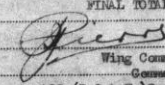


OPERATIONS RECORD BOOK

See instructions for use of this form in K.R. and A.C.I. para. 290 and War Manual Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) 425 (R.C.A.F.) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
DESPOURTH	1.9.42.		1/ Numerical Strength of Unit as at 1st September 1942. R.C.A.F. Officers:- Aircrew 13 Ground Crew 4 Airmen:- Aircrew 59 Ground Crew 166. R.A.F. " " NIL " " NIL " " 8 " " 92. TOTALS: " " 13 " " 4 " " 67 " " 258		
			2/ Modifications on aircraft are almost completed and we are almost ready to become operational.		
			3/ Honours and Awards - NIL.		
			4/ Commission: P/Sgt Rainville G. Granted a commission and attached here w.e.f. 14-9-42. (Auth: A.M. Letter A-429053/42/S.7.1(f) 1.(b) dated 5-9-42.) as a Pilot Officer. P/Sgt Desroches J.D.L. Granted a commission and attached here w.e.f. 30-9-42. (Auth: A.M. Letter A-43702/42/S.7(f) 1.(b) dated 29-9-42.) as a Pilot Officer.		
			5/ Promotions - NIL.		
			6/ Postings - T/P/O. Cook, R.G. Posted to this unit from 23 O.T.U. w.e.f. 8.9.42. (Auth: H.Q. 91 Grp. Pgm. 91G/1706/26/23/P.4 dated 7.9.42). T/P/O. Duncan, J. Posted to this unit from 23 O.T.U. w.e.f. 1.9.42. (Auth: H.Q. 91 Grp. Pgm. 91G/1706/26/23/P.4 dated 24.8.42). T/P/O. Taschereau. Posted to this unit from 23 O.T.U. w.e.f. 15.9.42. (Auth: H.Q. 91 Grp. Pgm. 91G/1706/26/23/P.4 dated 7.9.42).		
			7/ Changes in Command - No Change.		
			8/ Administration - No Change.		
			9/ Aircraft on Charge - 18 Wellington Mark III.		
			10/ Health - The health of this Squadron is very satisfactory, reported by T/P/Lt. H. Payette, Squadron Medical Officer.		
			11/ Numerical Strength of Unit as at 12th September 1942. R.C.A.F. Officers:- Aircrew 18 Ground Crew 4 Airmen:- Aircrew 111 Ground Crew 171. R.A.F. " " NIL " " NIL " " 8 " " 97. TOTALS: " " 18 " " 4 " " 119 " " 268		
			12/ Operational - Flying Hours:- Day: NIL Night: NIL TOTAL: NIL Non-Operational: " Day: 200 Night: 36 TOTAL: 236 Flying Training Hours: Day: NIL Night: NIL TOTAL: NIL FINAL TOTAL: 236		
			 Wing Commander, Commanding, 425 (R.C.A.F.) Squadron, R.A.F. Station, DESPOURTH.		

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SECRET.

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. 1

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.

No. of pages used for day 2

of (Unit or Formation) 483 (R.G.A.F.) Squadron.

