

OPERATIONS RECORD BOOK

of (Unit or Formation) 425 (RCAP) SQUADRON.

No. of pages used for day 10

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.C.A.F. STATION THOLTHERFE, YORKS	13.10.44		Eleven aircraft were required for operations but it was cancelled just before briefing, due to unfavourable weather. No flying training was carried out. The Squadron's ambition re the 7th Victory Loan campaign has been realized to-day, by reaching over the 50,000.00 MARK, doubling the objective. Applications are still coming in and we are now aiming at 75,000.00.		
	14.10.44		20 aircraft were detailed to bomb Duisburg to-day. One did not take-off due to magneto trouble. One returned early due to vibration which was uncontrollable. Bomb load was jettisoned safely. Aircraft No. 874 "M" piloted by P/O J. G. Simpson (136456) is missing. 17 aircraft attacked primary and returned safely. Two crews report hearing the M.B. giving "Brechans" as early as 0830 hrs which was continued throughout the raid and all crews selected various built up areas for bombing. A few crews bombed built up area in vicinity of our particular A/P but a number of crews aimed at built up area between Rhine and Marshalling yards (No. 4 Group A/P). Few crews saw any T.I.'s. The bomber stream arrived in 7/8 north of track and when "Brechans" was heard most of the crews identified the target area by means of Rhine and docks and turned south to bomb. The attack was very scattered and seems to have fallen from immediately north of the dock area extending southwards mostly in built up area. A few scattered fires were seen with smoke rising 2/3,000 ft. One large explosion reported at 0835 hrs. Weather: 4 to 8/10ths clouds, drifting, with tops at 6/10,000 feet. Defences: moderate H.P., mostly predicted seen fire, bursting 16/20,000 ft. Numerous searchlights were in evidence bursting 15/21,000 ft. resulting in violent explosions. Some A/C suffered minor field damage. One enemy aircraft was fired at but no damage is claimed. (See combat report)		A.2603 to A.2621 incl Appendix 26/44 and 27/44
	HIGH 14/15.10.44		17 aircraft were again detailed to attack Duisburg which was bombed between 0139 and 0148 hrs. One aircraft is missing. Lt. 391 "J" piloted by P/O Piddock, C.R.L. (29197). 16 aircraft attacked primary and returned safely. Red T.I.'s were first seen cascading on our A/P at 0134 hours, which were well backed up throughout the attack with green T.I.'s., forming a good concentration. Fires were still burning in the 7/8 from the morning raid and some crews were able to identify the target visually and report bombing as fairly accurate. The 7/8 to the north of our A/P was a mass of roaring flames and fires. Fires in and around our A/P seemed to be taking a good hold and it is thought the two would join. Numerous explosions were reported, the largest at 0137 hours and 0138 hrs. Fires could be seen for 100 miles on way home. Raid considered highly successful. Defences: slight to moderate H.P. bursting 14 to 18,000 ft., inaccurate barrage form. S/L's ineffective. Searchlights seen in action. Weather: 2/10ths cloud, tops 4/6,000 ft. vis. good.		A.2622 to A.2638 incl. Appendix 28/44
	15.10.44		11 aircraft were detailed to attack Wilhelmshaven this evening and all took off and attacked primary. Crews report P.F.P. hits and markers scattered. Most crews bombed on Green T.I.'s. While reports indicate that the bombing was scattered, numerous fires were seen and some small explosions, one particularly large explosion was seen at 2000 hours. Glow from fires was seen for distances of 60 miles on return trip. Poor weather conditions prevented concentrated bombing. Visibility was poor and haze and thin cloud to a height of 12,000 ft. partially obscured the target. Defences: Slight to moderate H.P. bursting 12,000 to 16,000 ft. Some light flak. Very low S/L's. All aircraft were diverted.		A.2639 to A.2649 incl. Appendix 29/44
	16.10.44		The heavy rain fall kept all aircraft on the ground to-day and all crews enjoyed a long well-earned stand-down.		
	17.10.44		The Squadron had a stand-down again to-day, except for 8 crews which carried out cross-country, bombing and circuits and landings. Some ground crews were given a party by screened crews, this evening in the "New Inn" pub. A good prang was reported.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.C.A.F. STATION THOLTHORPE.	18.10.44		The Squadron was not required for operations to-day. The boys enjoyed themselves at a Station Dance in the Recreation Hall. Most of the Officers attended a picture in the Officers Mess which was "How Green was my Valley".		
	19.10.44		Unfavourable weather kept the aircraft on the ground again to-day. 18 aircraft had been required for an early take-off, on operations, but this was cancelled. The Squadron Commander W/C, H.C. Ledoux (0911) and the Sqdn. Adjutant, F/L, J.E.R. St-Amour (018682) visited all ground crew this afternoon and distributed cigarettes, oranges and chewing gum. They were also approached regarding the 7th Canadian Victory Loan and they all insisted on adding their subscription to the Squadron instead of Station Headquarters, this being impossible due to the fact that they are not on the Squadron strength. However they were promised that the total amount subscription by them would be recorded separately and that they would be advised of same at the end of the Campaign. 11 aircraft carried out flying training to-day.		
	20.10.44		The Squadron was not required for operations. This evening, the total amount of the 7th Can. Victory Loan campaign is \$ 72,000.00. The Squadron alone reached the Station objective and there is still 6 days to go, but little money left.		
	22.10.44		The Squadron did not fly on operations due to unfavourable weather. Approximately 450 Officers and airmen attended High Mass, at 11.00 hours this morning, which was celebrated by His Eminence Cardinal Rodrigue Villeneuve, Archbishop of Quebec. He was accompanied by Air Commodore J.B.H. Charvat (01825) Chief RCAF Chaplain (R.C.) and W/C, W.V. McCarthy (01807) Chief R.C.A.F. M.C. UMBRIAN overseas. His Eminence Cardinal Villeneuve was presented with an official Honorary Membership of 425 Squadron by W/C H.C. Ledoux (0911) Sqdn. Commander. His Eminence also purchases a \$ 1,000.00 Victory Bomb. He expressed himself as being overwhelmed by the sacrifices offered by the Squadron personnel.		
	22.10.44		20 aircraft were detailed for operations this evening but this was cancelled when aircraft were on marshalling. A very small number of personnel attended the 7th Victory Loan Station Dance this evening due to operations for to-morrow morning. Approximately \$ 3,000.00 were subscribed at the end of the dance.		
	22.10.44 23.10.44	(See Above)	20 aircraft were detailed to attack Essen this evening. One a/c was unable to identify primary and brought back bomb load. One a/c did not identify target and bombed after markers seen to go down approx 10 miles South. 18 a/c attacked primary and returned safely. Crews were unable to give an adequate assessment of the raid as no ground detail was visible. Bomb flames were seen and the reflection of fires from the raid could be seen from 100 miles on return. No particularly large explosion noted. There was 10/10 the cloud strato-cu. en route over the target with tops about 10,000 ft. Heavy flak was slight in barrage form, burning over 2000 a mile area from 14/21.000 ft. a/L's were very ineffective. One enemy aircraft is claimed damaged (See combat report) Target sky marking was sparse and scattered and a few crews saw Tri-M's ascending into clouds.		A.2650 to A2669 Incl. Appendix 30/44 and 31/44
	24.10.44		11 aircraft were required for operations but this was cancelled at the last minute. P/O J. Fontaine W/AG (J18418) an old member of 425 Squadron, paid as a visit to-day, from RCAF Station, Gravelly, and invested the amount of 1,3000.00 in war bonds, at the same time.		

