Wartime experiences of F/Lt Rhys Thomas 144642 DFC

A brief biography by Bryan Thomas.  April 2018

*Figure 1 Rhys Thomas. A sketch by his brother-in-law Peter Walbourne*

The majority of RAF Bomber Command pilots who flew Lancasters in WWII would have been born during or soon after the end of WWI. Rhys Thomas, however, was born in January 1911 and so was quite a bit older than the average WWII pilot which, I believe influenced his RAF career path.

His family originated in North Wales, but he was born in Essex and was trained as a cost clerk. In his early twenties he was a Special Constable in the Police and he volunteered for the RAF at the outbreak of WWII, becoming a member of the RAFVR. It is likely he started active duties sometime in 1941 and no doubt he spent time in the classroom and on the parade ground before taking his first flight in November of that year in a DH82 Tiger Moth with the rank of LAC. Five weeks later and with less than 13 hours flying experience he made his first solo flight.

Towards the end of March 1942 and with just over 100 hours in the air (and a few more on Link trainers) at No.9 EFTS he moved on to the next stage of his career as a trainee instructor, having passed out of pilot training with a "Well Above Average" assessment. His move to instructor was likely the result of his being older than average and, theoretically at least, able to command respect. So his next move was to No.5 SFIS in Perth, Scotland. Here he met his future wife Helen Lorimer who was a native of Edinburgh. Helen had joined the WAAF and was working at Leuchars collecting meteorological data. Rhys graduated as an instructor in May of 1942 with a total of 173 hours on both the Tiger Moth and the Miles Magister.

*Figure 2 Rhys and Helen during their courting days*

He began as an instructor in June 1942 at No. 14 EFTS Elmdon (Birmingham) and at the end of the year he finished at EFTS with about 550 hours flying time and had contributed to the basic training of forty or so young pilots. A typical day of instruction may involve five, ten or more flights of about 30 to 60 minutes each together with the associated classroom work which would have made some days quite long. At some time before September 1942 Rhys advanced to the rank of Sergeant

At the end of December 1942 Rhys went to No.2 FIS and commenced training on the Airspeed Oxford for six weeks, after which he returned to No.14 EFTS Elmdon, the Tiger Moth and more pupils, moving to No.4 EFTS in early June 1943.

*Figure 3 Three of his navy pilot pupils*

The next move also in June 1943 found him back in Oxfords, at Cranwell undertaking a wide variety of exercises. He finished on Oxfords on the 22nd of August and was then posted to No.30 OTU but took time off to marry Helen Lorimer on the 24th.

*Figure 4 Wedding day*

On October 1st 1943 he started on Wellingtons at No.30 OTU doing everything from "circuits and bumps" to extended cross country trips lasting five or more hours, and the final flight of this period on November 22 was a Nickel (leaflet drop) on Nantes in occupied France, but such raids were not counted as "ops". During this period on Wellingtons he flew with a regular crew of four (O'Donohue, Herkes, Bunker and Elsbury) and he clocked up his thousandth flying hour.

Rhys then had 10 weeks leave before returning to flying with 1656 HCU in a Halifax. The initial "conversion" to heavies consisted of three flights under instruction (about 3½ hours) followed by 2½ hours as pilot, all on the same day and with his old Wellington crew. Five weeks later he is again flying the Halifax, but by now he has "crewed up" with the regular six that he was to fly his

operations with. These six were Beardmore, Cronk, Curtiss, Farmer, Stack and Wilkins. They signed out of 1656 HCU on May 6th and started at LFS (Lancaster Finishing School) on May 20th. Eight flights and just over 10 hours later they were deemed ready for operations.

