

MONTH OF SEPTEMBER, 1944 - (1st to 30th)

OPERATIONS RECORD BOOK

5.47-20-425
DAS

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2849 and War Manual Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

Page No. 1

of (Unit or Formation) 422 (294F) Squadron.

No. of pages used for day 2

Place	Date	Time	Summary of Events	References to Appendices
R.C.A.F. STATION THOLTHORPE, YORKS.	1.9.44		The Squadron was not required for operations to-day. The Squadron Commander, inspected No. 2 and 3 Sites. In the afternoon, all aircrew personnel busied themselves in a grand clean up of the ground surrounding their huts. P/Lt. G.A.E. Davis (C.9441) former Squadron Adjutant, visited the Squadron, being on leave from R.A.F. Station St. Athan. 12 aircraft carried out flying training during the day which comprised, fighter affiliation, air to air firing, circuits and landings and practice bombing.	
	2.9.44		All flying was cancelled to-day due to heavy rain which lasted all day. The following Officers paid a visit to W/C L.R. Leconte (C1161) former Squadron Commander, now commanding No. 415 Squadron Bombers: C.511 W/C H.C. Ledoux Squadron Commander, J85013 S/Ldr. L.P. Dupuis "DPC" O.C. "A" Flight; J27718 P/Lt. W.O. Phelan "DPC" O.C. "B" Flight and P/Lt. J.E.R. St-Amour (C13662) Squadron Adjutant.	
	3.9.44		Fifteen (15) aircraft were detailed to attack VOLKEL Airfield, Holland and all took off. One returned early due to starboard outer engine unserviceable and remainder attacked primary target on time and dropped their bombs accurately on the target visually, and the crews, assisted by the markers and the Master Bomber, who was giving instructions, claim to have seen their bombs straddle the airfield and runways. The target was left in a well ordered condition. One building and what appeared to be a petrol dump were seen on fire and later exploding. The attack is considered as highly successful. Very slight light flak encountered at target. Heavy icing conditions on route and some aircraft were unable to reach briefed height. During the last four days, fifteen N.C.O. aircrew have been interviewed by the Station Commander, for commissioning purposes.	A.2335 to A.2347 incl.
	4.9.44		The Squadron did not fly on operations to-day. Training was carried out by six aircraft, which consisted of Fighter Affiliation, Air to air firing, bombing and cross-countries.	
	5.9.44		No operational flying was carried out due to rain. 7 aircraft took part in training exercises which consisted of fighter affiliation air to air and bombing.	
	6.9.44		In favourable weather conditions prevailing again to-day, prevented all flying. Information has been received that the Squadron has again won the Base Efficiency Payment for the month of August. It has now been won three months in succession by this Squadron ME. Results have been passed on to all personnel, and both ground and aircrews are determined to keep it up.	
	7.9.44		There was no flying carried out to-day due to inclement weather conditions. The aircrew attended lectures in their different Sections.	
	8.9.44		15 aircraft were required for operations, but this was cancelled due to weather conditions. 10 aircraft took part in flying training, which consisted of cross-countries fighter affiliation and practice bombing.	
	9.9.44		Fifteen (15) aircraft were detailed to attack La Bruere France, to-day. The Master Bomber was heard at 0748 hours instructing crews to orbit over the sea, while he and his Deputy checked on cloud conditions over the target. At 0750 hours, the Master Bomber ordered the mission abandoned and all crews returned to base. The weather was clear to mid-channel, but the target area was obscured by drifting clouds varying from 5 to 10/10ths. One aircraft jettisoned its bomb load due to port outer engine unserviceable. Remainder of the aircraft brought their load back. 5 aircraft carried out air/air firing practice bombing and fighter affiliation during the day and three cross-countries in the evening.	A.2348 to A.2362 incl.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.C.A.F. STATION WALTHAM, YORKS.	10.9.44		20 (twenty) aircraft were detailed to attack Le Havre, France, again to-day. All attacked primary and returned safely. The crews in the earlier stages of the attack heard the Master Bomber giving "Basement" 7 and instructing the crews to orbit. In the later stages the M/B WAS heard giving "Basement Flight Plan" and to bomb the red T.I.'s. A few crews heard the super M/B. cancelling a red T.I., which was 100 yards to the S.W. of the aiming point. No green T.I. was seen. Very little undershooting was seen and the bombing seems to have been extremely accurate and most crews report seeing their sticks straddle the red T.I.'s. A few small explosions were reported and two fairly large ones at 1634 and 1636 hours, giving off orange flames. No overshooting was reported. The backscrap kept the aiming point well marked, throughout the attack with red T.I.'s, and in spite of smoke they were always visible. Raid considered highly successful. Defences: Nil. Weather: 2/10ths cloud, tops at 6,000 feet. Rain has ceased and the sun is now more shining, but the English air is still cold. Two aircraft carried out cross country & practice bombing to-day.		A.2368 to A.2382 incl.
