

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

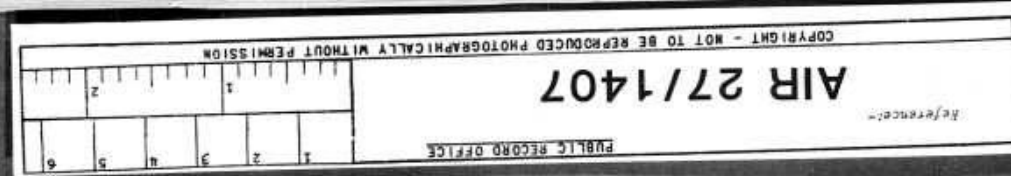
OPERATIONS RECORD BOOK

Page No. 1

of (Unit or Formation) 225 S. M. AEGON

No. of pages used for Month Day 117

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
HARTFORD BRDE	1st		Foggy conditions prevailing this morning. The Squadron Wing Commander flew down to DUNSFOLD for the second day of a court of enquiry. Ground training was carried out, all crews went to No. 137 Wing Gunnery Room for a lecture on aircraft recognition at night. Crews stood by from 13.30 hours for operations. The target was altered three times and twelve aircraft led by S/LDR Campbell finally took off at 18.15 hours on an operation which was completely successful.		
		2nd	Ground training was carried out this morning due to unfavourable conditions for flying, several air tests were made during the afternoon and all crews on the battle order stood by for operations. At 18.00 hours 12 aircraft led by S/LDR W. LYLE, DFC, took off on an operation to attack an ammunition dump near ANGERS, the deepest penetration over land as yet made by Mitchells. One aircraft turned back with oil-pressure trouble shortly after leaving the English coast. The operation was completely successful.		
		3rd	General ground training and clay pigeon shooting during the morning due to weather prevailing. All aircrews made a trip to DUNSFOLD by bus during the afternoon to attend a lecture by G/C. CUNNINGHAM on German night fighter tactics. Twelve aircraft led by F/O. B. A. JERRID took off at 19.25 hours to attack a railway yard at BRAHANCOURT. This operation was a complete success.		
		4th	A vast improvement in the weather, an operation was turned on this morning and twelve aircraft led by S/L. CAMPBELL, DFC took off at 10.55 to bomb enemy troop concentrations, this operation was completely successful. The weather continued fine and twelve crews were briefed at 15.15 hours for a further operation which was subsequently postponed for two hours, finally the same twelve aircraft led by S/L. W. LYLE, DFC took off at 19.15 hours to bomb the marshalling yards at CLOS-SUR-REBLE. The operation was marred by the leaders bombs falling out when the bomb doors were opened, the rest of the formation releasing on seeing the bombs fall. Crews stood by all evening for night ops which did not eventuate.		
		5th	Crews stood by for operations and ground training was carried out for those not on the battle order. Twelve aircraft took off at 17.10 hours on an operation led by S/L. CAMPBELL, quite successful in spite of considerable cloud over the target. S/L. WOOD did some night flying practice, no further flying today.		
		6th	Busy day on the Squadron. Twelve aircraft led by F/LT. J. M. BEETS, AFC took off at 10.40 hours and carried out an operation on an ammunition dump near LIVAROT. First box bombed on a GEE line. 2nd box returned with bombs, a further operation was carried out in the evening eighteen aircraft led by F/O. B. A. JERRID took off at 18.55 hours and successfully bombed a panzer concentration near CAEN. Heavy flak was encountered over and coming away from the target. Six aircraft landed safely in NORMANDY, due to damage sustained by enemy action, remainder returned to base.		
		7th	The Squadron was stood down until midday. From midday till 4.0p.m., the Squadron stood by on the Station, after which except for six crews on a battle order, the Squadron was stood down till midnight. No operations took place. Only 6 aircraft were serviceable.		
		8th	A rather quiet day for the Squadron. Still only a few serviceable aircraft. A few air tests were carried out and a little GEE training was done. The weather was fine.		
		9th	Another fine sunny day. An operation was laid on in the morning and twelve aircraft led by S/LDR. CAMPBELL, DFC, took off at 10.15 to bomb an ammunition dump in the FORET de LYONS. The bombing was very successful and a large explosion occurred, which was seen by our aircraft. Stiff opposition by flak was met, and one aircraft landed in the beachhead. Some air tests were carried out later in the day.		117



PUBLIC RECORD OFFICE

Reference -	AIR 27/1407	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 16.6%;">1</td> <td style="width: 16.6%;">2</td> <td style="width: 16.6%;">3</td> <td style="width: 16.6%;">4</td> <td style="width: 16.6%;">5</td> <td style="width: 16.6%;">6</td> </tr> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> <td style="text-align: center;">4</td> <td style="text-align: center;">5</td> <td style="text-align: center;">6</td> </tr> </table>	1	2	3	4	5	6	1	2	3	4	5	6
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Place	Date 1944	Time	Summary of Events	SECRET.	References to Appendices
HARTFORD BRIDGE	AUG 10th		Very little activity on the Squadron today mainly due to only a few aircraft being serviceable. Several air tests were carried out during the day. The weather was cloudy during the morning but improved during the afternoon. Crews stood by all day. Some ground training was carried out and whole Squadron stood down from 2000 hours until midnight.		
	11th		The weather was unfavourable for operations during most of the day. Some ground training was carried out in the morning and a little local flying. All crews not on the battle order went away making for a local farmer during the afternoon. At 18.30 hours six aircraft led by F/LT. ORPEN took off on an operation in support of our ground forces in NORMANDY. One aircraft returned to base after jettisoning its bombs in the sea, this was due to technical failures in the A.S.I and the hydraulics. The remaining aircraft turned back three minutes from the target for some not fully explained reason and returned to base with their bombs, the rest of the Squadron was stood down from 20.00 hours until midnight.		
	12th		No operations during the morning, some local flying was done by S/L. W. LYLE DFC. Six aircraft took off on an operation at 11.45 hours, this operation was led by W/CDR. A. D. MITCHELL, DFC, AFC and as far as is known was quite successful although unfortunately no photographs were obtained. Crews stood by all afternoon but no further day operations were carried out. Thirteen aircraft took off at 2359 hours on night operations, some aircraft dropped flares and some bombed visually on the same flares. All aircraft returned safely.		
	13th		The Squadron was stood down until midday due to the previous night's operations. The afternoon was eminently suitable for operating and twelve aircraft were led by W/CDR. A. D. MITCHELL DFC, AFC, on an operation in support of our ground forces in NORMANDY. This operation was not particularly successful. No further flying duties were carried out and the Squadron had a stand-down from 18.15 hours until 23.59.		
	14th		The weather was perfect for operating today. Twelve aircraft led by S/LDR. W. LYLE DFC took off at 10.40 hours to attack an enemy strong point 14 miles S.E. of CAEN. This operation was carried out under perfect conditions and was eminently successful. Another operation was laid on for the afternoon, twelve aircraft were to be led by W/CDR. A. D. MITCHELL, DFC, AFC, but the army took it before the aircraft took off and the operation was cancelled. Eighteen crews stood by for night operations which were subsequently cancelled and the Squadron stood down from 20.00 hours until midnight.		
	15th		Another good operating day as far as the weather was concerned. Crews stood by all the morning but nothing occurred. Finally a target came through about 1600 hours and was ^{was} hit ^{hit} by aircraft led by W/CDR. A. D. MITCHELL, DFC, AFC, took off but were recalled seven minutes from the target owing to the Germans laying pink smoke target indicators over our own troops. No further attempt was made to operate during the remainder of the day.		
	16th		A singularly abortive day in spite of ideal local weather conditions. A battle order consisting of twelve aircraft to be led by S/LDR. W. LYLE DFC was briefed twice during the day first at 09.00 hours and then again at 16.15 hours. On both occasions the operation was cancelled just prior to take-off. A fresh battle order was made up and twelve aircraft were detailed for night operations. The crews stood by until half an hour after midnight when the operation was cancelled. All rather demoralising.		
	17th		The weather was not very suitable for operating today, crews stood by all morning, a few air tests and some ground training was carried out. Six aircraft led by S/O. R. A. JAMES took off on a G.H. operation at 15.00. This operation was successful but some flak was		

WL 2284/0232: FORM 140 C.A.L. 61-778

OPERATIONS RECORD BOOK

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

of (Unit or Formation) 226 SQUADRON

No. of pages used for day 4

Place	Date 1944	Time	Summary of Events	SECRET.	References to Appendices
	AUG 17th		encountered and one aircraft flown by F/O. J. P. ANDERSON was shot down. Thirteen aircraft dropped ^{dropped} six dropping flares and seven dropping bombs. They		

was cancelled just before the operation. The crews were detailed for night operations. The ground operations were cancelled. All rather demoralising. when the operation was cancelled. All rather demoralising.

The weather was not very suitable for operating today, crews stood by all morning, a few air-tests and some ground training was carried out. Six aircraft led by F/O. R.A. JERRED took off on a G.H. operation at 15.00. This operation was successful but some flak was

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OPERATIONS RECORD BOOK

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No. of pages used for this MONTH 4.

