Accommodation allotted at Methwold. Squadron to move on bloc
Saturday, April 3rd '43.

From: Naval Staff Officer, Headquarters, Bomber Command.
To: Station Commander, R.A.F. Station, Feltwell.
Date: 31st. March, 1943.

The Naval Staff of Bomber Command wish to take this opportunity of congratulating 464 and 487 Squadrons on their really splendid attack on the shipbuilding yards at Rotterdam.

C.I.U. assessment shows that considerably more damage to ships and docks has occurred than was thought possible from the primary assessment. It is certain that the attacks of these two Squadrons will have a great effect on Naval warfare in that particular theatre, and will cause the enemy considerable embarrassment in regard to his sea borne trading route with the Ruhr.

APRIL

- 1st. Weather fine, cold high wind, local flying only. No operational Commitment.
- 2nd. Wind abated. Fine cloud base 1000 ft. preparations being made for Squadron move tomorrow, certain heavy equipment being moved today. C.O.+ and Flight Commanders visit new Station and allocate accommodation. Little flying.
- 3rd. Move to Methwold in full swing and completed by / 100 hours. All a/c. serviceable and flown over.
- 4th. Organisation still suffering from effects of move.

OPERATION Communications biggest snag. No one knows where anybody is yet. 12 crews detailed for Circus operation on Caen Capriquet aerodrome, France. Take off 1155 H/V with Fighters 1245. 12 A/c. also from 487 Squadron whole led by W/C. Young, D.S.O. Weather fine. Take off without incident. Target bombed successfully. Flak concentrated and accurate but only one machine slightly damaged. All made base successfully at 1435 hours.

(contd page 23.)

OPERATION
Rotterdam.

12 crews detailed for Rauced Operation on Docks at

Rotterdam, Holland. Take off 18.00 hours R/V. with Fighter escort 180 hrs. 12 a/c also from 487 Squadron whole led by W/C. Grindell. Take off without incident, but formation met heavy opposition over target area. Flak was heavy and very accurate several machines suffering damage.

Sgt. Lush (Pilot) was hit over target area but continued with formation until about 10 miles from Dutch Coast when he lagged behind losing height and eventually ditched and believed finished off by enemy fighters which were in the vicinity, a search was sent out late in the day, without success, and nothing heard of since. All remainder made base successfully approx. 2000 hours.

5th
OPERATION
Sea Sweep
Rescue

Weather fine, no operational commitment, decided to send 3 a/c. plus 3 from 487 Sqdn. to search for yesterdays missing crew unfortunately all returned without success.

6th. Squadron settling down now, but difficulties stillabound, the place has only accommodation for 1 Squadron so the placing of 2 makes things very difficult, but both Squadrons are working very well together. Weather fine but high and cold wind. Good practice bombing programme. lasting all day.

7th. Weather fine but heavy gale blowing which reached 75 m.p.h. no flying.

8th. Wind abated, low cloud no operational commitment. Local flying only.

9th. Weather such as yesterday low cloud, flying training continued.

10th. Weather still unfit for Ops. Training continued. Visit by A.O.C. A.V.N. J.H. D'Alleiac, D.B. D.30. who remained for lunch.

11th. Weather continues unchanged. 2 Boxes of 6 did formation practice.

12th. As yesterday - 24 air crew were taken to unknown destination by road about 4 miles from camp and told to find their way back and try to break in 36 air crew remained in vicinity acting as guards, only 3 succeeded in getting in remainder being caught in the attempt.

13th. Weather improved to fine. 12 aircraft briefed to attack marshalling yards at Abbeville, France. Take off at 1320 hours uneventful led by

OPERATION
Abbeville.

(contd page 24)

W/C. Young, D.S.O. R/V with fighter escort at Beachy Head.
Target found and very successfully bombed, opposition was very slight and all made base successfully at 1530 hours.

14th. Signal received authorising ^{promotion} ~~transfer~~ of Squadron Commander (W/C. R.A. Young, D.S.O) to Group Captain. Excuse for general rejoicing. Flying training continued.

15th. Weather poor. Standing by with 12 a/c, but eventually scrubbed.

16th. 12 aircraft briefed for Ramrod operation on Chemical Works at Ostend, France. Take off at 1540 hours led by S/L. Billyeald without incident. R/V. with fighters at Clacton target bombed successfully, some flak over target area but no damage sustained, and all made base at 1510 hours. Weather fair.

OPERATION
Ostend.

17th. Attack Marshalling Yards at Caen, France. Take off at 1710 hours without incident led by S/L. Billyeald R/V. with fighters at Selsey Bill at 1800 hrs. Target located and excellent results, were seen little or no opposition and all made base with one exception at 1950 hrs. One machine landed without incident at Hatfield - short of petrol.

18th. Weather fine. No operational commitment. Little local flying.

19th. Weather changed, low cloud, drizzle rain general stand down ordered by Group HQ.

20th. Weather fine 12 a/c. detailed to attack a Whale Oil Factory Ship in Dry Dock at Cherbourg, France. Take off from advance base at Ibsley with Fighter escort at 1630 hours led by S/L. Billyeald. Target proved a difficult one and bombs failed to register a hit, hits were obtained however on a boat near by and on Docks. Flak was very heavy and accurate and general damage to machines was considerable but no casualties, all made base 1815 hours.

OPERATION
Ship
Cherbourg.

21st. General Maintenance in progress. Weather fair. No operational commitment. Little local flying.

22nd. Weather poor 10/10 cloud at 1000 feet. local flying. Group advised that new Squadron Commander W/C. Meakin would be arriving from Upwood on Monday 26th inst.

1943

April

23

Weather remains bad, low cloud, heavy continuous rain. Nothing doing. late C.O. now C/Capt. R.N.Young, D.S.O. advised to attend investiture at Buckingham Palace on 11th next month.