	11.9.44		15 aircraft were detailed to attack Castrop Rauxel, Germany to-day. All attacked primary and returned safely. Some crews heard the M/B at E. 15 giving "Basement Flight Plan" but most did not hear him until on bombing run when he was giving instructions to bomb starboard of red T.I.'s. In the early stages of the attack, crews were able to see the chimney stacks of the plant and report sticks of bombs straddling these followed by numerous explosions, largest of which occurred at 1645 hours resulting in sheets of orange flame and thick black smoke. The attack was very concentrated and the target was seen obscured by smoke which rose to 12,000 feet and was visible for 75 miles on route home. The attack is considered to be very successful. Weather: Clear Defences: Intense Light flak and Heavy flak with some predicted, bursting 16,000 to 20,000 feet, fairly accurate. A few aircraft report flak damage. Training to-day consisted of one aircraft on familiarisation flight and one on cross-country.		A.2383 to A.2397 incl.
	12.9.44		Fifteen (15) aircraft were detailed to attack Wanne Eickel, Germany, to-day. All attacked primary and returned safely. The master Bomber missed with his markers and told the Deputy to drop his but in the meantime, the attack commenced and a fire was started which was apparently on the Aiming Point as from then on, the M/B. gave instructions to bomb the base of the smoke. The attack was well concentrated and a large fire seemed to take hold giving off flames and black smoke, the latter rising to 16,000 feet and could be seen for 75 miles on the way home. The smoke obscured all ground detail including the red T.I.'s which were cascading throughout the attack. Due to smoke it is difficult to assess the result of the raid. Weather: slight haze and smoke. Defences: moderate to intense. Heavy flak, barrage from with some predicted seen bursting between 16 and 20,000 feet. One aircraft (41.627 "C") piloted by P/O Marcotte L.J.A. (366833) was hit by heavy flak and landed at Woodbridge. Emergency Aerodromes, as two members of the crew had been hit by flak, as follows: R14176 P/O Dulude J.E.J. - W/AG - Seriously injured, lower back. R20955 P/O Crowley T.J. - R/AG - LST hand and wrist hit. 5 aircraft carried out circuits and landings, fighter affiliation and practice bombing during the day and one cross country and bombing in the evening.		A.2398 to A.2412 incl.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
RCAF STN. THORNTON YORKS	30.9.44		POSTINGS IN (CONT'D)		
			J2663 F/O. Brindley, V.E. - Pilot. Posted from 61 RCAF Base wof. 18.9.44		
			J3835 F/O. Coleman, L.V. Nav.		
			R225106 Sgt. Dulong, C.R. W/AG.		
			J3932 F/O. Barry, M.D. B/A.		
			R20330 Sgt. Rutton, G.E. B/AG.		
			R20330 Sgt. Rutton, G.E. B/AG.		
			R284278 Sgt. MacKinnon, D.G. MU/AG.		
			1592910 Sgt. Moore, S.H. F/E. RAF.		
			J20365 F/O. Franks, H.G. Pilot.		
			J16926 F/O. Donaldson, T.M.C. Nav.		
			R106780 W/O. Mathews, T.A. W/AG.		
			J17292 F/O. Ryan, K.A. B/A.		
			R24113 Sgt. Hill, D.A. B/AG.		
			R211883 Sgt. Stapanoff, A.C. MU/AG.		
			3000329 Sgt. Orvis, S.W. F/E. RAF.		
			J13447 F/O. Hemphill, R.D. Pilot. Posted from 61 RCAF Base wof. 15.9.44		
			J18147 F/O. MacIsaac, A.H. Nav.		
			R191490 Sgt. Dowling, F.D. W/AG.		
			J38216 F/O. Gillies, F.H. B/A.		
			R260645 Sgt. Carrell, D.O. B/AG.		
			R111102 Sgt. Scott, R.W. MU/AG.		
			939390 Sgt. Macbendroth, Z.E.A. F/E. RAF.		
			J68218 F/O. Corbett, E.D. Pilot. Posted from 61 RCAF Base wof. 15.9.44		
			R161688 F/O. Hickson, J.W. Nav.		
			R155342 F/O. Ware, G.N. W/AG.		
			J17824 F/O. McCallister, V.P. B/A.		
			R211594 Sgt. Parent, J.V. B/AG.		
			J164775 F/O. Macdonald, D.E. W/AG.		
			1821678 Sgt. Farayth, J.C. F/E. RAF.		
			J29775 F/O. Mark, W.M. Pilot. Posted from 61 RCAF Base wof. 15.9.44		
			R186604 Sgt. Daniels, K.F. Nav.		
			R204653 F/O. Kitching, M.H. W/AG.		
			R20267 F/O. Witherspoon, F. B/A.		
			R240514 Sgt. Alger, A.A. B/AG.		
			J2281 F/O. McLean, A.C. MU/AG.		
			288852 Sgt. Mc Murty, J.J. F/E. RAF.		
			J5681 F/O. Leframiere, E.J.H. Pilot. Posted from 61 RCAF Base wof. 18.9.44		
			R16763 Sgt. Bonhard, A.O.E. Nav.		
			R91389 Sgt. Hunsiville, J.C. W/AG.		
			R174850 Sgt. Hansen, D.E. B/A.		
			R274555 Sgt. Giddens, A.B. B/AG.		
			R221824 Sgt. Gausman, E.E. MU/AG.		
			3010637 Sgt. Shalmerdine, A.J. F/E. RAF.		
			J55897 F/O. Beaulieu, G.F.R. Pilot. Posted from 61 RCAF Base wof. 18.9.44		
			J3724 F/O. Laforce, J.F.A. Nav.		
			R111795 Sgt. Desjardins, M.J.E. W/AG.		
			R164988 Sgt. Prudhomme, J.F. B/A.		
			R219026 Sgt. Simons, R.G. B/AG.		
			R200898 Sgt. Tremblay, G.C. MU/AG.		
			1505101 Sgt. Ross, R. F/E. RAF.		

