

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																								
DISHFORTH, YORKS.	4-2-43.		<p>Weather: Fair, good visibility. Wind Wly 5-10 mph becoming N.W. Wly 10-20 mph. This Squadron received the following letter to-day from the Station Commander, (CIN) G. L. D. G. O. J. L. K. B. M. as directed by the Air Officer Commanding in Chief, Bomber Command, for the manner in which operations were carried out on the night of 3/4 February, 1943. This letter was read to and highly appreciated by all the Squadron personnel.</p> <p>Our aircraft Wellington III, 130182, which landed at B.A.F. Station Wretton early this morning after last night's operation, was ordered to detail 5 aircraft for bombing duties over Leontie to-night. Five of our aircraft are to carry 9 H.B.C. and 90 x 4 lbs bombs, and the last were at 1750 hours. Time off for the first wave was set at 1752 hours and the last were at 1825 hours. All our aircraft successfully reached the target after an uneventful trip to the bombing area. Visibility was very good with no or very few clouds. Orange colour flares could be seen all the way down from the French Coast to Leontie. Numerous enemy fires could be seen, especially five miles north of Leontie. M.G.s could also be seen and presumed as being decoys. All our a/c reported as being able to obtain a visual pinpoint. The target area was very well lit up and numerous searchlights could be seen. Bombing was done in a very effective way, numerous searchlights could be seen to burst on the target and apparently in a very creative way, none were coded. Heavy concentrated and accurate tank firing was experienced by most of our aircraft. Although some of our aircraft had to take evasive action, none were coded. Heavy concentrated and accurate tank firing was experienced by most of our aircraft. Although some of our aircraft had to take evasive action, none were coded. Heavy concentrated and accurate tank firing was experienced by most of our aircraft. Although some of our aircraft had to take evasive action, none were coded.</p> <p>Four aircraft dropped their bombs and all returned to their base except one which had to land at B.A.F. Station Cottensmore due to a shortage of petrol.</p>		<p>A-204 to A-212 incl.</p>																																																								
	5-2-43.		<p>Weather: Overcast with slight rain or drizzle most of the day. Moderate visibility becoming poor. S.W. Wly wind 10-20 mph. The Squadron was ordered to detail 6 aircraft for operations to-night. This order was cancelled shortly before 1200 hours due to adverse weather conditions. Flying training was cancelled due to the same reason.</p> <p>The funeral took place to-day, with full Military Honours, at Wittering, Northants, of (CIN) R. J. W. O. Sgt. Pilot Farrer, S.M.C., and (Pitt, H.E.) Sgt. W. A. G. who died of injuries received when the aircraft Wellington III, 130182, crashed at 13 M.O. on February 1st, 1943. The remains were buried in the Union Jack and carried by their comrades. The squadron secretary, Representatives of the Squadron including a few of their buddies, attended the funeral.</p>																																																										
	6-2-43.		<p>Weather: Generally fair with slight rain at dawn and at 1600 hrs. Excellent visibility. Wind Wly, 10-20 mph. This Squadron was ordered to detail 6 aircraft for gardening operations to-day. The target area being HORTONWOODS. Each aircraft to carry two mines and time for take-off set at 1750 hours. Primary briefing was held at 1400 hrs and main at 1500 hrs. Our first aircraft took-off at 1752 hrs and the last one was airborne at 1758. This delay was due to slight engine trouble which had to be corrected before take-off. All our aircraft, except one which unfortunately is missing, reported a very successful trip. A clear sky and good visibility were very helpful. No enemy aircraft nor tank ships were seen during this trip. Pin-points were obtained by all. Mines were dropped on the proper gardening area and parachutes were seen to open. This trip can be considered as being quite a success barring the fact that one of our aircraft did not return. The letter, Wellington III, 130182, piloted by (CIN) R. J. W. O. Sgt. J. H. K. who took-off at 1710 hours and has not been heard of since that time. Personnel in this aircraft were as follows:-</p>		<p>A-213 to A-218 incl.</p>																																																								
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OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in KR and ACI para. 286 and War Manual Pt. II, chapter XX, and also in R.A.F. Pocket Book.