24 Weather poor, low cloud, rain. Little local flying.

25 As yesterday. No change.

26 Weather remains poor. Local flying training only.

27 Weather improved. No operational commitment. Good practice bombing programme arranged and carried out successfully.

New Squadron Commander arrived Wing Commander H.J.Weskin, D.F.C.

28 Weather fair. No operational commitment - practice formation flying - new C.O. took part. Mild epidemic of influenza is breaking up crews slightly making it difficult to produce battle orders.

29 Weather good. Again no operational commitment. Good firing practice carried out. C.O.s crew arrived complete.

30 Weather depreciated poor visibility cloud 600 ft. Local flying only.

(signed) Chas. C.Wood F/L.

May

1 Weather fair, high wind. No operational commitment. Local flying programme.

2 Warned to stand by for Op. 12 a/c detailed and crews briefed. Take off at 1815 hours without event, led by S/Ldr Billyeald. Target Steel Works at IJmuiden, Holland. R/V with fighter escort 1830. Low level maintained to within 30 miles of coast. Climb to 13000. Target easily found and bombed successfully from 12000 ft. Flak over target area moderate but accurate. When about 40 miles from Dutch coast on return the formation was attacked by 4 FW 190s. Two attacks were made opening at 1000 yds closing to 200 yds. 3 a/c of the second box were hit and 1 in the first. One casualty resulted not serious. One a/c damaged to extent that forced landing necessary at Tibenham, Norfolk. CAT A.C. Remainder made base at 2015 hours. Results undoubtedly good.

3 Standing by all day but eventually scrubbed at 1515 hours. Weather and vis. good. High wind. No. 487 Squadron went out from here. Objective Amsterdam, Holland. 11 took off and were fiercely engaged with FW 190s result only 1 returned, badly shot up with 2 casualties.

4 Weather continues fine. 12 crews briefed at 1330 hours for attack on Marshalling Yards at Abbeville, France. Take off at 1835 hours led by S/Ldr Billyeald without event. R/V with fighter escort 1915 hours. 12 Squadrons of Spitfires and Typhoons. Target located and bombed successfully.

(cont. page 26)

OPERATION
IJMUIDEN
HOLLAND

OPERATION
ABBEVILLE

1943
May
4

26

- Flek almost negligible and no enemy fighters seen. One aircraft piloted by P/O Binnie turned back when within 6 min of French coast but made base without trouble. Remainder touched down without incident at 2040 hours.
- 5 No operational commitment. Weather excellent. Programme fighter affiliation arranged and carried out successfully.
- 6 Weather dull. Met. report says rain, low cloud, cold. No Op. commitment training formation flying. Late C.O. now Station Commander warned to attend Investiture at Buckingham Palace to receive D.S.O. awarded for low level attack on Phillips Radio Works Mindhoven. Dec. 6th last year. O/C R.A.Young. D.S.O., A.F.C.
- 7 Weather poor. No operational commitment. Little local flying.
- 8 Weather depreciated - bad. 10/10 cloud 400-600 ft, continuous rain. No flying.
- 9 Weather continues as yesterday, the Squadron entertained 30 boys from the local Air Training Corps. An interesting programme was arranged for them which included a few circuits of the aerodrome much to the boys delight.
- 10 Heavy continuous rain, low cloud, high wind. Flying useless Squadron had general stand down.
- 11 Great improvement in weather. Good visibility. Practice bombing programme carried out successfully all day.
- 12 Weather continues fine. No operational commitment. Training flying continued. Was given half an hours notice to prepare for the visit of a Group Captain Bripou, D.F.C., M.C. from Air Crew Selection Board who wanted to see all airmen who at any time had applied for air crew duties, it is worth noting that without the Tenny Broadcasting System this would have been impossible, he considered his visit well worthwhile.
- 13 No operational commitment. Weather good. Practice bombing and formation flying carried out successfully.
- 14 Weather excellent. 6 a/e briefed for Air Sea Rescue. Take off 1035 hours led by W/C Meakin, D.F.C. search was unsuccessful and all made base without event at 1350 hours.
Another effort was made repeating search of this morning. 5 a/e took off skimming led by Flt/Lt Sugden, an area of 40 miles was covered again without success all made base at 2055 hours.
- 15 Weather continues good. No operational commitment. Local flying programme. Warned to stand by 12 crews for tomorrow.

(cont. page 27)

1943

May

16

OPERATION
MORLAIX
FRANCE

27

- Weather excellent. visibility unlimited. 12 a/c detailed to attack aerodrome at Morlaix, Brittany, France. Circus operation. Took off at 1030 hours for advance base Fortreath, Cornwall in individual Vie's of 3. Briefed and took off at 1640 hours led by Flt/Lt. Sugden with the C.O. W/C Meakin, D.F.C. flying No. 4. Flt/Lt. Child Villiers led the second box. R/V with fighters at the Lizard at 1700 hours. Target located and successfully bombed. Heavy flak but not accurate and no interference by fighters, course set for home which was made without incident at 1950 hours. Two aircraft lobbed down short of petrol. S/L Bilyeald went to advance base taking Intelligence Officer and Navigation officer with 3 ground crew.
- 17 Weather remains excellent. No operational commitment. Local flying programme.
- 18 As yesterday. Bombing programme arranged and carried out all day. Vis. amazing, unlimited. Warned may be wanted tomorrow.
- 19 Weather good. 12 a/c plus 2 reserve to proceed to advance base Exeter, where they were briefed for circus operation. Target Morlaix aerodrome. Weather depreciated considerably vis. reduced to 1½ miles, eventually took off at 1635 hours led by Flt/Lt. Sugden. R/V with fighters at 1700, it was found impossible owing to bad vis. to form up so task had to be abandoned.
- 20 No operational commitment. Local flying programme.
- 21 Squadron given general stand down.
- 22 Weather fine some haze. 6 a/c to stand by to join a box of 6 from No. 487 Squadron, but owing to bad vis. in coastal area it was eventually called off.
- 23 Weather fine. No operational commitment. Local flying. A big cleaning drive has begun. Everything being smartened up for inspection next week by A.O.C.
- 24 Weather bad, heavy rain, low cloud. No flying. Station ordered to stand by for inspection on 26th. Speculation as to who. General cleaning and tidying up going on all over the camp. 6 a/c detailed to give demonstration of low level attack on Brandon Station at 0800 hours tomorrow for benefit of Army officers from War Office.
- 25 The practice laid on last night was cancelled owing to early morning mist vis. nil, cleared later to fine. Small flying programme. All hands getting aircraft and station generally fit for tomorrow's visit, obviously an important visitor.
- 26 Visitors today now know to be their Majesties the King and Queen who arrived

