

Month August, 1943 (1st to 31st).

OPERATIONS RECORD BOOK

of (Unit or Formation) 425 (RCAF) Squadron.

Page No. 1. No. of pages used for day 6.

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 236, and War Manual Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

Place	Date	Time	Summary of Events	References to Appendices																																				
Kairouan (Zina).	1-8-43.	1.	NUMERICAL STRENGTH OF UNIT AS AT 1st AUGUST, 1943. P.C.A.F. OFFICERS: aircrew: 57 Ground Crew: 6 RCAF AIRMEN: aircrew: 76 Ground crew: 337. P.A.S. " " " 6 " " " Nil " " Nil TOTAL " " " 63 " " " 6 TOTAL " " 110 " " 337																																					
	1-8-43.		Weather: fair, vis. good. 12 aircraft were detailed for Bombing Operations over Pandazze. Visibility was very poor due to thick haze. No flak or searchlight encountered. Bombs were seen to burst but results could not be observed due to poor visibility. Trip described as disappointing by aircraft captains.	A-701 to A-712 incl.																																				
	2-8-43.		Weather: fair, vis. very good. 12 aircraft were detailed for Bombing Operations over Naples. All were successful in identifying and bombing target. Flares were accurately placed, making Marshalling Yards and dock area clearly identified. All crews reported many bomb bursts in target area. A number of fires were also observed. Little opposition encountered. Effort considered very successful.	A-713 to A-724 incl.																																				
	3-8-43.		Weather: fair visibility very good. The Squadron was stood down for the day. A swimming party was arranged for the afternoon and in the evening a soft ball game was held against 424 Squadron who were defeated by the score of 6 to 4.																																					
	4-8-43.		Weather: fair, visibility good. 13 aircraft were detailed for bombing operations over Messina. Flares were well placed and target easily identified. All claim to have bombed target. Bursts seen in Marshalling Yards and built up area. A considerable amount of light and heavy flak encountered. 1 to 4 cones of Searchlights seen in operation. A successful trip.	A-725 to A-737 incl.																																				
	5-8-43.		Weather fair, visibility very good. 10 aircraft were detailed for bombing operation over Messina/Cap Peloro. Owing to poor visibility, two aircraft were unable to identify the target. A number claim to have caught a glimpse of the target and a number of bombs were seen to burst, but results could not be observed due to haze over target. A fair amount of light and heavy flak, but little Searchlights encountered. One aircraft was slightly damaged by flak. Effort not considered very successful.	A-738 to A-747 incl.																																				
	6-8-43.		Weather fair, visibility very good. 13 aircraft were detailed for bombing operation over Naples. Target was easily identified by aid of flares. Many bombs were seen to burst in Marshalling yards and dock area which were clearly seen. A number of fires were also reported. Smoke screen in operation around dock area but not effective. A fair amount of heavy and light accurate flak with a fair amount of searchlights encountered. Good concentration, a very successful effort. One aircraft crashed at sea on making approach to land at Cap Bon. The body of the rear gunner was washed ashore next day. The remainder of the crew are believed trapped in aircraft which could not be salvaged due to heavy sea.	A-748 to A-760 incl.																																				
			<table border="1"> <thead> <tr> <th>NUMBER</th> <th>RANK</th> <th>NAME</th> <th>GRADE</th> <th>OP. TRIPS</th> <th>OP. HOURS.</th> </tr> </thead> <tbody> <tr> <td>CAN-112430</td> <td>Sgt.</td> <td>Wood, D.A.</td> <td>Pilot.</td> <td>7</td> <td>47.25</td> </tr> <tr> <td>CAN-114774</td> <td>P/O.</td> <td>Clark, R.E.</td> <td>Nav.</td> <td>3</td> <td>24.00</td> </tr> <tr> <td>1386004</td> <td>Sgt.</td> <td>Perry, R.B.</td> <td>W/O.</td> <td>3</td> <td>24.00</td> </tr> <tr> <td>CAN-1149761</td> <td>Sgt.</td> <td>Driscoll, J.</td> <td>B/A.</td> <td>3</td> <td>24.00</td> </tr> <tr> <td>CAN-1163707</td> <td>Sgt.</td> <td>Reisk, D.A.</td> <td>A/G.</td> <td>3</td> <td>24.00</td> </tr> </tbody> </table>	NUMBER	RANK	NAME	GRADE	OP. TRIPS	OP. HOURS.	CAN-112430	Sgt.	Wood, D.A.	Pilot.	7	47.25	CAN-114774	P/O.	Clark, R.E.	Nav.	3	24.00	1386004	Sgt.	Perry, R.B.	W/O.	3	24.00	CAN-1149761	Sgt.	Driscoll, J.	B/A.	3	24.00	CAN-1163707	Sgt.	Reisk, D.A.	A/G.	3	24.00	
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CAN-112430	Sgt.	Wood, D.A.	Pilot.	7	47.25																																			
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	7-8-43.		Weather: fair, visibility good. 10 aircraft were detailed for bombing operation over Scaletta Beaches, which were identified by moonlight and flares. All reported seeing their bombs burst on beaches. Some shipping was seen but not identified. One aircraft reported identifying 3 barges, rectangular in shape and bombs dropped accordingly and seen to burst near them. A fair amount of accurate flak encountered. A very good trip.	A-761 to A-770 incl.																																				