June 1st 1944 saw them at 550 Sqn North Killingholme, and all the flights that Rhys took part in are listed below

| | | | | |
|---|---|---|---|---|
| Jun 1 | EE193 | crew | local | 0.25 daylight |
| Jun 2 | LL837 | crew | local | 1.20 daylight |
| Jun 2 | LL837 | crew | local | 0.50 night |
| Jun 4 | DV279 | crew+2 | air to sea firing | 1.30 daylight |
| Jun 4 | LL796 | crew | cross country | 3.55 night |
| Jun 5 | LL478? | crew+Maxwell | Op1 Crisbecq Gun site D day | 4.00? night |
| Jun 6 | LL747 | crew | Op2 Acheres Rly junc | 4.20? night |
| Jun 9 | LL455? | crew | Op3 Flers Aerodrome | 4.45 night |
| Jun 10 | LL796 | crew | Op4 Acheres Rly junc | 5.10 night |
| Jun 12 | LM455 T | crew | Practice bombing, formation flying | 1.40 daylight |
| Jun 12 | LL796 | crew | Op5 Gelsenkirchen Oil | 3.15? night |
| Jun 14 | LL838 | crew | Fighter affiliation | 1.20 daylight |
| Jun 14 | LM455 T | crew | Op6 Le Harvre E boat | 3.40 night |
| Jun 16 | LM455 T | crew | Op7 Sterkrade Oil | 4.10 night |
| Jun 23 | LM455 T | crew | Op8 Saintes Rly junc | 7.25 night |
| Jun 24 | LM455 T | crew | Op9 Flers Rly junc | 3.20 night |
| Jun 27 | LM455 T | crew | Op10 Chateau Bernhapre BB site | 3.45 night |
| Jun 30 | LM455 T | crew | Op11 Oisemont-Neuvelle BB site | 3.50 daylight |
| Jul 2 | LM455 T | crew | Op12 Domleger BB site | 3.35 daylight |
| Jul 4 | LM455 T | crew | Op13 Orleans Rly junc | 6.45 night |
| Jul 6 | LL800 | crew+1 | Op14 Foret du Cruc BB site | 3.45 daylight |
| Jul 7 | LM455 T | crew | Op15 Caen Close support | 3.50 daylight |
| Leave period | | | | |
| Jul 20 | ND972 X | crew | Op16 Wizernes BB depot | 3.15 daylight |
| Jul 23 | ND972 X | crew | Formation flying | 0.55 daylight |
| Jul 23 | ND972 X | crew | Op17 Kiel Morale buster | 5.05 night |
| Jul 24 | ND972 X | crew | Op18 Stutgart | 8.50 night |
| Jul 26 | PD221 R | crew | Formation bombing and air to sea | 1.40 daylight |
| Jul 28 | ND972 X | crew | Op19 Stutgart Morale buster | 8.25 night |
| Jul 30 | ND972 X | crew | Op20 Cahagnes Very close support | 4.30 daylight |
| Jul 31 | ND972 X | crew | Op21 Le Havre Submarine | 3.40 daylight |
| Aug 1 | ND972 X | crew | Op22 Le Havre Submarine | 3.25 daylight |
| Aug 3 | ND972 X | crew | Op23 Trossy St Maxim BB depot | 4.25 daylight |
| Aug 5 | ND972 X | crew | Op24 Paulliac Oil | 8.20 daylight |
| Aug 7 | ND972 X | crew | Op25 Caen Close support | 0.45 day, 3.20 night |
| Aug 10 | ND972 X | crew | Op26 Paris Le Bourget | 5.25 daylight |
| Aug 11 | ND972 X | crew+w/c Sisley | Op27 Cambrai Rly junc | 4.45 daylight |

It was during the above operation that X-X Ray was carrying the w/c and some top brass from other services. Confusion in the overcrowded cockpit led to mis-identification of the target and Cambrai was hit instead of Douai. For this Rhys, somewhat unfairly received a rap over the knuckles and the crew was ordered onto another mission the following day, making it three in three days and probably interfering with their planned leave.

| | | | | |
|---|---|---|---|---|
| Aug 12 | ME776 | crew | Bordeaux Submarine pens | 7.05 daylight |

During this two week interval Rhys was on leave to be with his wife Helen for the birth of their first son, Michael in Edinburgh on the 22nd.

| | | | | |
|---|---|---|---|---|
| Aug 27 | DV200 | crew | Height test | 2.45 daylight |

In the next mission the w/c is checking up on the crew of X-X Ray. No doubt making sure they got the correct target.

