

Month of August, 1944. (1st to 31st.)

OPERATIONS RECORD BOOK

Page No. 1

R.A.F. 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. Pocket Book.

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

No. of pages used for day 10.

Place	Date	Time	NOTE:- Reports on Operations included in this return are taken from the "STATION SUMMARY OF OPERATIONS", compiled by Station Adjutant.	References to Appendices
R.C.A.F. STATION	1.8.44		The Squadron was not required for operations, to-day. The aircraft diverted from yesterday's operations, returned safely to base in the afternoon. The following soft-ball games were played to-day between the following ground-crew teams:- 425 Sqn. Instrument Section - 8 vs. 420 Instrument Section - 5 425 Sqn. Armoury - 2 vs. 420 Sqn. Armoury: 1 In the morning and the afternoon a lecture and film on V.D. was given by the Medical Officer to all ground crew personnel.	
Thelthorpe Yerks.	2.8.44		Eighteen aircraft were required for operations to-day, but this was cancelled in the evening. Mr. Paul Dupuis, Canadian War Correspondent and P/O M.J.G. Langlais (222635) P.R.O. from R.C.A.F. Overseas Headquarters, are spending a few days with the Squadron for broadcast registering purposes. During the day the aircrew were not engaged on flying had a practice of Volley Ball and Soccer. The ground crew took part in Volley Ball games as follows: *P Flight Fitters was the honour against *P Flight Armourers with a score of 3 - 0 425 Sqn. Instrument Section was also victorious against 420 Sqn. Instrument Section; Score 8 - 7 During the evening, one of our aircraft engaged on a cross-country crashed near Workop, and all members of the crew, which was composed as follows, was killed:- J8541 A/P/L Stark G.D. - Pilot J86151 P/O Pitkin E.F. - Nav. J87346 P/O Davies E.P. - W/AC R155952 P/S Pigeon J.J. - A/B R157143 P/S Gode H.E. - P/AC R192720 Sgt. Snider L. - MU/AC R30189 Sgt. Waters M.H. - P/Eng.	
	3.8.44		The Squadron offered a maximum effort of twenty-one aircraft for operations this afternoon. All aircraft attacked the primary target at Forêt de Nieppe and returned safely to base. Details of attack were somewhat obscured by smoke and cloud, varying from 3/10ths to 8/10ths tops at 6 to 10,000 feet, drifting over target, but most aircraft saw yellow markers and heard Master Bomber giving directions to bomb just on Red T.I.'s then on yellow T.I.'s and partly on smoke. Yellow T.I.'s seemed fairly well concentrated and bomb bursts were seen amongst them, but some undershooting took place. Master Bomber practically instructed aircraft to bring bombs back if identification of target could not be made.	A.2064 to A.2084 incl.
	4.8.44		Fifteen aircraft were detailed to attack BOIS DE GASSAN, in daylight. They took-off at approximately 10.30 hrs. All attacked primary and returned safely to base. Master Bomber was heard very clearly giving aiming instructions which were easily followed, and crews report very favourably on the work of the Master Bomber. There were a few undershoots at first but this was soon corrected and the raid was very concentrated around the yellow T.I.'s which were reported as accurately placed in the wood. Towards the end of the attack the markers and target area became obscured by smoke and M/B was heard ordering the crews to overshoot by two seconds. Huge explosions were seen at 1304 and 1308 hours. The attack is considered as highly successful. Defences slight to moderate heavy flak bursting at 13/16,000 feet predicted at first but later turned to barrage. Continuous heavy flak was encountered from the target to Roubaix, some of it reported as predicted. Weather: 4/10ths cloud with tops 5/6,000 feet.	A.2086 to A.2099 incl.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																					
R.C.A.F. Station Thalthege Yarka.	5.8.44		19 aircraft made a daylight attack on ST. LEU D'ESSEMENT, France, and 18 attacked primary; one did not return. Master Bomber was clearly heard directing the attack and seemed to be spreading the raid to different points in the target area and to the North. There appeared to be some overshooting which was corrected by the M/B and a fair concentration was achieved towards the end of the attack. Heavy flak was fairly accurate for height on the run into the target and it is thought to have caused some scattered bombings. Towards the end of the attack became obscured by smoke and crews were unable to assess raid. Master Bomber was then giving instructions to undershoot smoke by 200 yards. One explosion seen at 1327 hours. Defences reported as moderate. Heavy flak bursting from 15 to 17,000 ft. fairly accurate for height and some of it thought to be "seen" barrage fire. Weather: 5/10ths scattered cumulus cloud, tops 10,000 ft. The missing aircraft, piloted by our 1st Flight Commander, the friend of all, consisted of the following crew:-		A.2100 to A.2118 incl.																																																					
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	6.8.44		The Squadron was not required for operations to-day. Lectures were held in the Sections, to aircrew personnel, in the afternoon. Two aircraft carried out local flying and circuits and landings during the day.																																																							
	7.8.44		19 aircraft were detailed to attack LA HOGUE in the evening. One aircraft attacked primary. remainder abandoned mission on instructions from Master Bomber. The Red T.I.'s were seen going down on time and M/B was clearly heard advising crews to bomb the red T.I.'s. The markers began to become obliterated and M/B was heard calling for backers up to come in quickly and drop some T.I. These were slow in making their appearance and at 2304 hours M/B was heard to give "Marmalade" followed 30 seconds later by "Bomb Reds now", which had just gone down, and immediately after by "Marmalade" which was repeated several times. Some crews were heard to call the M/B and tell him they could see the Red T.I.'s and he replied that he could see them also but it was still "Marmalade". The only crew to bomb did not hear the M/B and all the rest report that they clearly identified the red T.I.'s and feel that they could have aimed their bombs accurately. Crews that saw bomb bursts report them as straddling the red T.I.'s and if the markers were accurately placed the raid should be a real success. Explosions were seen at 2302, 2308 hours and a gigantic one at 2310 hrs. Weather: hazy with no cloud. Defences negligible.		A.2119 to A.2187 incl.																																																					
	8.8.44		PORT DE GRANVILLE, France, was the target this evening and was attacked by 16 aircraft which all returned safely to base. The P.F.R. opened the attack on time and the aiming point was identified visually the red T.I.'s reported as being accurately placed. All crews heard the M/B clearly, directing the attack on to the red T.I.'s which were being thoroughly pranged. The bombing was very accurate and concentrated with only a few undershoots. Numerous explosions were seen throughout the attack with a gigantic one at 2113 hours giving off sheets of flame and thick black smoke billowing up to 2,000 feet. By the end of the attack smoke was rising to 10,000 ft. and cloud be seen for 75 miles on way home. Weather: slight hazy. Defences: Moderate M/B, barrage form, bursting 14/17,000 ft. mostly from part of track on bombing run.		A.2188 to A.2188 incl.																																																					