of (Unit or Formation) 226 SQUADRON

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
HARTFORD BRIDGE	17th		encountered and one aircraft flown by F/O. J. K. WOOD was shot down. Thirteen aircraft were detailed for night operations, six dropping flares and seven dropping bombs. They took off in succession from 22.35 hours. This operation was carried out in co-operation with 88 and 342 Squadrons of BOSTONS. The entire operation was very successful. One aircraft flown by F/Sgt. HART is missing to date. Majority of aircraft were diverted to other bases on return.		
	18th		The Squadron stood down until 13.00 hours, a battle order was made out for afternoon operations and twelve aircraft led by F/Lt. J. M. BROWN, DFC, were briefed for a G.H. operation which was cancelled just prior to take-off. Five crews were detailed for night operations, they took off at intervals of approximately an hour starting at 22.30 hours to drop flares. One aircraft piloted by F/Sgt. HART failed to return.		
	19th		The weather was particularly bad today, crews stood by all morning without any prospect of operating, so the Squadron stood down from 13.00 hours to midnight.		
	20th		The weather still very uncomproising, the Squadron stood down until 12.00 hours, stood by all afternoon, there was some possibility of twelve aircraft being needed but nothing eventuated and one aircraft was detailed for a G.H. operation in the evening but that was subsequently cancelled also.		
	21st		No improvement in the weather, there was a lecture on security and a general summary of the war in FRANCE, at 10.00 hours. A "WHY WE FIGHT" film was shown for all crews at the Station Cinema at 14.00 hours. No further activity during the rest of the day or evening.		
	22nd		The weather still bad for flying and crews stood by at Flights all morning and the Squadron stood down 13.00 hours until midnight due entirely to the weather.		
	23rd		Still bad weather, crews stood by all day. An operation was planned for the late afternoon, eighteen aircraft to be led by S/LDR CAMPBELL, DFC, this operation was subsequently cancelled. The weather improved, and twelve aircraft were detailed for night operations. The first aircraft took off at 22.35 hours, the others following at irregular intervals. One aircraft piloted by F/O. TAYLOR "pranged" on take off without injury to the crew. Six aircraft completed their duties and no crews were lost.		
	24th		No flying was done this morning owing to the previous nights operations and a large number of night flying tests were flown during the afternoon. Crews stood by until 19.30 hours for night operations at which time they were cancelled.		
	25th		Weather conditions for operating were vastly improved today. Twelve aircraft led by S/LDR W. INGLE DFC, took off at 11.10 hours and carried out a successful operation on a fuel dump North of ROUEN without loss. A battle order for the afternoon, twelve aircraft led by F/O. R. A. JERRED was cancelled about 14.00 hours. Twelve aircraft were detailed for night ops, they took off between 23.00 hours and midnight and carried out their duties successfully, all except one aircraft which returned with VHF failure.		
	26th		Perfect weather conditions for operating, crews stood by all day and finally eighteen aircraft led by S/LDR W. INGLE DFC took off at 16.50 hours. S/LDR W. INGLE DFC turned back at the FRENCH Coast with engine trouble. F/O. POWELL took over the lead and the operation was successfully carried out without loss. Twelve aircraft were detailed for night ops and they took off between 23.00 hours and 01.45 hours 27.8.44 and carried out their duties as briefed.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
HARTFORD BRIDGE	27th.		The weather was ideal. Crews stood by in their billets until midday and reported at flights for duties at 14.00 hours. The Squadron was stood down for day ops from 15.30 hours until 19.00 hours when twelve crews stood by for night ops which were subsequently cancelled.		
	28th.		The Squadron was stood down this morning until midday, the weather was inclement and crews stood by in their billets all afternoon. Twelve aircraft led by S/LDR CAMPBELL took off at 17.05 hours to attack enemy troops crossing the SEINE river near ROUEN. This operation was successfully carried out in spite of strong enemy opposition. S/LDR CAMPBELL, DFC was shot down just after bombing and crash landed in NORMANDY. P/O PURCELL unfortunately was killed by flak in the air and subsequently burned in the aircraft. After the landing two other members of the crew were slightly injured.		
	29th.		The Squadron stood down until 14.00 hours. Thirty five members of air crew were put through the R.A.F. War Course of revolver shooting during the day. All aircrew attended a lecture on booby traps and how to treat them at 11.00 hours in the Station Cinema. All crews stood by from 14.00 hours to 19.30 hours when the Squadron was again stood down until 07.30 on 30.8.44.		
	30th.		Weather unsuitable for operations but crews stood by all day. Some ground training was carried out and several air tests were made. The Squadron stood down from 19.00 hours until midnight.		
	31st.		Weather still unsuitable for operating. Crews stood by at flights. A cinema show for aircrew was shown in the Station Cinema at 10.40 hours. Crews stood by all afternoon until 19.00 hours, but nothing eventuated.		
	3rd.		OFFICERS POSTED TO & FROM THE SQUADRON DURING AUGUST 1944.		
			P/O. W. P. DOHERTY from 2. G. S. U.		
			P/O. G. L. PETERSEN " "		
			P/O. J. E. TAYLOR " "		
			P/O. D. G. BAILEY " "		
			P/O. R. A. KELLY " "		
			P/O. J. W. C. MURRAY " "		
			P/O. J. N. THOMPSON to A. G. A. C.		
	14th		P/O. J. H. BROWN " 137 WING.		
	15th		P/O. C. W. FRANKLIN " "		
			P/O. H. CHATCO. " WAR CAS. N/U. DEPOT.		
	17th.		P/O. J. P. AWCOCK. " R. G. A. F. N/S UNIT.		
	19th.		P/O. A. KOZLOF. " R. A. F. ASHBURGH.		
	21st.		P/O. D. A. A. ROSS-MACENZIE from 2. G. S. U.		
			P/O. W. J. CLUTTON " "		
			P/O. D. H. DENSON " "		
			P/O. G. PHILLIPSON. to A. G. A. C.		
	24th.		P/O. J. R. H. GRANTER " 2. P. H. U.		
	25th.		P/O. R. C. TINE from 137 WING.		
			P/O. C. J. WALTERS. to 5. P. D. G.		
	26th.		P/O. J. L. BARRELL " 139 WING.		
	29th.		P/L. G. R. POLPITT from 13. G. T. U.	OFFICERS 37	71
	30th.		P/O. T. H. SOLINSKY " 13 OIU	AIRSN 63	82.
			P/O. J. R. STEWART " "		

WL 3084/0222: 8224 12/43 C.S.L. 41-726

Amble
Wing Commander,
Commanding Officer and Squadron

F/O DYSON

OPERATIONS RECORD BOOK

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R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I., para. 234b and War Manual Pt. II., chapter XX., and also in R.A.F. Pocket Book.

of (Unit or Formation) 226 SQUADRON SPECIAL SIGNALS FLIGHT

No. of pages used for days 2

SECRET

References to

24th	F/O. J. R. GRAHAM	to	A.O.A.C.		
25th	F/O. R. C. TIGHE	"	2.P.H.U.		
26th	F/O. C. J. WALKER	from	137 WING		
26th	F/O. J. L. BARKER	to	5.P.D.C.		
29th	F/L. G. R. TOLPITT	"	139 WING	ESTABLISHED	STRENGTH
30th	F/O. T. H. SCHLESKY	from	130.T.U.	OFFICERS 57	71
	F/O. J. R. STEWART	"	13 OIU	AIRCRAFT 63	82.

WL 2224/0222 2224 12/0 C.A.L. 21-728

OPERATIONS RECORD BOOK
W. H. D. B. D.
 Wing Commander,
 Commanding No. 226 Squadron

R.A.F. Form 540

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

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of (Unit or Formation) 226 SQUADRON SPECIAL SIGNALS FLIGHT

No. of pages used for day 2

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
HARTFORD BRIDGE.	1st.	11.50	Three Night Flying and Ginger test.		
HARTFORD BRIDGE.	2nd	10.30	Three Night Flying and Ginger test.		
HARTFORD BRIDGE.	3rd	10.00	Four Night Flying and Ginger test.		
	4th	10.55	Three Night Flying and Ginger Tests.		
	4th	14.00	HORNCHURCH and return.		
	4th	23.45	Two night operations as detailed.		
	5th	11.00	Three Night Flying tests and Ginger tests.		
	5th	14.30	HORNCHURCH and return.		
	5th	00.50	Two night operations as detailed, one machine landed THORNEY ISLAND.		
	6th	10.20	From THORNEY ISLAND.		
	6th	11.10	Three Night Flying Tests and Ginger tests.		
	6th	15.10	One machine to HORNCHURCH, Two return.		
	6th	00.05	Two Night operations as detailed.		
	7th	11.30	Three Night Flying tests and Ginger tests.		
	7th	23.59	Two Night Ops as detailed.		
	8th	11.30	Four Night Flying Tests and Ginger tests.		
	8th	00.05	Two Night operations as detailed.		
	9th	15.30	Two Night flying tests and Ginger tests.		
	9th	11.45	Two machines to CRANFIELD, one return.		
	9th	23.40	Two Night ops as detailed.		
	10th	11.40	Four Night Flying Tests and Ginger Tests		
	10th	00.05	Two Night operations as detailed.		
	11th	11.30	Three Night Flying Tests and Ginger Tests.		
	11th	23.15	Two Night ops as detailed.		
	12th	11.25	Three Night Flying Tests and Ginger tests.		
	12th	00.05	Two Night ops as detailed.		
	13th	11.20	Four Night Flying Tests and Ginger tests.		
	13th	00.01	One Night operation as detailed.		
	14th	11.30	Five Night Flying Tests and Ginger tests.		
	14th	23.55	One Night Op. as detailed.		
	15th	11.20	Four Night Flying Tests and Ginger Tests.		
	15th	23.50	Two Night Ops as detailed.		
	16th	10.45	Three Night Flying Tests and Ginger Tests.		
	16th	23.50	Two Night Ops as detailed.		
	17th	11.20	Three Night Flying Tests and Ginger tests.		
	17th	23.50	Two Night Ops as detailed.		
	18th	11.00	Three Night Flying Tests and Ginger tests.		
	18th	00.50	One night operation as detailed.		
	19th	11.30	Two Night Flying Tests and Ginger Tests.		
	20th		NIL.		
	21st	11.30	Three Night Flying Tests and Ginger tests.		
	22nd	14.20	Two Night Flying Tests and Ginger Tests.		
	23rd	11.45	One machine to CRANFIELD, Two return.		
	24th	10.20	Three Night Flying tests and Ginger tests.		
	25th	10.30	Four Night Flying Tests and Ginger tests.		
	25th	00.30	Two Night Ops as detailed.		
	26th	10.40	Four Night Flying tests and Ginger tests.		
	26th	00.05	Two Night Ops as detailed.		

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Place	Date 1944	Time	Summary of Events	SECRET.	References to Appendices
HARTFORD BRIDGE	AUG 27th	10.50	Four Night Flying Tests and Ginger Tests.		
	27th	00.37	Two Night ops as detailed.		
	28th	11.20	Four Night Flying Tests and Ginger Tests.		
	28th	01.05	Two night ops as detailed.		
	29th	10.40	Three Night Flying Tests and Ginger tests.		
	30th	10.50	Three Night Flying Tests and Ginger tests.		
	30th	01.40	Two Night ops as detailed. One aircraft landed DUNSFOLD and returned to base.		
	31st	11.10	Three Night Flying Tests and Ginger Tests.		
	31st	00.40	One Night Operation as detailed.		

[Signature]
 Flight Lieutenant
 O.C. SPECIAL SIGNALS FLIGHT 226 SQUADRON

WL 2044/0232 FORM 12/43 C.R.L. 41-778

DETAIL OF WORK CARRIED OUT

By 226 SQUADRON
 FOR THE MONTH OF AUGUST 1944

SECRET

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
August 1 1944	A FW130	S/L Campbell G. P/O Stack P.J. P/S Boyce W.H.M. P/O Purcell L.C.	Ramrod operation P.O.L. Dump St Malo	18.20	20.40	12 Mitchell in a/c of 226 Squadron, in company with 6 Mitchells from 139 Wing were detailed to attack the P.O.L. Dump at St. Malo. All A/C attacked the primary at 1923/25 hours from 11.0000 ft.	