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OPERATIONS RECORD BOOK

of (Unit or Formation) 455 (RCAF) Squadron.

No. of pages used for day E.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
RCAF STATION THURTHORPE YORKS	30.9.44		POSTINGS IN (CONT'D)		
			J16058 P/O. MacKinnon, J.J. - Pilot. Posted from 61 RCAF Base w/e. 29.9.44.		
			148152 Sgt. Brown, G.P.R. - Nav.	RAF	
			159610 P/O. Hill, G. - W/AG	RAF	
			117849 P/O. Child, W.R. - S/A		
			R26158 Sgt. Avramatos, G. - P/AG		
			R122918 Sgt. Foster, E.L. - MU/AG		
			1895500 Sgt. Eddy, E. - P/R. RAF.		
			329197 P/O. Pimpek, C.T.L. - Pilot. Posted from 61 RCAF Base w/e. 21.9.44.		
			R190806 P/S. Carlan, P.P. - Nav.		
			R16404 P/S. Croucher, R.S. - W/AG		
			J36227 P/O. England, R.W. - S/A		
			R202543 Sgt. McClure, H.B. - P/A G		
			R253855 P/S. Sarris, G. - MU/AG		
			1835800 Sgt. McCarthy, P.A. - P/R. RAF.		
			J27902 P/O. Smith, D.E. - Pilot. Posted from 61 RCAF Base w/e. 21.9.44.		
			J52942 P/O. Jamieson, L.E. - Nav.		
			R60494 Sgt. Ford, R.R. - W/AG		
			R26700 P/O. Kover, H.M. - S/A		
			R202678 Sgt. Gale, I.J. - P/AG		
			R268284 Sgt. Linnacher, A.R. - MU/AG		
			1595006 Sgt. Clowes, W.A. - P/R. RAF.		
			J36431 P/O. Segala, J.W.A. - Pilot. Posted from 61 RCAF Base w/e. 23.9.44.		
			J35006 P/O. Elchson, J.A.M. - Nav.		
			R55943 W/S. LaPierre, J.M.R. - W/AG		
			R130333 Sgt. Cantin, J.G.A.R. - S/A		
			R200004 Sgt. Beninet, J.O. - P/AG		
			R207156 Sgt. Huot, J.V.G. - MU/AG		
			1627207 Sgt. Ross, G.B. - P/R. RAF.		
			J29287 P/O. MacHale, J.R. - Pilot. Posted from 61 RCAF Base w/e. 30.9.44.		
			R183862 Sgt. Hawkins, S.A. - Nav.		
			R183551 Sgt. Nothie, E. - W/AG		
			R186466 Sgt. Griffin, E.S. - S/A		
			R185553 Sgt. Ross, H.R. - P/AG		
			R211994 Sgt. Richardson, H. - MU/AG		
			1698135 Sgt. Horton, H. - P/R. RAF.		
			J88573 P/O. Chabot, G.R.S. - Pilot. Posted from 61 RCAF Base w/e. 30.9.44.		
			R189565 Sgt. Guilbaud, A.R. - Nav.		
			R164717 P/S. Dumas, W.A. - P/AG		
			R207049 Sgt. Falbot, J.M. - P/R		
			R219039 Sgt. Harrell, J.R.G. - P/AG		
			R277248 Sgt. Perry, S.R.S. - MU/AG		
			2212823 Sgt. Holland, D.L. - P/R. RAF.		
			J16405 P/O. Purrier, E.R. - Pilot. Posted from 61 RCAF Base w/e. 30.9.44.		
			J39113 P/O. Robert, J. - Nav.		
			J59025 P/O. St-Louis, J.R. - W/AG		
			R188021 Sgt. Labrec, J.J. - S/A		
			R207437 Sgt. Anselin, J.E.J.R. - P/AG		
			R217341 Sgt. Chateaubert, A.L.J. - MU/AG		
			1868128 Sgt. Clarke, W.F. - P/R		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
RCAP STATION THOLYHORPE YORKS.	18.9.44		The Squadron was not required for operations to-day. Flying training consisted of 7 aircraft which carried out fighter affil. air/air firing and practice bombing. In the evening two night cross countries were carried out.		