## OPERATIONS RECORD BOOK

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

No. of pages used for day 10

Place	Date	Time	Summary of Events	References to Appendices
R.C.A.F. STATION THORPE YOKES.	9.6.44.		20 aircraft were detailed to attack FORET DE MEPEE, France and all took off. 19 attacked primary and returned safely to base. One aircraft piloted by R156114 W/O Ryan, J.A., returned early due to two engine U/S. One engine out shortly after take-off and another one on reaching the French Coast. Bomb load was then jettisoned and a safe landing was carried out at Munster. Nobody was injured. P.F.F. opened the attack on time with red T.I.'s. Backers up were slow in dropping green T.I.'s so that reds were just about out when Greens were seen cascading. W/B was first heard instructing crews to bomb side-of-reds, but claimed attack was falling to port of reds. The attack appeared scattered at first with some undershooting but after green markers cascaded, a better concentration was achieved. Numerous small explosions were seen throughout the attack and one terrific explosion was seen at 0022 hrs which resulted in a fire and was seen burning after leaving target. Defences were negligible. Weather: no cloud, slight haze. One aircraft fired at an enemy fighter on homeward journey. No damage is claimed. (See combat report attached).	SECRET. References to Appendices A.2160 to A.2173 incl. Appendix 20/44.
	10.6.44.		14 aircraft were detailed to attack LA PALAISE, France. All attacked primary and returned safely. P.F.F. opened attack on time with illuminating flares followed by four sets of red T.I.'s. W/B instructed most crews to bomb starboard of Red T.I.'s. Bombing was well concentrated on T.I.'s. A considerable number of small fires and explosions with resulting smoke were seen. There was nothing spectacular about the raid but it appeared to be moderately successful. Defences: moderate with little evidence of heavy flak. Weather: no cloud, slight haze, vis. was good. Flying training to-day consisted of 2 aircraft on circuits and landings and three aircraft on night cross country and bullseyes.	A.2174 to A.2187 incl.
	11.6.44.		The Squadron was not required for operations to-day. Flying training during the day consisted of 4 w/e on fighter affiliation and practice bombing and during the evening, 5 aircraft carried out bullseye exercises and 3 aircraft on cross country. An official parade was held in the morning on the occasion of the visit of His Majesty the King. An Investiture was held at Luton, where R187078 P/Sgt. Croteau, J.M.A. - Air Gunner, was presented with the Distinguished Flying Medal.	
	12.6.44.		15 aircraft were detailed to attack FORET DE MONTRICHARD, France, in daylight, and all took off. 13 aircraft attacked the primary and returned safely to base. 2 w/e returned early due to hydraulic pipe line broken and Port Outer Engine U/S. All returning crews report a good concentration of bombing. No large explosion was seen, although some fires were noted. Smoke was seen to rise to 4/5,000 ft. Flak on target was very meagre from only 3/4 guns, bursting at heights from 14/17,000 ft. In the Palaise area there was considerable H/F, which was moderate and predicted bursting from 12/13,000 ft. This consisted of several groups of about 3/4 guns each ranged in a line across track for a total distance of about 1 1/2 miles. There was no cloud in the target area and visibility was very good over the whole route. No enemy aircraft was seen. During the day, one aircraft carried out fighter affiliation and practice bombing. In the evening 2 aircraft were again detailed for operations, the target being PALAISE. One aircraft failed to take-off due to inter-comm. U/S. Remainder attacked primary and returned safely. All crews report a concentrated bombing attack with target well marked. All crews bombed on green T.I.'s, which were easily seen. There was 8 to 10/10ths cloud (thin stratus) in the target area, tops at 2/3,000 ft. and columns of heavy smoke rose to about the same height. There were several fairly large explosions seen although no assessment can be made as to their origin. Smoke was continually obscuring markers. Most crews heard the Master Bomber although at times, reception was quite distorted. Flak in the target area was negligible with very few bursts seen below. No enemy aircraft was seen.	A.2188 to A.2208 incl.