Place	Date	Time	Summary of Events	References to Appendices
DISBURY, Yorks.	13.9.42.		Weather mainly fair 6/10 to 9/10 SS at 3000 to 4000 feet with fragments below at 1500 to 2500 feet visibility 6 to 12 miles apart from local fog patches, increasing to 10 to 20 miles away from town with an 2/10 to 7/10 at 3000 feet with small amounts of AC and CS above. Seven planes detailed for flying. Five planes took off on routine exercises consisting of air testing, cross country, and air firing.	
	14.9.42.		Weather fair with variable as 1 to 8/10 at 3000 feet visibility good. In afternoon weather still fair but becoming cloudy 2/10 to 5/10 CS at 2/3000 feet increasing to 3/10 to 8/10 at 3000 feet AC and A.S. increasing from South. Visibility 4 to 8 miles most of afternoon, becoming 2 to 4 miles generally and 1 to 2 in South of group by end of period. Eight planes detailed for flying. Five planes "A" flight detailed for air firing. Two flights cancelled, three completed exercises. "B" flight, 3 planes flown, two an air test, the other air firing.	
	15.9.42.		Weather, mainly showers becoming more frequent and heavier in afternoon with bright intervals. 2/10 to 7/10 on and so at 2/3000 ft, increasing to 8/10 to 10/10 on or cum at 1500 ft. or below in showers. Cloud extending well above freezing level. Visibility 12 to 30 miles, except in showers. Weather mainly fair but risk of isolated showers. 5/10 to 8/10 on at 2/3000 ft, increasing to 10/10 at 1500 ft. or lower in showers. Tops about 10,000 ft in showers. Mainly small amounts of medium cloud. Visibility 7,000 ft. falling to 5,000 ft. "A" flight had 3 planes serviceable. Ten flights authorized, one cancelled. Flights consisted of cross-country, photo, beam attack, nav, exercises and air tests. "B" flight, 3 day and 2 night cross-country. Four planes serviceable. Flights were one navigation practice, three air tests, 3 cross country.	
	16.9.42.		Weather in forenoon occasional isolated, mainly showers and high winds up to 30 miles per hour, 2 - 8/10 on 3,000 ft. - 4,000, increasing at times in showers 6 - 9/10 large on at 2,000 ft. or below. Visibility 10 - 30 miles except in showers. Afternoon weather fair or cloudy with isolated slight showers 2/10 - 8/10 on and so 2,500 - 3,000 ft. becoming 6/10 - 9/10 at 1500 ft. or lower in showers. Cloud decreasing after dusk to 2/10 - 5/10. Winds moderating. Visibility 10 miles but 3 - 6 miles in showers and to East of town. "A" flight, 4 planes scheduled for cross country, three planes completed exercises, one cancelled being U.S. "B" flight, six planes serviceable, eight flights, 4 cross-country, dual time, 2 navigation flight, one air test, one plane returned from cross-country being U.S.	
	17.9.42.		Weather fair at first becoming cloudy with occasional showers 2/10 to 6 on and so at 2,500/3,500 ft. above sea level at first becoming 6/10 to 9/10 large on at 1,500 ft. or lower in showers, 7000 ft. Visibility greater than 10 miles except in showers. Afternoon weather mostly fair, chance of local showers 4-7/10 on and so at 3000 ft. increasing towards dusk, visibility 6-12 miles, 3-6 in showers. "A" flight with 4 planes serviceable. Two planes took off on cross-country. One completed exercise, the other returned to base because all temperature in starboard engine rising too high. Two planes declared U.S. on ground. "B" flight had 5 1/2 serviceable. Seven exercises were completed, 2 cross country, one height test, air test, 3 night cross-country, one plane returned to base because of engine trouble.	

