



Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	8-9-43.		Weather: Fair, Vis. very good. 7 aircraft detailed to bomb the Marshalling yards at Battipaglia. Early arrivals visually identified without difficulty, but the last ones failed to observe results due to smoke from many small fires started by incendiaries, which covered the aiming point and prevented accurate aim-pointing. Many bursts (among which 2 x 1000) were observed on yard and later on aimpoint fires. Attack seems to have been well concentrated and entirely successful. Opposition was from 2 to 3 heavy flak positions in the Corvino area. No searchlights or light flak was seen. A.A. activity observed at the following places: Capri, Ischia, Naples, Salerno (15 miles from centre of town). Six aircraft took off and bombed the town of Forio. In spite of haze and darkness, all crews identified visually by light of flares and saw their bombs burst within the built-up area. No opposition encountered. The following were observed at Ischia. At 0310 hrs. 6,000 ft. 6 landing craft seen heading for mainland. At 0315 hrs. 6,000 ft. explosion seen in mid-air and a few seconds later object seen burning on surface of water. At 0318 hrs. 6,000 ft. Red rocket fired from surface of water. At 0320 hrs. 6,000 ft. One red and one white very light from surface of water.		A-998 to A-1010
	9-9-43.		Weather: Fair, Vis. good. The squadron was stood down for the day. A swimming party proceeded to Sousse in the afternoon and in the evening the picture "Who Done It" was played at the Y.M.C.A.		
	10-9-43.		Weather: Fair. Visibility very good. 8 aircraft were detailed to attack ER Formia and all crews identified the target visually in the light of well placed flares. Bombing is claimed as hangars and many bursts were seen to straddle road with some bombs falling on buildings North and South of aiming point. One large explosion was seen in buildings. Defences were nil. Weather was clear, good visibility.		A-1011 to A-1018 incl.
	11-9-43.		Weather: Fair, Vis. good. Eleven (11) aircraft were detailed to attack Frosinone aerodrome. Bombing was in two waves of 8 and 3 including an illuminator in the second wave. In both attacks flares were accurately placed and crews clearly identified their target. Bombs were seen to burst on hangars, the landing ground and aircraft round the perimeter. Fires started during the first attack were still burning when aircraft of the second wave reached target. A single engine enemy aircraft, unidentified, was sighted over the target area by an aircraft of the first wave. A JU.88 with Italian markings was sighted in the target area by an aircraft of the second wave.		A-1019 to A-1029 incl.
	12-9-43.		Weather: Fair, Vis. good. E.I.38591 IAC. Gallant, J.E.R. (ACW/G.D.) died of pneumonia at No. 71 General Hospital at 0455 hours. 8 aircraft, one of which was an illuminator, took off and all attacked the primary target. Owing to exceptionally good illumination and visibility, and further aided by brilliant moonlight, all crews identified and bombed the aiming point. A very high degree of concentration was achieved and which was seen to straddle the cross-roads and adjacent highways. The aiming point was described as "pock-marked" with bomb craters on the arrival of the crews, as a result of the daylight attack, whereas the last arrivals reported the function as completely wiped out. Opposition was non-existent. A good fire was seen at Villa Idrabo, whilst other small fires were seen in the Sanguone and Avellanese districts. Flash lights seen on surface of water at 3850/11500, at 2310 hrs, from 8000 ft.		A-1030 to A-1037 incl.
	13-9-43.		Weather: Fair, Vis. very good. Eleven (11) aircraft, of which one was an illuminator were detailed and all attacked the primary. Illumination was extremely good, and aided by moonlight the identification of the target was simplified. All crews claim to have bombed the aiming points and direct hits were obtained on various parts of the road from Pompei and 3 miles East. The concentration was exceptionally good. One aircraft was attacked by a twin engine fighter over target, believed to be a JU.88 which came in from port side and opened fire. Our aircraft returned fire with bursts of 150 rounds after which the action was broken off by P/A. Opposition over target was non-existent but one crew reported moderate accurate heavy flak from vicinity of Castellonore.		A-1038 to A-1048 incl.

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In the morning, a party of 2 officers, including the R.C. Chaplain, and 4 airmen, assisted to the burial of E.I.38591 IAC. Gallant, J.E.R. (ACW/G.D.) who died on the 12th Sept., 1943.