OFFICER: W/L H.M. KERN

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R.A.F. Form 540
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para. 2340 and War Manual Pt. II, chapter XX, and
also in R.A.F. Pocket Book.

of (Unit or Formation) 226 SQUADRON

No. of pages used for 4
Notes

Place	Date 1944	Time	Summary of Events	SECRET.	References to Appendices
HARTFORD BRIDGE	Sept. 1.		An early call this morning. Twelve aircraft led by S/L HETTS took off at 07.15 hours to bomb enemy troop concentrations near ASHEVILLE. The bombing results were not good and one aircraft was lost. Crews stood by in their billets and messes for the rest of the day. Another target came through late in the afternoon and twelve aircraft led by S/O JERRARD took off at 19.00 hours to attack marshalling yards at HUXBROOK. This operation was imminently successful.		
	2.		A very wet day. The squadron stood by in their billets until midday when it was stood down until 18.00 hours and then again from 19.00 hours until midnight, entirely on account of the weather.		
	3.		The weather was fine locally. There was a church service for the squadron during the morning. The squadron was stood down from 12.00 hours for the rest of the day.		
	4.		It rained all day and no flying was done. The squadron was stood down all morning. A film entitled "The Way Ahead" was shown for all members of the squadron in the station cinema during the afternoon. The weather continued to be bad and no further work was done.		
	5.		Local weather conditions were good but no operations were scheduled. Several aircraft were flown and a number of aircraft carried out GEN I country flights during the morning and afternoon. The squadron was stood down from 19.00 hours until midnight.		
	6.		Another training day. The entire day was devoted to practice formation flying. Several air tests were carried out and six aircraft were detailed for night flying. They carried out their duties.		
	7.		The weather was most inclement this morning and all crews stood by in their billets. Slight improvement in the weather during the afternoon but no flying was carried out.		
	8.		Formation flying, airtasking, and bomb night levelling was carried out this morning. Crews stood by all afternoon for an operation. Eighteen aircraft led by S/L LYLE took off at 18.15 hours to attack an enemy strong point near BULOONE. The mission was successfully completed.		
	9.		Another good autumn flying day. Some air tests were carried out and local flying was indulged in during the morning. Twelve aircraft led by S/L LYLE took off at 19.00 hours on an operation against a strong point near WOLWERT. This operation was seriously hampered by clouds.		
	10.		Perfect local weather conditions. The day was spent airtasking and doing local formation. No operations were laid on and the squadron stood down from 19.00 hours until midnight.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
HARTFORD BRIDGE	Sept. 17		Perfect weather conditions. Some local flying was carried out during the morning and twelve aircraft led by W/O BISHOP took off at 14.15 hours and attacked enemy troops crossing by the ferry near BUNDEB. A very successful operation. Crews stood by for a turn round twelve aircraft to be led by S/L LYLE. It was eventually scrubbed. Nothing further was laid on.		
	18		Busy day on the squadron today. Twelve aircraft led by S/L LYLE took off at 10.45 hours and attacked successfully the railway on the Isthmus between BIRD ISLAND and the mainland. A further twelve aircraft led by S/L BATES took off at 15.00 hours and attacked the causeway carrying the road and railway between BUNDEB and BIRD ISLAND. This operation was not very successful due to very poor visibility.		
	23		Another busy and successful day on the squadron, the weather was ideal for operating and twelve aircraft led by W/O BISHOP took off at 10.45 hours and successfully attacked an enemy strong point near DIVER. Another operation was laid on for the early evening and twelve aircraft led by S/L BATES took off at 17.40 hours to attack the road and railway across the Isthmus between BUNDEB ISLAND and the MAINLAND. The first box crashed but the second box scored direct hits in the target area.		
	24		The weather was not very promising this morning and crews stood by all morning. Some ground training was carried out. An operation was laid on for the afternoon and twelve aircraft led by S/L BISHOP took off at 13.15 hours and successfully attacked an enemy strong point near BUNDEB. That was all for the day.		
	25		The weather is still uncertain but twelve aircraft led by S/L BATES took off at 10.40 hours to attack an enemy strong point near BUNDEB. Weather cleared down and no further flying was done.		
	26		The weather was not very promising during the day, some ground training was carried out. The weather improved greatly in the evening and twelve aircraft led by W/O BISHOP took off at 19.45 hours to attack an enemy position just north of BUNDEB.		
	27		The weather was fine and sunny and crews stood by for an operation all morning. Twelve aircraft led by S/L GIBBS took off at 12.35 hours to attack an enemy occupied barabara near BUNDEB in eastern BUNDEB, this target was successfully attacked in spite of slightly conditions. No further flying was done during the rest of the day.		
	28		None operational day for the squadron today. The weather was poor for flying, the visibility being about one mile. A certain amount of local flying was indulged in during the morning mainly taking away types for day flies. No flying whatsoever during the afternoon or evening.		
	29		Another none operational day. Crews stood by all day for operations. A target came through from group but the weather precluded doing anything about it. Some local flying was done and the squadron was stood down from 15.00 hours until midnight.		

W. 200/1000 2000 1000 C.E.L. 1000

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.
Form 540 - (Use Manual Part II) Chapter XX, and

No. of pages used for 4

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OPERATIONS RECORD BOOK

Page No. 3

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para 1140 and War Manual Pt. II, chapter XX, and
also in R.A.F. Pocket Book.

of (Unit or Formation) 225 SQUADRON

No. of pages used for 4 Month

Place	Date 1944	Time	Summary of Events	SECRET.	References to Appendices
<u>HARFORD BRIDGE</u>	<u>Sept. 20</u>		The weather was pleasant enough locally and crews stood by all day for operations which did not eventuate. Some ground training was carried out and a lecture on aircraft recognition was given by S/L COCHRAN at 12.00 hours. The squadron was stood down until midnight.		
	<u>21</u>		A thick ground fog covered the aerodrome until 11.00 hours. Impossible for flying. S/L FERR gave the squadron a short talk at 09.00 hours and crews stood by as usual for operations. A target was thrown into group after lunch and at 12.15 hours <u>Squadron</u> aircraft led by S/O FERR took off to attack an enemy strong point near <u>ICHOTER</u> . Most of the formation became built up climbing through clouds, but the target was unsuccessfully attacked nevertheless. Nothing further was done during the evening.		
	<u>22</u>		The weather was mild and sunny most of the day. Crews stood by for operations. One was laid on for the late afternoon and twelve aircraft led by S/O FERR got as far as taxiing before it was cancelled. Three aircraft flown by S/O ADAMS, S/O HODG, and S/L GUNNELL took off with staff sergeant as passengers at approximately 14.00 hours to visit our new aerodrome in <u>FRANOR</u> , <u>VIER</u> & <u>ARTOIS</u> . All three aircraft returned between 18.00 and 19.00 hours.		
	<u>23</u>		The day started bright and sunny. There was an early start for operations but it kept being postponed until finally twelve aircraft led by S/O FERR took off at 12.30 hours but were recalled to base shortly after getting airborne. Crews stood by all afternoon and finally another twelve aircraft also led by S/O FERR took off at 17.30 hours and successfully attacked an enemy strong point near <u>OMAIS</u> .		
	<u>24</u>		A very wet and steady day with no flying whatsoever. Crews stood by in their billets all morning and at 12.00 hours the squadron was stood down until midnight.		
	<u>25</u>		The weather was not particularly promising for operations today. However crews stood by all day and finally eighteen aircraft led by S/O FERR took off at 12.30 hours to attack an enemy gun battery near <u>ARREN</u> . This operation was successfully completed without loss.		
	<u>26</u>		Very fog on the aerodrome. Twelve aircraft led by S/O FERR took off at 05.30 hours and successfully attacked an enemy strong point near <u>REFFOS</u> . There was a turn round during the afternoon and another twelve aircraft led by S/O FERR took off at 14.45 hours to attack a railway bridge near <u>CHWE</u> . Both operations were successfully completed without loss.		
	<u>27</u>		There was an early call this morning and twelve aircraft led by S/L GUNNELL took off at 07.55 hours and attacked a railway bridge near <u>ROSE</u> . This operation was hampered by cloud over the target but the bombs were dropped in close proximity to the target. The squadron was stood down from flying until midnight.		
	<u>28</u>		The weather was fine and sunny in the morning and crews stood by at flights for operations. A target was thrown about midday and twelve aircraft led by S/O ADAMS took off at 15.05 hours to attack the cover roads in the German town of <u>WISSECH</u> . The operation was completed successfully except one aircraft flown by S/O MARTIN broke away from the second box and landed the fort at <u>REFFOS</u> on his own. S/O HODG made a belly landing at base after being shot up by flak over the target area.		

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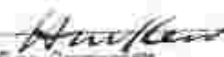
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Place	Date 1943	Time	Summary of Events	SECRET.	References to Appendices
HARTFORD BRIDGE	Sept. 29		There was an early call this morning and twelve aircraft led by S/L CAMPBELL took off at 07.25 hours and attacked a railway junction at ... The operation was not very successful but bombs fell in close proximity to the target. On returning cloud base was low and visibility poor so all aircraft diverted to ... All returned later in the day. There was no opposition on the target.		
	30		All crews asked to visit a target over ... Twelve aircraft led by S/L CAMPBELL took off at 15.05 hours to attack a road and railway junction at ... The operation was successful and all aircraft returned safely. There was no opposition at the target.		
OFFICERS POSTED TO AND FROM THE SQUADRON DURING SEPTEMBER 1943					
			F/O J. J. BARRON		Missing
			F/O R. H. IRVING		"
			F/O J. A. BOWEN		"
			F/O J. R. MARSHALL	From	No. 20 S.O.
			F/O S. PARRIN	"	"
			F/O J. L. HALLIBURY	"	"
			F/O W. A. HURSON	"	"
			F/L R. WARD, D.F.C., A.P.O.	"	"
			F/O H. J. GATE	"	"
			F/O R. PARRIN	"	"
			F/O G. R. ALLEN	"	"
	11		F/O J. G. W. LYLE	To	"
	16		F/O A. W. L. McKEITH	"	2nd. T.A.F. COMMUNICATIONS SQUADRON
	23		F/O R. A. COLLINS, D.F.M.	From	No. 157. WING.
	28		F/O R. FAYSON	"	No. 20 S.O.
			F/O A. LAW	"	"
			F/O F. B. GIBSON	"	"
	30		F/O G. J. WATSON	"	Filled & S.O.S. ROYAL AIR FORCE.
DETAILS OF SORTIES					
			OFFICERS	77	78
			AIRMEN	83	92
 Wing Commander, Squadron No 205 Squadron, R.A.F.					