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Place	Date	Time	Summary of Events	References to Appendices																																								
MEMPHIS	18.9.42		Weather, slight rain or drizzle in the extreme east at first, becoming fair with a belt of heavy rain in the late afternoon. 8/10 - 10/10 W.S. and AS at 1,000 - 1,500 ft. in extreme at first becoming 5/10 - 9/10 Se at 2,500 ft. but increasing late afternoon to 8/10 - 10/10 W.S. and Ch at 1,000, 1,500 ft. in heavier rain. Visibility 4 - 8 miles or better but 2 - 4 in rain or near tmm. Cloudy to overcast in north fair in north. Front approaching 10/10 ahead heavy rain. Visibility 1,000 to 2,000 yards in ground mist at first. All flying cancelled.																																									
	19.9.42		Weather, Cloudy to overcast in South, fair in North. Temporary encroachment, Northwards of rain area associated with front, becoming fair apart from occasional showers. 2/10 to 5/10 Se at 2,000 to 3,000 in North but 10/10 in South. Cloud lowering and becoming 11/10 at 1,500 ft. rain with a general decrease in cloud later. 10/10 medium cloud gradually extending northward but clearing later. Visibility 2,000 feet in North, 3,000 feet in South. Weather in afternoon fair but cloudy 5/10 - 6/10 Ch and Se at 2,000 - 3,000 ft. 5/10 - 8/10 Ae and As. Small amounts of Cirrus. Visibility 6 - 12 miles away from tmm. "A" Flight, 3 planes serviceable, one air test, 2 cross-country. One returned to base, gone U.S. "B" Flight, one plane, one cross country.																																									
	20.9.42		Rain at first in North of group, becoming cloudy temporarily during the morning, but further rain. 7/10 - 10/10 Se at 1,500 feet in rain tending to break during the morning but becoming 10/10 at 1,000 - 1,500 ft. with further rain. Visibility 2 - 4 miles. Afternoon occasional rain or drizzle. 10 - 10 cloud at 800 ft. or lower and covering hills. Visibility 1 - 2 miles and less than 200 yards in hill fog. All flying cancelled.																																									
	21.9.42		Weather fair at first becoming cloudy to overcast with rain in the afternoon. Cloud 5/10 - 6/10 Ch and Se at 2,000 - 3,000 ft. most of the morning but cloud increasing and becoming 7/10 - 10/10 St and Se at 1,000 - 1,500 ft. by afternoon in rain. Variable As, generally less than 1/10 at first, but increasing to 10 - 10 during morning and afternoon. Visibility good, some trouble confined near tmm. Afternoon, steady rain, as thunderstorms developing near front. 5/10 - 8/10 Ch and Se at 2,000 - 3,000 ft., increasing to 8/10 - 10/10 Ch and Se feeling to 1,500 ft. or lower in rain. 6/10 - 7/10 Ae mainly with Ch. Visibility 3 - 6 except in rain. "A" Flight, 5 planes serviceable. Five air tests carried out and one returned to base, being U.S. "B" Flight, had 3 planes serviceable, carried out one air test and one B.A. training. One B.A. cancelled, ship being U.S.																																									
	22.9.42		Weather fair at first, becoming cloudy to overcast during the morning, with intermittent rain soon after midday and more continuous rain later. Cloud 5/10 - 6/10 Se at 3,000 ft. patches at 600 ft. soon after midday, increasing to 8/10 - 10/10 St and Se at 1,500 ft. As at 2/3,000 ft. becoming 10/10 by end of morning. Visibility 2 - 6 miles. Weather in afternoon cloudy to overcast with occasional rain becoming continuous for a period near tmm, becoming fair from the west in the evening 5/10 - 8/10 Se at 2/3,000 ft. increasing to 8/10 - 10/10 in rain at 1,000 ft. or lower. Visibility remaining good but deteriorating to 1 - 3 miles in rain and hill fog. "A" Flight had 3 planes flying. Notice consisted of one mock attack by a fighter, one air test and one B.A. practice. "B" Flight had 3 planes serviceable, 3 planes consisted of B.A. practice and one air test. One flight cancelled, plane being U.S. Upon arriving with mock attack made by a fighter, due to unforeseen circumstances a crash took place, 3 miles South of Richburg, killing all the crew.																																									
			<table border="0"> <tr> <td>1 7699</td> <td>P/Sgt.</td> <td>Pilot</td> <td>Knapp</td> <td>Engine</td> <td>Engine</td> <td>Engine</td> <td>Engine</td> </tr> <tr> <td>1 8386</td> <td>Sgt.</td> <td>Co.</td> <td>Carroll</td> <td>D.S.</td> <td>D.S.</td> <td>D.S.</td> <td>D.S.</td> </tr> <tr> <td>1 6364</td> <td>Sgt.</td> <td>AS(BA)</td> <td>Blount</td> <td>R.S.</td> <td>R.S.</td> <td>R.S.</td> <td>R.S.</td> </tr> <tr> <td>1 6364</td> <td>P/Sgt.</td> <td>AG</td> <td>Northcutt</td> <td>J.L.A.</td> <td>J.L.A.</td> <td>J.L.A.</td> <td>J.L.A.</td> </tr> <tr> <td>1 7573</td> <td>Sgt.</td> <td>W/P/M.</td> <td>St Cyr</td> <td>N.W.</td> <td>N.W.</td> <td>N.W.</td> <td>N.W.</td> </tr> </table>	1 7699	P/Sgt.	Pilot	Knapp	Engine	Engine	Engine	Engine	1 8386	Sgt.	Co.	Carroll	D.S.	D.S.	D.S.	D.S.	1 6364	Sgt.	AS(BA)	Blount	R.S.	R.S.	R.S.	R.S.	1 6364	P/Sgt.	AG	Northcutt	J.L.A.	J.L.A.	J.L.A.	J.L.A.	1 7573	Sgt.	W/P/M.	St Cyr	N.W.	N.W.	N.W.	N.W.	
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WV 20421104 203M. 194 P.J. Led. 51-611

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 2149, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. 3