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# OPERATIONS RECORD BOOK

Page No. 3

RAF Form 540

See instructions for use of this form in KR and A.C.I. para. 2369, 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 6

Place	Date	Time	Summary of Events	References to Appendices
	14-9-43		Seventeen (17) aircraft, including one illuminator were detailed to attack the connecting roads of Battapaglia/Riboli. Illumination was very good and with the aid of brilliant moonlight the target was easily identified. Visibility was hampered considerably towards end of attack due to fall of smoke over each town reaching a height of 2,000 feet. 4 x 2,000 lb. bombs were dropped in town of Riboli. All were seen to burst in built-up areas. Remainder of aircraft bombed cross-roads and interior of Riboli. Many flames, some of which were large, seen in both towns and many bursts observed on road and cross-roads. Concentration good and effort considered most successful. Opposition in target area very slight. 3 light flak guns from N. of Battapaglia. 6 light flak guns from S. side of Riboli. Navy reported to have commenced shelling from 2,000 ft. at 2302 hrs. Many barges seen in harbour. Guns reported firing from Postano at 2330 hours. Many ships seen near shore on N. side of Salerno Bay.	A-104,9 to A-1065 incl.
	15-9-43		Weather: Fair, Vis. very good. Sixteen (16) aircraft including one illuminator were detailed to attack the Torre Annunziata/Pesce road. All aircraft took off but two were unable to reach target owing to engine trouble. One landed at Nocera, the other returned to base. Aided by fairly well placed flares, and in conditions of brilliant moonlight, crews were able to clearly identify the target, and make good progress. The weight of the attack fell on a road junction between the two given towns. 2 x 2,000 lb. and many sticks of 250 and a few 500 lb. bombs falling on or near this objective. In addition, 2 x 2,000 lb. bombs were dropped on Torre Annunziata, one falling in the marshalling yard. Defences were negligible. Weather: Night has a good visibility.	A-1066 to A-1081
	16-9-43		Weather: Fair, Vis. good. Night (8) aircraft were detailed to attack Gisterna airfield. Well placed flares and bright moonlight rendered the target clearly visible. Many aircraft seen at dispersal points, were bombed and set on fire. Hangars and administrative buildings received direct hits. These were seen burning along all boundaries of the airfield. Many of these fires are claimed to be aircraft. It is safe to assume that this is one of our most successful operations. Defences were negligible. Weather: excellent, brilliant moonlight. In addition to the above, two aircraft were detailed to distribute Mokes over Rome. This operation was carried out as instructed.	A-1082 to A-1091
	17-9-43		Weather: Fair, Vis. good. Night (8) aircraft were detailed to attack the Cerveteri aerodrome. 6 successfully completed the mission. 2 a/c returned early due to starboard engine trouble and rear turret W/C. Clear visibility and good illumination greatly assisted crews to identify the target. A considerable number of aircraft were observed at dispersal points and bombs straddled many of these, setting fire to several. Direct hit on hangar by 4000 pounder observed. Main buildings were well ablaze and fires could be seen 3/4 miles distant. 16 flames reported by one crew. Intense fires observed just North of Furbara. Aircraft seen to burst into flames and fall in the sea about 1 to 2 miles from coast and opposite the target at 2153 hrs. at 5,000 ft., seen to burn for 5 to 8 minutes. Defences negligible.	A-1092 to A-1099
	18-9-43		Weather: Fair, Vis. very good. Seven (7) aircraft were detailed to attack Viterbo aerodrome. One developed trouble with the starboard engine and was unable to reach target. Bombs were positioned and a/c returned to base. The remaining 6 a/c, including one illuminator, who dropped flares over target, successfully bombed the dispersal airfield. Hangars and buildings on the perimeter of the A/c were well exploded. Many explosions were observed in hangars and buildings and several small explosions were observed; these were believed to be aircraft blowing up. An aircraft believed to be a Wellington, was seen over target to be hit by flak and fall to the ground in flames. Defences: 5/12 heavy flak guns round the aerodrome, about 1/2 miles from the perimeter.	A-1100 to A-1106 incl.