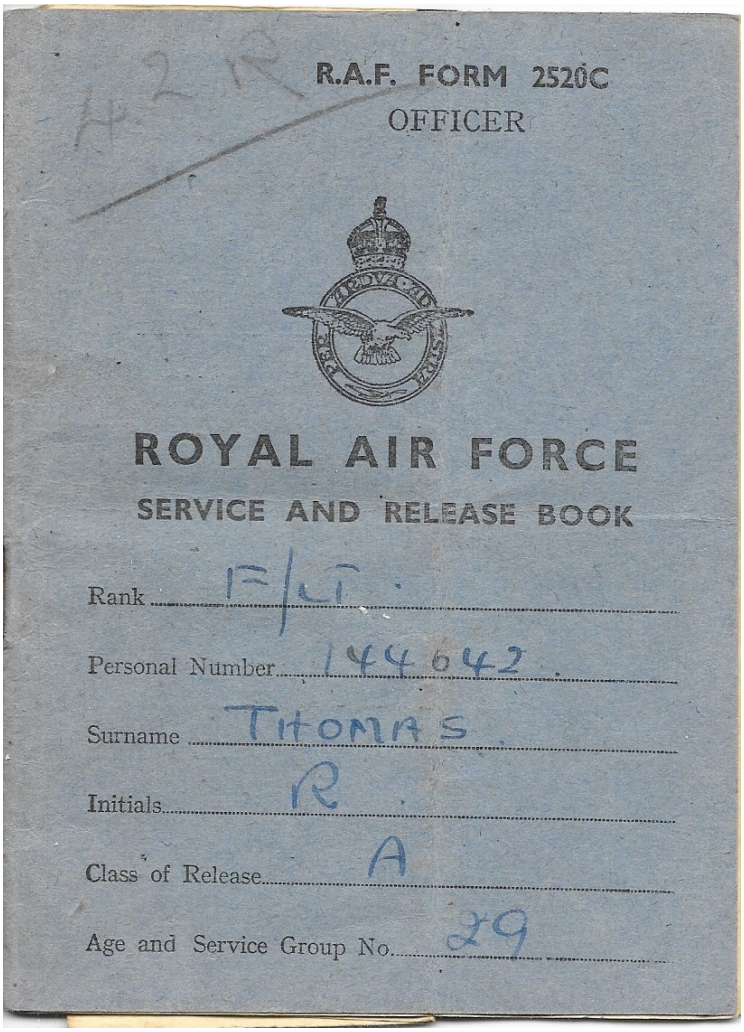
| | | | | |
|---|---|---|---|---|
| Aug 28 | ND972 X | crew+w/c Sisley | Op29 Wemors Capell BB site | 3.20 daylight |
| Aug 30 | ME776 | crew | Bombing air to sea | 0.50 daylight |
| Sep 15 | ND972 X | crew | Bombing and local | 1.20 daylight |
| Sep16 | ND972 X | crew | Op30 Stenwisk Airfield | 3.35 night |
| Sep 17 | ND972 X | crew | Op31 Zouteland | 2.25 daylight |

One could say that, compared with crews who flew earlier in WWII, this was an easy tour. Many of Rhys's missions were over France, in daylight and relatively short in duration, but we should not forget that during the course of the war both sides made continuous advances in equipment, tactics and training so I am not going to compare a couple of hours over Berlin in 1942 to an hour over France in 1944. Certainly losses were fewer in 1944 and for that I am grateful.
Some memories of the time this crew spent with 550Sqn have been documented in the books "Five Fifty" by Patrick Otter (Willsons Group Services, 2017) and in "Men Of Air" by Kevin Wilson (Phoenix, 2007).

Rhys left 550 Sqn immediately after his last "op" and spent a few days with 92 GIF (presumably this is Glider Instruction Flight), and from then until the final entry in his log book he was with No.14 OTU and No.17 OTU in Wellingtons, his penultimate flight being a "Bullseye" (simulated bombing exercise) on September 6th 1945. He never piloted an aircraft again after leaving the RAF.