W.D. 200/4000 FORM 1001 C.A.C. 21/7/43

DETAIL OF WORK CARRIED OUT

By 226 SQUADRON **SECRET** Page No. **1**

FOR THE MONTH OF SEPTEMBER, 19 44

UNITED W.D. 200/4000 FORM 1001 C.A.C. 21/7/43

DATE	AIRCRAFT	CREW	DUTY	TIME	DETAILS OF SORTIE OR FLIGHT	REFERENCE

COMPILED BY: W/C.H.F. WOOD
OPERATIONS RECORD BOOK

Page No. 1

R.A.F. Form 540
 See instructions for use of this form in K.R. and A.C.I.,
 para. 1349 and War Manual Pt. II, chapter XX, and
 notes in R.A.F. Pocket Book.

of (Unit or Formation) 250 BOMBERS

No. of pages used for 4
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Place	Date 1944	Time	Summary of Events	SECRET.	References to Appendices
HARTWICH BRIDGE	007.	1.	Crews stood by for operations all day. A target once through last was subsequently cancelled. One air test was flown and some ground training carried out.		
		2.	Very day today, twelve aircraft led by W/C WOOD took off at 10.00 hours and successfully attacked an enemy troop concentration near HISSHE without loss. Six aircraft led by F/L HADDO took off at 15.25 hours and also attacked another enemy troop concentration in the same area.		
		3.	A very busy day packing furniture and records for transport to FRANCE. The advance party consisting of about fifty men and fifteen Sergeants left at an early hour this morning. There was an early call for the crews on the Battle Order. The operation was postponed. Eventually twelve aircraft led by F/L GERRI took off at 15.05 hours to attack an enemy troop concentration a few miles west of BIERICH. The bombs were not dropped due to cloud.		
		4.	The weather was dull and showery all day. Most people were busy all the morning finalising the packing for the move. Crews on the Battle Order stood by for operations which did not eventuate. One air test was flown and the Squadron stood down from Hiddy until midnight.		
		5.	There was an early call this morning and twelve aircraft led by F/L GERRI took off at 07.40 hours to bomb an enemy troop concentration east of NUISSEN. The operation was considerably hampered by cloud but the first box managed to drop their bombs reasonably close to the aiming point. There was no further operations during the day although the crews stood by.		
		6.	There was another early call this morning and twelve aircraft led by W/C YERS took off at 10.30 hours to attack a fuel dump in HOLLAND. The bombing was not of the highest standard but all aircraft returned without loss. There were no further operations during the rest of the day.		
		7.	There was an early call this morning and twelve aircraft led by F/L HADDO took off at 10.25 hours to attack an enemy strongpoint at ARDENHUL. The bombing was not very successful. There were no further operations during the rest of the day. One or two air tests were flown during the afternoon.		
		8.	The weather was bad for operations. An operation was laid on and twelve aircraft to be led by F/L HADDO were briefed at 11.15 hours, but the attack was subsequently cancelled. Nothing further was done during the day.		
		9.	The weather was very poor for operations. Crews on the Battle Order stood by all day without anything eventuating. Several air tests were flown and several trips to VITRY SUR ARTOIS and return were made.		
		10.	The weather still bad for operations. The Squadron stood by all morning, some ground training was carried out and a little local flying was done. The squadron was stood down from mid-day until midnight. Two aircraft were detailed to drop some dud bombs in the channel during the afternoon.		

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Place	Date 1944	Time	Summary of Events	SECRET.	References to Appendices	
<u>HARTFORD BRIDGE</u>	02/21		The weather was very poor for flying all day with low cloud and heavy showers. Crews stood by all day but there were no operations and no local flying.			
		12	there was an early call this morning and sixteen aircraft led by S/L BERTS took off at 07.30 hours to attack an enemy gun position near THORN. The results were fairly satisfactory. The weather deteriorated during the remainder of the day and no further flying was done.			
		15	The weather was not very promising for operations but crews stood by and eventually seventeen aircraft led by W/O KERR took off at 14.55 hours to attack the Marshalling Yards at APPROXVORT in HOLLAND. One aircraft turned back. The remaining sixteen bombed with reasonable success. The entire Squadron landed at MANSTON on return on account of the weather at base.			
		14	Fifteen aircraft returned from MANSTON this morning landing at approximately 08.00 hours. Crews stood by all morning. Another target came through and twelve aircraft led by S/L BERTS took off at 14.20 hours to attack a bridge at TURKEL . The first boxes bombs were near misses but generally speaking results were not successful.			
		15	Everyone arose early this morning and all remaining kit was packed and put into the aircraft ready for take off to VIERE , but the weather deteriorated. Twelve aircraft led by W/O SMITH made attack on Railway Bridge at DEVENTER . A/S 07.14 hours. Both boxes, under shot, but one aircraft bombing singly hit the target. Aircraft SM (W/O SMITH) missing.			
		16	Another day exactly the same as yesterday. Crews and other personnel stood by all day to fly to VIERE but the weather precluded it.			
	<u>HARTFORD BRIDGE</u> <u>VIERE</u>	17		Better luck today and the Squadron took off at midday for VIERE landing there a on after 13.00 hours. The afternoon was spent in packing kit and transporting it to billets and settling in generally.		
		18		It rained hard for most of this day. There was no flying but all members of the squadron spent a busy day making everything shipshape.		
		19		There was considerable improvement in the weather but the squadron did not operate. Two aircraft made a trip to <u>HARTFORD BRIDGE</u> and return to fetch bomb capsules etc.		
		20		The weather was overcast all day. There were no operations. Squadron members spent the day putting the finishing touches to arrangements and equipment for operations.		
		21		There was an early call this morning and twelve aircraft led by S/L BERTS took off at 08.40 hours to attack an enemy gun battery near WOOZE . All aircraft returned safely having bombed through cloud by means of G.H. Nothing further was done during the day due to the runway being unserviceable.		
		22		Heavy ground fog lay over the aerodrome all day. Personnel were busy all day working around the dispersals making hard standings and cutting up firewood for the messes etc. There was no flying.		

WL 554/1000: 5540 1270 C.S.L. 5170

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I. para. 2145 and War Manual Pt. II, chapter XX, and para. in R.A.F. Pocket Book.

of (Unit or Formation) 226 SQUADRON, R.L.S.

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no flying.

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OPERATIONS RECORD BOOK

Page No. **3**

E.A.P. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2340 and War Manual Pt. II, chapter XX, and
also in B.A.F. Pocket Book.

No. of pages used for **4**
Chart

of (Unit or Formation) **226 SQUADRON, F.L.A.**

Am 27/10/07

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
VIENTIANE	001, 23		The weather was very unfavourable for operations. Crews on the Battle Order stood by. A target came through but was subsequently scrubbed. Squadron members spent a busy day constructing dispersals and dispersal taxi strips.		
	24		The weather seems to be consistently unsuitable for flying here at this time of the year. However a target came through at midday and eighteen aircraft led by W/O FERRIS took off at 15.10 hours to attack an enemy gun battery N.E. of VIENTIANE. The operation was planned to be 3.H. but the visibility was quite good and most of the aircraft bombed visually but with very poor results.		
	25		Owing to very poor weather no operations were carried out and no further flying was done except for one aircraft which was flown to HAMPDEN. W/O FERRIS, W/O GILBERT gave a lecture on BT procedure during the afternoon and most people were busy all day sawing wood and making dispersal tracks.		
	26		The weather remained consistently unsuitable for operations and the day was spent swinging compasses and building hard standings for the aircraft.		
	27		It was overcast and foggy all morning and rained steadily most of the afternoon. Everyone was busy all morning swinging compasses and building hard standings. At midday the squadron was stood down until 18.00 hours.		
	28		There was an early call this morning, the weather being clear and favourable. Twelve aircraft led by S/L CAMPBELL took off at 08.50 hours to bomb a road and railway bridge at VIENTIANE. The bombing was of high standard but unfortunately the bridge was not destroyed. The operation was carried out without loss in spite of strong enemy opposition. There was a turn round and twelve aircraft led by S/L BRYAN took off at 14.50 hours to attack the same target as this morning. The bombing was poor, heavy flak was encountered and one aircraft was shot down in the target area.		
	29		There was another early call this morning and twelve aircraft led by S/O FORD took off at 08.00 hours to attack a railway bridge two miles north of BOERND. The bombing was very poor and some heavy flak was experienced in the target area. There was a turn round after lunch and six aircraft led by P/O DOUGLAS took off at 14.55 to attack the road and railway bridge at VIENTIANE. The bombs overran the bridge into a railway siding. No aircraft were lost.		
	30		The squadron stood by for operations all morning but nothing eventuated. Personnel worked on building hard standings and at midday the squadron was stood down until midnight.		
	31		There was no flying this morning due to inclement weather. Crews worked on the hard standings all morning and at midday the squadron was again stood down until midnight.		

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29/11/44 OPERATIONS RECORD BOOK

Page No. 1

of (Unit or Formation) 226 SQUADRON.

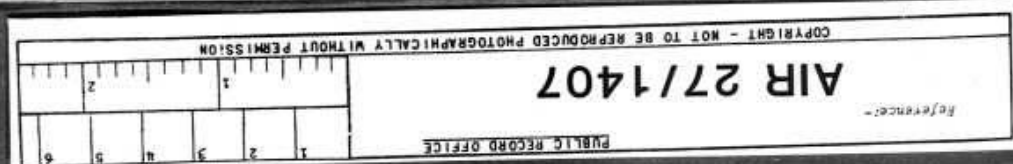
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SECRET.