	19.9.44		The Squadron was not required for operations to-day. No flying was carried out due to unfavourable weather conditions prevailing. News has now been received that the following personnel who had been reported missing on dates shown against their name, have now returned to this Country:- 216620 Sgt. Draper, Fdr. - A/G - Missing 24.8.44. 2207320 Sgt. Best, A. - RAF - F/E - " 24.8.44. 2133567 Sgt. Parnshaw, H. - A/G - " 18.8.44. 223788 F/O. Kirk, B.E. - F/Act - " " 223661 F/O. Bagen, F.D. - WAC - " " 235710 F/O. Collins, G.H. - A/G - " " Members of the Squadron were entertained by the R.C.A.F. "ALL CLEAR" Show during the evening, in the Station Cinema.		
	20.9.44		There was no flying carried out to-day. Aircrew personnel attended lectures in their respective Sections. A liaison visit was paid to 1658 Con. Unit, Topcliffe, 1664 Con. Unit, Dishforth and 1666 Con. Unit, Wombleton, also at R.C.A.F. Station Dalton, by the Squadron Commander, W/C. H.C. Ledoux, (G.611), who was accompanied by the Squadron Navigation Leader, F/Lt. G.B. Stevens (29502) and the Sqdn. Flight Engineer Leader, F/Lt. H.J. Goodwin (160061) "DFM" Rhodesian. The R.C.A.F. "ALL CLEAR" Review completed their two-day tour on the Station this evening. It was really a "bang-on" performance, very much enjoyed by everyone.		
	21.9.44		Eight aircraft took in the training programme to-day, which consisted of Fighter affiliation, air/air, bombing and circuits and landings. In the morning, the Squadron Commander inspected the Senior N.C.O.s Billets, and once more in the evening. He instructed the men that billets and surroundings must be neat and clean at all times. They were also warned that in the future, inspections will take place more often.		
	22.9.44		The Squadron was not required for operations to-day. Squadron Leader G.B. Milbin "DFC" (213995), who was "B" Flight Commander of this Unit, when he was reported missing on the 5th August 44, has now returned to the country and is spending a day or two with the Squadron prior to his return to Canada. Mr. P. Beaubien of Montreal Canada and Mr. Norman Dawson, for Ontario, paid the Squadron a visit to-day. They were sent by the Canadian Government for the purpose of gathering material which will help greatly in conveying to the Canadian Public the importance of investing as much money as in the past, in the 7th Canadian Victory Loan, which is due to start soon. They spent the morning visiting the Squadron and after lunch, addressed a few words to the men. Mr. Beaubien is taking back with him messages from the men to their relatives and friends back home. They were accompanied by Captain Guthrie, xx from Army Headquarters, London. They were very much impressed by what they saw and very grateful to the men for the valuable information they gathered. S/Ldr. F.E. Giroux, R.C. Chaplain from RCAP District Headquarters, Peterboro, is replacing the Station R.C. Chaplain, S/Ldr. J.M. Laplante, who is in London, attending ceremonies connected with the visit of Cardinal Villeneuve, Arch-Bishop of Quebec and the Chief RCAP Chaplain, Mrs. Charast.		