of (Unit or Formation) 485 (R.C.A.F.) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
	23.9.42.		Weather cloudy with occasional showers, heavy at times. Variable On and Se at 2,000/3,000 ft. mainly 5 - 6/10 becoming 5 - 3/10 with some 8 - 10/10 at 1,500 ft. Visibility 6 - 12 miles generally, but 2 - 4 locally. Afternoon showing with possibility of hail and thunder. A - 8/10 On and Se at 2,000/3,000 ft. increasing and lowering to 8 - 10/10 at 1,500 ft. Cloud increasing towards dusk, local conditions improving after sunset. Visibility good except in showers. "A" Flight 5 a/e detailed, 4 on cross-country, one on air test, 1 a/e returned, instrument failure. 1 a/e crashed in Wales due to engine trouble. "B" Flight - 8 a/e detailed, 4 cancelled, 2 on cross-country, 2 on air test.	
	24.9.42.		Local fog patches appearing. Occasional showers, thunderstorms in afternoon. 1/10 - 4/10 On Se at 2/3,000 ft. increasing to 6 - 9/10 on, at 1,500 ft. or lower in showers with top well above freezing level. Visibility 500/1,000 yds. (M) improving to 4/12 miles. "A" Flight - 3 a/e detailed for flying, two for air firing cancelled, 1 proceeded on cross-country. "B" Flight - 6 a/e detailed for flying. 2 a/e cancelled, 1 on cross-country, 3 local flying routine.	
	25.9.42.		Weather - Showery showers, patches with hail developing in wind, becoming more widespread in afternoon. 6 - 9/10 On Se at 2/3,000 ft. increasing in showers to 8 - 10/10 at 1500 ft. or lower. Visibility 2,000 - 4,000 yds. Locally at first otherwise 4/12 miles but decreasing to 1/2 miles in showers. "A" Flight - All Flying cancelled. "B" Flight 2 a/e proceeded on local routine flying. Formation of our second attack plane at 10,00 hrs. Dived at S.A.F. Country, Bishforth, Yorks.	
	26.9.42.		Weather - Variable sky with local slight showers, dying out and becoming fair or fine generally. Cloud 5 - 6/10 On, 8/1 at 2/3,000 ft. increasing in rain to 5 - 10/10 On, Se, at 1,500 ft. or lower, decreasing to small amounts by end of period. Visibility 1/4,000 ft. rising 5/6,000 ft. 1/2 miles at first otherwise 4/12 miles, decreasing near town to 2/4 miles. "A" Flight - 6 a/e detailed for day light flying. 2 a/e for night flying. During the day, 3 a/e proceeded on an air test. 1 on a height and engine test, 1 cancelled. 2 Night flying A/O proceeded on local flying. "B" Flight - 4 a/e proceeded on local routine flying during daylight. 1 a/e were detailed for night flying. One of them on a cross-country had to land on account of instrument failure. Another a/e practical circuits and landings. The other 2 a/e were cancelled.	
	27.9.42.		Weather - Fine apart from local fog clearing during morning. Cloud - Patches of lifted fog at 500 ft. or less clearing during morning, otherwise little or no cloud. Small amounts of On at 2/3,000 ft. remaining in afternoon. Visibility improving to 2/4 miles, about 4/12 miles on coastal districts. "A" Flight - 3 a/e were detailed for Cross-Country which was carried out. "B" Flight - 4 a/e were authorised for local routine flying and Air test. Only 3 a/e proceeded. All night flying was cancelled.	
	28.9.42.		Weather - Widespread fog, except on coast, in S.E. or Area, lifting and clearing during morning and becoming fine and fair. Cloud patches of lifted fog at 500 ft. or lower covering high ground, a locally at first, otherwise 1/2,000 yds.	

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Place	Date	Time	Summary of Events	References to Appendices
			<p>clearing during the morning. 3-4/10 Cu, Sc. at 2/3,000 developing towards noon. Visibility - less than 100 yds. locally at first improving during morning to 3 - 6 miles but locally to 2 - 4 miles near town. "A" Flight - 2 a/s were detailed for local routine flying and in "B" Flight 1 a/s also proceeded on local flying.</p>	
	29.9.42.		<p>Weather - Cloudy with local mist or fog patches becoming fair during morning. Risk of thunderstorms or heavy rain later. Cloud - 5 - 6/10 Cu and Sc. at 1,500 - 2,000 ft. with 4 - 7/10 developing at 2,000 to 3,000 ft. in afternoon increasing and lowering to 2 - 10/10 at 1,500 ft. or lower at times. Visibility - 1,000 - 2,000 yds. in mist or fog patches and from 3 - 6 miles, generally except in precipitation. "A" Flight - 3 a/s were detailed as follows:- 2 for Air Picing, 2 for N.F.T. 3 for local routine flying and 2 a/s flights were cancelled. "B" Flight - All flying cancelled.</p>	
	30.9.42.		<p>Weather - Fog patches, clearing during morning. Cloudy with occasional slight rain, becoming more continuous in West of Area around mid-day. Cloud: Patches of lifted fog at 500 ft. or lower were clearing. 3 - 4/10 Sc. at 2/3,000 ft. with Cu. developing in the afternoon. Risk of 5 - 9/10 Cu at 800 ft or lower at times. Visibility less than 500 yds. locally at first, improving to 3 - 4 miles, but 2 - 4 miles near town or in rain. "A" Flight - 3 a/s proceeded on Air Test or local flying. 1 a/s being detailed did not take off on account of Turbot U/S "B" Flight - 5 a/s were detailed as follows:- 1 a/s on a cross-country, 2 on local routine flying and 2 flights were cancelled. Night Flying: "A" Flight had 1 a/s on a night cross-country and "B" Flight had 5 a/s on night circuits and landing practice.</p>	
			<p>(Signed) J.H. DE GRUYNE, F/Lt. for Wing Commander, Commanding, 425 (R.C.A.F.) Sqdn., R.A.F. Station, DISFORTH.</p>	

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