



RCAF F/O Hugh Bremner's flying logbook  
 Flying with  
 No 45 (Atlantic Transport) Group – Royal Air Force Transport Command (originally Ferry Command)

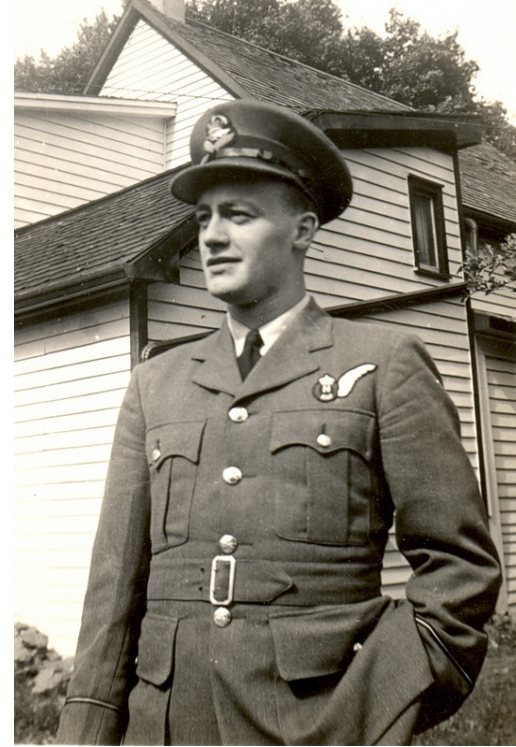
			Flying Time	
			Day	Night
1943				
Sept 18 Reported to Lachine #5 depot on posting to RAFTC, Dorval, PQ				
Oct 3	Ventura	Nav Check Flite	Dorval – Pt. Albert – Dorval	
Oct 3	Mitchell	Nav – On search for Liberator		
Nov 9	PVI	FP625	1 <sup>st</sup> Nav Delivery - Range Willow Grove > Elizabeth City N.C.	
Nov 10	PVI	FP625	1 <sup>st</sup> Nav Delivery - Range Eliz. City > Nassau, Bahamas	
Nov 11	DC3	FL550	Passenger – Nassau > Miami Fla	
Nov 14	PVI	FP644	1 <sup>st</sup> Nav Delivery - Willow Grove > Elizabeth City N.C.	
Nov 15	PVI	FP644	1 <sup>st</sup> Nav Delivery - Eliz. City > Nassau, Bahamas	
Nov 17	DC3	FL550	Passenger – Nassau > Miami	
Nov 18	Eastern Air	Passenger	Miami > Philadelphia	8:50

			Flying Time	
			Day	Night
Nov 18 PVI	FP664	1 <sup>st</sup> Nav Delivery - Willow Grove > Elizabeth City	2:05	
Nov 19 PVI	FP664	1 <sup>st</sup> Nav Delivery - Eliz. City > West Palm Beach, Fla	4:30	
Nov 20 PVI	FP664	1 <sup>st</sup> Nav Delivery - West Palm Beach > Nassau	1:10	
Nov 24 PVI	FP664	1 <sup>st</sup> Nav Delivery – Nassau > Piarco, Trinidad	9:10	
Nov 25 PVI	FP664	1 <sup>st</sup> Nav Delivery – Piarco > Belem, Brazil	7:00	
Nov 26 PVI	FP664	1 <sup>st</sup> Nav Delivery – Belem > Natal, Brazil	5:20	
Nov 29 PVI	FP664	1 <sup>st</sup> Nav Delivery – Natal > Ascension Island	8:00	
Nov 30 PVI	FP664	1 <sup>st</sup> Nav Delivery - Ascension > Accra, Gold Coast	7:15	
Dec 1 Liberator	7250	Passenger – Accra > Ascension		6:55
Dec 1 Liberator	7250	Passenger – Ascension > Natal	6:55	
Dec 2 Liberator	7250	Passenger – Natal > Belem		6:45
Dec 2 Liberator	7250	Passenger – Belem > Georgetown Br. Guiana	4:15	
Dec 2 Liberator	7250	Passenger – Georgetown > Borinquen, Porto Rico	5:30	
Dec 3 Liberator	7250	Passenger – Borinquen > Miami		4:45
Dec 15 B25	FW171	1 <sup>st</sup> Nav Delivery - Dorval > Goose Bay, Labrador	4:45	
1944				
Jan 26 DC3	530	Passenger – Goose Bay > Ancienne Lorette, P.Q.	4:43	
Jan 26 DC3	530	Passenger – Anc. Lorette > Dorval	:55	
Feb 20 DC3	KG426	1 <sup>st</sup> Nav Delivery – Dorval > Gander, Newfoundland	5:19	
Feb 21 DC3	KG426	1 <sup>st</sup> Nav Delivery – Gander, Newfoundland > Reykyavic (Iceland)	4:18	6:00
Feb 22 DC3	KG426	1 <sup>st</sup> Nav Delivery – Reykyavic (Iceland) > Prestwick (Scotland) – 1 Passenger	6:16	
Mar 12 DC3	FZ690	1 <sup>st</sup> Nav Delivery – Dorval > Goose Bay (Lab)	4:26	
Mar 13 DC3	FZ690	1 <sup>st</sup> Nav Delivery – Goose Bay (Lab) > Reykyavic (Iceland) – 14 Passengers	4:08	5:00
Mar 14 DC3	FZ690	1 <sup>st</sup> Nav Delivery – Reykyavic (Iceland) > Prestwick (Scotland)– 3 Passengers	6:00	
Apr 8 Lib	EW149	Delivery - Dorval > Gander	4:18	
Apr 9 Lib	EW149	Delivery – Gander > Lagens (Azores)	1:00	5:53
Apr 9 Lib	EW149	Delivery - Lagens – Rabat (Morocco)	5:21	