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Place	Date	Time	Summary of Events	References to Appendices
	19-9-43		Weather: Fair, Visibility Good. Nine (9) aircraft were detailed to attack the Northern approaches and railway bridge at Removento. All claim to have attacked the target. Good visibility and well placed flares rendered the target visible. Many bomb bursts reported to have straddled road. 1 x 4,000 pounder burst within 100 yards of railway bridge in river. 3 good sized fires in target area. One 4000 pound bomb seen to burst on railway station. Operation considered successful. Defences negligible. 2 heavy flak guns to N. and 2 S. of target area. In addition to above, one aircraft was detailed to drop nickels over Florence - Pisa - Leghorn area. This operation carried out as instructed. Brigadier General, GSO, Leslie S. BETHUNE, Chief of Staff, H.Q. No. XIII Bomber Command was passenger in one of our aircraft detailed to bomb Removento.	A-1107 to A-1116 incl.
	20-9-43		Weather fair, vis. good. The squadron was stood down for the day. A swimming party proceeded to Sousse in the afternoon. In the evening, a party was held for personnel of the M.T. Section.	
	21-9-43		Weather: Fair, Visibility very good. 12 aircraft were detailed to attack Bastia. 11 aircraft reached and bombed the primary and 1 a/c returned early due to starboard engine trouble. Aided by very good illumination, the dock area, warehouses, oil tank storages, shipping and the mole were straddled by bombs. One large fire reported at extreme N. of harbour. Defences were moderate and mostly from N.W. and S.W. of town, and reported to be fairly accurate. No M.V.s.	A-1117 to A-1126 incl.
	22-9-43		Weather: Fair, Good vis. Ten aircraft were detailed to attack Road and Rail concentrations at Formia. All claimed to have reached and bombed the primary, which was attacked under favourable weather conditions and satisfactory illumination. The majority of areas claim direct hits on the marshalling yards and roads, some bombs also straddled the built up area of the town. The effect generally can be claimed as satisfactory. Defences were nil.	A-1129 to A-1136 incl.
	23-9-43		Weather: Fair, Vis. very good. 9 a/c which included one illuminator, were detailed to attack the aerodrome at Pisa, and all claim to have bombed the primary. Aided by extremely well placed flares, many a/c were seen to have been destroyed, and left burning. The hangars also received direct hits and large fires developed as a result widespread damage caused and the operation can be assessed as highly successful. Defences were moderate, small light and heavy flak from N. and N.W. of aerodrome but this was ineffective. Only one S/L was operating. Weather was excellent. Complete absence of clouds.	A-1139 to A-1147 incl.
	24-9-43		Weather: Fair, Vis. good. 9 a/c were detailed to attack shipping and dock installations at Leghorn and 8 reached and bombed the primary. 1 a/c returned early jettisoning bombs 2 miles N. of aerodrome; Port engine out on take off. The target was easily identified by accurately placed flares. Six fairly large ships were seen ablazing out of the harbour as raid commenced. Bomb bursts were seen on docks, barges and Reginal Ferry Station. Large fires in target area could be seen for 50 miles on the sky home. Raid considered fairly successful. Defences moderate light inaccurate flak from dock area and ships in harbour. Very little heavy flak. In addition to above one a/c successfully dropped 3,000 Italian Posters and 125,000 Italian Nickels in Pisa-Florence area between 2135-2212 hours from 6,000 ft. One a/c also successfully dropped 3,000 Italian Posters and 125,000 Italian Nickels in Genoa-Turin area between 2138-2206 hrs from 6,000 ft. Defences: light flak from Coast at Genoa.	A-1148 to A-1156 incl.
	25-9-43		Weather: Fair, Vis. very good. The squadron was stood down for the day. A party for the following sections was held in the evening: Wireless, Electrical and Instrument sections.	
	26-9-43		Weather: Fair, Vis. good. The squadron was stood down for the day. The picture "Me and My Cell" was played by the Y.M.C.A. in the evening.	

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# OPERATIONS RECORD BOOK

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RAF Form 540

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. Parker Book.