Rhys logged 1344.30 hours flying over a period of almost 4 years. He completed one tour of operations. The Lancaster used on the first few operations was appropriately "T Tommy", but it failed to return from an operation while Rhys and his crew were away on leave, so most operations were carried out in "X X-Ray". This latter Lancaster carried the nose art "Daily Express" recalling the (almost) daily delivery of explosives into various parts of Europe. X-Ray was struck off charge after the war finished.

During his period of RAF service Rhys met his future wife, was married immediately before commencing operations training, and their first son was born during his tour of operations. He finished his career with the rank of Flight Lieutenant and was awarded the DFC. He died on 30 March 1972 in Harlow, Essex.



R.A.F. FORM 2520C

OFFICER

ROYAL AIR FORCE

SERVICE AND RELEASE BOOK

Rank F/Lt.

Personal Number 144642

Surname THOMAS

Initials R.

Class of Release A

Age and Service Group No. 29

*Figure 5 Service book*

*Figure 6 X-Ray and crew*

*Figure 7... and with the erks*

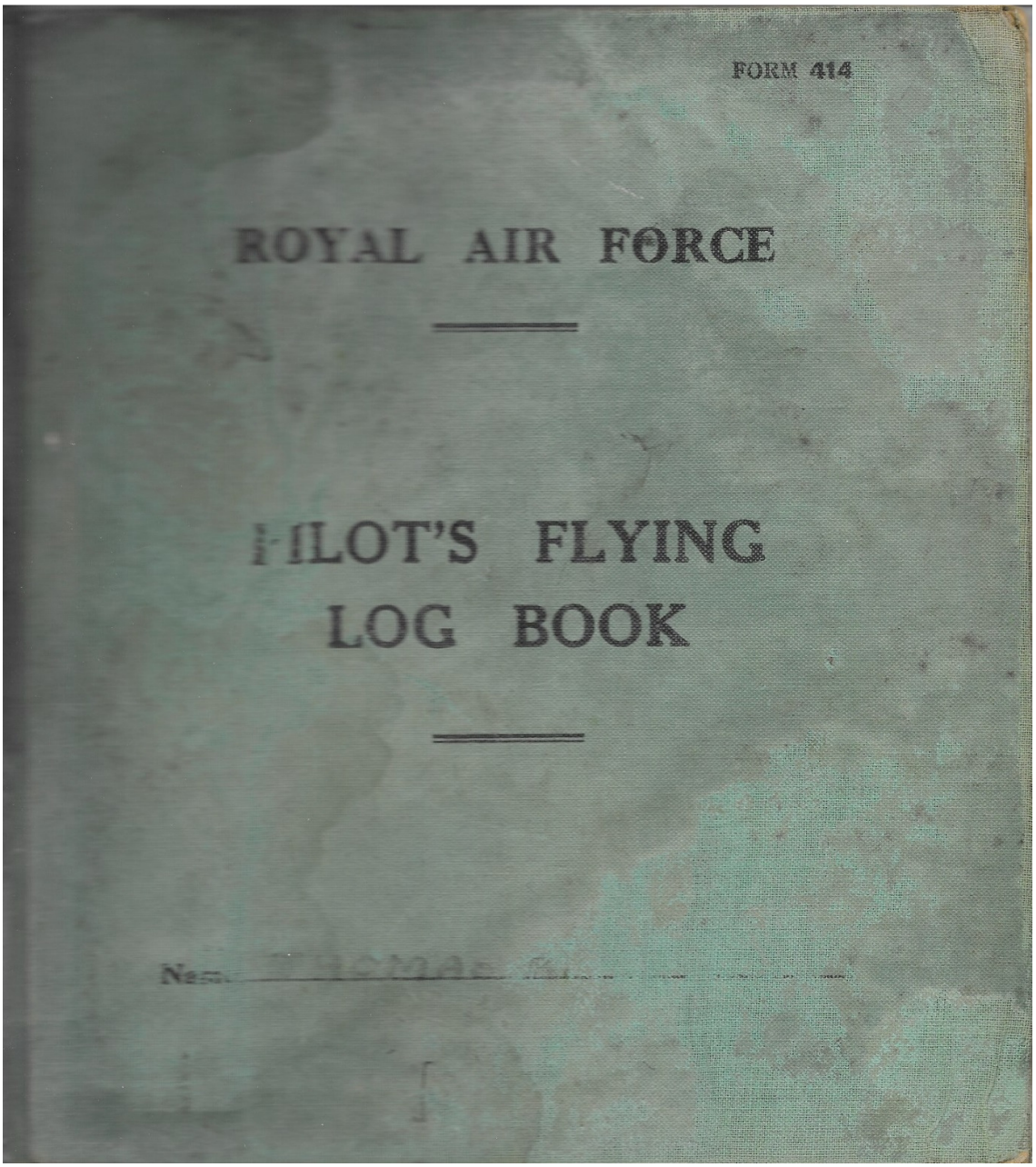



*Figure 8 Rhys Thomas flying log while at 550 Sqn*

| Year 1944 Month | Date | Aircraft Type | Aircraft No. | Pilot, or 1st Pilot | 2nd Pilot, Pupil or Passenger | Duty (Including Results and Remarks) |
|---|---|---|---|---|---|---|
| — | — | — | — | — | — | Totals Brought Forward |
| JUNE | 1 | LANCASTER | EE193 | SELF | CREW 6 | LOCAL |
| | 2 | LANCASTER | LL837 | SELF | CREW 6 | LOCAL |
| | | LANCASTER | LL837 | SELF | CREW 6 | LOCAL |
| | 4 | LANCASTER | DV279 | SELF | CREW 8 | AIR TO SEA FIRING |