References to Appendices

Place	Date	Time	Summary of Events
VITRY	1944. Nov. 1.		There were no operations today due to the weather. Squadron members worked on the hard-standings all morning except for a period when S/L CAMPBELL gave a lecture on discipline. The afternoon was spent moving the Flight Offices from the hangar to the huts provided for them.
		2.	The weather locally was fine and sunny and twice during the day twelve crews to be led by S/L BETTS were briefed for an operation on VENLO but each time it was postponed. Five bomb sights were levelled in the air and several aircraft compasses were swung on the ground.
		3.	The weather was not very favourable for operations today. The squadron stood by for ops all morning and at 14.25 hours twelve aircraft led by S/L BETTS took off to attack the bridge at VENLO. Again severe icing conditions were met en-route to the target and all aircraft turned back for that reason.
		4.	A busy day today. There was an early call and twelve aircraft led by F/L EDMOND took off at 09.00 hours to attack the road and railway bridge at VENLO again. The aircraft reached the target but were unable to bomb due to 10/10 cloud. A further twelve aircraft were detailed to carry out the same operation during the afternoon, they were led by F/O HARVEY and took off at 13.50 hours. Severe enemy opposition was met in the form of flak. The second box scored direct hits on the target. Two aircraft were damaged by flak and forced landed away from base. Two gunners being killed.
		5.	The weather was too duff for operations this morning but this afternoon W/C KERR led twelve aircraft to bomb railway bridge north of ROERMOND. The target was covered with 10/10 Sc. and bombs were brought back. Target was not bombed on G.H. as it is a DUTCH town.
		6.	The weather was too duff this morning so crews were busy on hard standing. This afternoon S/L CAMPBELL led 12 aircraft to attack ROERMOND bridge but returned with bombs as visual sight of the target could not be obtained.
		7.	The weather was duff this morning and the squadron non-operational. The A.O.C. was here to-day and presented P/O SIMS with the D.F.C. and a bar to F/L FIELDS D.F.C. for pranging VENLO bridge on the 4th November. This afternoon the squadron had a practice Rugby trial against 88 Squadron and a Soccer team also played S.H.Q.
		8.	This morning the squadron was briefed to attack the bridge at ROERMOND at 12.30 hours. Orange Box led by W/C KERR started taxiing but half way around Orange 2 became bogged and held up the remainder of Orange Box and Gold Box. The Bostons made a detour around the drome and took off. By the time Orange 2 was out of the mud it was too late to take off and the Group Captain cancelled the operation for all taxi aircraft. Duff weather set in this afternoon so the Squadron stood down.
		9.	This morning the squadron was out on the hard standing. The weather was duff for operations all day so in the afternoon the Rugby team had a training run and one crew levelled a bomb sight.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
VITRY.	1944 Nov. 10.		Weather was duff again today so all the morning crews were again working at the hard standing. This afternoon several bombsights were levelled and the remainder of aircrews were working on the hard standing.		
		11.	This morning W/O KERR led twelve aircraft to attack the Railway/River bridge at ROERMOND. Both boxes missed the bridge although several bombs struck the railway tracks. No one is injured although several kites received several holes from flak. This afternoon S/L BETTS led twelve aircraft to attack railway junction and marshalling yards at OLDENZALL in HOLLAND. A jet fighter was reported on the route but the target was not bombed due to 10/10 Sc. On the return route there was no joy in Gee and the boxes flew over VENLO and received a barrage of flak. Several kites were holed and F/L THOMAS navigator in the leading kite received a slight flesh wound in the leg.		
		12.	There was an early call this morning and the briefing put off for an hour until 7.30. Then take off was put off for another hour on two occasions and finally another two hours and at last scrubbed due to the weather closing in. The squadron stood down in the afternoon.		
		13.	The squadron was briefed for a G.H. show this afternoon but cancelled, and the squadron stood down. W/O KERR took the Group Captain over to ENGLAND and returned the same day.		
		14.	This morning twelve crews were briefed for an operation but after general briefing the operation was cancelled owing to severe icing risk and 10/10 cloud. SGT. LORRIN went to CAEN to collect some equipment. This afternoon the squadron Rugby team had a practice match against a combined SS and 342 team and won 14 to 8. Scorers: F/O MURRAY 1 try and 1 goal. F/O THOMPSON 1 try. F/L JOHNSON 1 try. and F/L ROUGHTON 1 try.		
		15.	W/O KERR our old C.O. has been posted and W/C WOOD takes his place. The weather was duff all day today and the squadron stood down this afternoon. W/C WOOD organised a liberty run into DOUAI for the afternoon.		
		16.	This morning twelve crews were briefed for an operation and got as far as the runway in use and then the operation was cancelled as duff weather prevented 139 Wing from taking off at BRUSSELS. 226 Squadron under the captaincy of F/O APPLEBARTH played 6226 squadron. (Our own ground crews) and were defeated 3 to 0. The remainder of the squadron stood down.		
		17.	Today the weather was duff and operations were cancelled for the day due to cloud base varying from 300 to 500 feet. The dispersals are now finished and no more hard standing, so crews, to while away time played crap and cards. This afternoon the squadron stood down, and W/C WOOD organised two runs to DOUAI.		
		18.	This morning twelve crews were briefed to bomb marshalling yards at VIERSEN in GERMANY but GENERAL DEMPSEY requested that MITCHELLS bomb VENLO bridge again. The BOSTONS remained on the original target. Briefing times were 12 noon and 12.15 and the twelve aircraft led by S/L CAMPBELL took off at 13.00 hours. VENLO bridge is now being used by Jerry to withdraw his troops and occupies the highest priority by the army for bombing. The operation was unsuccessful as a cloud bank obscured the bridge and bombs were brought back. Moderate heavy flak was encountered but not very accurate, only one or two aircraft receiving minute holes.		

WL 226/0233: 226 11/10 C & L. 21-778

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

OPERATIONS RECORD BOOK

of (Unit or Formation) 226 SQUADRON

No. of pages used for 5

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	1944.				

18 This morning twelve crews were briefed to bomb VENLO bridge again. The BOSTONS remained on the original target. Briefing times were 12 noon and 12.15 and the twelve aircraft led by S/L CAMPBELL took off at 13.00 hours. VENLO bridge is now being used by Jerry to withdraw his troops and occupies the highest priority by the army for bombing. The operation was unsuccessful as a cloud bank obscured the bridge and bombs were brought back. Moderate heavy flak was encountered but not very accurate, only one or two aircraft receiving minute holes.

WL 2004/0232 2288 12/43 C.A.L. 21-778

OPERATIONS RECORD BOOK

Page No. 3

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

of (Unit or Formation) 226 SQUADRON

No. of pages used for 5

Place	Date 1944	Time	Summary of Events	SECRET.	References to Appendices
VITRY	NOV. 19th		This morning there was an early morning call and twelve aircraft led by W/CDR H.F. WOOD took off at 08.30 to attack marshalling yards at VIERSEN. Bombs of the first box were scattered all over the town due to severe heavy flak dispersing the formation on the bombing run, five out of the six aircraft being holed. Bombs of the second box undershot to the left of the yards and landed also in the town. This afternoon 12 aircraft were on the Battle-Order but it was reduced to six due to not having sufficient kites serviceable. F/O DOUBLE and crew were screened today after completion of 49 sorties. S/LDR G. CAMPBELL DFC led the six aircraft to attack VENLO Bridge. On the target after bombing severe flak was encountered and S/LDR CAMPBELL's kite received a direct hit in the port wing. The wing sheered off completely and the plane was last seen going down in an uncontrolled dive. The bombs undershot the bridge.		
	20th		The weather was duff this morning so crews amused themselves all morning in the flights at cards. Flight Sergeant Barrand Flight Sergeant Lamond were interviewed by the Group Captain for commissions. S/LDR J.M. BEYTS AFC took a party to LENS this afternoon to collect coal. F/O THOMPSON returned from ENGLAND this afternoon with W/CDR KERR's crew after being held up for five days due to weather. As it was he had to be directed to the 'drome' by controlled descent through 11,500 feet of cloud.		
	21st		This morning twelve crews were briefed at 10.30 hours to attack troop concentrations at RANERATH in GERMANY. The twelve aircraft led by S/LDR J.M. BEYTS AFC, took off at 13.00 hours and only the first box bombed on G.H. The second box did not have a good run to release the bombs when the target was invisible. F/O J.E. TAYLOR flew a MITCHELL over to ENGLAND this afternoon.		
	22nd		There was an operation laid on by Group but the Commanding Officer would not permit it as the drome was covered with cloud right on the 'deck'. F/O J.E. TAYLOR returned this afternoon but was diverted back to ENGLAND as it was impossible for him to land.		
	23rd		There was nothing doing today due to 'duff' weather. This afternoon there was a stand-down so W/CDR H.F. WOOD organized a liberty run to LILLE.		
	24th		Duff weather again today. In future one day off a week is cancelled and seven days leave for three crews in ENGLAND at a time will be substituted. This afternoon W/CDR H.F. WOOD again organized a liberty run to LILLE - this time for the Sergeants. 226 Rugby team beat 342 squadron by 22 - 0. Scorers: F/O MURRAY 3 tries and 2 goals (13) F/O THOMPSON (1 try) (3) W/O BARR 1 try (3) F/SGT LAMOND 1 try (3)		
	25th		There was an early morning call this morning and twelve aircraft led by F/LT R. EDMOND DFC AFC took off at 9.30. F/LT EDMOND returned as in taxiing the propellers struck steel pickets and F/O R. PARSONS led the operation. The target was the marshalling yards at RHEYDT but cloud obscured the target for second box and it bombed GLADBACH yards but missed. Severe flak mauled the first box and F/O S. MOORE and crew were shot down. The port engine was on fire and she exploded in mid air losing a wing and struck a small village. F/LT J.A.C. HOUGHTON had to land at BRUSSELS. F/O COLLINS DFM and F/O J.A. MARSHALL took three crews over to ENGLAND on leave. F/O J.R. MARSHALL returned the same day but F/O M.A. COLLINS remained over-night. There was a general stand-down this afternoon.		

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Place	Date 1944.	Time	Summary of Events	SECRET.	References to Appendices
VITRY	NOV 26th		There was an early morning call this morning but only six aircraft were serviceable. Wing Commander H.F. WOOD led the box of six to attack marshalling yards at DEVENTER. W/CDR H.F. WOOD turned back as the box was too far behind. This afternoon 12 aircraft led by S/LDR W. LYLE DFC took off to bomb railway river bridge at DEVENTER. The first box bombed a bridge, already in two, six miles north of DEVENTER, as DEVENTER was obscured by cloud. Slight flak was encountered and one kite had to crash land at BEUSSELS. The second box went down to 10,000 feet under cloud and got a good line of sight but the bombs under-shot. On the turn off the target, No. 5 F/O. TWINING sagged in the middle through a direct hit by flak and the tail sheered off completely, aft of the turret. The main part dropped spirally and then exploded into a thousand pieces. No 'chutes' were observed opening up.		
	27th		This morning there was nothing doing as the weather was 'duff'. There was briefing at 12.00 and 12.30 for a "G.H." show, but this was finally 'scrubbed'. This afternoon was spent in collecting wood for the Chateau.		
	28th		The weather was duff this morning and several of the replacement aircraft were swung. This afternoon camouflage was torn down and taken out to the Chateau for firewood.		
	29th		This morning there was an early morning call and twelve aircraft took off to 'prang' enemy concentrations S.W. of DUNKIRK. The bombs of the first box, led by S/LDR J.M. BETTS, A.F.C. under-shot but the second box led by F/O. J.R. MARSHALL were more fortunate and the bombs dropped in the target area. Only two bursts of flak were encountered. Leaving the target area a 'hang-up' in S/LDR J.M. BETTS 'kite' came loose and crashed through the closed bomb doors without exploding and detonated harmlessly in a field below. This afternoon two boxes of six aircraft led by W/CDR H.F. WOOD and F/LT. G.W. RIMMEL set course to attack the Railway River bridge at DEVENTER. Over the target area inter-com between leading Navigator and W/CDR WOOD became u/s and resulted in an attack on the road bridge and the bombs were observed to be overshoots. Severe flak was encountered on leaving the target area. The second box did not bomb as the target was not identified.		
	30th		This morning there was an early morning call and two boxes of six led by F/LT. R. EDMOND, DFC AFC and F/LT. G.W. RIMMEL made an attack on the barracks of the Jerry at DUNKIRK. The first box ran up on "G.H." due to 9/10ths cloud and bombed visually and pranged the target. The second box bombed on the first and resulted in an over-shoot. This afternoon twelve crews were briefed to bomb WESSEL, G.H. show, but the operation was 'scrubbed' and the Squadron stood down.		
OFFICERS POSTED TO AND FROM THE SQUADRON DURING NOVEMBER 1944					
	1st		F/O. L. E. WHINAM	to	NO. 12 P.D.R.C.
	2nd		F/O. B. F. ALLEN	from	NO. 2 G.S.U.
			F/LT. J. A. C. HOUGHTON	"	"
			F/LT. R. A. JOHNSON	"	"
			F/O. B. W. GONCHIS	"	"
			F/O. S. G. TWINING	"	"
			F/O. E. G. W. ANDREWS	"	"
			F/O. N. E. BROWN	"	"
			F/O. C. G. FRASER	"	"
			F/O. W. I. MISEBT	"	"