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MONTH OF OCTOBER, 1944

OPERATIONS RECORD BOOK

1.47-20-435 read

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para 1240 and War Manual Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) 425 (RCAF) SQUADRON 89982

No. of pages used for day 10

Place	Date	Summary of Events	References to Appendices
R.C.A.F. STATION TROTTER'S YORKS	1.10.44	There was no operations to-day. An extensive flying training programme was carried out by thirty aircraft and consisted of fighter affiliation, air/air, circuits and landings, night cross-country and bullseyes. The Squadron Commander, W/C H.C. Leducx (C.911) proceeded on nine days leave to-day. A/S/Ldr. L.F. Dupuis "A" Flight Commander, (J86013) assumes temporary command of Squadron during the Squadron Commander's absence.	
	2.10.44	The Squadron was not required for operations to-day. Training consisted of 15 aircraft on fighter affiliation, air/air and bombing. The country roads were filled with R.C.A.F. cyclists this evening, presumably looking for eggs and tomatoes, or whatever they could get.	
	3.10.44	There was no operation again to-day. 20 aircraft carried out flying training, which consisted of cross-countries, bombing and formation flying.	
	4.10.44	15 aircraft were detailed to attack "Bergen" U/Boat base in Norway, this morning, and all took off. 7 aircraft attacked primary target and 7 attacked the alternative targets. One returned early due to port engine U/S; fuel consumption was too high to continue. Bomb load was jettisoned safe. Some crews claim to have seen 2 to 3 submarines in harbour at A/P "B" and some crews bombed on these but the bombing is thought to have been quite scattered. Other could not identify any submarine and bombed A/P "A" as briefed, some aiming their bombs visually and others bombed the centre of the smoke on instructions from the M.E. One crew heard the M.E. giving instructions to "Samson" "II" and thought that these instructions were meant for crews detailed to attack A/P "B". The attack on A/P "A" is reported as fairly concentrated but a few undershoots and overshoots were seen. One stick of bombs was seen to straddle small ship in water adjoining U/Boat pens. A terrific explosion was seen at 0932 hours which resulted in a big fire and smoke could be seen for 75 miles on way home. Weather was clear over target. Due to slight change in winds, most crews arrived early at target. Defenses: slight H.F. bursting at 12/15,000 ft. Some of it was prolonged but mostly inaccurate. I/P was bursting at 5/6,000 ft. Ships in harbour also seen firing.	A.2543 to A.2557 incl. Appendix 21/44
	5.10.44	The Squadron was not required for operations to-day. 12 aircraft carried out flying training as follows: 3 on circuits and practice bombing, and 9 on formation flying and practice bombing. One aircraft which had landed in Scotland, piloted by J88048 P/O. Corbett, R.N., crashed on take-off; however the whole crew escaped injury.	
	6.10.44	21 aircraft were detailed to attack Dortmund, Germany in the evening. Two did not take off due to engine trouble, two returned early. N.A.I. 834 "X" due to hydraulic failure, unable to raise wheels or flaps; bomb load jettisoned safe. I.W. 387 "W" starboard engine not functioning properly; bombs brought back. 17 aircraft attacked primary. The markers were seen going down on time and were well backed up by the green T.I.s which were visible throughout the attack. The attack appeared fairly well concentrated and numerous fires were seen which seemed to be spreading and converging into two large ones. In the light of fires, crews could distinguish built up areas. Many explosions were reported, a tremendous one at 2057 hrs, resulting in what appeared to be huge oil fire with flames to 2,000 ft. The glow of fires could be seen for 70 miles on the way home. Defenses: slight H.F. mostly restricted to 15,000 ft. with a few bursts up to 20,000 ft. The S/L activity was mostly in the west where a few ineffective bombs were seen in operation with very little stick being fired into them. A heavy spoof attack, which consisted of chandelier flares, red and green T.I.'s and H.F. defenses in vicinity, was reported 20 miles N.W. of target. Weather was clear. One enemy aircraft is claimed as damaged. (see combat report.)	A.2558 to A.2576 incl. Appendices 22 and 23/44