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Place	Date	Time	Summary of Events	References to Appendices
R.C.A.F. STATION HOLTHORPE YORKS.	9.5.44.		<p>20 aircraft were detailed to attack FORET DE MEPEPE, France and all took off. 19 attacked primary and returned safely to base. One aircraft piloted by R158114 W/O2. Ryan, J.A., returned early due to two engine U/S. One engine cut shortly after take-off and another one on reaching the French Coast. Bomb load was then jettisoned and a safe landing was carried out at Lunston. Nobody was injured.</p> <p>R.F.F. opened the attack on time with red T.I.'s. Backers up were slow in dropping green T.I.'s so that reds were just about out when Greens were seen cascading. W/B was first heard instructing crews to bomb ahead of reds, but delayed attack was falling to port of reds. The attack appeared scattered at first with some undershooting but after green markers cascaded, a better concentration was achieved. Numerous small explosions were seen throughout the attack and one terrific explosion was seen at 0022 hrs which resulted in a fire and was seen burning after leaving target. Defences were negligible. Weather: no cloud, slight haze. One aircraft fired at an enemy fighter on homeward journey. No damage is claimed. (See combat report attached).</p>	<p><b>SECRET.</b></p> <p>A.2160 to A.2173 incl. Appendix 20/44.</p>
	10.6.44.		<p>14 aircraft were detailed to attack LA PALLICE, France. All attacked primary and returned safely. R.F.F. opened attack on time with illuminating flares followed by four sets of red T.I.'s. W/B instructed most crews to bomb starboard of Red T.I.'s. Bombing was well concentrated on T.I.'s. A considerable number of small fires and explosions with resulting smoke were seen. There was nothing spectacular about the raid but it appeared to be moderately successful. Defences: moderate with little evidence of heavy flak. Weather: no cloud, slight haze, vis. was good.</p> <p>Flying training to-day consisted of 2 aircraft on circuits and landings and three aircraft on night cross country and bullseyes.</p>	<p>A.2174 to A.2187 incl.</p>
	11.6.44.		<p>The Squadron was not required for operations to-day. Flying training during the day consisted of 6 a/c on fighter affiliation and practice bombing and during the evening, 5 aircraft carried out bullseye exercises and 3 aircraft on cross country.</p> <p>An official parade was held in the morning on the occasion of the visit of His Majesty the King. An Investiture was held at Lunton, where R187075 P/Sgt. Croteau, J.N.A. - Air Gunner, was presented with the Distinguished Flying Medal.</p>	
	12.6.44.		<p>15 aircraft were detailed to attack FORET DE MONTRICHARD, France, in daylight, and all took off. 15 aircraft attacked the primary and returned safely to base. 2 a/c returned early due to hydraulic pipe line broken and Port Outer Engine U/S.</p> <p>All returning crews report a good concentration of bombing. No large explosion was seen, although some fires were noted. Smoke was seen to rise to 4/5,000 ft. Flak on target was very meagre from only 3/4 guns, bursting at heights from 14/17,000 ft. In the Palais area there was considerable U/P, which was moderate and predicted bursting from 12/18,000 ft. This consisted of several groups of about 3/4 guns each ranged in a line across track for a total distance of about 1 1/2 miles. There was no cloud in the target area and visibility was very good over the whole route. No enemy aircraft was seen.</p> <p>During the day, one aircraft carried out fighter affiliation and practice bombing. In the evening 4 aircraft were again detailed for operations, the target being PALAISE. One aircraft failed to take-off due to inter-comm. U/S. Remainder attacked primary and returned safely. All crews report a concentrated bombing attack with target well marked. All crews bombed on green T.I.'s, which were easily seen. There was 8 to 10/10ths cloud (thin stratus) in the target area, tops at 2/5,000 ft. and columns of heavy smoke rose to about the same height. There were several fairly large explosions seen although no assessment can be made as to their origin. Smoke was continually obscuring markers. Most crews heard the Master Bomber although at times, reception was quite disturbed. Flak in the target area was negligible with very few bursts seen below. No enemy aircraft was seen.</p>	<p>A.2188 to A.2208 incl.</p>