SECRET

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Messina (Sina)	8-8-43		Weather: Fair, vis. good. 10 aircraft were detailed for bombing operations over Messina & Cap Peloro. Target was easily identified and most crews reported accurate bombing. Bombs were seen to burst on beaches. A small amount of flak and searchlights encountered. A number of bombs were also seen to burst in built up area. A successful trip.		A-771 to A-780 incl.
	9-8-43		Weather: fair vis. good. 9 aircraft were detailed for bombing operations over Messina Beaches. 8 to 9/10th cloud made pinpointing impossible. Two aircraft reported seeing their bombs bursting across railway line W. of Pace. Others identified beaches by gaps in cloud and bombed accordingly. Defences were negligible. Due to heavy clouds, results could not be ascertained.		A-781 to A-789 incl.
	10-8-43		Weather fair; Vis. very good. 10 aircraft were detailed for bombing operations over Messina and Cape Peloro Beaches. Although visibility was poor, most crews managed to identify their targets by aid of flares and reported seeing their own bombs burst. Results however, could not be observed. One crew reported bombing 3 large barges 2 miles North of Messina, results not observed. One large fire was observed North of Ferry docks. A fairly successful trip.		A-790 to A-799 incl.
	11-8-43		Weather: Fair vis. very good. 10 aircraft were detailed to bomb beaches between Messina and Cape Peloro. 9 aircraft claim to have attacked primary target and 1 a/c had port engine catch fire, ditched bombs and crash landed at El Macuaris aerodrome. Defences were negligible, small amount of light and heavy flak and a few S/L's from San Giovanni, Reggio di Calabria and W. of Cape Peloro. 5 to 6/10th cloud between 3/4,000 ft, and haze. Raid considered successful. 1 aircraft detailed for nickeling over Florence. Nickels released over target at 2358 Hrs. from 6,500 Ft. Defences: about 10 guns, mostly heavy flak. No S/L's at Florence, 5/6 guns at Pambini. Weather: patchy.		A-800 to A-811 incl.
	12-8-43		1 aircraft detailed for nickeling over Messina. Nickels released as ordered. Defences: 1 gun, light flak and no searchlights over target. Weather: 7/10th cloud over coast and sea, clear over target.		A-812 to A-822.
	13-8-43		Weather: fair, visibility very good. 11 aircraft were detailed to bomb beaches between Messina and Cape Peloro. 10 a/c claim to have bombed target area and 1 a/c returned early due to W.T. failure. Weather: 5 to 6/10th cloud between 3/4,000 ft with ground haze. Defences light light flak from Messina area and heavy flak from Cape Peloro. 6 S/L's at Messina and 4/5 at San Giovanni. Raid considered successful.		A-823 to A-834.
	14-8-43		Weather: Fair visibility good. 12 aircraft detailed to bomb Palmi/San Giovanni Beaches and to drop special German Nickels on Messina area. 11 a/c claim to have bombed primary and 1 a/c returned early due to port engine trouble. Defences were negligible. 6 S/L's from San Giovanni. Effort considered as fair.		A-835 to A-846 incl.
	15-8-43		Weather: Fair. Vis. very good. 12 aircraft were detailed to bomb Pizzo beaches and Lamezia. All claim to have bombed target. The 2 a/c attacking Lamezia saw their bombs burst in the immediate vicinity of the aiming point. Several fires were started which were visible 40 miles away. The remainder bombed small craft, beaches, the railway line and villages on both sides of Pizzo. A direct hit was scored on a garage off Rivona which blew up and was burning well when the a/c left. Good fires were also started in Pizzo, Mandella, Rivonna and Marzano, the latter burning particularly fiercely and lasting longer than the others. There was no opposition and the visibility was excellent in spite of haze. Most successful beach operation to date.		A-847 to A-851 incl.
			Weather: Fair, visibility very good. 9 aircraft, 2 of which were illuminators, were detailed to attack Viterbo, and all claim to have attacked primary target. Raid not claimed as a general success. Majority of flares fell wide of the aiming point which resulted in scattered bombing. Two large fires were reported at N. and S. end of Marshalling yards. Some light and heavy flak reported coming from N.W. of town, inaccurate. No searchlight. Visibility fair to good with slight ground haze.		