(cont. page 28)

1943
May
26

28

at approx. 1600 hours. Aircraft and Squadron personnel lined up, and it made a very impressive display, both their Majesties were very informal and chatted to everybody in immediate vicinity. The Queens charming personality left an excellent impression. To the regret of all they only stayed 30 mins. but greatly appreciated never the less.

27 No operational commitment. Weather fine, local flying programme. 6 new crews arrived. Total now 27. They are straight from O.T.U. so will need some time spent on them before they become operationally fit.

28 No operational commitment, bombing and firing programme carried out successfully. Weather keeps excellent.

29 Weather fine. 12 a/c detailed to stand by crews for briefing at 1100 hours.

OPERATION
CAEN

Target Caen Capriquet Aerodrome, France. Take off without incident at 1350. R/V with fighters at Selsey Bill 1436. Target located and successfully bombed from 10,500 feet. Operation led by S/L Billycauld, the C.O. W/C Heakin flew No. 4 in the second box. One machine turned back with starboard engine trouble. The flak was heavy and accurate but not much of it, one or two machines received slight damage but of no consequence. 5 FW 190s were seen to be taking off at moment of bombing but were not seen again. All made base successfully at 1630 hours. Station visited by the Sec. of State for Air Sir Archibald Sinclair who stayed for tea.

30 Weather changed, cold, low cloud, thunder and heavy rain storms, cleared at lunch. We sent 6 a/c for low level attack on Brandon to coincide with demonstration of the Air Training Corps Brandon Squadron in connection with local Wings for Victory Week.

31 No operational commitment expected but warned to stand by. 12 a/c eventually detailed and briefed at 1430 hours, weather doubtful finally cleared to enable take off at 1640 hours. R/V with fighter escort 12 Squadrons at Bradwell Bay at 1702 hours. Target was Coke Ovens at Zebrugge, Holland. Flak was intense heavy and accurate. 3 machines received damage but not seriously. No enemy fighters were seen. Results were rather disappointing the primary cause being faulty intercom. in the leader's (Fit/Lt. Sugden's aircraft) All made base at 1820 hours.

OPERATION
ZEEBRUGGE
HOLLAND

Chas.C.Wood F/Lt.

June
1

Information by way of letter from Bomber Command gives details of large scale reconstruction in the service which roughly splits the Air Force in

(cont. page 29)

- 1 two parts it affects us in that with effect from today we are no longer in "Bomber Command", but in "Fighter Command" which is to include Fighters, Fighter bombers and Lighter bombers and known as the T.A.F. Tactical Air Force. Bomber Command to retain all medium bombers and heavies. This will entail many big moves and re-shuffling and we expect to go South in the very near future. The A.O.C. (A/V/M J.H.D'Albia, C.B., D.S.O.) has been given a post in the new T.A.F. and has been succeeded by A/V/M B.E.Embry, D.S.O., A.F.C., A.D.C. No operational commitment today, little local flying.
- 2 Weather depreciated, low cloud, rain, very little flying possible.
- 3 Weather worse, heavy rain, thunder, vis. nil. Squadron given a stand down.
- 4 Weather improved. Good local flying programme. No operational commitment, but warned to stand by for tomorrow.
- 5 Operation off. Programme as yesterday.
- 6 Weather broken up. Cloud, heavy rain.
- 7 Weather improved. No op. commitment, large formation practice carried out 24 machines x country.
- 8 Weather bad, heavy continuous rain. General stand down. Visit by Australian A/V/M Wrigley, O.B.E., D.F.C., A.F.C.
- 9 Weather improved local flying only.
- 10 As yesterday.
- 11 Weather continues fair. Good local programme. Warned to stand by for tomorrow after Met. conference at 0900 hours.
- 12 Weather good. 12 s/c plus reserve detailed to proceed to advance base, Exeter for possible target tomorrow. The Station Commander G/C Young, D.S.O. went with them together with Intelligence Officer. Weather fair. Crews were briefed at 0600 hours. Target was the viaduct at St. Erioux, France. Take off at 0755 led by W/C Meakin, D.F.C. R/V with 5 Squadrons of fighters at 0800 hours. Low level maintained to point of climb when 7/10 cloud in layers caused the task to be abandoned. A few minutes before, five separate attacks were made from the rear on the second box resulting in one aircraft being shot down piloted by F/Sgt. Kane Maguire, Australian. Another was badly shot up, both gunners being wounded but not seriously. The other machine suffered a burst tyre causing crash on landing but no casualties. Remainder made base successfully, a very unfortunate effort due entirely to poor weather.

OPERATION
ST. ERIEUX
FRANCE

1943
June
14

30

No operational commitment, local flying only. The following awards have been promulgated to members of the Squadron,-

S/Ldr (O.C. "A" Flight) P. Billycaid	- D.F.C.
A/F/Lt Shinnie W/AG	- D.F.C.
F/O Williams, W/AG	- D.F.C.