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.C.A.F. STATION THOLTHORPE YORKS.	15.8.44.		20 aircraft stood-by for operations to-day but were not required. Flying training to-day consisted of 3 aircraft on cross-country.		
	14.8.44.		17 aircraft took-off in daylight to attack BONS-MASSILLY, France. All attacked primary and returned safely to base. Red T.I.'s were seen descending and cascading on run up to the target. All aircraft were able to identify target visually. Attack opened punctually and aiming point was seen enveloped in dark brown smoke which eventually reached 9,000 ft. Some small fires were seen and crews report that bombing appeared well concentrated. W/B was heard clearly and instructed crews to bomb on T.I.'s or in centre of smoke; at one time he ordered to overshoot one second. Target area was clear of cloud and although there was some haze, vertical visibility was good, but horizontal vis. was only fair. Enemy defences were almost negligible, slight heavy flak of barrage type bursting 6 to 9,000 feet over target area. No enemy aircraft was seen on this raid. One newly arrived crew carried out a cross country during the day.		A.2208 to A.2224 incl.
	15.8.44.		Fifteen aircraft were detailed to attack Brussels/Melsbroek airfield in Belgium. One returned early due to port inner engine U/S, thereby losing height. Remainder attacked target and returned safely. A good concentration of red T.I.'s appeared on time but the bomber stream arrived late due to unpredicted head winds. The bombing attack began on the 14 second timed run from the aiming point with the Master Bomber later directing crews NOT to overshoot red T.I.'s and finally to undershoot them by 200 yards. Bombs were seen to explode on all runways and in dispersal area where several fires and explosions were seen. Smoke and dust covered the entire area. One large explosion with some fire and black smoke was seen in N.E. of target area at approximately 1208 hours. Defences: moderate heavy flak on approach to and over target area in barrage form with some predicted in early and late stages of attack. Weather: clear with no cloud and very slight haze. Visibility unlimited. Flying training to-day consisted of five aircraft on fighter affiliation and bombing.		A.2225 to A.2239 incl.
	16.8.44.		14 aircraft were detailed to attack KIEL in the evening. All attacked and returned safely. F.F.F. opened the attack a bit late with flares and red T.I.'s and green T.I.'s which covered the whole target area. There was some smokes evidence of under and over-shooting but most of bombing appeared to be on area marked. Many of the crews failed to hear W/B and others reported the volume poor. Those who did hear the W/B report his instructions to be good. Whole area was lighted up by fires which were increasing in size as the raid progressed. Glow could be seen from 70 to 80 miles on return route. Defences: slight to moderate heavy flak bursting from 17 to 20,000 feet with slight light flak bursting from 16 to 18,000 feet. Few Searchlights, ineffective due to cloud. Weather: 5 to 8/10ths Cu. and Alto-Cu. clouds thin patchy, with tops from 14 to 20,000 ft.		A.2240 to A.2253 incl.
	17.8.44.		The Squadron stood-by all day for operations but was not required. Aircrew personnel had physical training exercises in the afternoon. Four aircraft carried out fighter affiliation and practice bombing during the day.		
	18.8.44.		16 aircraft were detailed to attack CONNAYRE, France, in the evening. All took-off and attacked primary, returning safely. One aircraft landed at base, remainder were diverted. All landed at Coningsby. All s/o bombed green T.I.'s. W/B first ordered "Bomb to starboard of green T.I.'s" but later "to bomb between the greens". Markers reported to be particularly good, concentration. Attack appeared to run smoothly and according to plan. Defences: flak, negligible. No fighter activity observed. Weather: no cloud, slight haze.		A.2254 to A.2273 incl.