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.C.A.F. STATION THORPES, WORKS.	7.10.44		W/Lt. J.E.R. St. Amour (C1382) Squadron Adjutant, attended a conference on the 7th Canadian Victory Loan Campaign, at 42 (RCAF) Base Headquarters, London-on-Ouse. This campaign was officially started to-day as the Squadron and 15,000,00 dollars are subscribed at the end of the day. It is believed that the quota of \$25,000,00 will be reached in a very short time.		
	8.10.44		All operations were cancelled to-day. Applications for the 7th Victory Loan continued to pour in all day. When adding the final amount at the end of the day, the objective had been reached and the grand total of \$25,000,00 had been sold in bonds. The Squadron is aiming for the double which should be easy enough to reach.		
	9.10.44		Fifteen (15) aircraft were detailed to attack Bochum, Germany, this evening. One a/c jettisoned bomb alive, due to hydraulic failure, bomb doors refused to open over target. Lt. a/c attacked primary. The R.C.A.F. opened the attack on time with both sky and ground markers and most crews bombed on red T.I.'s which were first seen cascading at 2024 hrs. and were fairly well concentrated. A few crews report a Halifax str a/c dropping green T.I.'s thought to be which cascaded in the normal manner but were not seen to burn on ground. Crews report that the sky markers were scattered and difficult to identify as most no yellow stars seemed to be falling from them. Said very difficult to assess as results mostly unobserved, but it is thought that a fair amount of damage took place. A fairly large fire was reported in the vicinity of the red T.I.'s and a few explosions, the most prominent at 2032 hours. One crew reports that fires could be seen 30 miles on the way home. Fighters were encountered on way in to target and on homeward journey. Defences: H/F bursting at 14,20,000 ft. weather barrage 5mm, mostly inaccurate. 3 to 4 S/L's ineffective due to cloud. 6 to 8/10ths cloud were over target with tops at 6 to 8,000 ft. Heavy.		A.2577 to A.2591 incl. Appendix 24/44 genuine.
	10.10.44		None aircraft engaged on training were diverted this evening due to heavy fog in the landing area. W/C H.C. Ledoux (C.911) re-assumes command of Squadron upon returning from leave.		
	11.10.44		All aircraft that were diverted the previous day returned to base this date. The squadron was not required for operations.		
	12.10.44		Eleven aircraft were detailed for a daylight operation over Wanne Eickel. All attacked primary and returned safely. Due to change in winds, aircraft arrived late in target area and bomber stream was well spread out en route to target. A slightly better concentration was achieved on way home. At the beginning of the attack the M.B. was giving instructions in relation to red T.I.'s but later changed and gave them in relation to "Picnic". Most of our crews bombed on the windward edge of smoke. Few crews saw the T.I.'s cascading but there was evidence of a markers. Smoke hanging in sky in 2/4. All crews identified the target visually by marshalling yards and report the bombing as fairly concentrated. For the most part, the T.I. was obscured by thick grey smoke which was seen