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

No. of pages used for day 7

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
DUNSPORTH, YORKS.	7-2-43.		<p>Weather: Fine, excellent visibility. Wind N.W. 10-15 mph. Two of our aircraft were detailed for a sea-search to-day regarding Wellington III L.1742 "C" which is missing after last night's operations (parading). Although our two aircraft flew during 11 hrs. 45 mins, no trace could be found of this aircraft or its occupants.</p> <p>Three of our aircraft were detailed for Hacking Operations. This order was cancelled shortly before 1100 hours.</p> <p>Orders were received at 1045 hrs. to detail nine aircraft for bombing operations over Leicestershire to-night. Primary briefing was held at 1400 hours and main at 1500 hours. This raid to be on Leicestershire and take-off is to be divided in two phases. The first phase is to comprise 7 aircraft each carrying 2 B.B.C.'s and the second phase, 2 aircraft each carrying 1 x 4,000 lb. bomb. Attack to be made from North to South. Our first aircraft was airborne at 1730 hours and the loss at 1845 hours. Seven of our aircraft were successful in reaching the target. Visibility was very good with little or no cloud. Path finders have done a very good job and target was well lit up. All aircraft were able to obtain a visual pin-point. Most aircraft also reported heavier flak than usual and it may be possible that A.A. defences have been reinforced since the last raid. Numerous searchlights could be seen and A.A. guns were firing into the cones. All our crews reported having scored perfect hits and that intense fires were lit up. Apparently this was a most successful trip for all concerned. Most Rear Gunners reported a great many incendiaries and that incendiaries dropped immediately started fires wherever they fell. As our aircraft left the target, all Leicestershire seemed to be ablaze and fires could be seen many miles away. On the way out, 75 miles away, the Rear Gunner of one of our aircraft saw an explosion which may have been an ammunition dump blowing up. Our two unsuccessful aircraft returned empty and the first one flew 1 hr. and 05 mins. because of an oil leak on the port engine. The other aircraft returned and landed at base after jettisoning 1 x 4,000 lb. bomb at sea, the inter-communication system being w/a. All our successful aircraft returned to base safely without any damage.</p>		A-219 to A-225 incl.
	8-2-43.		<p>Weather: Cloudy, moderate to poor visibility, surface wind S.W. 10-15 mph. Due to adverse weather conditions, no flying training was carried out to-day. Most aircrew reported to Station Headquarters and were given Sun-ray treatment and ration of vitamin tablets. Round-table discussions were held by crews regarding their experiences during the last few raids. The funeral of Sgt. Navigator R.C.C. Baker, R.A.F., took place at 1430 hours to-day in the town of HARRINGTON, Bury St. Edmunds. Sgt. Baker was killed when Wellington III L.3361 crashed at 43 M.U. on 1st February, 1943. A few of his comrades from the Squadron attended the funeral.</p>		
	9-2-43.		<p>Weather: Cloudy with intermittent slight rain. Moderate visibility in morning becoming fair with good visibility in the afternoon. Wind N.W. 10-20 mph.</p> <p>3 aircraft were required for operations to-day. This operation was cancelled slightly after 1500 hours. Flight Commanders detailed aircraft for circuits and landings, cross-country, and air tests. Three aircraft were also detailed for night flying training. Two others were detailed for dual instruction, circuits and landings.</p>		
	10-2-43.		<p>Weather: Cloudy with intermittent slight rain in morning and afternoon. Moderate visibility at first, becoming poor in evening. Wind variable mainly S.W. less than 10 mph.</p> <p>The Squadron was ordered to detail 5 aircraft for operations to-day. This order was cancelled a short time later.</p> <p>Flight Commanders detailed three aircraft for air tests and one for circuits and landings. Navigators held a general discussion with the Navigation Leader concerning their last operations. Gunners also held a meeting with the Squadron Gunner Leader and had a review of operational tactics relating to air gunners.</p>		
	11-2-43.		<p>Weather: Cloudy, intermittent slight drizzle at dawn and dusk. Good vis. Wind W.S.W. 10-20 mph. Dusty winds in afternoon. This order was ordered to detail 9 aircraft for gardening operations to-day. Primary briefing was held at 1400 hrs and main at 1500 hrs. Each a/c to carry two bombs but the dropping point to be Heston/Tyne I area. TAKE OFF TIME SET AT 1815 hrs. Each of the 9 a/c detailed successfully reached the dropping point. Our unsuccessful aircraft jettisoned a point North East of Cottam. Trouble had started with the intercomm. system after take-off and later became w/a. This crew brought back their mines but jettisoned 150-200 gals. of petrol five miles from base. Our 8 aircraft reported vis. was poor with 10/10th clouds. It was impossible</p>		11/11 A-226 to A-233 incl