| | | LANCASTER | LL996 | SELF | CREW 6 | X.C. |
| | 5 | LANCASTER & L.L. | [illegible] | SELF & F/O MARWELL | CREW 6 | OPS. 1. (CRISBECQ) GUN SITE 'D' DAY. |
| | 6 | LANCASTER | LL767 | SELF | CREW 6 | OPS 2. (ACHERES) RLY. JUNC. |
| | 9 | LANCASTER & LL | FLERS | SELF | CREW 6 | OPS 3. (FLERS) AERODROME. |
| | 10 | LANCASTER T. | LL996 | SELF | CREW 6 | OPS 4. (ACHERES) RLY. JUNC. |
| | 12 | LANCASTER | LM455 T. | SELF | CREW 6 | PRACTICE BOMBING FORM. FLYING. |
| | 12 | LANCASTER | LL996 | SELF | CREW 6. | OPS. 5. (GELSENKIRCHEN) OIL |
| | 14 | LANCASTER | LL838 | SELF | CREW 6 | FIGHTER AFFILIATION. |
| | 14 | LANCASTER | LM455 | SELF | CREW 6 | OPS. 6 (LE HARVRE) "E" BOAT |

GRAND TOTAL [Cols. (1) to (10)] 1098 Hrs. 35 Mins.

Totals Carried Forward

| Single-Engine Aircraft | | | | Multi-Engine Aircraft | | | | | | Pass-enger | Instr/Cloud Flying [Incl. in cols. (1) to (10)] | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Day | | Night | | Day | | | Night | | | | | |
| Dual | Pilot | Dual | Pilot | Dual | 1st Pilot | 2nd Pilot | Dual | 1st Pilot | 2nd Pilot | | Dual | Pilot |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |
| 75·40 | 651·45 | 10·30 | 49·20 | 65·50 | 122·10 | 11·20 | 12·05 | 62·10 | ·30 | | 25·40 | 29·50 |
| | | | | | ·25 | | | | | | | |
| | | | | | 1·20 | | | ·60 | | | | |
| | | | | | 1·30 | | | | | | | |
| | | | | | | | | 6·10 | | | | |
| | | | | | 1·40 | | | | | | | |
| | | | | | 1·20 | | | | | | | |
| 75·40 | 651·45 | 10·30 | 49·20 | 65·50 | 128·25 | 11·20 | 12·05 | 93·10 | ·30 | | 25·40 | 29·50 |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |

| Year | | Aircraft | | Pilot, or 1st Pilot | 2nd Pilot, Pupil or Passenger | Duty (Including Results and Remarks) |
|---|---|---|---|---|---|---|
| Month | Date | Type | No. | | | |
| — | — | — | — | — | — | — Totals Brought Forward |
| JUNE | 16 | LANCASTER | LM455 | SELF | CREW 6 | OPS. 7. (STERKRADE) OIL |
| | 23 | LANCASTER | LM455 | SELF | CREW 6 | OPS. 8. (SAINTES) RLY SUNC |
| | 24 | LANCASTER | LM455 | SELF | CREW 6 | OPS. 9 (FLERS) RLY SUNC. |
| | 27 | LANCASTER | LM455 | SELF | CREW 6 | OPS. 10 (CHATEAU BERNAPRE) "B.B" SITE |
| | 30 | LANCASTER | LM456 | SELF | CREW 6 | OPS. 11 (OISEMONT - NEUVELLE) "B.B" SITE. |
| | | | | SUMMARY FOR MONTH OF JUNE 1944<br>UNIT 550 SQUADRON<br>DATE 1st July 1944<br>SIGNATURE R Thomas | | AIRCRAFT TYPES<br>LANCASTER<br>1 b III |
| JULY | 2 | LANCASTER | LM455 | SELF | CREW 6 | OPS. 12 (DOMLEGER) "BB" SITE |
| | 4 | LANCASTER | LM455 | SELF | CREW 6 | OPS. 13 (ORLEANS) RLY SUNC. |
| | 6 | LANCASTER | LA800 | SELF | CREW 7 | OPS. 14 (FORÊT DU CRUC) "B.B" SITE. |

GRAND TOTAL [Cols. (1) to (10)] 1134 Hrs. 40 Mins

Totals Carried Forward

| Single-Engine Aircraft | | | | Multi-Engine Aircraft | | | | | | Passenger | Instr/Cloud Flying [Incl. in cols. (1) to (10)] | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Day | | Night | | Day | | | Night | | | | | |
| Dual | Pilot | Dual | Pilot | Dual | 1st Pilot | 2nd Pilot | Dual | 1st Pilot | 2nd Pilot | | Dual | Pilot |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |
| 75·40 | 651·45 | 10·30 | 149·20 | 65·50 | 128·25 | 11·20 | 12·05 | 93·10 | ·30 | | 25·40 | 29·50 |
| | | | | | | | | 4·10 | | | | |
| | | | | | | | | 7·25 | | | | |
| | | | | | | | | 3·20 | | | | |
| | | | | | | | | 3·45 | | | | |
| | | | | | 3·50 | | | | | | | |
| TRAINING HOURS | | | | | 6·15 | | | 14·45 | | | | |
| OPERATIONAL HOURS | | | | | 3·50 | | | 114·55 | | | | |
| TOTAL | | | | | 10·05 | | | 129·40 | | | | |
| B J Redmond Flt. Lt. O.C. B Flight | | | | | | | | | | | | |
| | | | | | 3·35 | | | | | | | |
| | | | | | | | | 4·45 | | | | |
| | | | | | 3·45 | | | | | | | |
| 75·40 | 651·45 | 10·30 | 149·20 | 65·50 | 129·35 | 11·20 | 12·05 | 119·05 | ·30 | | 25·40 | 29·50 |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |

| Year 1944 Month | Date | Aircraft Type | Aircraft No. | Pilot, or 1st Pilot | 2nd Pilot, Pupil or Passenger | Duty (Including Results and Remar |
|---|---|---|---|---|---|---|
| JULY | — | — | — | — | — | — Totals Brought Forwa |
| JULY | 7 | LANCASTER | LM455 | SELF | CREW 6 | OPS. 15 (CAEN) CLOSE SUP |
| | 20 | LANCASTER | ND972 | SELF | CREW 6 | OPS. 16. (WIZERNES) "OB" DEP |
| | 23 | LANCASTER | ND972 | SELF | CREW 6 | FORMATION FLYING. |
| | 23 | LANCASTER | ND972 | SELF | CREW 6 | OPS. 17 (KIEL) MORALE BUST |
| | 24 | LANCASTER | ND972 | SELF | CREW 6 | OPS. 18. (STUTGART) MORALE BUSTE |
| | 26 | LANCASTER | RPD221 | SELF | CREW 6 | FORMATION BOMBING AND AIR TO SEA |
| | 28 | LANCASTER | XND972 | SELF | CREW 6 | OPS. 19 (STUTGART) MORALE BUS |
| | 30 | LANCASTER | XND972 | SELF | CREW 6 | OPS. 20 (CAHAGNES) "OB" DEPOT VERY CLOSE SUPPORT |
| | 31 | LANCASTER | ND972 | SELF F/O MANLEY | CREW 6 | OPS 21 (LE HAVRE) SUBMARINE |