- 15 Weather fair locally, warned to stand by for Exercise ERIC. No operational Commitment.
- 16 Weather as yesterday, good local training programme another D.F.C. awarded to F/O Sidney Abbott who did good work with the Squadron as Pilot.
- 17 No operational commitment, weather poor, rain, thunder, local flying only.
- 18 Still no operational commitment. Weather fair. Two Typhoons loaned us for the day for practice air combat, very good days exercise. The C.O. W/Cdr. Meakin, D.F.C. received a mention in dispatches in the Kings Birthday Honour List.
- 19 General stand ordered by Headquarters until 0800 hours 20th.
- 20 Another practice arranged with fighters and carried out successfully. 12 a/c detailed to proceed to advance base at Exeter for possible operation tomorrow.
- 21 Weather poor, low cloud. Aircraft took off for Op. and proceeded to point of climb but owing to cloud abandoned task, decided to remain at advance base for another attempt tomorrow although Met. forecast poor.
- 22 Weather poor, low cloud, operation abandoned. All made base successfully - disappointing.
- 23 Weather good locally. No Op. commitment. Good Air Firing Programme carried out.
- 24
OPERATION
FLUSHING
- Instructions received late last night to stand by with 12 a/c for early operation today, crews briefed after 0500 hours breakfast. Eventually took off at 0738 hours led by the C.O. W/Comdr. Meakin, D.F.C. with S/L Dale leading the second box of 6. Target was Airframe Assembling Sheds and Petrol Stores at Flushing, Holland, R/V with Fighter escort at 0800 hours which was good comprising 10 Squadrons from 11 Group. The weather was good and target easily located and successfully bombed by "A" Flight who scored direct hits as shown on photograph, "B" Flight however undershot and bombs all found the water. No enemy fighters were seen. Flak was heavy and moderately accurate but no damage sustained and all made base successfully at 0922 hours.

(cont page 31)

25th. Weather depreciated, low cloud and rain which cleared at noon to enable training flying.

26th. Weather improved. No operational commitment another good days training got in. Orders from Group to stand by for early op. to-morrow breakfast 0600 hours.

27th. Weather poor, low cloud. Navigators briefed at 0630 but everybody doubtful, eventually scrubbed indefinitely. Met. forecast poor. Group eventually at 1100 hours gave an alternative target. Take off some time during evening, but owing to continued poor weather conditions it was scrubbed and Squadron stood down. A good programme was arranged during morning for visit by boys of the A.T.C. who each had a trip in the air, they enjoyed a good instructive morning.

28th. Weather poor, low cloud. No operational commitment, local flying practice only.

29th. As yesterday.

30th. Weather remains poor, low cloud 10/10 at 1000 ft. little local flying No op. commitment.

Aus. 408134. P/O W.D. Parsons, pilot, awarded immediate D.F.C. P/O W.D. Parsons. Pilot awarded immediate D.F.C. and his WOP/AG, the D.F.M. for good show during operation on 13th inst. when a/c. was badly shot up losing 5 feet of tail. Plane and both gunners were wounded. A very good show was put up by the WOP/AG. Aus. 412021. B. McConnell who although blown completely out of his turret which was rendered u.s. returned although wounded to give pilot evasive action orders and so enabling aircraft to return to base. Instructions now received that Squadron will move to Dunsfold aerodrome near Guildford, Surrey. complete by air making use of gliders. Move to be completed by 12th July '43.

JULY

1st. Weather remains poor, low cloud but visibility up to 5 mls. locally. Good practice formation flying also several cross country's carried out successfully. Good days training.

2nd. Weather as yesterday. Another training day, local flying and cross country's.

3rd. Still no operational commitment, weather little better but much below average for time of year, training flying continued.

- 4th. As yesterday, local flying during the morning and dingy drill arranged for afternoon for air crews at Lakenheath Swimming Pool. Instructions regarding the move of the Squadron to the South have been cancelled, no doubt we shall get further instructions in very near future.
- 5th. Advised from Gp. last night that its another training day today, we're getting very few targets of late, but weather is mainly responsible. Today fair, but low cloud remains although vis. is 2 - 4 mls. Had a visit from W/C. Atkinson, D.S.O. D.F.C. Officer I/C. Training, who has promised a scheme which is on trial for all squadrons in the Group. Roughly it means you are either on A, B, C. or D. which is:-

- "A" Standing by to operate
- "B" Standing by to operate after Met. Conference 9 a.m. Sort of Reserve.
- "C" Training Day.
- "D" Four Consecutive Days Training

This will mean one knows whether you are on or off and can definitely plan ahead whereas now all the squadron are in a permanent state of "I wonder what we shall do tomorrow". There are obvious snags, one being the weather, we shall see an exercise "Eric" was planned today, which is to give the London Defences both ground and air some practice, we contributed 12 aircraft but it was not successful owing to cloud which developed 10/10 at 6000 ft. and London was blotted out by haze.

- 6th. Another training day, weather has improved to fine locally. Vis. good. On command H.Q. authority the Squadron Engineer Post has been upgraded from F/O. to F/Lt. A good thing as its undoubtedly a responsible job.
- 7th. Weather Fine "B" day but not required. Good low level programme carried out but vis. was generally poor.
- 8th. Weather as yesterday were "C" today. Training another low level programme during morning with Film Show in the afternoon.
- 9th. We've moved up to "B" today but weather remains poor and H.Q. Gp. informed us at 1000 hrs. that we shall not be given a target. Local flying practice only. We are on State "A" tomorrow and warned for

early de briefing navigators 0400 hrs.