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Place	Date	Time	Summary of Events	References to Appendices
HIGHFORTH, YORKSH.	11-2-43	(Cont'd)	to obtain a pin-point. They were all able to get a "Go" fix. All reported seeing parachutes open and most of them were successful in dropping their bombs in the proper position. No sightings made of enemy a/c or Flak ships. All captains reported this trip as being satisfactory if unsuccessful. All aircraft returned to base and successfully landed, the last crew landed at 2300 hrs.	
	12-2-43		Weather: Cloudy with intermittent slight rain in the morning becoming fair in afternoon. Good to very good visibility. Wind S.W. by E. 20-30 mph. at times. This squadron was ordered to detail three aircraft for training operations. This order was cancelled a short time after receiving the above weather conditions. No training flying was carried out. Crews spent the afternoon in discussing last night's and previous operations. At 1600 hours, crews were dismissed for the day.	
	13-2-43		Weather: Fine in morning becoming cloudy with intermittent slight rain in afternoon. Excellent visibility. Wind W.N.W. 20-30 mph. at times. This squadron was ordered to detail 14 aircraft for operational duties over Leirist tonight. Our a/c carrying 500 lb. 4,000 lb. and incendiary bombs, arrived over the target in excellent weather with perfect visibility and little or no clouds. All were able to obtain a visual pin-point on the river and bridge in the town. When our aircraft arrived, the target was rather well lit up. The main bridge have done a very good job. Most Captains reported that Flak was heavier than usual and that A. J. guns were cooperating with 3.7's. All our a/c bombed the target successfully and reported large fires and huge explosions were seen around the bridge. One of our a/c was struck twice by Flak, one small bomb hit the bridge and another hit the navigation house. One of our a/c reported seeing an exploding aircraft coming and falling to the ground. Two of our a/c reported seeing enemy fighters. One believed to be a Bf 109 was silhouetted against the sky. Our a/c immediately took evasive action and B/A was not seen again. An other of our a/c reported seeing a non-identified enemy a/c silhouetted against the sky. The latter was in a bank and veered away from our own a/c which took violent evasive action. The whole target seemed to be a solid mass of flames when our a/c left the target area and fires could be seen from a distance of 100 miles. Only one of our a/c suffered any damage on this operation and this was very slight and consisted of the forward engine landing. Of our two unsuccessful aircraft, one returned at base at 1906 hrs. due to starboard engine over-heating. In other, one of our a/c, captained by P/O S. L. Murrell (RCAF) landed at 2130 hrs with an A/B. News of the crew suffered any injuries. This aircraft landed at R.A.F. Station Harwell.	A-234 to A-245 incl.
	14-2-43		Weather: Cloudy, slight showers in afternoon. Excellent visibility. Surface winds W. 15-20 mph. This squadron was ordered to detail seven aircraft for operational duties over Cologne tonight. Primary briefing was held at 1400 hrs. and at 1500 hrs. Our aircraft to carry incendiary, high explosive and incendiary bombs. Our first aircraft was airborne at 1905 hrs. and the last one at 1915 hrs. Visibility was good over 8,000 feet, but with 7/10th clouds below. Due to adverse weather conditions, it was impossible to obtain a pin-point on the target. Bombing was done according to instructions given at briefing and target was identified by green and red markers. The special report stated that the green and red flares marking the target area were 400 feet in number and too scattered. It is admitted that this lack of accuracy may have been caused by the amount of cloud making the flares disappearing sooner than expected. The cloud height over the target seemed to be at 8,000 feet instead of 2,000 feet as forecasted. Damage could not be observed because of 7/10th clouds. Flak was heavy, concentrated and fairly accurate. All our aircraft returned safely from this trip.	A-246 to A-252 incl.
	15-2-43		Weather: Mainly fair, occasional slight showers. Good vis. Surface winds W. 15-35 mph. cutting to 30 mph. at times. This squadron was ordered to detail five a/c for operations tonight. Briefing to be held at 1400 hrs and 1500 hrs. Due to adverse weather conditions this operation was cancelled at 1500 hrs. After this, personnel met in their respective crew rooms and held round-table discussions regarding the previous night's operation. At 1600 hours, all aircraft were dismissed for the day.	