SUMMARY FOR MONTH OF JULY 1944
UNIT 550 SQDN
DATE 3rd AUGUST 1944
SIGNATURE [signature]

LANCASTER I & III
TRAINING
OPERATIONS
TOTAL.

[signature] S/LD
O.C. 6 FLT.

GRAND TOTAL [Cols. (1) to (10)]
1175 Hrs. 10 Mins.

Totals Carried Forward

| Single-Engine Aircraft | | | | Multi-Engine Aircraft | | | | | | Passenger | Instr/Cloud Flying [Incl. in cols. (1) to (10)] | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Day | | Night | | Day | | | Night | | | | | |
| Dual | Pilot | Dual | Pilot | Dual | 1st Pilot | 2nd Pilot | Dual | 1st Pilot | 2nd Pilot | | Dual | Pilot |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |
| 75·40 | 651·45 | 10·30 | 49·20 | 65·50 | 159·35 | 11·20 | 12·05 | 118·05 | ·30 | | 25·40 | 29·50 |
| | | | | | 3·50 | | | | | | | |
| | | | | | 3·15 | | | | | | | |
| | | | | | ·55 | | | | | | | |
| | | | | | | | | 5·05 | | | | |
| | | | | | | | | 8·50 | | | | |
| | | | | | 1·40 | | | | | | | |
| | | | | | | | | 8·25 | | | | |
| | | | | | 4·30 | | | | | | | |
| | | | | | 3·40 | | | | | | | |
| | | | | | 2·35 | | | 28·35 | | | | |
| | | | | | 22·35 | | | 29·35 | | | | |
| | | | | | 25·10 | | | 28·35 | | | | |
| 75·40 | 651·45 | 10·30 | 49·20 | 65·50 | 157·45 | 11·20 | 12·05 | 140·25 | ·30 | | 25·40 | 29·50 |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |

| Year 1944 Month | Date | Aircraft Type | Aircraft No | Pilot, or 1st Pilot | 2nd Pilot, Pupil or Passenger | Duty (Including Results and Remarks) |
|---|---|---|---|---|---|---|
| — | — | — | — | — | — | —— Totals Brought Forward |
| AUG. | 1 | LANCASTER | ND972 | SELF | CREW 6 | OPS. 22 LE HAVRE. (SUBMARINE) |
| | 3 | LANCASTER | ND972 | SELF | CREW 6 | OPS 23 TROSSY ST MAXIM. (B.B. DEPOT) |
| | 5 | LANCASTER | ND972 | SELF | CREW 6 | OPS 24 PAULLIAC. (OIL) |
| | 7 | LANCASTER | ND972 | SELF | CREW 6 | OPS. 25 (CAEN (CLOSE SUPPO |
| | 10 | LANCASTER | ND972 | SELF | CREW 6 | OPS. 26 PARIS. (LE BOURGET) |
| | 11 | LANCASTER | ND972 | SELF W/C SISLEY | CREW 6 | OPS. 27 CAMBRAI (RLY JUNC) |
| | 12 | LANCASTER | ME776 | SELF | CREW 6 | OPS. 28 BORDEAUX (SUBMARIN PENS) |
| | 27 | LANCASTER | DV200 | SELF | CREW 6 | HEIGHT TEST |
| | 28 | LANCASTER | ND972 | SELF W/C SISLEY | CREW 6 | OPS. 29 (WEMARS CAPELL) (A.B. STO) |
| | 30 | LANCASTER | ME776 | SELF | CREW 6 | BOMBING, AIR TO SEA |

SUMMARY FOR AUGUST 1944
UNIT 550 SQDN.
DATE 1-9-1944
SIGNATURE. R. Thomas Flt.