OPERATIONS RECORD BOOK

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No. of pages used for day - 6.

Place	Date	Time	Summary of Events	References to Appendices
	16-8-43.		Weather: Fair, vis. very good. 10 aircraft were detailed to attack beaches between Maritima and Palmi. All aircraft claimed to have attacked the areas as directed. One crew reported a concentration of barges at Tropea, and these were straddled with bombs. Other crews found no activity on beaches and bombed built up areas in Sapri, Rosarno, Palmi. Considered successful operation. Defences were nil. Visibility excellent, no cloud, bright moonlight.	A-552 to A-561.
	17-8-43.		Weather fair, Vis. good. 10 aircraft took-off to attack beaches between Briatrice and Cap Suvero. 10 aircraft bombed primary. 2 a/c saw small concentration of barges in the Pizzo area and bombed them without observing any results. The remainder bombed railway targets in Pizzo and Lamezia and Nicastor areas. Two crews claim to have scored direct hits on railway bridge over the River T. M. S. of Pizzo. Both report substantial damage and track being severed. Vis. was exceptionally good and bright moonlight, added to the absence of any opposition whatsoever enabled the crews to make the best of their opportunities. About 400,000 nickels were dropped to fall in target area.	A-562 to A-571.
	18-8-43.		Weather fair, visibility very good. The squadron was stood down for the day. A swimming party was organised and personnel spent the afternoon on the beach at Sousse. In the evening, a soft ball game was held with 331 Wing, with a score of 14 to 6 in favour of this squadron.	
	19-8-43.		Weather fair, vis. good. 11 aircraft were detailed to attack Poggia marshalling yards and 10 aircraft bombed the primary. One a/c was caught in flak over Salerno and unable to get through dropped bombs on Salerno and returned to base. Target was well illuminated by flares and most crews reported many bomb bursts in and around marshalling yards. A large fire seen North of Salerno. The aerodrome was covered by fog on return and 2 aircraft crashed on landing; the remainder of the aircraft was diverted to other aerodromes. Defences: moderate heavy and light flak fairly accurate. Weather: no cloud, clear, good vis. Bombing thought to be very accurate.	A-572 to A-582 incl.
	20-8-43.		Weather: Fair vis. good. 9 aircraft including one illuminator were detailed to attack the Marshalling yards at Villa Literno. 8 a/c reached the target, the 9th. returned early owing to inter-com being w. The illuminator dropped 36 flares over the Marshalling yard at 2155 hours and by the light of these and other flares the other crews were able to clearly identify the target. Several sticks of bombs fell across and along the marshalling yard while others were seen to burst close by. At 2207 hrs. two crews reported seeing a large explosion among the railway tracks. Small amount of heavy and light flak was reported, coming mainly from the area S. of the marshalling yard and S. of the town. weather: no cloud, moderate haze.	A-583 to A-591 incl.
	21-8-43.		Weather: Fair, visibility very good. 11 aircraft were detailed to attack Battipaglia marshalling yards and by the aid of well placed flares, all crews identified the target visually and claim to have dropped their bombs in the target area. Many bomb bursts seen in the marshalling yards and a few bursts reported in the built up area of the town. Bombing well concentrated and raid considered very successful. Defences: negligible from Battipaglia, but fairly heavy accurate flak from Salerno. Weather: Hazy, no cloud, visibility 5 miles.	A-592 to A-592 incl.
	22-8-43.		Weather: Fair, vis. good. The squadron was stood down for the day. A swimming party proceeded to Sousse in the afternoon. In the evening this squadron defeated 420 squadron at a soft ball game by the score of 12 to 4.	
	23-8-43.		Weather: Fair, vis. good. 9 aircraft were detailed to attack Bagnoli marshalling yards. 8 a/c bombed the primary, one a/c developed engine trouble and returned early. Flares were well placed and all crews identified visually with bomb aimers aiming their bombs at the Steel Works and the Marshalling yards. Some crews failed to observe own bomb bursts due to dawn approaching but most crews report many bomb bursts in target area. Bombing well concentrated and thought to be accurate. Defences: Fairly accurate heavy and light flak mostly from N. of target area. Also light flak from Misida Island. Weather: 6/10th cloud over Tyrrhenian Sea, but clear over target with good visibility.	A-593 to A-591 incl.