OPERATIONS RECORD BOOK

of (Unit or Formation) 425 (Bomber) Squadron

No. of pages used for day 7

Place	Date	Time	Summary of Events	SECRET	References to Appendices
WIMBORNE, YORKS.	16-2-43		Weather: Fine to fair, excellent visibility. Wind N.W. 1/2ly 20-30 m.p.h. Gusting to 40-45 m.p.h. at times. This Squadron was ordered to detail ten aircraft for operations over Lorien to-night. Briefing was held at 1400 hrs and 1500 hrs. Our aircraft to carry high explosive and incendiary bombs. Direction of flight North to South. Time for take-off set at 1830 hrs. As our a/c arrived over the target in bright moonlight and with perfect visibility, the target was the first shower of bombs. Having made a perfect job of lighting up the area, the target was pushed by all our aircraft and all crews reported seeing their bombs drop and strike the target with startling results. Most crews reported more intense flares and more searchlights than in previous operations, but bombing stopped a large number of guns and must have destroyed numerous searchlights. One of our crews reported being followed on the way in, by two He.109s but the latter moved off when our aircraft approached the flares and searchlight area. All reported the weather was intense and that they saw as many heavy bombs striking the target as they could see very much left of Lorien. Crews reported that it is beyond understanding if anything can be left standing in Lorien after this raid. Moreover, some crews have had up to seven trips to this target and would like an other target for a change as they feel that it would be the same as bombing open country if they had to return. Flares from the latter town could be seen 150 miles away from the target on the way back to base. None of our aircraft suffered any damage and all returned and landed safely at base, crews tired but happy and satisfied with having done a very good job of work.		A-253 A-252 INDI.
	17-2-43		Weather: Cloudy with moderate visibility at first, becoming fair with good visibility in the afternoon. Surface winds S.W. 1/2ly 5-10 m.p.h. at first becoming S.W. 1/2ly 10-20 m.p.h. later. The Squadron was stood down for to-day. As the interrogation after last night's raid ended for the night at about 0900 hrs, this personnel did not report for duty during the course of the morning. During the afternoon, all aircrew held a general discussion concerning their experience on the raid. Those not detailed for this trip were most interested and it is hoped, will learn from the others' experience.		
	18-2-43		Weather: Fine, very good visibility. Surface winds light mainly W 1/2ly 5-10 m.p.h. The Squadron was stood down for the day. Sections Leaders and Flight Commanders held general discussions with their respective personnel. The Navigation Leader gave a lecture to all Sqn. Navigators concerning certain points regarding their work which he wanted to bring to their attention. The Wireless Leader lectured on the Marconi Radio and gave a demonstration regarding urgent repairs and other points concerning radio. All aircrew were dismissed for the day at 1630 hrs.		
	19-2-43		Weather: Cloudy to fair. Very poor visibility. Surface winds S.W. 1/2ly 10-15 m.p.h. becoming W 1/2ly 15-25 m.p.h. later. The Squadron was ordered to detail twelve aircraft for bombing over WIMBORNE to-night. Our aircraft to carry 12 400 lb. bombs and the remainder 500 lb. bombs and incendiaries. Briefing was held at 1400 hrs and 1500 hrs and time of take-off set at 1752 hrs. All our aircraft were successful in reaching the target. No enemy a/c were seen on the way to or back from the target. The latter at time of arrival was covered by a thin layer of clouds. Numerous enemy flares were visible through clouds. All a/c reported that the target was lit up and some also reported a very large fire through the clouds. One of our a/c reported seeing a He.109 over the target. Our pilot took evasive action and lost the enemy. All captains reported that German spots had to be much weaker than what they had expected to meet. A.S. guns were working in cooperation with a/c's shot up much heavy and some light flak but apparently, were hindered by clouds. It also appears that this area is also protected by smoke making operations although somewhat hindered by clouds and the smoke screen, this trip can be considered as being very successful and all crews confident that they accomplished a very good job of work. All our aircraft returned and landed safely. The last plane landing at base at 2357 hours.		A-263 to A-274 incl.