## OPERATIONS RECORD BOOK

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

No. of pages used for day 10

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.C.A.F. STATION THORNTON YORKS.	19.8.44		Heavy rain which lasted practically all day resulted in the Squadron being stood down for operations. During the day three aircraft carried out fighter affiliation and air/air firing. In the afternoon a briefing was held by W/C. L.H. Lecomte (C1181) and a number of Officers in preparation for a party which was held in the evening. They will meet at Baschiff, and the evening was finished at the Officers' Mess where a dance was held. Apparently, a good time was had by all.		
	20.8.44		Unfavourable weather conditions prevented all flying to-day. Lectures were given to the aircrew personnel, by their Section Leaders.		
	21.8.44		The Squadron was not required for operations, to-day. Plenty of training was carried out to-day by 22 aircraft which flew a total of forty-five hours; exercises included Fighter affiliation, air to air, and practice bombing. Late in the afternoon, our Squadron Commander, W/Cdr. L.H. Lecomte (C1181) received the news that he was being transferred to No. 415 (RCAF) Squadron, at Eastmoor, he proceeded to his new post in the evening. Everybody on the Squadron regret to see him go and wish him the best of luck. He is succeeded by the "B" Flight Commander, Wing Commander H.C. Ledoux, (C.911) who has been with the Squadron for a few weeks.		
	22.8.44		The Squadron was stood-down again to-day for operations. Flying training was carried out during the day, as follows: 14 aircraft on fighter on fighter affiliation, air to air firing, cross-country and practice bombing. The Base Commander, Air Commodore J.E. Fauquier (C1599) was on the Station to-day for the purpose of interviewing aircrew personnel for commissioning.		
	23.8.44		A meeting of Squadron Adjutants was held at No. 6 (RCAF) Group Headquarters to-day. Our Squadron Adjutant, F/Lt. J.E.R. St-Amour (C15682) being on leave, was replaced, at the conference by W/O G.A.D. Gray (J14661), who is Acting Adjutant presently. Flying to-day consisted of 15 aircraft on cross-country, fighter affiliation, air/air firing and practice bombing.		
	24.8.44		10 aircraft were required for operations but this was cancelled in the evening. Nine a/c took part in flying training which included fighter affiliation, circuits and landings and air/air firing. The Blood Donors Clinic was on the Station to-day and the majority of the personnel volunteered to give a pint of blood.		
	25.8.44		15 a/c were detailed to attack NEST/FOR 2 DES CORNOUAILLES. All attacked primary and returned safely. Crews report a satisfactory and uneventful trip. Most crews were able to identify the target by Green T.I.'s and all crews saw the illuminating flames, yellow T.I.'s and ground details. Early crews bombed on greens which were subsequently blown out. Later crews bombed on yellow T.I.'s as instructed by W/O. His instructions were concise and clearly heard. Reports indicate that a very concentrated attack was carried out with few bombs being wide of mark. There was very slight heavy risk from 1 or 2 guns, bursting well below at 8/10,000 ft. One large explosion noted at 0105 hours, the flames and smoke from which rose to a very considerable height. No enemy aircraft seen. All aircraft attempted photos, many of which show ground detail. There was thin patchy cloud in the target area with tops varying from 3,000 to 6,000 feet. Visibility was good.		A.2272 to A.2289 incl.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.C.A.F. STATION THORHORPE	26.8.44		18 aircraft stood by for operations to-day but this was cancelled at the last minute. F/O M. J. G. Langlais (22635) French-Canadian P.R.O. from RCAF O/S H.Q., reported on attachment to the Squadron. F/Lt. E. Atkins (21982) Squadron Bombing Leader and W/Cpl J. J. Deslauriers, Master Mechanic i/d Flights, were skillfully borrowed for organization duty by W/O L. H. Leconte (11181) O.C. 415 RCAF Squadron, at Eastmoor.		