- 10th. Weather fine navigators eventually briefed at 0445 hours. Main briefing at 0515. Take off at 0716 a/c plus 2 reserve leg by W/Comdr. Meakin, D.F.C. Set course at 0719 R/V with 7 Sqdns. Spits from 11 Op. at Sandwich at 0746.
- Weather good over target area which was the Luftwaffe Assembly Sheds at St. Omer, France. All machines scored direct hits on primary target. No enemy fighter opposition was encountered and no flak in target area. Flak was heavy on crossing coast, but not accurate, one machine was hit, damage slight and all made base successfully. Good Show.
- F/O. Bowers awarded D.F.C.
- 11th Training today but weather terrible, cloud to 1500 and much rain. Standing down HQ Signal that we are off daylight operations w.e.f. from tomorrow the 12th and are to commence night flying at once.
- 12th. Weather remains poor. Representatives of the Australian Press paid the Squadron a visit and were very impressed with all they saw, and enjoyed meeting the boys.
- Night flying programme arranged.
- One aircraft written off practising flapless landing one shot and crashed through a hedge nobody hurt.
- Station Commander C/C. R.A. Young, D.S.O. told us officially that our future had been decided. The Squadron will convert to Mosquitoes for night operations each pilot to do 20 hours night flying while awaiting new aircraft, and to be fully trained in 6 weeks, apart from the disposal of all wops. and A.gs. everybody very pleased.
- 13th. Weather improved 6/10 cloud at 3000 ft. but it generally depreciated during the day. The night flying last night went off very well and another good programme arranged for tonight including X country's.
- 14th. Weather fair but met. say doubtful weather ahead and programme was eventually scrubbed. Met however proved to be all wrong and it turned out fine instead of low cloud and rain as predicted.
- 15th. Weather improved, nothing much doing during day. H.Q. layed on air sea rescue 2 a/c. took off to search for a Mosquito believed to have

- ditched about 60 miles off the Dutch coast yesterday. They had no success unfortunately and returned base at 1300 hrs. after searching an hour and twenty minutes.
- 16th. Night flying programme went off successfully last night, and weather today has improved to fine. Visibility excellent little local flying during day, and another night programme arranged.
- 17th. Night flying went off very well total of 31 hours and another arranged for tonight. Information at last about the Squadron move. We proceed by road to Scullthorpe near Fakenham, Norfolk on Wednesday morning next. Preparations for move in hand, so off we go at last.
- 18th. Very little doing. Most of the Squadron personnel are in bed recovering from last night's effort, and preparing for tonight. Weather fair and plans being made for Squadron move.
- 19th. Much as yesterday. The adjutant visited new station and inspected accommodation there is very little of it to work in comfort, and everything is drastically dispersed, first impressions definitely bad, there is also little office accommodation but more in process of building.
- 20th. Weather poor today low cloud poor vis. Good night flying programme again last night. Orders issued for move tomorrow, general packing the order of the day, it seems all will be sorry to leave Methwold.
- 21st. Aircraft took off for new Unit, but weather was bad, low cloud down to 100 feet had great difficulty in landing some a/c only making it after third attempt. Convoy of ground staff and equipment left at 1400 hours and all had settled in by evening.
- 22nd. Weather remains poor so unable to get any flying in tonight, there's a terrific amount of work to do settling in and sorting things out so perhaps it's just as well.
- 23rd. There's talk of forming a complete Headquarters staff here but the accommodation situation is serious at present, many buildings not completed.
- 23rd. The forming of a complete H.Q.'s unit is now a fact and postings in to fill vacancies are expected daily. Weather has improved a good night flying programme arranged for tonight.
- 24th. Weather good. Last night's programme carried out successfully. Unit

now generally settling down, but owing to the enormous area covered more bicycles will be necessary, and action is being taken.

- 25th. Weather continues good and night flying hours are mounting up another good programme arranged for tonight.
- 26th. As yesterday. Nothing eventful happening but we managed to get some 30 odd aircrew who were flying last night up to the coast for a swim during the afternoon, wish it could be done more often but petrol is the difficulty.
- 27th. Weather continues fine. Very hot, have no night flying again tonight so have filled in a good day programme. A general toughening up of all personnel is being organised by way of Physical Training and Games in general.
- 28th. Nothing to add of interest, conditions as yesterday.
- 29th. Weather continues excellent. Another good night flying programme arranged for tonight. C.O. had all Squadron on parade at 0300 hours and gave a general pep talk.
- 30th. Our new Station Commander has arrived C/Capt. P.C. Pickard, D.S.O. D.F.C. Weather excellent. Local flying practice only, night flying programme again tonight including X country's.
- 31st. Weather continues fine. Little local flying and navigation lecture arranged for this afternoon, on special Equipment as fitted to Mosquito aircraft. Month ends as it begun on a quiet note, although flying hours are high.
- Aug. 1st. Weather good. Little local flying and good night programme arranged.
- " 2nd. As yesterday, have agreed with other Squadron here No. 487 that we will fly night programmes on alternate nights.
- " 3rd. No change. very quiet, no signs of getting new aircraft yet so sent Flight Commanders to Mosquito O.T.U. to get a few hours dual which was very successful officers concerned very impressed with aircraft performance.
- " 4th. Weather continues good during day, but depreciating towards evening, low cloud rain night flying cancelled.
- " 5th. As yesterday, had to scrub night X country's but flew locally. Station Commander gone to Hatfield for a couple of days, no doubt chasing new aircraft deliveries. (contd page 36.