WL 2746/0552 SERM 12/43 C & L 51-724

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

OPERATIONS RECORD BOOK

of (Unit or Formation) 226 SQUADRON

No. of pages used for 5 ~~10~~ MONTH

Place	Date 1944.	Time	Summary of Events	SECRET.	References to Appendices
	NOV.		OFFICERS POSTED TO AND FROM THE SQUADRON DURING NOVEMBER 1944 (cont)		

COMPILED BY F/Lt. K. M. CAMPBELL

OPERATIONS RECORD BOOK

Page No. 1

R.A.F. Form 540

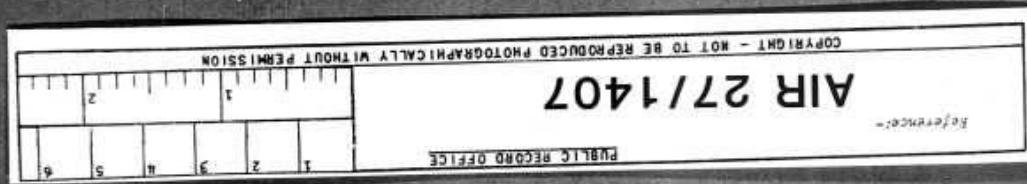
See instructions for use of this form in K.R. and A.C.I., para. 2340 and War Manual Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) 226 SQUADRON.

No. of pages used for ~~log~~ 5

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
VITRY	1944 Dec. 1.		There was an early morning call this morning and two boxes led by S/L LYLE and F/O KELLY set off to attack Marshalling Yards at WESEL but turned back North of WINDHOVEN owing to visibility at 13,000 feet of less than 400 yards. Two crews arrived as replacement this afternoon, viz: F/O MASON and F/SGT BRODIE.		
		2.	This morning there was briefing at 12 noon and two boxes of six led by W/C WOOD and F/O SOLINSKY set off to attack enemy concentrations at DUNKERK. Weather conditions were appalling and severe icing was encountered. The first box attacked on G.H. but the second box returned to base on being hopelessly split up.		
		3.	There was an early morning call this morning and twelve crews led by F/L EDMOND and F/O KELLY set off to attack road junctions at STADT-SPELLEN in GERMANY. Visibility was very poor due to thick ground haze. Every box bombed GELDEN instead, including BOSTONS. This afternoon there was a stand-down.		
		4.	There was nothing doing today. Crews were busy gathering loads of metal and plying it to boggy sections of the dispersal.		
		5.	This morning there was an early morning call and two boxes of six led by F/O MARSHALL and F/O SHIS took off to bomb Barracks and Billets at DRESDEN. Visibility was bad and 10/10 cloud in the target area rendering the operation abortive. Both boxes brought bombs back, encountering only moderate flak. This afternoon two boxes led by W/C WOOD and F/O COLLINS took off to attack Marshalling Yards at WESEL but returned on reaching WINDHOVEN as there was 10/10 cloud at 16,000 feet rendering G.H. run impossible.		
		6.	There was an early morning call this morning but after briefing the operation was postponed two hours as local fog prevented take off. Finally twelve crews led by F/L EDMOND and F/O THOMPSON took off at 12.15 hours to attack the Marshalling Yards at WESEL, G.H. Show. Neither box bombed as G.H. signals did not appear. The second box encountered slight flak on the return route near ARNHEM.		
		7.	There was an early morning call today. Crews were briefed and were in aircraft about to taxi when the operation was scrubbed as precipitation was falling locally and dangerous icing conditions existed. After lunch the Squadron stood down and a liberty run was organised to take ground crews to LILLE.		
		8.	There was no briefing at all today as Meteorological conditions were dangerous. F/O KELLY flew a MITCHELL down to ERNOY and also F/O WOOD but could not land.		
		9.	The weather was dull all day today. This afternoon there was a practice formation of a box of six, of new crews. 226 Squadron rugby team played a cup competition game against 88 Squadron and defeated them 14 to 3, viz: F/O BAILEY 2 tries (6) F/O MURRAY 2 goals (5) and SGT HUDSON 1 try (3).		
		10.	Quite fair weather in base area during the morning and formation practice for the benefit of new crews was laid on. Six aircraft led by F/L RIMMEL participated in this exercise and apparently results were very satisfactory. Weather deteriorated in the afternoon and most of the aircrew were busily occupied in laying paths over this infernal mud. No ops were laid on during the day.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
VITRY.	1944. Dec. 11.		Showery weather, and an early call for all crews on the Battle Order. A shambles was caused owing to various N.C.O. aircrew members being "Grounded" pending the arrival of the A.O.C. for interviews for commissions, and various spare individuals were awakened and rushed down to the Flights to fill the gaps. The operation was laid on and the first box led by S/L. W. LYLE D.F.C. was airborne at 10.00 hours. The second box led by F/O G. SIMS D.F.C. took off shortly afterwards. The Squadron were leading the operation which was an attack on Canal Locks at DEVENTER but were recalled on reaching the PRV. Three aircraft returned early owing to various faults and all aircraft had landed by 10.45. There was no improvement in local weather conditions in the afternoon and an attack on the bridge at DEVENTER was laid on and subsequently cancelled before briefing was completed. One air test was carried out in the afternoon and five new crews arrived from SWANTON MORLEY.		
		12.	There has been no flying today, owing to adverse weather conditions in base area, despite the fact that there was an early morning call, but the op which had been arranged was cancelled before the crews had finished early breakfast. Vehicles, together with working parties are today on a search in quest of beds in order to ease the lot of our unfortunate N.C.O. aircrew personnel who are sleeping on the concrete flooring in huts.		
		13.	Bad weather conditions have today made flying impossible. No squadron aircraft flew operationally or otherwise. An early call for an Op was laid on but the Op was subsequently cancelled.		
		14.	Visibility has been very poor today. Early this morning it was down to 500 yds and later thick fog developed which ruled out any possibility of flying of any description. Arrangements are proceeding for the completion of the subsidiary Mess at the Chateau. The change is welcomed by all Officers who realise by messing at the Chateau they will have considerably more time to themselves.		
		15.	Weather had improved today. In fact it was a glorious day and the Op which was an attack on the Bridge at DEVENTER was under way by 10.40 hours. The first box was led by S/L W. LYLE D.F.C. and the second by F/L E. BELL. All aircraft bombed and moderate heavy accurate flak was encountered over the target area. Several aircraft were holed and one, Pilot F/O MASON landed at BRUSSELS, BELGIUM after receiving hits in one engine. One aircraft proceeded to ENGLAND and another practised smoke laying.		
		16.	Poor weather again which resulted in no flying of any description being undertaken. The Squadron was stood down at mid-day and all available Officers were detailed for organising the Dining and Anti Room at the Chateau. All arrangements have gone smoothly and all being well we commence eating on Monday morning. A party of six Officers proceeded on invitation to a civic social function at ARRAS and all had a good time.		
		17.	DUNKERQUE has apparently become a nursery target. For today although no large scale Ops have been laid on four crews were briefed at 13.00 hours for an attack on FORT LURAGE close to DUNKERQUE but such poor weather conditions prevailed that even this "practice bombing target" was scrubbed. There is nothing else worthy of note except perhaps the fact that all crews were "stood down" in the afternoon. One aircraft was tested by F/O TIVEY.		

WT 226/10222 2226 12/47 C & L 21-724

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I., para. 1349 and War Manual Pt. II, chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) 226 SQUADRON

No. of pages used for day 5

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
VITRY	1944. Dec. 18.		Early morning weather conditions looked grim but fortunately it cleared up sufficiently to get into the air on local flying. The afternoon weather conditions		

17. DUNKERQUE has apparently become a nursery target. For today although no large scale Ops have been laid on four crews were briefed at 13.00 hours for an attack on FORT LURAGE close to DUNKERQUE but such poor weather conditions prevailed that even this "practice bombing target" was scrubbed. There is nothing else worthy of note except perhaps the fact that all crews were "stood down" in the afternoon. One aircraft was tested by F/O TIVELY.