	27.8.44		16 aircraft were detailed to attack MARQUIS/MIMOTROQUES, France, and all attacked primary returning safely to base. All returning crews report a fairly concentrated attack. Crews arriving early report T.I. red somewhat scattered. Good concentration of Green T.I.s followed by yellow T.I.'s. W/P's instructions heard clearly by most crews, except a few who did not hear him at all. Bombing appeared well concentrated over T.A.s. Much smoke seen. Visibility was good with no cloud. Heavy flak was slight to moderate in barrage form, between 16/19,000 ft. with some of it predicted. No enemy aircraft was seen.		A.2290 to A.2306 incl.
	28.8.44		Two targets were attacked this evening as follows: 5 aircraft attacked FERRY, returning safely. All crews identified the target visually by means of the wood and checked their position by P.R. Bombing is claimed as fairly accurate with tendency to overshoot. Visibility was excellent and defences nil. The second target was Ile de Ouessant, which was attacked by 7 aircraft which all returned safely; one landed at Tarrant Rushton, being short of petrol. The P.F.F. opened the attack on time, dropping red followed by yellow T.I.'s, which were accurately placed on the aiming point and later backed up by green T.I.'s. The M/B was clearly heard by all crews, giving aiming instructions, and although a few bombs were seen to undershoot into the sea most crews report bombing as good, straddling the markers, the majority of which were on the South Western side of the island. Explosions were seen at 2107, 2108 and 2118 hours. Visibility was excellent and defences nil.		A.2306 to A.2317 incl.
	29.8.44		The Squadron was not required for operations to-day. 17 aircraft took part in day training, which consisted of fighter affiliation, bombing and air to air firing. 2 aircraft were detailed to fly on a Div. mission Sweep in the evening, one returned early due to leak in oxygen supply. The other aircraft arrived at 2300 hours at 0815 hours at 17,500 feet. This aircraft reports seeing 3 enemy aircraft, one outward and two homeward, which made no attempt to attack. Defences at Schiermonnikoog thought to have been seen in action.		<del>SECRET</del>
	<del>29.8.44</del> 30.8.44		The Squadron was not required for operations to-day. Training to-day consisted of three aircraft on fighter affiliation and practice, bombing. Four aircraft carried out night cross-country. F/Lt. H. J. Goodwin (16004) (Rhodesian), the Squadron Flight Engineer Leader, was baptised this morning in St. John's Church, Basingwold, Yorks, by Rev. Father Lepanto, Station R.C. Chaplain. He also receives his First Holy Communion in the Station Chapel at the daily Mass held at 1700 hours.		
	31.8.44		15 aircraft were detailed to attack Ile de Ouessant in daylight to-day. All took off and attacked primary, returning safely. All crews report bombing concentrated with the island at times obscured by smoke from bomb bursts, causing some crews to orbit in order to get a clear view of target. Very little undershooting was reported and only two complete sticks were seen to miss the target entirely. Attack is considered highly successful. Weather: 10/10th, drifting cloud with casual showers, base 3,000 feet. Defences at Alderney were in action, but no defences in target area.		A.2318 to A.2332 incl.