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
	24-8-43.		Weather: fair, vis. very good. 11 a/c were detailed to attack Marshalling Yards at Torre Annunziata, and all claim to have attacked the primary. Some crews were unable to see own bomb bursts due to some cloud over target area. Many claim to have seen bursts in marshalling yards and near steel works. One crew claims to have seen a 4,000 pounder hit the steel works. Two unidentified a/c seen, one seen engine at 21.50 hrs at 9,500 ft. over Isle of Capri. The other a single engine a/c near Lucosa point. Large explosion seen in town area. In spite of the light of well placed flares easily identified and bombed the aiming point. In spite of the enemy's believed attempt to lay a smoke screen over the marshalling yard, mostly all crews saw their bombs burst and 4,000 was seen to explode right on the aiming point together with many other H.E.'s. Slight to moderate heavy flak bursting 13/14,000 ft. and slight light flak bursting at 6,000 ft. and 5/10 ineffective S/L's were operating spasmodically. 1 a/c was detailed to drop "Postcard" nickels over Rome. 200,000 of these were dropped successfully from 11,000 ft. the nickelling area being identified visually. Moderate accurate heavy flak was experienced from banks of river Tiber. 1 a/c dropped 200,000 nickels (Postcard) as detailed in the Naples area without meeting any opposition whatsoever. Vis. was good and nickelling area easily identified.		A-912 to A-922 incl.
	25-8-43.		Weather: fair, vis. very good. 8 a/c were detailed to attack the marshalling yards at Taranto. 1 a/c returned early owing to port engine trouble, having jettisoned his bombs safe 56 miles E.N.E. of Ostia, from 6,500 ft. at 22.43 hrs. The remaining 7 a/c in conditions of good vis. and aided by the light of well placed flares easily identified and bombed the aiming point. In spite of the enemy's believed attempt to lay a smoke screen over the marshalling yard, mostly all crews saw their bombs burst and 4,000 was seen to explode right on the aiming point together with many other H.E.'s. Slight to moderate heavy flak bursting 13/14,000 ft. and slight light flak bursting at 6,000 ft. and 5/10 ineffective S/L's were operating spasmodically. 1 a/c was detailed to drop "Postcard" nickels over Rome. 200,000 of these were dropped successfully from 11,000 ft. the nickelling area being identified visually. Moderate accurate heavy flak was experienced from banks of river Tiber. 1 a/c dropped 200,000 nickels (Postcard) as detailed in the Naples area without meeting any opposition whatsoever. Vis. was good and nickelling area easily identified.		A-923 to A-932 incl.
	26-8-43.		Weather: fair, vis. good. The squadron stood down for the day. In the late afternoon a soft ball game was held against 421 Squadron. Again, this squadron had the leading hand, with a score of 6 to 5. A motion picture was shown in the evening, at the T.M.C.A.		
	27-8-43.		Weather: fair, vis. very good. 10 a/c were detailed to attack the Marshalling Yards at Salerno. 8 a/c claim to have attacked the primary. 2 a/c returned early; one due to hydraulic failure, and the other one due to loose port engine cowling. Both jettisoned safe one at 3920N, 1402E. at 2100 hrs, from 4,000 ft. the other at 3620N, 1038E. Illuminators did a splendid job of work and flares were accurately placed, and visual identification of target was claimed by all crews. Moderate heavy flak was reported at target, not more than one gun in operation, inaccurate. Flak bursting up to 9,000 feet. No searchlights were in action.		A-933 to A-942 incl.
	28-8-43.		Weather: fair, vis. good. 6 a/c were detailed to attack the marshalling yards at Taranto. 5 a/c claim to have attacked the primary and one a/c returned early due to engine trouble. Bomb load was jettisoned safe. Slight to moderate heavy flak in target area inaccurate, bursting from 10/15,000 ft. A smoke screen was reported in operation from S. of marshalling yards and it is also thought that a smoke screen was operated by ships in the harbour. Only 4 a/c were reported in action and these were ineffective. Between target and W. coast of Italy on way home bluish white lights were reported on ground which seemed to be indicating the course our a/c were flying. No night fighters were seen but it is thought that these lights may have been for use in conjunction with them.		A-943 to A-948 incl.
	29-8-43.		Weather: fair, vis. good. 9 a/c were detailed. 8 to bomb Torre Annunziata marshalling yards and one to drop nickels on Genoa; this mission was successfully carried out. very little heavy flak reported and 5/12 S/L's from N. and S. of target, ineffective. No defences at Genoa. XXXXXXXXXXXX 7 a/c claim to have attacked the primary, 1 a/c returned early due to engine trouble. Bomb load was jettisoned safe. Illuminators were on time and flares were well placed. Bombing concentrated. effort considered successful. Many bursts seen in and near W. yards and many small fires observed. One stick seen to straddle steel works. One 4,000 pounder seen bursting in W. Yds. One very large fire reported burning on coast S. of T.I. 2 twin engine unidentified a/c observed near Lucosa at 0113 hrs at 8,000 ft. one of which had blue and green lights in nose; did not attack. One a/c crashed on landing at base. Pilot claims only one wheel came down. Crew unhurt. Weather: clear over target, some cloud, vis. good. 6-8/10th cloud on route. Weather over Genoa good, vis. good.		A-949 to A-957 incl.