TRAINING OPERATIONS

R. Thomas Flt.
O.C. B FLIGHT.

GRAND TOTAL [Cols. (1) to (10)] 122 Hrs. 05 Mins.

Totals Carried Forward

| Single-Engine Aircraft | | | | Multi-Engine Aircraft | | | | | | Passenger | Instr/Cloud Flying (Incl. in cols. (1) to (10)) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Day | | Night | | Day | | | Night | | | | | |
| Dual | Pilot | Dual | Pilot | Dual | 1st Pilot | 2nd Pilot | Dual | 1st Pilot | 2nd Pilot | | Dual | Pilot |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |
| 75·40 | 651·45 | 10·30 | 49·20 | 65·50 | 157·45 | 11·20 | 12·05 | 140·25 | ·30 | | 25·40 | 29·50 |
| | | | | | 3·25 | | | | | | | |
| | | | | | 4·25 | | | | | | | |
| | | | | | 8·20 | | | | | | | |
| | | | | | ·45 | | | 3·20 | | | | |
| | | | | | 5·25 | | | | | | | |
| | | | | | 4·45 | | | | | | | |
| | | | | | 7·05 | | | | | | | |
| | | | | | 2·45 | | | | | | | |
| | | | | | 3·20 | | | | | | | |
| | | | | | ·50 | | | | | | | |
| | | | | | 3·35 | | | | | | | |
| | | | | | 40·30 | | | 3·20 | | | | |
| | | | | | 44·05 | | | 3·20 | | | | |
| 75·40 | 651·45 | 10·30 | 49·20 | 65·50 | 201·50 | 11·20 | 12·05 | 143·45 | ·30 | | 25·40 | 29·50 |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |

| Year 1944 Month | Date | Aircraft Type | Aircraft No. | Pilot, or 1st Pilot | 2nd Pilot, Pupil or Passenger | Duty (Including Results and Remarks) |
|---|---|---|---|---|---|---|
| — | — | — | — | — | — | —— Totals Brought Forward |
| SEPT. | 15 | LANC. | ND 972 | SELF | FULL CREW. | BOMBING AND LOCAL OPS. 30. |
| | 16 | LANC. | ND 972 | SELF | FULL CREW | STENWISK AIRFIELD |
| | 17 | LANC. | ND 972 | SELF | FULL CREW | OPS 31 ZOUTELAND |

SUMMARY FOR SEPTEMBER 1944
550 SQUADRON
1ST. OCTOBER 1944
N. Thomas F/Lt.

TRAINING
OPERATIONS.
TOTAL

B. Redmond O.C. 'B' FLIGHT
S/LD.

GRAND TOTAL [Cols. (1) to (10)] 1229 Hrs. 55 Mins.

Totals Carried Forward

| Single-Engine Aircraft | | | | Multi-Engine Aircraft | | | | | | Pass-enger | Instr/Cloud Flying [Incl. in cols. (1) to (10)] | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Day | | Night | | Day | | | Night | | | | | |
| Dual | Pilot | Dual | Pilot | Dual | 1st Pilot | 2nd Pilot | Dual | 1st Pilot | 2nd Pilot | | Dual | Pilot |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |
| 75.40 | 651.45 | 10.30 | 49.20 | 65.50 | 201.50 | 11.20 | 12.05 | 143.45 | .30 | | 25.40 | 29.50 |
| | | | | | 1.20 | | | | | | | |
| | | | | | | | | 3.35 | | | | |
| | | | | | 2.55 | | | | | | | |
| | | | | | 1.20 | | | | | | | |
| | | | | | 2.55 | | | 3.35 | | | | |
| | | | | | 4.15 | | | 3.35 | | | | |
| 75.40 | 651.45 | 10.30 | 49.20 | 65.50 | 206.05 | 11.20 | 12.05 | 147.20 | .30 | | 25.40 | 29.50 |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |

[illegible] C.O. 550 SQDN.

[illegible] W/COMM.