Place	Date	Time	Summary of Events	SECRET.	References to Appendices
RCAP STN. THOLTHORPE	11.8.44.		POSTINGS IN (CONT'D)		
			C.911 W/O. Ladoux, H.C. Pilot - Posted from 61 RCAP Base wef. 9.8.44.		
			E172657 F/S. Stiles, H.E. Nav.		
			R102195 WO1. Mac-eyman, E.A. W/AG		
			J28659 F/S. Greenwood, E. B/A		
			R168900 F/S. Patterson, E. E/AG		
			R197918 F/S. Gillies, J.V. MU/AG		
			G12885 Sgt. Scott, S. F/E RAF		
			J35216 F/O. Sismard, J.L.G. Pilot Posted from 61 RCAP Base wef. 15.8.44		
			J36121 F/O. Boughton, W.F. Nav.		
			E189490 Sgt. Gillette, W.E. W/AG		
			J28261 F/O. Renaud, M. B/A		
			E250477 Sgt. Stephens, D.V. E/AG		
			R140765 Sgt. Vermette, J.E. MU/AG		
			Z211128 Sgt. Ferry, R.W. F/E RAF		
			J87433 F/O. Legault, P.H. Pilot Posted from 61 RCAP Base wef. 16.8.44.		
			J87433 F/O. St-Amour, R.A. Nav.		
			R104876 Sgt. Briand, J.R. W/AG		
			R136997 Sgt. Demers, J.G. B/A		
			R53965 F/S. Barbeau, J.F.E. E/AG		
			R243270 Sgt. Dupont, E. MU/AG		
			1859663 Sgt. Homewood, J.E. F/E RAF		
			J87435 F/O. Lareau, G.J.H. Pilot Posted from 61 RCAP Base wef. 16.8.44.		
			R188373 Sgt. Morsau, U.G.A. Nav.		
			R79166 WO2. Euskenhull, J.E. W/AG		
			R17148 Sgt. Lebour, J.A. E/AG		
			R170978 Sgt. Calvert, W. E/AG		
			E223659 Sgt. Sloan, G.E. MU/AG		
			1797714 Sgt. Marshall, G.C. F/E RAF		
			J87792 F/O. Bailie, S.F. Pilot. Posted from 61 RCAP Base wef. 21.8.44.		
			J36827 F/O. Cross, J.S. Nav.		
			R208099 Sgt. Godin, W.P. W/AG		
			R155602 Sgt. Williams, J.G.F. B/A		
			R212347 Sgt. Sutherland, E.W. E/AG		
			R251160 Sgt. Simmons, H.E. MU/AG		
			1824122 Sgt. Bruce, C.R. F/E RAF		
			J10432 F/L. Belanger, J.M. Pilot. Posted from 61 RCAP Base wef. 24.8.44.		
			J10679 F/L. Houser, J.H. Nav.		
			J37352 F/O. LeJambe, G.N.J. W/AG		
			R159726 Sgt. LeBlanc, R.E. B/A		
			R233970 Sgt. Shields, E. E/AG		
			R33973 Sgt. Donohue, J.F. MU/AG		
			1803789 F/S. Dawkins, R.E.J. E/E RAF		
			J87699 F/O. Hayward, C.T. A/G. Posted from 424 RCAP Sqn. wef. 17.8.44.		
			J17350 F/O. Besuchamp, J.V. A/G. Posted from 41 Base wef. 1.8.44.		
			J15920 F/O. Talbot, W.V. W/AG		
			E275368 Sgt. Dwyer, W.E. A/G. Posted from 61 RCAP Base wef. 5.8.44.		
			R116640 Sgt. Forsythe, E.B. A/G		
			R112434 Sgt. Donnette, D.A. A/G		
			R278336 Sgt. Boyd, F.A. A/G		
			R225259 Sgt. Gardner, W.H. A/G		