OPERATIONS RECORD BOOK

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

No. of pages used for day 12.

Place	Date	Time	Summary of Events	SECRET:	References to Appendices
R.C.A.F. STATION THORPES, YORKS.	23.9.44		86 aircraft were required for operations but this was cancelled due to unfavourable weather. The following Officers who have now returned to this country after having been reported missing in June/44, paid a visit to the "Alouettes" to-day:- J23788 P/O Kirk E.E. Pilot J23861 P/O Ingan T.D. - W/AG J58710 P/O Collins O.R. - A/G.		
	24.9.44		S/Ldr. P.E. Giroux R.C. Chaplain, returned to his parent unit, when S/Ldr. Laplante J.M. returned from London. Six aircrew H.C.G.'s were interviewed by the Squadron Commander, for purpose of Commissioning and also seven were seen by the Base Commander for same purpose. Lieutenant, G. Lendrum, R.C.A.F.C. from No. 1 G.G.R.U. reported to the Squadron for one week familiarisation with the air force.		
	25.9.44		Sixteen (16) aircraft were detailed to attack Calais to-day. Fifteen attacked primary and returned safely. One was unable to identify target and brought back bomb load. Instructions received from Master Bomber to overshoot red T.I.'s. by 20 seconds and from one to two hundred yards to starboard. Most crews believe these instructions resulted in accurate and concentrated bombing. Target almost obscured by smoke in later stages of attack but red T.I.'s were still visible but railway lines seen to be covered and some damage to small buildings. Cloud over targets 4 to 5/10ths. A conference was held for all Section Heads for the purpose of being informed as to the Post War release and transfer from the Forces. Also educational courses available for men while awaiting demobilisation. The speaker was Air Vice Marshal J.A. Sully AFC, (C1686) A.M.P. from Air Force Headquarters, Ottawa.		A.2491 to A.2476 incl.
	26.9.44		Fifteen aircraft were again detailed to attack Calais. All attacked primary and returned safely. The first markers were accurately placed, the second lot short, but the third was bang on. The Master Bomber was first heard giving instructions to bomb the red T.I.'s. The target was easily identified and most crews bombed visually and report the raid as highly concentrated with most sticks straddling the target area. During the raid, the W/B was heard giving various aiming instructions in relation to the red T.I.'s. and it is thought that he was endeavouring to spread the attack around. Two undershoots were seen in entrance of inner basin and the sticks were seen in Bassin des Chasses. In the target area, two buildings and one large chimney were demolished. One explosion was reported at 1024 hrs. At this time, the Deputy W/B was heard trying to contact the W/B, and when no reply was received took over. Raid considered highly successful.		A.2477 to A.2491 incl.
	27.9.44		Eighteen (18) aircraft were detailed to attack Bottrop Germany. All attacked primary and returned safely. The W/B was first heard giving instructions to bomb on good D.R. and not to undershoot. A few crews thought this meant to bomb the alternative and pulled away from the stream but when the rest of the stream did not follow, they endeavoured to get back into the stream. The W/B, and his deputy failed to come to an understanding, and one was heard to say "this is hopeless". Most of the crews bombed on D.R. and results were unobserved. Some crews saw bombs falling around a factory with large chimneys. Other crews at end of their D.R. run saw open country with built up area to port and altered course and bombed that. Other crews saw red T.I.'s ascending at 0934 hours after they had left target. One large explosion was reported at 0936 hours, giving thick black smoke to 10,000 ft. Raid scattered over a wide area.		A.2492 to A.2506 incl.