rising to 6,000 ft. and due to this, results of bombing were unobserved. A few small fires and two explosions were reported at 1022 hrs. and 1023 hrs. Weather: 2/10ths cloud, tops 4/5,000 ft., slight haze but visibility was good. Defences: Moderate to intense H/F, predicted sea fire, bursting 14/20,000-ft. Schouwen and Rhine defences active. Some a/c suffered minor damage in the target area. Wing Commander, L.H. Ledoux (C1382) former Sqdn. C.O., now commanding 415 RCAF Sqdn. visited 425 Squadron to-night and he was presented with a Silver Mug by Wing Commander H.C. Ledoux (C911) Sqdn. C.O. The following inscriptions were engraved on this token: "Joe, best wishes from the Alouettes. The Target she is Fine". W/C Ledoux was speechless and as he drank the rich stimulant from this container, tears were rolling over his heavy cheeks, and said: "Yes and, I am well pleased."		A.2592 to A.2602 incl. Appendix 25/44

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R.C.A.F. STATION THORNTON, YORKS.	31.10.44		COMMISSIONS (CONT'D)		
			78903 P/O. Crispin, J.P. - W/AG. Appointed to commission wef. 6.9.44		
			78977 P/O. Patterson, E. - A/G. " " " " 6.9.44		
			78970 P/O. Mclagan, E.A. - W/AG. " " " " 6.9.44		
			184774 P/O. Bayne, G.W. - F/E. RAF. " " " " 2.9.44		
			184754 P/O. Williams, W.R. - F/E. RAF. " " " " 30.9.44		
			184752 P/O. Wall, H.V. - F/E. RAF. " " " " 10.9.44		
			184775 P/O. SANDS, F.D. - F/E. RAF. " " " " 2.9.44		
			184714 P/O. Collyer, R.G.W. - F/E. RAF. " " " " 2.9.44		
			56145 P/O. Tryner, W. - F/E. RAF. " " " " 24.8.44		
			185176 P/O. Catran, F.A. - F/E. RAF. " " " " 24.8.44		
			185175 P/O. Cassidy, R.J. - F/E. RAF. " " " " 18.9.44		
			789322 P/O. Bennett, H.G. - W/AG. " " " " 12.9.44		
			78972 P/O. St. Germain, J.M. - B/A. " " " " 12.9.44		
			78908 P/O. Fitzsimons, P.J. - W/A. " " " " 14.9.44		
			78969 P/O. Caron, L.P.H. - A/G. " " " " 24.8.44		
			POSTINGS IN		
			78824 P/O. St-Laurent, J.L. Pilot Posted from 61 RCAP Base wef. 4.10.44		
			R194151 Sgt. Bourdon, M.J.V. - Nav.		
			R2761 Sgt. Gendron, P.R.E. - W/AG.		
			R194151 P/S. Morand, J.G.E. - B/A.		
			R114568 P/S. Leminaux-Raj. - R/AG.		
			R258413 Sgt. Rehill, J.E. - MU/AG.		
			R38697 Sgt. Northier, K.W. - F/E. RAF.		
			J11266 P/S. Archambault, R.F. Pilot Posted from 61 RCAP Base wef. 9.10.44		
			J3715 P/O. Horanall, W.S. - Nav.		
			R184259 P/S. Himegar, A.J.G. - W/AG.		
			J58509 P/O. Simpson, F. - B/A.		
			R272594 Sgt. Hill, E.G. - R/AG.		
			R214549 Sgt. Spring, G.H. - MU/AG.		
			XXXXXXXXXXXX		
			1889610 Sgt. Birch, G.A. - F/E. RAF.		
			R190956 Sgt. Carrier, J.R.M. - Pilot Posted from 61 RCAP Base wef. 30.10.44		
			R171589 P/O. Eoy, J.L. - Nav.		
			R190987 P/S. Lepiane, J.W.L. - W/AG.		
			R19601 Sgt. Blanchet, E.M. - B/A.		
			R259028 Sgt. Landre, P. - R/AG.		
			R154529 Sgt. Blanchard, D. - MU/AG.		
			1593968 Sgt. Benfley, H. - F/E. RAF.		
			J55295 P/O. Bellinger, J.H. - Pilot Posted from 61 RCAP Base wef. 31.10.44		
			J38710 P/O. Mordan, W.F. - Nav.		
			R223596 Sgt. Whigglesworth, L.J. - W/AG.		
			J38423 P/O. Poupore, J.G. - B/A.		
			R27776 Sgt. Wilson, G.R. - R/AG.		
			R121967 Sgt. Blisault, L.W. - MU/AG.		
			3060544 Sgt. Beardman, R.G. - F/E. RAF.		