WL 229-22/0222 213M 12/41 C.R.L. 21-7794

OPERATIONS RECORD BOOK

Page No. 3

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

(Unit or Formation) 226 SQUADRON

No. of pages used for day 5

Place	Date	Time	Summary of Events	References to Appendices
VITRY	1944 Dec. 18.		Early morning weather conditions looked grim but fortunately it cleared up sufficiently for some of the new crews to get into the air on local flying. The afternoon weather conditions were glorious and the new crews were given practice formation flying and from the deck the formation certainly looked remarkably good. Two crews F/L RIMMEL and F/L ROBERTSON attacked FORT LURAGE west of DUNKERQUE. No opposition was experienced and initial reports indicate that F/O FITZPATRICK'S bombs were all in the target area while F/L HIGGIN undershot by 500 yds. One aircraft was tested by S/L W. LYLE D.F.C.	
	19.		A thick fog this morning, and an early call. Briefing was completed and the Op postponed two hours. The squadron was to be led by F/O PARSONS and crew in an attack on the railway sidings at GEMUND but local Met authorities were very sceptical about the visibility in base area and at 13.00 hours the Op was cancelled. There was no other flying during the day.	
	20.		Our first meal in the Chateau this morning. Quite good considering the lights failed and the coal burnt, simply failed to produce the necessary heat in the stove. Wood faggots were resorted to. The thick fog prevailed throughout the day and the Met wizards hold no hope of it clearing by tomorrow.	
	21.		Thick fog again this morning - in fact throughout the day. There have been no incidents worthy of note except that the Met Officer has great hopes for tomorrow.	
	22.		Although the weather was poor this morning it cleared up sufficiently for an Op to be detailed this afternoon. It was a GH show led by S/L EDMOND D.F.C. A.F.C. on detrainment centre 16 miles S.E. of AMON. Results not being observed. A fair amount of accurate heavy flak was experienced in the target area. Prior to the Op taking off S/L LYLE D.F.C. and crew took off and flew as far as the WHF to ascertain weather conditions in the target area. He broadcast his findings on the WHF instructing S/L EDMOND to take off. F/O MASON returned from BRUSSELS WELSBROEK.	
	23.		Another Op today which was to have been led by W/C WOOD who unfortunately developed a mechanical failure just before take off. The Op was led by F/O J.N. THOMPSON, F/O SIMS D.F.C. leading the second box. The raid was an attack on troop concentrations at L.040958 and initial reports speak of a good concentration of bombs in the target area. F/S MITCHELL carried out an air test.	
	24.		A glorious day today and two operations have been carried out in addition to all our posted personnel being transported to ENGLAND. The first Op led by W/C WOOD and F/O TAYLOR leading the second box took off at 10.10 hours. Little opposition was experienced although the fighter escort was very busy tackling M.E.109's which were attempting to intercept. There were no Squadron aircraft intercepted. The target was the railway at GEMUND. This was not identified and all aircraft attacked sidings a mile NW of the actual target. In the afternoon S/L W. LYLE led the first box and F/O SIMS the second box in an attack on road junction at RECHT. The squadron was airborne at 14.20 hours and all aircraft returned at 16.05. F/O SIMS D.F.C. and two others returned early owing to aircraft unserviceability.	

SECRET.

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Page No.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
VITRY	1944 Dec. 25		Christmas Day and an operation on TONDORF which was led by F/O R. PARSONS but the aircraft were recalled shortly after crossing the bomb line owing to the escort being unable to rendezvous. Slight opposition was experienced shortly after the formation crossed into enemy territory. A hectic day ensued, an operational stand down being ordered at 12 o'clock noon, much dining and wine and consequent inebriation. An excellent evening meal was prepared by our French Cook who really showed what good cooking can be. F/O LUND who was serving a sentence of enforced abstinence for some indiscretion committed in the early part of the month was formally released by the Group Captain.		
		26	Fog bound again although visibility improved sufficiently for a briefing to be ordered. The pending operation was cancelled at 13.00 hours and by 14.00 hours the fog had cleared and the squadron was stood down until midnight.		
		27	Still fog bound only today it remained thick.		
		28	More fog - What a nuisance this weather is and how it hampered our operational efficiency.		
		29	Curse it, - Fog again, if the majority of medium bomber squadrons are grounded as we are it is not surprising that the daring hum has had such success in his counter attack on the American sector.		
		30	The fog has cleared today although visibility at base is so poor that no flying of any description has been carried out.		
		31	The last day of 1944 and the squadron carried out its last Op for the year. S/L R. EDMOND D.F.C. A.F.C. and F/O MARSHALL led the first and second boxes respectively in an attack on VIESELM. Bombing was done with special navigational aids and results were unobserved. No enemy opposition was experienced. In the evening a few Officers attended an E.N.S.A. concert for the French group, the leading star was JOSEPHINE BAKER, and after the show W/C H.F. WOOD and two officers were invited to the french squadrons Chateau for a party. The E.N.S.A. Company were entertained and the two officers and the Wing Commander returned to the Chateau Everard where the new year celebrations were continued. F/L K.M. CAMPBELL assumed the duties of Squadron Adjutant vice F/O TURNER who left for ENGLAND in an effort to procure turkeys for the Mess.		

WL 809/020522 825M 12/43 C & L 21-7206

OPERATIONS RECORD BOOK

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of (Unit or Formation) 226 SQUADRON.

No. of pages used for 5

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	1944				

R.A.F. Form 540

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OPERATIONS RECORD BOOK

Page No. 1

of (Unit or Formation) 226 SQUADRON.

No. of pages used for 5 Month

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
VITRY	1945 Jan. 1.		Quite a good day so far as weather conditions are concerned and two operations have been carried out. Owing to a misunderstanding the briefing was very rushed and the aircraft led by W/O H. E. WOOD, the second box being led by F/LT R. PARSONS, were late at P.R.V. The fighter escort failed to appear and formations were given the choice of returning to base or continuing with the operation which was an attack on the village of DASHBURG. We continued. The target was difficult to identify and the first box missed completely. F/O LAW leading bomb aimer of the second box attacked a village 2 miles N. N. E. of the target and really plastered it. The best bombing of the day. The afternoon raid was on a bridge at ZALTBOMMEL and while at least two direct hits were scored on it the other bombs were widely scattered. Heavy flak was encountered and F/O J. E. TAYLOR leader of the second box was somewhat shot about. His gunner F/O J. M. DONNELLY received superficial face injuries when a piece of flak pierced the cupola and passed through his oxygen mask. A near thing. F/O HIRBERT returned from ENGLAND. The Adjutant F/O D. A. L. TURNER also returned.		
		2.	There was an early call this morning and the operation was cancelled immediately after briefing. The visibility was very poor and showed no sign of improving. Tonight fog again prevailed. What a region of France this is? If its not foggy visibility is impaired by the industrial haze. Roll on Summer.		
		3.	Very cloudy today and generally dull in the base area. Crews on the Battle Order were briefed at 09.00 hours but the operation was postponed for 1 1/2 hours. We are told a big attack is to take place this afternoon in an attempt to cut off the huns in the salient on the American sector. The Op led by S/LDR R. EDMOND DFC AFC took off at 14.20 hours to attack troop concentrations. The operation was apparently a success. The G.H. run was perfect and all bombs fell in the target area. The Army are quite satisfied ???		
		4.	There was an early call this morning and briefing was held for all Squadrons in the main briefing room. The first occasion that this joint briefing has occurred and therefore worthy of note. The operation which was to be a G.H. show was to consist of two waves from the Wing each wave led by a box of six MITCHELLS with two boxes of BOSTONS in the Nos 2 and 3 position. The BOSTONS were to bomb on the leading MITCHELL. Unfortunately the weather conditions were so bad that the operation was eventually scrubbed. Cloud apparently was 15,000 thick, freezing height was sea level and icing index high.		
		5.	Another early call this morning at 05.00 hours. Briefing was carried out as yesterday and all went well until the second wave of aircraft prepared to take off when Flying Control cancelled the operation on account of bad weather at base. The first wave led by W/O H. E. WOOD carried on and bombed. Altogether out of the 18 aircraft in the first wave only 5 MITCHELLS and 7 BOSTONS reached the target. The remainder either returned owing to mechanical failure or else failed to take off. A second raid was laid on in the afternoon. The target was the important Supply Dump at ST. VITH. F/LT MARSHALL led the first wave and F/LT R. PARSONS the second wave. The first wave achieved good results whilst the second wave had some misfortune. The wave led by F/LT MARSHALL experienced no opposition and F/LT PARSONS wave was subjected to moderate but extremely accurate flak and during the evasive action although the MITCHELLS kept together very well the 88 Squadron BOSTONS broke formation completely and dropped their bombs on open ground. F/O A LAW the leading MITCHELL bomb aimer unknown to himself was suffering from loss of Oxygen so much that he didn't even know there was any flak? This bombing run was first class though he failed to broadcast it and his		233

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
VITRY	1945 Jan. 5	(continued from other side of page.)	- movements so sluggish that he pressed the release just too late and the MITCHELLS bombs fell in the outskirts of ST. VITH. The flak had taken its toll and P/O J.E. TAYLOR and P/SGT. BRODIE broke formation shortly after leaving the target area. P/O TAYLOR was later reported as having made a forced landing at an aerodrome near ASCH. No news has been received of P/SGT. BRODIE.		
		6.	Another early call. Quite a habit these days. However after being delayed for a couple of hours because of bad weather preventing 139 Wing taking off, the operation was scrubbed and at 14.00 hours a stand down until midnight was ordered. A Liberty run to LILLE was authorised and P/LT. MARSHALL flew to ASCH to collect P/O TAYLOR and crew. Still no news of P/SGT. BRODIE.		
		7.	A quiet day today. Weather was very cloudy but much warmer. Briefing for an operation on ST VITH was laid on at 10.15 and 10.45. S/LDR. R. EDMOND DFC, AFC carried out an air test in the afternoon. The Op was airborne at 13.00 hours, that is the first box led by S/LDR R. EDMOND DFC, AFC and two boxes of BOSTONS. The second box was ordered to return to dispersal and the other box was recalled to base. The Op was cancelled at 13.30 and the Squadron was stood down until midnight. This evening our first guest night was held in the Chateau. The guests were C/CAPT. R. KIPPENBERGER, C.O. No 137 Wing, W/O. NORTH, DFC - AFC Wing Commander Flying No 137 Wing, S/LDR. WALKERDINE, Squadron Leader Ops No 137 Wing, S/LDR. FURBER, S.N.O. No 137 Wing and CAPT. HERGAULT, M.O. No 142 Squadron (Group Lorraine). An excellent meal was served and entertainment was supplied by P/LT. MARSHALL, DFM who obliged with a skit version of the sword dance and also his unique rendering of the snake charmer. P/LT. ROBERTSON supplied bag-pipe accompaniment to both efforts. The guests left at 23.59 hours. P/O PARSONS severely lacerated his right forearm and was admitted to No 55 M.P.H. at LEES at 02.30 hours.		
		8.	There was another briefing today for a G.H. Op on ST. VITH and it was subsequently cancelled for although weather in the base area was fair, the fighters were unable to take off. P/SGT. WRAITH carried out an air test and whilst away the visibility in base area fell to nil and he was directed to HARTFORD BRIDGE.		
		9.	A severe frost during the night. Another briefing was laid on and again cancelled. A standdown until midnight was ordered. P/SGT. BRODIE missing from the raid on the 5th January is now reported safe at CHARLEROI. The Wing Commander today bought another pig to add to the Chateau farm which already consists of a dozen hens, a cock and one pig. It is hoped that one pig will be ready for eating in about six weeks time.		
		10.	Snow had fallen during the night and despite this briefing was carried out at 10.45 and 11.15. Visibility was very poor in the base area and the operation was cancelled. In the afternoon the C/CAPT. lectured all leading pilots and navigators on the results obtained on recent missions. It was decided that lack of training was the prime factor, coupled with more difficult targets, greater opposition and also that 75% of the trouble was due to pilots. It has been mentioned by group that one flight per day from each wing is stood down to carry out training. It is hoped in this way to achieve similar results to those obtained when the Squadron was operating only once or twice per month. The C.O. explained his reasons for cancelling leave. The Squadron is permitted to have as many crews away at one time as they wish providing at least 18 operational crews are available. At the moment we have 30 crews, nine of which are on leave and eight pilots sick leaving only 13 fully operational crews. Until there are 21 operational crews on the squadron there will be no more leave to ENGLAND.		