- 6th. Weather dull but vis. not bad, no flying tonight but little local day carried out, have now got a Bink Trainer working here so instruction has started and all pilots are doing in turn a B.A.T. revision course.
- 7th. Weather poor, low cloud rain little local flying.
- 8th. Weather continues poor, little local flying. Night programme cancelled.
- 9th. As yesterday. Secret message from HQ. 2 Op. Squadron to be at full strength by 2359 hrs. on 24th this month, no leave after 21st.
- 10th. Little local flying, weather poor.
- 11th. Weather depreciated, no flying during day, but good night programme carried out.
- 12th. Weather continues poor, little local flying.
- 13th. As yesterday, good night programme carried out. Things generally very quiet which gives little scope for entry.
- 14th. Weather improved, local day flying.
- 15th. Weather good, 2 a/c. detailed to give a smoke laying demonstration, and the C.O. gave a security lecture during the afternoon. Small night flying programme.
- 16th. Weather bad, flying scrubbed.
- 17th. Weather continues poor, 24 hour general stand down ordered from noon.
- 18th. Weather improved. Full night flying programme carried out which resulted in loss of one machine which crashed into hillside in Wales at Llandrog, all crew unfortunately killed which included:
- | | |
|-------------------------------|-------|
| Aus. 200244. F/Sgt. Johnston. | Pilot |
| Can. E.115650. Sgt. Beandry | Nav. |
| Can. R. 21048. P/O. Fullerton | W/AG. |
| Can. E.169854. Sgt. Clegg | A/C. |
- They were considerably off course, but cause is unknown.
- 19th. Good night flying programme. Two Mosquitoes were expected all day did not arrive.
- 20th. Weather good, little local flying, visit by A.O.C. who had a general talk to all air crew which was very encouraging as to the future. Again arranged to collect two Mosquitoes but again cancelled.
- 21st. Weather poor, little local flying. At last 2 Mosquitoes collected. All leave cancelled from today.

- 22nd. Weather improved to good, a Mosquito Conversion flight has been formed
S/Ldr. Dale in charge. Local flying.
- 23rd. Weather good, programme as yesterday.
- 24th. As yesterday, but one more Mosquito arrived, good local flying by day,
night flying now cancelled while conversion is in progress.
- 25th. Good day programme, weather not so good as yesterday, but fair enough
As all wireless Ops and air gunners are now surplus to establishment owing
to change over of aircraft they may be posted away any day.
- 26th. Weather poor during day but cleared in evening to enable a night flying
programme to go through total of 16 hours. Four gunners posted to
88 Squadron.
- 27th. Weather bad, heavy rain which cleared at noon. Another night programme
arranged 3 more gunners posted to 88 Squadron. Things generally very
quiet.

*Typed
2/9/43*

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ENCLOSURE 7A.

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NOTW
ACTION COPY TO THIS MESSAGE
TO BE ENCLOSED NOTW

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TO RAAF OVERSEAS HQ
FROM 464 SQDN

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8A

184/117/Air/15118.

20/9/43.

SECRET

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

HISTORICAL RECORDS

No. 464 Squadron : R.A.A.F.

Further to this Headquarters' letter
184/117/Air/11979, dated 12/5/43,

2. Attached is brief history of No. 464 Squadron, R.A.A.F. for the month of August, 1943.
3. Please acknowledge receipt.

W.B. Tart
(W.B. TART)
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

AUGUST, 1943.

AUGUST 9th, 1943. Message was received from No. 2 Group that the Squadron is to be at full strength on the 24th of the month.

AUGUST 18th, 1943. FLYING ACCIDENT. During a flying exercise, aircraft captained by P/Sgt. Johnston crashed into a hillside at Llanwrog in Wales and all members of the crew were killed. They were: - Aus. 2004, P/Sgt. Johnston, Sgt. Beaudry, P/O. Fullerton and Sgt. Clegg.

AUGUST 20th, 1943. VISIT. A.C.C. Air Vice Marshal B.E. Embry, D.S.O. A.F.C., R.D.C visited the Squadron.

AUGUST 21st, 1943. Two Mosquitoes were collected and all leave was cancelled as from today.

AUGUST 22nd, 1943. A Mosquito Conversion Flight was formed with S/Ldr. Dale in charge.

AUGUST 25th, 1943. Wireless operators and air gunners are awaiting posting as owing to change over of aircraft they are now surplus to establishment.

AUGUST 29th, 1943. P/Lt. E.M. Child-Villiers has succeeded S/Ldr. Billyeald as C.O. of 'A' Flight. S/Ldr. Billyeald is now at Staff College.

AUGUST 30th, 1943. The Squadron is now officially recognised as a Mosquito Squadron and four more aircraft should arrive any day.

VISIT. P/O. Newman, Public Relations Officer, R.A.A.F. Overseas Headquarters, visited the Squadron.

STATISTICS FROM FORMATION TO R.L.S.A.3.

Operational miles flown 170,000
Number of sorties 321

ENCLOSURE

9A

184/117/Air./16188.

28/10/43.

SECRET

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

HISTORICAL RECORDS

No. 464 Squadron : R. A. A. F.

Further to this Headquarters' letter
184/117/Air/11979, dated 12/5/43,

2. Attached is brief history of No. 464 Squadron, R.A.A.F. for the month of September, 1943.
3. Please acknowledge receipt.

W.B. Tart
(W.B. TART)
Squadron Leader, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

SEPTEMBER, 1941.

SEPTEMBER 24th, 1941. The ground staff were given a party and entertained by air crew personnel as for some time they had been working day and night.

SEPTEMBER 12th, 1941. VISIT. Air Vice Marshal Goble, of the R.A.F., visited the Squadron.

SEPTEMBER 12th, 1941. The adjutant who has been with the Squadron since formation took over the job of Station Adjutant.

SEPTEMBER 23rd, 1941. Today the last Ventura was flown away from the Squadron.

SEPTEMBER 27th, 1941. VISIT. The Air Officer Commanding visited the Squadron and flew with us on a cross country flight.

The Squadron now has 70 Mosquitoes.

SEPTEMBER 29th, 1941. Flight Lieutenant Clark has been posted as the new Squadron Adjutant.

SEPTEMBER 30th, 1941. VISIT. Air Vice Marshal Urquley, Air Officer Commanding Australian Forces in England, visited the Squadron.

During the month Mosquito aircraft continued to arrive and intensive training was carried out when weather permitted.