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Place	Date	Time	Summary of Events	References to Appendices
R.C.A.F. Station THORPE, YORKS.	28.9.44		<p>Sixteen (16) aircraft were detailed to attack CAP GRIS NEZ, France, to-day and all took off. Ten (10) attacked primary and six (6) abandoned mission on instructions from M/S and brought back loads. All returned safely.</p> <p>The Master Bomber was heard giving "Assessment Flight Plan" at 1748 and at 1755 hrs was heard giving "Assessment two. In order to descend to bombing height intime to make a good bombing, run all pilots were forced to lower underscarriage, flaps and open bomb doors. A few pilots were over target before breaking cloud and were forced to do an orbit but before this could be accomplished the raid was unweilded on instructions from M/S. The P.F.F. seemed to be late as the first red T.I.'s were not seen to cascade until 1758 hours. The markers were reported to be scattered and short of the aiming point and the M/S's instructions were to bomb one wide to port of red T.I.'s and overshoot one and later three seconds. The visibility was very poor with heavy ground haze and it is thought that a lot of the raid may have undershot, however, a few crews report their bombs as straddling the aiming point. Apparently the M/S was uncertain as to the accuracy of the markers and the bombing, and at 1804.50 hrs he gave orders to abandon mission.</p> <p>Approximately twelve screened crews celebrated the completion of their first tour in the "Alouette" fashion in the O.C.'s mess this evening. The celebration turned out to be a draw, when the Squadron Adjutant F/Lt. J.E.R. St. Amour (015682) and the Public relations Officer, Flying Officer G. Embley (022636) were influenced into becoming operational. This consisted of an initiation of scalping moustaches, beer shampoo and standing to attention, while singing "Snowy Owl". Both returned safely to their previous category.</p>	A.2509 to A.2524 incl.
	29.9.44		The Squadron was not required for operations, but the whole day was employed in clearing personnel on posting and making indefinite leave passes for the remaining 112 awaiting posting instructions. The posting of these crews, if it ever comes will be a real relief of the Squadron as a whole. Some of them are even refusing indefinite leave, due to financial problems. However, the Squadron's spirit is very high and the screened types are willing by passing the "Gen" to the numerous new-comers.	
	30.9.44		<p>Eighteen (18) aircraft were detailed to attack Sterkrade, Germany. One a/o returned early because it could not reach operational height and jettisoned bomb load. 2 a/o attacked primary and 15 attacked alternative target. The 2 aircraft that bombed the primary claim to have identified the target visually and report two tanks on fire with smoke rising to 5,000 feet. Red and yellow T.I.'s were seen in the vicinity. At 1217.50 hours the balance of the crews heard the M/S instructing them to bomb the alternative and most of them, through holes in the cloud, picked out built up area and aimed their bombs visually. Results on the whole were not observed but one explosion was reported at 1224 hours, giving black smoke. No fighter activity encountered and heavy flak was reported as slight to moderate, scattered barrage form, bursting at 16/20,000 feet.</p>	A.2525 to A.2542 incl.
CASUALTIES.				
R121736 F/S Bulude J.E.J. - W/AG Injured by flak on 12.9.44.				
R207985 F/S Tremblay A.T.J. - A/G " " " " " "				
HONOURS AND AWARDS.				
387659 F/O A.V.J. Boyer - Nav. Awarded Immediate Flying Cross on 2.9.44.				
38502 F/Lt. G.D. Stevens - Nav. Awarded Non-Immediate Flying Cross on 28.9.44.				
387666 F/O J.A. Ryan - Pilot Awarded Immediate Flying Cross on 2.9.44.				
327438 F/O W.B. Straight - Pilot Awarded Immediate Flying Cross on 28.9.44.				