			Flying Time	
			Day	Night
Apr 15 Lib	590	Passenger – Rabat > Lagens	6:00	:45
Apr 15 Lib	590	Passenger – Lagens > Kindley Field, Bermuda	4:00	7:50
Apr 16 Lib	EV899	TestFlite Bermuda	1:15	
Apr 18 Lib	EV899	Delivery - Bermuda > Bermuda (Storm)		6:00
Apr 18 Lib	EV899	Delivery - Bermuda > Lagens	2:40	7:20
Apr 19 Lib	EV899	Delivery – Lagens > Prestwick (Scotland)	:45	7:30
Apr 24 Lib	EV977	Test Flite	1:10	
Apr 25 Lib	EV977	Delivery - Prestwick > Lyneham, England	1:40	
Apr 25-26 Lib	EV977	Delivery – Lyneham > Rabat, Morocco		7:40
Apr 26 Lib	EV977	Delivery – Rabat > Castel Benito, Tripolitania	5:55	
Apr 27 Lib	EV977	Delivery – Castel Benito, Tripolitania > Cairo West	5:35	
Apr 28 Lib	EV977	Delivery – Cairo West > Heliopolis	:20	
May 1 Dak	799	Passenger – 216 SQDN - Cairo West > Marble Arch		5:30
May 1 Dak	799	Passenger – 216 SQDN - Marble Arch > Castel Benito	2:45	
May 1 Dak	799	Passenger – 216 SQDN - Castel Benito > Biskra, Algeria	2:50	
May 2 Dak	799	Passenger – 216 SQDN - Biskra > Oujda	2:50	
May 2 Dak	799	Passenger – 216 SQDN - Oujda > Rabat	1:50	
May 8 Lib	AL593	Passenger – Rabat > Lagens		6:20
May 8 Lib	AL593	Passenger – Lagens > Dorval	11:45	
Oct 5 Dakota	KG746	Radio Operator – Training Flite (Local Dorval)		2:55
Oct 6 Dakota	KG746	Radio Operator – Training Flite (Local Dorval)	2:30	
Oct 6 Dakota	KG746	Radio Operator – Training Flite (Local Dorval)	2:05	
Oct 8 Dakota	KG746	Radio Operator – Training Flite (Local Dorval)	3:30	
Oct 8 Dakota	KG713	Radio Operator – Training Flite (Local Dorval)	2:15	
Oct 25 Dakota	KG746	Radio Operator – Training Flite – Dorval – Pt Albert - return	5:05	
Lanc		R/Nav Ferry Malton > Dorval	3:00	
Nov 6 Dakota		Nav – Training Flite – Doval > PEI & return	6:14	