W. 226/0222 222M 12/61 C & L 21-722

R.A.F. Form 540
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OPERATIONS RECORD BOOK

of (Unit or Formation) 226 SQUADRON.

No. of pages used for 5

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
VITRY	1945 Jan. 11.		Another heavy fall of snow last night. Group phoned to ascertain our operational availability and were informed that the chances of our being able to operate were precisely nil. In the morning and afternoon aircrew were detailed to clear the snow from the perimeter.		

explained his reasons for cancelling leave. The Squadron is presently away at one time as they wish providing at least 18 operational crews are available. At the moment we have 30 crews, nine of which are on leave and eight pilots sick leaving only 13 fully operational crews. Until there are 21 operational crews on the squadron there will be no more leave to ENGLAND.

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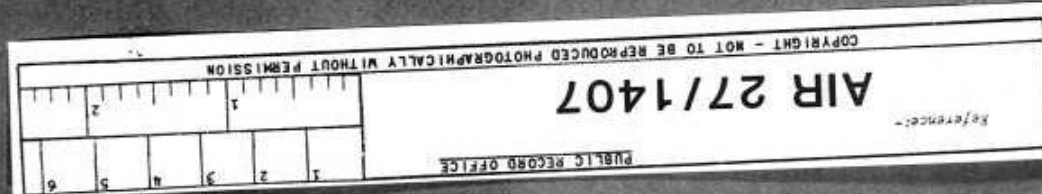
R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I., para. 2249 and War Manual Pt. II, chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) 226 SQUADRON.

No. of pages used for 5

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
VITRY	1945 Jan. 11.		Another heavy fall of snow last night. Group phoned to ascertain our operational availability and were informed that the chances of our being able to operate were precisely nil. In the morning and afternoon aircrew were detailed to clear the snow from the perimeter tracks with whatever labour saving devices they could improvise.		
		12	No more snow has fallen, but there has been a very heavy frost and both the runways and the taxi tracks were unserviceable. The visibility was also poor, but despite these facts the crews were briefed for an operation which was of course cancelled and the crews were stood down.		
		13.	Still freezing but general condition of runways and taxi tracks much improved and despite pretty poor visibility some DAKOTAS managed to land in the afternoon which gave great satisfaction to those people due to go on leave. Operations were cancelled and the crews stood down. Through some misunderstanding at Christmas the Sergeants did not visit the Officers Mess so a party was held this evening organised very successfully by the new entertainments Committee. It broke up at midnight and the guests were taken back to their billets considerably happier than when they arrived.		
		14	A fine cold and fairly clear morning, so it was decided to try and collect some of the crews due to return from leave but though F/LT. MARSHALL took off in the OXFORD visibility reduced so much and so quickly that he and two BOSTON aircraft and a leave DAKOTA spent quite a long time orbiting the drome before they could land. The DAKOTA brought back three crews. F/LT. HOUGHTON, F/LT. COPELAND, and F/O E.F. ALLEN who were very welcome particularly to those hoping to go on leave themselves. During the morning an operation was laid on, crews briefed, and the aircraft had all taxied to the end of the runway before it was cancelled. The most interesting part of this "trip" was listening on the VHF to the conversation between Flying Control and the pilots of the above mentioned aircraft.		
		15	No briefing took place today and crews were stood down in the afternoon. During the morning at VITRY - films were shown of BOSTONS, MITCHELLS and MOSQUITOS attacking various targets before the formation of 2nd T.A.F.		
		16	Briefing took place in the morning for an operation on HEINSBERG a village just inside the German frontier. It was to be attacked by two waves from 137 Wing, two boxes of BOSTONS being led by one box of MITCHELLS in each wave. The MITCHELLS being equipped with special navigation instruments were to lead the BOSTONS in to bomb above cloud. Visibility on the aerodrome was poor and the operation was cancelled as it was feared that low Stratus from the west would cover the aerodrome. Visibility however improved locally all day and several test flights were made. Other afternoon activities included the loading and unloading of coal.		
		17	There was an early call at 5.30 am and a briefing took place for the same target as yesterday. Take off was postponed 2 hours - 2 1/2 hours and then another 1/2 hour and when the crews did eventually get in the aircraft the operation was cancelled. During the afternoon DAKOTAS brought back two more crews from leave and three new crews arrived - making a very welcome addition of five crews to our strength.		
		18	A very quiet day with poor weather conditions not permitting any flying. There was a stand down late in the afternoon.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
VITRY	1945 Jan. 19		Weather conditions still very poor and the snow was melting rapidly. Visibility locally was not too bad and some test flights were carried out. A practice formation flight was scrubbed in the afternoon for fear of poor visibility. Some German wooden locker boxes were procured from CORREHEM village for use in the crew room at the Flight. One or two usefull pieces of furniture were also obtained for the Chateau.		
		20	An operation was laid on despite very bad Met conditions and before the end of briefing was cancelled. During the afternoon two very interesting talks were given by two Captains of the 11th Armoured Division, about their division and its organisation and the work of their own units in particular. Aircrew thus got some slight idea of the trials and difficulties of those who fight in the mud and slush on the ground.		
		21	Briefing took place for an attack on an Artillery and troop concentration in some woods to the north east of HEINBERG a town just inside the German border. This was carried out by two boxes of BOSTONS led by a box of MITCHELLS from this squadron, in two waves. Snow made map reading difficult, but visibility was good and it was thought that the target was hit. Accurate observation was difficult as the bombs carried were clusters of 20 lb fragmentation bombs and bursts could not be seen in the woods. Flak was moderate and at times fairly accurate - fortunately no damage was sustained by any of our aircraft.		
		22	An early call and as usual the operation was postponed indefinitely. However the squadron got airborne and set course by 11.00 hours. The leader of the second box P/O. G.N. SIMS DFC flew so fast round the circuit that numbers 4, 5, & 6 were unable to formate before setting course. The box did however arrive at the target more or less as a formation. Unfortunately the bomb sight of the leading aircraft was partially unserviceable, but by some very skilful co-operation between the Dse operator and navigator a pretty good result was observed. No flak at all was observed near the target though some was seen in the distance. Three visiting Officers from the Army CAPT. S.A. BROOK R.T.R. CAPT. GALE Herefordshires and CAPT. PALMER E.R.R. flew on this operation and apparently enjoyed the trip.		
		23	No early call but a rush briefing and a little confusion in getting all the planes bombed up in time. However nearly all aircraft got away with a full load - aircrew assisting in the loading of the last few bombs. Conditions were good and the first box led by S/LDR R. EDMOND DFC AFC had a good run on the target and the majority of the bombs fell in the centre of the town of MURCHTERN. The second box did not achieve such good results, its bombs falling short of the town. Flak was heavy, persistent and accurate and nearly all aircraft were holed though no serious damage was done.		
		24	A very cold day and very little activity of any kind apart from diligent searching for fuel.		
		25	An operation on EWOLLE was laid on in the morning but owing to poor visibility was cancelled before lunch. A cinema show was given at VITRY in the afternoon for aircrew and the N.C.O.'s managed to acquire a load of coal from a distant coal dump.		
		26	Briefing took place for an operation on WESSEL but the operation was cancelled just before the crews got into the aircraft. There was some local flying in the afternoon for test and practice purposes. A fuel party from the Chateau had considerable success in their searching?		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	1945				

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

of (Unit or Formation) 226 SQUADRON.

No. of pages used for 5

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
VITRY.	1945 Jan 27		Briefing again for WESEL - this time the aircraft managed to get to the beginning of the runway before the operation was cancelled. In the afternoon three Vics of three aircraft took off to bomb DUNKIRK but had to return to base without bombing as there was 10/10 cloud over the target.		
	28		A really filthy day to start with - with heavy fall of snow and there was no aerial activity. The Squadron Commander and S/LDR W. LYLE DFC and F/LT MARSHALL returned from England in the afternoon where they had been held up by very bad weather. S/LDR LYLE was 14 days overdue - a record for a weather hold up.		
	29		Weather today was not very good but an operation was laid on. S/LDR EDMOND led the Squadron, P/O SIMS leading the second box, in an attack on FREVENBERGICH but the aircraft were unable to drop their bombs on account of the poor weather.		
	30		Really terrible weather. A blizzard followed by driving sleet and rain - freezing everything, everywhere. Rapid thaw commenced in the evening.		
	31		Thawing rapidly - visibility very poor and no air activity of any kind.		
<u>OFFICERS POSTED IN AND FROM THE SQUADRON DURING JANUARY 1945</u>					
	1		P/O N. V. ROBERTS TO NO 2 G.S.U.		
	5		P/O D. SCOTT-WHITE " " " " " "		
			F/O W. I. A. DOUBLE " NO 83 GROUP COMMUNICATIONS SQUADRON.		
			F/O R. A. KELLY " " " " " "		
	10		F/O J. W. SMITH " 2nd TAP " " " "		
			F/O R. W. SASDOWN " B.F.C. " " " "		
			F/O J. N. THOMPSON " " " " " "		
	14		F/O J. W. MURRAY " NO 2 G.S.U. " " " "		
	17		F/O S. V. OWEN FROM " " " " " "		
			F/O K. C. WILLIAMS " " " " " "		
			F/O E. J. FREEMAN " " " " " "		
			F/O D. HOLMES-SMITH " " " " " "		
	20		F/O J. E. TAYLOR TO B.F.C. " " " " " "		
			F/O P. COLBEY " 139 WING " " " " "		
			F/O A/F/LT J. E. E. CROWHURST " " " " " "		
			F/O G. H. LEEB " " " " " "		
	23		F/O R. COLEMAN ON APPOINTMENT TO COMMISSION. " " " " " "		
	24		F/O O. A. THOMAS " " " " " "		
	26		F/LT T. H. SOLLERS TO 2nd TAP COMMUNICATIONS SQUADRON. " " " " " "		
			F/O F. T. BRADY ON APPOINTMENT TO COMMISSION. " " " " " "		
			F/O E. L. HINGCOCK " " " " " "		
	28		F/LT W. H. WASEY TO NO 2 G.S.U. " " " " " "		
			ESTABLISHMENT STRENGTH.		
			OFFICERS 57 62		
			N.C.O's 63 89.		
			<i>A. Lyle</i>		
			Wing Commander,		

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