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Place	Date	Time	Summary of Events	References to Appendices
WILMOUTH, YORKS.	20-2-43.		Weather: Fine becoming fair, visibility moderate, cloudy with deteriorating visibility in evening. Wind mainly light E.W. fly less than 10 m.p.h. This Squadron was ordered to detail two a/c for a sea-search this morning. These aircraft were on duty for 1 1/2 hours 22 minutes each but unfortunately no trace was found of W/O. M. Shepherd or his a/c for gardening operations to-night in Hectaring 1 area. Five of our aircraft were successful in reaching the gardening area and all reported dropping their vegetables as directed except one which dropped its vegetables 15 minutes before E.T.A. and 3 miles west of position. This was due to the fact that our a/c sighted 5 ships, position 55°54'N, 0°54'W, which opened fire on the former. This a/c suffered no damage and returned to base. None of the other reported any sightings on their return. Our unsuccessful a/c returned at 1817 hrs, owing to the port engine over-heating. Vags. were brought back but 500 gallons of petrol were jettisoned a short distance from this station.	A-275 to A-281 incl
	21-2-43.		Weather: Cloudy becoming fair, visibility good. Wind E.W. fly 10-15 m.p.h. Cdr. J. G. W. St. Pierre, Squadron Commander, left this morning for R.A.F. Station Beauvais where he will preside a Court-Martial. Cdr. J. G. W. St. Pierre, Cdr. J. G. W. St. Pierre, assumed temporary command of the Squadron. This Squadron was stood down as no operational flying was required for to-day. All aircrew reported to Section 12 quarters for sea pay treatment at 1100 hrs, to-day. During the afternoon, all section leaders and both Flight Commanders, held round-table meetings with personnel of their respective sections. Crews were dismissed at 1630 hours.	
	22-2-43.		Weather: Fair to cloudy, fog at first dispersing and becoming moderate later. S.W. to W fly winds. This Squadron was ordered to detail 12 aircraft for operations to-night. This order was cancelled at 1300 hours. Crews met in their Section quarters where each leader gave a short talk concerning the respective duties of each aircrew in their particular work and also stressed the importance of perfect teamwork and co-operation between each member of a crew during flights. Personnel was dismissed for the day at 1630 hours.	
	23-2-43.		Weather: Fog till mid-day then becoming mod. vis. South westerly winds 5-10 m.p.h. No aircraft required for operations to-day. Aircrew assembled in their crew rooms where they discussed their experiences from the last raids.	
	24-2-43.		Weather: Fair to cloudy, becoming fine. Vis. poor at first, good in afternoon, but falling poor at night. S.W. fly winds, 5-10 m.p.h. This Squadron was ordered to detail 12 a/c for operations over Cologne to-day. This target was later changed for Wilhelmshaven, the load being 4,000 lb. and 500 lb. bombs and incendiaries. Main briefing to be held at 1900 hours. Time for take-off at 1820 hours. As our a/c arrived over the target, vis. was good above 4 to 5,000 ft. but 10/10th cloud below this height. Most captains complained that the path finders were 180° over the target. Flak was heavy over the target and accurate. Captains also noticed that the enemy is getting wise in the fact that our a/c are directly above marker flares as a result of the fire concentration. Clouds were too thick to permit observation of the bombing but a red glow could be seen through the clouds. All things considered, this trip can be considered as being successful and that bombing results were good. Our two unsuccessful aircraft returned early, one being unable to suit on the port engine became useless. One 4,000 lb. bomb was jettisoned at sea. None of our a/c suffered any damage and all returned safely. 5 landing at RAF SW. WIMBORNE, the others at base.	A-282 to A-292 incl
25-2-43.		Weather: Fair to cloudy, good visibility. W fly winds 10-15 m.p.h. This Squadron was ordered to detail 4 aircraft for mining operations to-night. This order was cancelled later on in the day. During the afternoon crews held general discussions on the previous night's raid and checked their notes and compared their impressions. Crews not on operations last night, questioned those who were there, thereby gaining helpful suggestions and useful knowledge concerning this target. Personnel was dismissed at 1630 hours.	1111	