			Flying Time	
			Day	Night
Nov 20 Lanc	868	2 <sup>nd</sup> Radio Op – Delivery – Dorval > Goose Bay	4:00	
Nov 25 Lanc	868	2 <sup>nd</sup> Radio Op – Delivery – Goose Bay > Preswick, Scotland	1:20	8:00
Nov 27 Lib		Passenger – Prestwick > Meeks Field, Iceland		4:00
Nov 28 Lib		Passenger – Meeks Field, Mont Joli		12:00
Nov 29 Lib		Passenger – Mont Joli > Dorval P.Q.	2:00	
Dec 8 Col Air		Passenger – Dorval > New York	2:00	
Dec 8 Howard		Passenger – New York > Norfolk ,Virginia	2:00	
Dec 9 PBN1	02904	R/N – USN E-C, N.c. > San Juan, Puerto Rico	:48	8:30
Dec 10 PBN1	02904	R/N – San Juan, Puerto Rico > Trinidad, U.S. Naval Base	4:30	
Dec 11 PBN1	02904	R/N – Trinidad > Belem, Brazil	9:22	
Dec 12 PBN1	02904	R/N – Belem > Natal, Brazil	7:15	
Dec 14-15 PBN1	02904	R/N – Natal > Bathurst, Gambia, Africa	2:00	12:20
Jan 3 PBN1	02904	R/N – Test Flight Bathurst	1:15	
Jan 3-4 PBN1	02904	R/N – Bathurst > Port Lyautey, Fr. Morocco	1:30	12:50
Jan 6 PBN1	02904	Radio Navigator - Port Lyautey, Fr. Morocco > Djerba	6:55	
Jan 7-8 PBN1	02904	Radio Navigator – Djerba > Kasfareet. Egypt		9:50
Jan 9 PBN1	02904	Radio Navigator – Kasfareet.> Habbaniyah, Iraq	4:10	
1945				
Jan 10 York	G(C?)AGJE	BOAC (Bennet) - Passenger – Habbaniyah > Cairo West, Cairo	3:55	
Jan 13 C46	296582	U.S.A.T.C – Passenger – Payne Field Cairo > Castel Benito		6:45
Jan 14 C46	346954	U.S.A.T.C – Passenger – Castel Benito > Oran	5:05	
Jan 14 C46	346954	U.S.A.T.C – Passenger – Oran > Casablanca	2:50	
Jan 18-19 C54	120140	U.S.A.T.C – Passenger - Casablanca > Lagens, Azores		5:50
Jan 19 C54	120140	U.S.A.T.C – Passenger - Lagens, > Bermuda	5:00	6:35
Jan 19 C54	120140	U.S.A.T.C – Passenger - Bermuda > Washington	5:10	
Jan 20 Eastern Air		Passenger – Washington > New York	1:30	
Jan 20 Col AirL		Passenger – New York > Dorval	2:00	
Jan 30 Col AirL		Passenger –Dorval > New York	2:15	
Jan 30 East. AirL		Passenger –New York > Washington	1:30	
Jan 30 P.C.A		Passenger –Washington > Norfolk VA	:55	

			Flying Time		
			Day	Night	
Feb 1	PBN1	02927	Radio Navigator – Eliz. City N/C > San Juan P, Rico	8:15	
Feb 4	PBN1	02927	Radio Navigator – San Juan P, Rico > Trinidad	4:12	
Feb 8	PBN1	02927	Rad. Nav.. – Trinidad > Belem, Brazil	8:35	
Feb 9	PBN1	02927	Rad. Nav. – Belem > Natal, Brazil	6:40	
Feb 16-17	PBN1	02927	Rad. Nav. – Natal > Bathurst, Gambia, W. Africa	3:30	10:25
Feb 17-18	PBN1	02927	Rad. Nav. – Bathurst > Port Lyautey, Fr. Morocco	1:15	11:00
Feb 21	PBN1	02927	Rad. Nav. – Port Lyautey > Port Lyautey (recalled)	:35	5:00
Feb 25-26	PBN1	02927	Rad. Nav. – Port Lyautey > Augusta, Sicily	:45	10:45
Feb 27	PBN1	02927	Rad. Nav. – Augusta > Fanara, Egypt	6:50	
Mar 3	PBN1	02927	Rad. Nav. – Fanara > Habbaniyah, Iraq	4:35	
Mar 7	DAK	KN333	RAF - Pass. - Habbaniyah > Lyda, Palestine	3:20	
Mar 7	DAK	KN333	RAF - Pass. - Lyda, Pal. > Cairo West, Egypt	2:00	
Mar 7-8	Lib	AL635	RAFTC Comm – Pass - Cairo West > Rabat, Fr. Mrroco	2:00	9:40
Mar 8-9	Lib	AL635	RAFTC Comm – Pass. – Rabat > Azores (Lagens)		6:15
Mar 9	Lib	AL635	RAFTC Comm – Pass. – Azores > Dorval P.Q.	13:05	
Mar 18	Mosquito	KB646	Nav Radio – London Ont. > Dorval P.Q.	4:25	
Mar 19	Mosquito	KB646	Nav Radio – Dorval P.Q. > Gander NFLD	3:25	
Mar 21	Mosquito	KB646	Nav Radio – Gander > Lagens, Azores	5:00	
Mar 23	Mosquito	KB646	Nav Radio – Lagens > Prestwick	5:30	
Mar 27-28	Lib	AL592	BOAC Allan – Pass. - Prestwick > Lagens		8:40
Mar 28	Lib	AL592	BOAC Allan – Pass. - Lagens > Dorval	15:00	