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R.C.A.F. STATION. THOLTHORPE, YORKS.	31.10.44		POSTINGS OUT (CONT'D)		
			J89655 P/O Davies, C.R. Nav. Posted to RCAF "B" Depot wef. 23.10.44		
			J88027 P/O Goudrevault, J.G. Nav. " " " "		
			J28226 P/O Beauchamp, M.R. Nav. " " " "		
			J21564 P/O Demars, J.H. Nav. " " " "		
			J88180 P/O Brassault, A.G. B/A. " " " "		
			J89185 P/O Powell, J.J.M. B/A. " " " "		
			J88971 P/O Iariv, J.E.N. B/A. " " " "		
			J89201 P/O Enos, I.R.R. B/A. " " " "		
			J89896 P/O Garon, L.P.R. A/G. " " " "		
			J89499 P/O Debeah, E.R. B/A. " " " "		
			J89627 P/O Pepin, J.R. A/G. " " " "		
			J89228 P/O Ringette, S.G. A/G. " " " "		
			J88967 P/O Sadley, H.G. Nav. " " " "		
			J89200 P/O Sney, D.G. A/G. " " " "		
			J89075 P/O Tremblay, L.F. A/G. " " " "		
			R189651 W/O Lecouffe, J.P. A/G. " " " "		
			R196916 P/S. Rujold, C.M. A/G. " " " "		
			R204368 Sgt. Labrecque, L.E. A/G. " " " "		
			R198638 P/S. Molhab, W.S. A/G. " " " "		
			R186634 P/S. Vezina, J.L.D. A/G. " " " "		
			R191085 P/S. Kofants, J.L. A/G. " " " "		
			R189665 P/S. Northcott, K.B. A/S. " " " "		
			R86236 P/S. Bernier, G.F. A/S. " " " "		
			R183240 W/O Hogue, J.E.R.A. A/S. " " " "		
			R894491 P/S. Cook, G.H. A/G. " " " "		
			R197296 P/S. Osborne, W.A. A/G. " " " "		
			J88209 P/O Ferguson, D.E. A/G. Posted to 63 RCAP Base wef. 20.10.44		
			J28791 P/O Charbonneau, M.G. W/AF. Posted to 62 RCAP Base (N/E Sick) wef. 18.10.44		
			R117582 W/O Bartholomew, J.P. W/AF. Posted to 62 RCAP Base (N/E Sick) wef. 30.9.44		
			362054 Sgt. Norton, T.B. P/E. RAF. Posted to ACAC Braekle wef. 26.10.44		
			1823255 P/S. Watson, D. P/E. RAF. " " " "		
			184776 P/O Bands, P.D. P/E. RAF. " " " "		
			184714 P/O Collyer, E.G.W. P/E. RAF. " " " "		
			86049 P/O Hodgson, H. P/E. RAF. " " " "		
			184954 P/O Williams, W.R. P/E. RAF. " " " "		
			182967 P/S. Mathews, E. P/E. RAF. " " " "		
			CHANGE IN COMMAND: Nil		
			CHANGE IN ADMINISTRATION: Nil		
			AIRCRAFT ON CHARGE: 24 Halifax Mk. III		
			HEALTH: The squadron health for the month of October has been very satisfactory with mainly colds and sore throats prevailing.		