OPERATIONS RECORD BOOK


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No. of pages used for day 6

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	30-8-43.		Weather: fair, vis. very good. The squadron was stood down for the day. The ball game held to-day against 424 Squadron was not quite as successful as the previous one, the score being 5 to 5.		
	31-8-43.		Weather fair, vis. very good. 9 a/c were detailed to bomb Salerno marshalling yards. 9 a/c bombed primary and immediate vicinity thereof. In spite of haze, smoke screen and slightly scattered flares, majority of crews saw their bombs burst near marshalling yards and in town area. The opposition though unaccountably lively at first, died down to become negligible towards the end of the attack. Salerno, 7500 ft, 2230 hrs. One single green flare dropped from above over N.W. part of town. Four a/c report catching floating clumps of single engine aircraft in target area, in one case believed identified as M.4109. One fire was reported at the base of the hill E. of town, and another substantial one was seen up to 50 miles after leaving target.		A-958 to A-966 incl.
			3. HONOURS AND AWARDS: C. 786 W/Odr. J.M.W. St. Pierre, Commanding Officer, was awarded the "American Distinguished Flying Cross" on 19-8-43 by Lieutenant General C. Spaatz, Commanding General, Northwest African Air Forces.		
			4. COMMISSIONS: J17601 T/P/O. J.H.N. Brousseau (Pilot) Commissioned in RCAF wef. 12-4-43. Auth: P.C.A.F. Overseas Orders No. 564 dated 18-6-43. J17606 P/O. L.G. French (Nav.-Interned) Commissioned in RCAF wef. 23-4-43. Auth: A.M. Ltr. A. 511788/43/S.7(e)3 dated 12-7-43. J17602 T/P/O. L.W. Halladay (Pilot) Commissioned in RCAF wef. 24-4-43. Auth: A.M. Ltr. A. 511873/43/S.7(3)3 dated 12-7-43. J17604 T/P/O. A.B. Lago (W/O) Commissioned in RCAF wef. 24-4-43. Auth: A.M. Ltr. A. 511890/43/S.7(3)3 dated 12-7-43.		
			5. PROMOTIONS: Nil.		
			6. POSTINGS: The undermentioned were posted to No. 2 Base Personnel Depot, w.e.f. 2-8-43 on completion of operational tour. J16655 A/P/O. J.C.H. Delisle () J17562 P/O. Halladay, L.M. J17178 P/O. Stutt, R.A. J16994 P/O. Dube, J.R.G. J17118 P/O. Manning, H.R. J16572 P/O. Hodgson, E.C. J16564 P/O. Pettit, W.D. J17513 P/O. Turcotte, D.A. J16841 P/O. Williamson, H.F. J17536 P/O. Heilour, J.A.P. J16828 P/O. Stillings, J.E. J17431 P/O. Marcotte, J.H. "RED". J16826 P/O. Spackman W.R. J17556 P/O. Hobson, J.W. J17392 P/O. Young, W.J. 131590 P/O. DeBear, A.G.S. J14774 P/O. Clark, R.E. Posted to Base Personnel