F/O Bremne with brother  
Bob Bremner (North Atlantic  
anti-submarine Corvettes)

RCAF Flying Officer Hugh Bremner - RAF Ferry Command / Transport Command

Navigation record sheets show temperatures as low as minus 20 deg centigrade

64306 to RAF as Liberator GR.VI **EV899**. Flew into sea at night off Sept Iles, France Aug 27, 1944.

64377 to RAF as Liberator B.VI **EV977**. SOC Jan 5, 1947

99818 to RAF as Liberator B.VI **EW149**. SOC Apr 11, 1946

---- Liberator VI/VIII for RAF

Approximately 1600 B-24H, J, and L Liberators were supplied under Lend-Lease to the Royal Air Force between the spring of 1944 and August of 1945.

They were known as the Liberator VI and VIII in RAF service (The missing designation Liberator VII was assigned to C-87 Liberator Express transports supplied to the RAF). Unfortunately, the British mark numbers allocated to these planes did not necessarily have any connection with their USAAF designations. 1150 of these planes are believed to have been B-24Js, with 739 of them being built by Convair/Fort Worth and 411 by Convair/San Diego. All of the San Diego-built machines, as well as the first 500 Fort Worth-built B-24Js were given the British designation Liberator Mk.VI, while the Remainder of the Fort Worth-built machines became Mk.VIII. However, the designation Liberator Mk.VIII was also applied to the Ford-built B-24Ls that were supplied to the RAF following the cessation of Liberator production at Convair/Fort Worth.

Generally, the Mk.VI differed from the Mk.VIII in the former having Consolidated-built nose turrets, the latter having Emerson-built nose turrets. However, the Liberator Mk.VI designation was also assigned to B-24G and H models which found their way to the RAF, and most of these had Emerson nose turrets. Twelve Liberators taken over from the USAAF in Italy early in 1945 were a mixed bag of B-24G, H, and J models, and yet all were identified as Mk.VIs. So it is impossible to make any general statement about the differences between VI and VIII marks.

The Liberator VI and VIII retained their US-built nose, dorsal, and belly turrets, but the Consolidated tail turret was initially replaced by a Boulton Paul turret with four 0.303-inch machine guns. However, many of these Boulton Paul turrets were replaced by American turrets when the planes reached service.

The RAF Liberators appeared in different forms to meet the needs of various commands. The bomber version was designated B.VI or B.VIII and was used primarily as a day bomber in the Mediterranean or South East Asia theatres. Like their American B-24J and L cousins, the B.VI and B.VIII bomber versions often had their ball turrets removed to save weight. The maritime reconnaissance version was designated GR.VI or GR.VIII and was used by RAF Coastal Command for long range ocean patrol. The GR versions generally had the ball turret replaced by a retractable A.S.V. radar installation. The GR.VIII differed from the GR.VI in having a different ventral radar installation. Many GRs had radar antennae sprouting from the wings and the fuselage, and carried underwing Leigh lights for anti-submarine operations at night.

Numerous Liberator Mk.VI and Mk.VIII aircraft were converted into transport configuration in the UK under the designation C.VI and C.VIII. All the armament was removed, the nose and tail were faired over, and seating for 24 passengers was added. They thus became similar to C.VIIs that were later supplied to the RAF from USAAF C-87 stocks.

Although aircraft delivered to Britain under Lend-Lease generally carried USAAF serial numbers for administrative purposes, very few of these numbers are known for RAF Liberator VIs and VIIIs. So it is currently impossible to make any one-to-one correlation between USAAF and RAF serials, making an interesting problem for aviation historians.

The following serial number listing is a summary of what I have been able to glean from various sources, and I would appreciate hearing from anyone who has additions and/or corrections.

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