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OPERATIONS RECORD BOOK

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

No. of pages used for day 12.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																																																																																																							
RCAF STATION THORPES YOKES.	30.9.44.		<p>CHANGE IN COMMAND. Nil.</p> <p>CHANGE IN ADMINISTRATION. Nil.</p> <p>AIRCRAFT ON CHARGE. <u>XXI. 25</u> Halifax Mark III.</p> <p>HEALTH. Squadron health in general for the month of September has been very satisfactory. Hospital admissions have been reduced, a large proportion of them being due to accidents. Bicycle accidents are still too numerous but it is anticipated that the purge by the Service Police against all cycling without lights should result in a lower accident rate.</p> <p>PROMOTIONS:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td>J3755E</td><td>P/O. Le Janbe, J.G.M.</td><td>W/AG</td><td>Promoted to T/PO. w.e.f. 3.3.44.</td><td></td></tr> <tr><td>J40215</td><td>P/O. Steele, F.W.</td><td>A/G.</td><td>" " " " 24.6.44.</td><td></td></tr> <tr><td>J19722</td><td>P/O. Cote, J.Y.J.</td><td>Pilot.</td><td>" " " " 19.7.44.</td><td></td></tr> <tr><td>J12555</td><td>P/O. 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Day: 196 - Night: 14 Total: 210 sorties.</p> <p>OPERATIONAL, NON-OPERATIONAL AND FLYING TRAINING DURING MONTH OF SEPTEMBER/44.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">DAY</th> <th style="text-align: center;">NIGHT</th> <th style="text-align: center;">TOTAL</th> </tr> </thead> <tbody> <tr><td>Operational:</td><td style="text-align: center;">922.25</td><td style="text-align: center;">61.40</td><td style="text-align: center;">984.05</td></tr> <tr><td>Flying Training:</td><td style="text-align: center;">204.55</td><td style="text-align: center;">56.20</td><td style="text-align: center;">260.55</td></tr> <tr><td>Other flying:</td><td style="text-align: center;">11.30</td><td style="text-align: center;">-</td><td style="text-align: center;">11.30</td></tr> </tbody> </table> <p>BOMB EXPENDITURE.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">TONS (2240 lbs.)</th> <th style="text-align: center;">H.B.</th> <th style="text-align: center;">INCENDS.</th> </tr> </thead> <tbody> <tr><td>Bombs dropped from 1.1.44 to 31.8.44.</td><td></td><td style="text-align: center;">3,698</td><td style="text-align: center;">244</td></tr> <tr><td>Bombs dropped during month of September/44.</td><td></td><td style="text-align: center;">619</td><td style="text-align: center;">25</td></tr> <tr><td>Cumulative total from 1.1.44.</td><td></td><td style="text-align: center;">4,517</td><td style="text-align: center;">269</td></tr> </tbody> </table> <p>NUMBER OF COMBATS WITH ENEMY AIRCRAFT. Nil.</p>	J3755E	P/O. Le Janbe, J.G.M.	W/AG	Promoted to T/PO. w.e.f. 3.3.44.		J40215	P/O. Steele, F.W.	A/G.	" " " " 24.6.44.		J19722	P/O. Cote, J.Y.J.	Pilot.	" " " " 19.7.44.		J12555	P/O. Dugas, M.J.	Pilot.	Promoted to T/PO/Lt. w.e.f. 3.7.44.		J20365	P/O. Franks, H.G.	Pilot.	" " " " 11.8.44.		J33447	P/O. Hemphill, R.D.	Pilot.	" " " " 14.9.44.		J28967	P/O. Wotherspoon, W.	B/A.	" " " " 7/9/0.	6.2.44.	J27718	P/O. Esham, W.G.	W/AG	" " " " 5.6.44.		J17330	P/O. Beauchamp, J.V.	A/G.	" " " " 27.8.44.		J19050	P/O. Perry, J.A.	W/AG	" " " " 30.8.44.		J86648	P/O. Hutcheon, A.	Pilot.	" " " " 13.7.44.		J86535	P/O. Marotte, J.L.A.	"	" " " " 14.7.44.		J87792	P/O. Baillie, E.F.	"	" " " " 21.6.44.		J87112	P/O. Bassarais, J.A.J.M.	"	" " " " 26.7.44.		J87435	P/O. Larou, J.H.	"	" " " " 16.8.44.		J87433	P/O. Legault, P.H.	"	" " " " 16.8.44.		J88127	P/O. Dionne, C.A.J.	"	" " " " 27.8.44.		R.C.A.F. 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Place	Date	Time	Summary of Events	SECRET.
RCAP STATION TWO THREE FIVE YORKS.	30.9.44.		<p>SHORT RESUME OF OPERATIONS AND TRAINING BY SQUADRON COMMANDER.</p> <p>The month of September saw very many flying crews of the Squadron complete their first tour of operations and being screened, and the impossibility of procuring new crews before 1st in the month accounts for the number of operational and training hours falling below the previous standard of 425 Squadron. However, the prospects are better for October.</p>	
			<p><i>P. Dupuis</i> (L.F.I. Dupuis) /ldr. for Wing Commander, Commanding, 425 (R.C.A.F.) Squadron.</p>	
			<p>DISTRIBUTION: AIR MINISTRY - 2 copies. RCAP O/S E.Q.:- 2 copies. HQ S RCAP S.F.:- 1 copy</p>	

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