Depot (Non-effective) on being reported missing, believed drowned, w.e.f. 7-8-43. J17557 P/O. Atkinson, J.G. and J17535 P/O. Bell, D.A. Posted to No.1 Aircrew Personnel Depot wef. 15-8-43 on completion of tour. The undermentioned posted to No.1 Aircrew Personnel Depot wef. 12-8-43 on completion of operational tour. J17601 P/O. Brousseau, J.N. J17429 P/O. Daoust, J.M. J16921 P/O. Leigh, J. J17564 P/O. Lago, J.E. J16573 P/O. Lyburner, J.L. J17134 P/O. Michaud, J.P. J17534 P/O. Spooner, G.L. J16943 P/O. Woodrow, J. J23845 P/O. Hodgetts, D.B. - Entd to No.2 Base Personnel Depot wef. 24-8-43 on completion of operational tour. J44824 P/O. Cooke, W.P. - Posted from United Kingdom wef. 28-7-43 for Intelligence duties.		

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			7. <u>CHANGES IN COMMAND:</u> Nil.																	
			8. <u>CHANGES IN ADMINISTRATION:</u> Nil.																	
			9. <u>AIRCRAFT ON CHARGE:</u> 12 Wellington Mk. X, Standard and 3 Wellington Mk. X. 423 Type.																	
			10. <u>HEALTH:</u> The health of the squadron for the past month has been satisfactory except for a few cases of malaria and diarrhoea.																	
			11. <u>NUMERICAL STRENGTH OF UNIT AS AT 31st AUGUST, 1943.</u>																	
			R.C.A.F. OFFICERS: Aircrew: 52 Ground crew: 5 RCAF AIRMEN: AIRCREW: 65 GROUND CREW: 333																	
			R.A.A.F. " " " " " " " R.A.F. " " " " " " " 30 " " nil																	
			TOTAL " " " " " " " 6 TOTAL " " " " " " " 95 " " 333																	
			12. <u>OPERATIONAL, NON-OPERATIONAL AND FLYING TRAINING HOURS FOR MONTH OF AUGUST, 1943.</u>																	
			<table border="1"> <thead> <tr> <th></th> <th>DAY</th> <th>NIGHT</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>Operational Flying Hours</td> <td>Nil.</td> <td>1461.50</td> <td>1461.50 hours.</td> </tr> <tr> <td>Operational Training Hours</td> <td>20.30</td> <td>9.25</td> <td>29.55</td> </tr> <tr> <td>Other flying hours.</td> <td>18.00</td> <td>5.00</td> <td>23.00</td> </tr> </tbody> </table>		DAY	NIGHT	TOTAL	Operational Flying Hours	Nil.	1461.50	1461.50 hours.	Operational Training Hours	20.30	9.25	29.55	Other flying hours.	18.00	5.00	23.00	
	DAY	NIGHT	TOTAL																	
Operational Flying Hours	Nil.	1461.50	1461.50 hours.																	
Operational Training Hours	20.30	9.25	29.55																	
Other flying hours.	18.00	5.00	23.00																	
			 Wing Commander, Commanding, 425 (R.C.A.F.) Squadron.																	

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