184/117/Air/16972

23/11/43.

SECRET

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

HISTORICAL RECORDS

NO. 464 SQUADRON : R.A.A.F.

Further to this Headquarters' letter
184/117/Air/11979, dated 12/5/43,

2. Attached is brief history of No. 464 Squadron, R.A.A.F. for the month of October, 1943.
3. Please acknowledge receipt.

ham

(W.H. NEWNHAM)
Flight Lieutenant, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

184/117/Air/115

11A
6/1/44.

SECRET

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

HISTORICAL RECORDS

NO. 464 SQUADRON : R.A.A.F.

Further to this Headquarters letter
184/117/Air/11979, dated 12/5/43,

2. Attached is a brief history of No. 464 Squadron, R.A.A.F. for November, 1943, compiled from the Operations Records Books, and a Nominal Roll dated 1.10.43.
3. Please acknowledge receipt.

W.H.
(W.H. NENNHAM)

Flight Lieutenant, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

NOVEMBER, 1943.

NOVEMBER 16th, 1943. Detachment of both flights to R.A.F. Stations Ford and Bradwell Bay for intruder duties.

NOVEMBER 25th, 1943. ATTACK ON VENTO AERODROME. Operating from Bradwell Bay, three aircraft took off for intruder patrols. Two abandoned their mission owing to indifferent weather but P/O. J. Alexander bombed Vento aerodrome.

NOVEMBER 26th, 1943. ATTACK ON JUVINCOURT AERODROME. Operating from Ford, three aircraft took off and one, captained by P/O. D.V. Avery successfully bombed Juvincourt Aerodrome.

NOVEMBER 29th, 1943. ATTACK ON EINDHOVEN AERODROME. Operating from Bradwell Bay, three aircraft took off and one, captained by P/O. J. Alexander, successfully attacked Eindhoven Aerodrome.

During the month several operations undertaken from Bradwell Bay and Ford have been made abortive owing to bad weather conditions and technical failures.

STATISTICS.

Total number of sorties, hours and mileage completed by the Squadron up to 30.11.43

Sorties	579
Hours	5070
Mileage	318,340

184/117/Air/1463

16/2/44.

SECRET

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

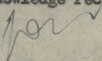
HISTORICAL RECORDS

No. 464 Squadron : R.A.A.F.

Further to this Headquarters letter
184/117/Air/11979, dated 12/5/43,

2. Attached is a brief history of No. 464 Squadron, R.A.A.F. for December, 1943, and January, 1944, compiled from the Operations Records Book, together with Nominal Roll dated 1st December, 1943.

3. . Please acknowledge receipt.



(W.H. NEWNHAM)
Flight Lieutenant, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

DECEMBER, 1943.

DECEMBER 3rd, 1943. INTRUDER RAIDS. In support of the raid on Leipzig six crews were detailed for Intruder operations, but only two were successful. Aus. 413566 P/Sgt. Gibbons, T.H. bombed Alcmare airfield and P/O. R.H. Orriss bombed Deelan aerodrome. The remaining crews were unable to attack their targets owing to bad weather. All returned safely.

DECEMBER 8th, 1943. VISIT. Sgt. Scott, official R.A.A.F. photographer from Overseas Headquarters visited the squadron and took photos of personalities.

DECEMBER 22nd, 1943. UNKNOWN TARGET. In the morning fifteen aircraft took off and eight successfully bombed a "priority" target in Northern France. All returned safely and in the afternoon four of the same crews went out again and all bombed their target and returned safely to base.

DECEMBER 23rd, 1943. UNKNOWN TARGET. Ten aircraft took off, and all successfully bombed the target and returned safely to base.

DECEMBER 25th, 1943. Stand down. Officers and N.C.O's waited on the airmen at Christmas dinner.

DECEMBER 31st, 1943. RAID ON FRENCH COAST. Thirteen aircraft took off in the morning and attacked installations on the French coast. All returned safely although Aus. 405306 P/O. G.W. Goldstiver's aircraft was badly shot up by flak.

MOVE. The Squadron moved to Hunsdon, Ware, Herts.

STATISTICS. Statistics from formation up to 31.12.43

Operational Hours 957
Operational Miles 136,720
Operational Sorties 444

Enemy shipping damaged - 2
Enemy aircraft damaged - 1

JANUARY, 1944.

January 4th, 1944. RENNES AIRFIELD BOMBED. Five aircraft took off to attack aerodromes in Northern France. Only one was successful however - Aus. 413566 F/Sgt. Gibbons, T.H. bombed Rennes airfield. All aircraft returned safely.

January 6th, 1944. NEW COMMANDING OFFICER. Aus. 400590 W/Cdr. Iredale, D.F.C. took over command of the Squadron from W/Cdr. Meakin, D.F.C.

TWO AIRFIELDS BOMBED. Four aircraft set off to attack aerodromes in Northern France. Two were successful. Aus. 420308 P/O. A.E. Verren bombed Montdidier airfield and Aus. 413566 F/Sgt. Gibbons, T.H. bombed Chievres airfield. All aircraft returned safely.

ACCIDENT. F/Sgt. Russell and W/O. Lumsdaine were both killed in a low flying accident.

January 8th, 1944. THREE AIRFIELDS BOMBED. Five aircraft took off on night intruder operations. Three airfields were bombed. Rennes by Aus. 420308 P/O. A.E. Verren, Chartres by P/O. G.P. Johnston and Evreux by P/O. J.W. Fox. All returned safely.

January 10th, 1944. FOUR AIRFIELDS BOMBED. Four out of five aircraft attacked enemy airfields. Venlo was bombed by F/Lt. T. McPhee, Brussels/Evere by P/O. G.P. Johnston, Leeuwarden by Aus. 405306 P/O. C.W. Goldstiver and St. Trond by Aus. 404745 P/O. B.I. Crofts. All aircraft returned safely.