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

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R.C.A.F. STATION THOLTHORPE YORKS.	25.10.44.		<p>(Ops) - brought back load due to electrical failure. Nineteen (19) aircraft were detailed to attack Hamburg to-day. One aircraft returned early due to starboard inner engine U/S. Part of load jettisoned and part brought back. 19 1/2 attacked primary. All crews report F.F.F. marking late and inadequate and very difficult to see because of colour and heavy cloud. W/B. was heard to instruct crews to bomb on D.R. or flares. In early stages of attack, most crews bombed on D.R. and bombing appeared badly scattered. WEATHER: 10/10ths cloud (Strato-cu) obscured entire target area, tops being from 6,000 to 10,000 ft. making visual identification impossible. Defences: H.F. was never more than slight, in barrage form, bursting 16 to 21,000 ft. with a few 1/2 puffs seen at about 14,000 ft. No enemy a/c seen.</p>		A.2670 to A.2688 incl. Appendix 32/44.
	26.10.44.		No flying was carried out to-day due to bad weather. The 7th Canadian Victory Loan campaign finally ended with a Squadron total of 879,000.00, being 516 percent and a total of 391 subscriptions.		
	27.10.44.		19 aircraft were detailed for operations but this was cancelled.		
	28.10.44.		<p>(Ops) - K and V 18 aircraft were detailed to attack Cologne "H" and all took-off. 2 a/c attacked primary and 16 attacked the alternative target (Cologne) between 1604 and 1618 hrs. The marking of the A/P appeared to be confused as many crews did not see T.I.'s or sky marking. The majority of crews bombed on W/B's instructions which also would appear to be uncertain but all crews bombed last resort target. Bombing was concentrated over the whole target area. Considerable smoke could be seen 5/6,000 ft. over T/A with numerous fires. Target was obscured by 5 to 10/10ths cloud strato-cu. with tops 8,10,000 ft. diminishing in the later stages of the attack. H/F was slight, bursting 16/21,000 ft. in barrage form with some evidence of predilection on straggling aircraft. No enemy aircraft were seen nor were any claims made. A number of Officers and airmen attended the wedding of Warrant Officer J.W. Deslauriers. (CAN. 2455) Master Mechanic 1/c "A" & "B" flights, which was held at Birmingham to-day.</p>		A.2689 to A.2706 incl. Appendix 33/44. except two
	29.10.44.		The Squadron was not required for operations to-day. Flying training was carried out by 20 aircraft and consisted of flight or affiliation, Alt/Air, bombing practice.		
	30.10.44.		18 aircraft were detailed to attack Cologne this evening and all took-off: all attacked primary and returned safely. Most crews identified target by red, white and green flares, which were easily seen and well concentrated. Red glow of flares could be seen through cloud and seemed to be growing in intensity. Bombing appeared rather concentrated but results were unobserved due to 10/10ths cloud with tops at 6 to 20,000 ft. Bomber stream was appeared rather compact. Aircraft were diverted on return.		A.2707 to A.2724 incl. Appendix 34/44.
	31.10.44.		<p>Aircraft returned from diversion base to-day. The following entries appeared in P.O.'s to-day under heading "Births - Strength Increase - Promotions and Postings, in respect of the Squadron Messon, Flight Officer "Vickie" Mk. I., Operational Overseer, Pilot - "Gave birth to daughter "Mich", Mk. II, Nav. - a son "Gerry" Mk. III, a daughter "Marie" Mk. IV, W/CP. and the last, a son "Joel" Mk. V, 2/425, west 28/1/44. Mother feeling well. All posted to No. 22 C.E.U., "Vickie" as instructor on completion of first operational tour (37 sorties) and "Spragg" posted as trainee. A II reported to the "Alouette" Squadron on completion of successful training, and qualified for operations. All automatically appointed to the rank of Sgt. w.e.f. 17.10.44. "Vickie" awarded the D.F.C. for her conspicuous low level bombing and reported w.e.f. 12.10.44. After handing out the "gen", her last words of wisdom were: "Now get some in, kids!"</p>		