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

No. of pages used for day \_\_\_\_\_

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	27-9-43.		Weather: Fair, Vis. good. The squadron was <del>ordered</del> ordered to detail 8 aircraft for operations, but this order was cancelled later on during the day. Personnel are <del>kept</del> busy in preparation for the move of the squadron.		
	28-9-43.		Weather fair in morning; heavy storm in the afternoon, consequently the 10 aircraft detailed for operations in the evening were cancelled.		
	29-9-43		Weather: fair, Vis. very good. In the morning, the squadron started to move from Kairosan/Zima to Hani East. Five (5) aircraft, one of which was an illuminator attacked Formia which was easily identified in the light of well placed flares. Host crews claim to have seen one burst straddling the cross roads. Electric sparks as though from broken down power lines observed. All crews agree that it was a very successful operation which was confirmed by photographs.		A-1199 to: A-1167; incl
	30-9-43.		Weather: Fair, Vis. good. The squadron was not required for operations to-day. All personnel are kept busy moving the remainder of the squadron equipment and setting up the new site.		
			<b>3. HONOURS &amp; AWARDS.</b> The following were awarded the Distinguished Flying Cross, which appeared in the London Gazette dated 27th August, 1943:- 121784 P/Lt. Makney, C.M. (Pilot) - J15457 P/Lt. Wainwright J.A. (Gun. Ldr. (S).) J17040 P/Lt. Hoch, A.T. (Nav. Ldr.) - J16178 P/O. Stutt, R.A. (Pilot) J17392 P/O. Young, W.J. (Bomb Aimer).		
			<b>4. COMMISSIONS</b> J17799 P/O. Rendell, M.R. (Pilot) appointed to a commission in R.C.A.F. w.e.f. 28-5-43. Auth: A.M. Ltr. A.468209/42/S.7(4)3. dated 17-7-43. J17819 P/O. Parnell, C.W. (Pilot) appointed to a commission in R.C.A.F. w.e.f. 30-5-43. Auth: A.M. Ltr. A.55340/43/S.7(3)e. dated 3-8-43.		
			<b>5. PROMOTIONS:</b> J22208 P/O. Elliott, D.J. (Nav.) - Promoted to Temporary Flying Officer w.e.f. 28-2-43. Auth: RCAF Overseas Orders No. 592 dated 16-7-43. J13388 P/O. Hamblin, W.D.M. (A/G) - Promoted to Temporary Flying Officer w.e.f. 17-2-43. Auth: RCAF Overseas Orders No. 592 dated 3-7-43. J22196 P/O. A.R. Stanford (Nav.) - Promoted to Temporary Flying Officer w.e.f. 11-3-43. Auth: RCAF Overseas Orders No. 592 dated 3-7-43. J20150 P/O. J.G. Cairns (SA) - Promoted to Flying Officer w.e.f. 23-4-43. Auth: A.M. Ltr. A.448988/42/S.7.1/2 dated 18-8-43.		
			<b>6. POSTINGS</b> 144750 P/O. Low, S.C. and 134608 P/O. Lord, H.W. - Posted to No. 205 Group w.e.f. 11-2-43. Auth: H.Q. N.A.A.F. Signal dated 12-3-43. 120847 P/O. Starford, T. - Posted to No. 2 Base Personnel Depot on completion of tour, w.e.f. 1-4-43. Auth: HQ NAAF Ltr. NAAF/2021/1/42/S.7.1/2 dated 1-4-43. J19502 P/O. Stevens, G.D. (Nav.) - Posted from No. 311 F.F.U. w.e.f. 7-9-43. Auth: HQ NAAF Ltr. NAAF/2021/1/42/S.7.22 dated 15-3-43. 121784 P/Lt. Makney, C.M. (Pilot) - J10715 P/O. Tascheran, J.L.G. (Nav) P/O. (J1682) Hutton, G.S. - P/O. (J9695) Balanger, R.P. - Posted to No. 2 Base Personnel Depot w.e.f. 24-9-43 on completion of tour. Auth: HQ NAAF Ltr. NAAF/2021/3/2/P.2.A. dated 1-10-43.		
			<b>7. CHANGE IN COMMAND:</b> Nil.		
			<b>8. CHANGE IN ADMINISTRATION:-</b> W.E.F. 15th September, 1943. This squadron became under the administrative control of Headquarters No. 205 Group, R.A.F.		

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Place	Date	Time	Summary of Events	References to Appendices												
			<b>SECRET.</b>													
			9. AIRCRAFT ON CHARGE: 12 Wellington Mark I. Standard and 4 Wellington I., 423 type.													
			10. HEALTH: The health of the Squadron for the past month has been good.													
			11. NUMERICAL STRENGTH OF UNIT AS AT THE 30th SEPTEMBER, 1943. R.C.A.F. OFFICERS: Aircraft 20 GROUND CREW: 5 NAAF AIRMEN: 76 Ground crew: 334 RAF: 20 30 111 26 36 314													
			12. OPERATIONS, NON-OPERATIONAL AND FLYING TRAINING HOURS FOR MONTH OF SEPTEMBER, 1943.													
			<table border="1" style="width: 100%; border-collapse: collapse;"> <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>1,247.00</td> <td>1,247.00 hrs.</td> </tr> <tr> <td>Other Flying Hours:</td> <td>43.30</td> <td>4.30</td> <td>54.00 hrs.</td> </tr> </tbody> </table>		DAY	NIGHT	TOTAL	Operational Flying Hours:	Nil	1,247.00	1,247.00 hrs.	Other Flying Hours:	43.30	4.30	54.00 hrs.	
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			<i>B. D. Nichol</i> (B. D. Nichol) Wing Commander, Commanding, 425 (R.C.A.F.) Squadron													

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