January 14th, 1944. FIVE AIRFIELDS BOMBED. Six aircraft took off and five bombed their targets. Munster/Bensdorf - S/Ldr. I.G.E. Dale, Gilze/Rijen - P/O. H.S. Orriss, Rhein - Aus. 404745 P/O. B.I. Crofts, Twente - P/O. G.P. Johnston, and Deelen - P/O. G.B. Robinson. All aircraft returned safely.

January 21st, 1944. AIRFIELDS BOMBED. Eight aircraft took off and two bombed their targets. Them - P/O. J. Alexander, Deelen - F/O. A.M. Swan. Aus. 413566 F/Sgt. Gibbons, T.H. bombed an unidentified airfield. On return to base one aircraft crashed and the crew Aus. 420308 P/O. A.E. Verren and Aus. 420359 P/O. R.W. Rogers were both seriously injured.

January 28th, 1944. AIRFIELDS BOMBED. Six aircraft took off, three returned early due to bad weather and one captained by P/O. J. Alexander, navigator, P/O. R.W. Link failed to return. F/O. K.L. Monaghan bombed Twente airfield, and Aus. 413566 F/Sgt. Gibbons, T.H. dropped bombs in the Bergsteinfurt area.

184/117/Air/2925

24/3/44.

SECRET

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne, Australia.

HISTORICAL RECORDSNO. 46 SQUADRON : R.A.A.F.

Further to this Headquarters letter
184/117/Air/11979, dated 12/5/43,

2. Attached is a brief history of No. 46 Squadron, R.A.A.F. for February, 1944, compiled from the Operations Records Books.
3. Please acknowledge receipt.

W.H.
(W.H. NEWKILL)
Flight Lieutenant, for
Air Vice Marshal,
AIR OFFICER COMMANDING.

FEBRUARY, 1944.

- February 3rd, 1944. ATTACK ON NORTHERN FRANCE. Eight aircraft bombed installations in the Pas de Calais area and returned to base. Three were damaged by flak.
- February 4th, 1944. ATTACK ON NORTHERN FRANCE. Seven aircraft took off and six successfully bombed military installations in the Pas de Calais area, all returning safely to base.
- February 5th, 1944. ATTACK ON NORTHERN FRANCE. Military installations in the Pas de Calais area were again bombed by seven aircraft out of eight which took off. Three aircraft were damaged by flak and Aus. 400590 W/Cdr. R.W. Iredale hit a tree after leaving the target. All returned safely.
- February 6th, 1944. ATTACK ON NORTHERN FRANCE. Six aircraft took off and successfully attacked military installations in the Pas de Calais area, returning safely.
- February 8th, 1944. ATTACK ON NORTHERN FRANCE. More military installations in the Pas de Calais area were attacked today. In the morning six aircraft took off but only two bombed - in the afternoon another six took off and three bombed. All aircraft returned safely to base.
- February 9th, 1944. ATTACK ON NORTHERN FRANCE. Four aircraft took off and all successfully bombed their target - military installations in France. All returned safely to base.
- February 11th, 1944. ATTACK ON NORTHERN FRANCE. Little opposition was encountered when five aircraft attacked military installations in the Pas de Calais area and returned safely to base.
- February 12th, 1944. ATTACK ON NORTHERN FRANCE. Five out of six starters attacked targets in the Pas de Calais area and all returned safely to base.
- February 15th, 1944. ATTACK ON NORTHERN FRANCE. Six aircraft took off and successfully attacked targets in Northern France. Two aircraft were hit by flak but all returned safely.
- February 18th, 1944. SECRET TARGET. Six aircraft took off and five attacked a secret target in France. S/ldr. A.I. Ritchie, and his navigator F/Lt. R.W. Sampson, failed to return.
- February 20th, 1944. ATTACK ON NORTHERN FRANCE. Six aircraft successfully bombed military installations in the Pas de Calais area and returned safely to base.
- February 21st, 1944. ATTACK ON NORTHERN FRANCE. Six aircraft took off to attack targets in Northern France. Four were successful, one bombed the wrong target and one did not bomb at all. All returned safely.
- February 22nd, 1944. ATTACK ON NORTHERN FRANCE. Six aircraft took off to attack military installations in the Pas de Calais area. Five were successful but one turned back owing to engine trouble. There were no casualties.
- February 24th, 1944. ATTACK ON NORTHERN FRANCE. In the morning, six aircraft attacked military installations in the Pas de Calais area, but photographs show that the vital buildings were not hit. Major Pullen - No. 2 Group flak expert - flew with Aus. 400590 W/Cdr. R.W. Iredale. In the afternoon eight aircraft attacked the same target. F/O. F. Chambers and his navigator Sgt. Bolder, C., failed to return.

February 25th, 1944. ATTACK ON NORTHERN FRANCE. In the morning military installations in the usual area were again attacked - this time by four out of six aircraft. The remaining two bombed another target. In the afternoon six more aircraft attacked the target missed yesterday morning, this time with success. All aircraft returned safely from the days operations.

February 28th, 1944. 'NOBALL' OPERATION. Six aircraft took off on a 'Noball' operation but difficulty was experienced in locating the target and several bomb loads were brought back. F/O. D.V. Avery and Ans. 413954 W/O. Brodie, L.K. baled out over the South coast on return as their aircraft had been badly shot up.

February 29th, 1944. 'NOBALL' OPERATION. Six aircraft took off on another 'Noball' operation. Some aircraft turned back owing to bad weather conditions. One aircraft, pilot F/O. C. Timson, navigator Sgt. Edwards, P.E., failed to return.

STATISTICS. Statistics from formation up to 29.2.44.

Hours 1,292
Sorties 610
Miles 267,120

Enemy shipping damaged 2.
Enemy aircraft damaged 1.

9