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HIGHWORTH, Yorks.	26-2-43		Weather: fair to cloudy, good visibility, becoming fine at night. W'ly winds 5-10 m.p.h. This Squadron was ordered to detail 13 aircraft for a raid over Cologne to-night. Briefings were held at 1400 hours and 1500 hours. All a/c to carry high explosive and incendiaries. Time of take-off set at 1836 hrs. 12 of our a/c were successful in reaching the target. The 13th finders were on the spot when our planes arrived. Visibility was very good only a slight haze hanging over the city. Most crews saw their own bombs burst right in the target area with very good results. Several pilots and bomb aimers also claim to have seen quite a number of 4,000 lb. bombs. 20 m.f.a. and many other bombs were seen and the resistance of the target in the matter of the plane was a slight 1000 lbs. of these crews will report to many fires were seen in the target area that some bomb aimers claim that it was impossible to see anything more. Several a solid mass of flames. Quite a number of large explosions were also noticed. A great many dummy fires were seen on approaching the target. Flak was very heavy and accurate. Searchlights seemed to be few and apparently were not effective. This trip is considered by all concerned as one of the most successful as yet. All our aircraft returned safely. Personnel tired but quite happy and satisfied of having done a splendid job of work. Our unsuccessful aircraft developed port engine trouble at sea and the captain decided to return. A short time after this, engine cut completely. Bombs were jettisoned and the trip back made on one engine. This aircraft crashed landed at Harwick, smashing one propeller, nose and bomb bay. All personnel were safe & sound.		A-293 A-304 incl.
	27-2-43		Weather: Fine, good visibility, light westerly winds 5-10 m.p.h. W/5000 ft. St. Pierre returned to unit from St. Paulien, where he presided a Court Martial. Cross-country flying carried out in evening. No aircraft required for operations.		
	28-2-43		Weather: Fair to cloudy. Visibility very good. Westerly winds 10-20 m.p.h. This Squadron was ordered to detail 10 aircraft for operations over St. Nazaire. Take-off at 1805 hours. Visibility was fair with haze over target, no clouds. Heavy flak was encountered. 2 a/c were successful and on time, with trip considered to be very successful. Aircraft 4-313 was carrying 1 x 4000 lb. bomb, crashed on take-off, crew unhurt. One aircraft landed at Harwell after wing and fuselage had been damaged by flak over target area. Tail fin was torn off top of port wing. This aircraft also sighted one 4,000 five miles west of target. One other aircraft landed at New Zealand aerodrome due to anticipated shortage of fuel.		A-305 A-313 incl.
			<p><i>Lang, May 4/43</i> For (Lt. W. St. Pierre) 425 (R.C.A.F.) Squadron</p>		
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