

MONTH OF NOVEMBER, 1944 (1st to 30th)

OPERATIONS RECORD BOOK

5.47-20.425
JAS
Page No. 1

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I. para. 1248 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

138

No. of pages used for day 8a

Place	Date	Time	Summary of Events	References to Appendices
RCAP STN. THDLTHORPE.	1.11.44.		20 aircraft were detailed to attack Oberhausen this evening and all took-off. One returned early due to starboard engine (outer) W/S. a/c L.W. 379 W/P , piloted by F/Lt. H.J. Dugas (115582) is missing. 19 a/c attacked primary and returned safely. Most crews report a good concentration of red, yellow and green sky markers with a few to starboard of the target area. Some aircraft bombed on the centre of a conflagration as markers had burned out. Bombing seemed confined to a concentrated area with slight evidence of a scattered attack. Some large explosions occurred which sent up columns of black smoke. Heavy flak was in moderate barrage bursting from 17,000 ft. with the principal concentration from the Duisburg area. Searchlights were few and hampered by cloud. There was 1/10 5 to 8/10ths thin stratus cloud, with tops at 6,000 ft. with good visibility. Two Two aircraft engaged enemy fighters and one of them is claimed as severely damaged. See Combat Reports.	A.2725 to A.2744 incl. Appendices 35 36 and 37/44.
	2.11.44.		16 aircraft were detailed to attack Dusseldorf and all took off. One returned early due to starboard throttle linkage broken. 15 attacked primary and returned safely. All returning crews report a very concentrated attack with a large conflagration indicating that bombing was well placed. There were very few signs of scattered sticks. Several large explosions were noted and a heavy pall of smoke rose over the target area to 2,4,000 feet. Target marking was very good particularly with red T.I. and in the majority of instances these were bursting from 16 to 22,000 ft. with some light flak hose-piping from 10 to 14,000 ft. Searchlights were numerous operating in stationary cones of up to 20 lights with others groping aimlessly. There was no cloud in the target area with some haze but visibility was very good. Several enemy aircraft were seen in the target area and for 40 to 50 miles on the route home. The use of fighters and track markers were noted as far as the Belgian border. See report	A.2745 to A.2760 incl. Appendix 38/44.
	3.11.44.		The Squadron was not <u>required</u> for operations to-day. 16 aircraft carried flying training during the day. All the Station Armourers were given a party in the Airman's Mess to-night, after all aircraft had been bombed up ready for the next morning's effort. Amongst the guests were the Station Commander, G/C. L.H. Lecomte "DRC" (11181), the Squadron Commander, W/C. H.C. Ledoux (C.911), the Squadron Adjutant, F/Lt. J.E.R. St. Angure (115582) and the Squadron Section Leaders. The Station Commander remained with the "boys" till the end. He made a short speech and then sang the "Alouette" and "Hot-hot-hot", calling both Squadrons. All joined in singing and the party finished with everyone filled with food and drinks.	
	4.11.44.		16 aircraft were detailed to attack Beckum and all took-off. One aircraft, H.A. 831 "B" piloted by F/O. D.E. Smith (J27902) is missing. 15 a/c attacked primary and returned. In the missing aircraft two of the Squadron mascots were also flying. Sgt. Mech. M.I. New, and Sgt. Gerry M. III (S/A). P.F.F.s opened the attack on time, with good concentration of red backed up by green T.I.s. Greens were dropped accurately during attack. All crews report an excellent concentration of bombing on markers. Puffs of smoke seen in bomb flashes, and numerous fires, one large explosion at 1958 hours. Fires reached considerable proportions as attack progressed. A heavy pall of smoke rose over the target to a height of 10,000 ft. The sky markers appeared to be attacking some flak. All crews bombed on T.I.s chiefly green. There was 3/10ths stratus cumulus cloud, tops at 4,000 ft. very thin and slight haze, over the target, but visibility was good. Heavy flak was reported moderate bursting from 16,000 to 20,000 ft. Numerous a/c's were observed groping and few aircraft were seen come with predicted visual flak being fired. There was evidence of enemy aircraft shots and one of them was damaged by one of our aircraft. (See combat report attached). Aircraft H.A. 821 "G", piloted by F/O. J.H.S. Esmeraldas (J87112) had a load of incendiaries dumped on its back over the target which caused 37 holes in the aircraft. The Bomb Aimer was struck on the head by one of them which flew inside his position, although he was uninjured; and when he asked the navigator if he could see something on his head, ironically and coolly, the navigator replied: "Yes, your hair".	A.2766 to A.2776 incl. Appendices 39 and 40/44.

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(Handwritten initials)

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
RGAF STN. THOLTHORPE.	5.11.44		The Squadron was not required for operations due to unfavourable weather conditions. There was no flying carried out during the day.		
	6.11.44		16 aircraft were detailed to attack Gelsenkirchen and all took off and bombed primary, returning safely to base. Host crews bombed an alternative target in the Gelsenkirchen area although others were able to bomb on T.I.I.s. Master Bomber was heard to instruct W.P. A/G to attack 1/R targets. Bombing was somewhat scattered but many crews report a fair concentration in the immediate vicinity of the primary. A considerable amount of fire was seen and smoke was rising to 6 to 8,000 feet. There was 1 to 8/10ths strato-cu. clouds with tops 8/12,000 ft. with good visibility. Heavy mist was moderate bursting from 15/22,000 ft. This was, in the main, in sporadic bursts with some evidence of sun penetration through breaks in cloud. S/Lt. L.P. Dupuis (J86015) "DFC", and his crew, gave a party to the ground crew 1/6 their aircraft and the Squadron Orderly Room Staff, and to two other "A" Flight ground crew N.C.O.s. This party was held in the "Flough Inn" in Tholthorpe village. The occasion for this gathering was to celebrate the completion of the crews first operational tour.		A.2777 to A.2783 incl. Appendix 41/44.
	7.11.44		The Squadron was not required for operations to-day. Flying training was carried out by 12 aircraft during the day.		
	8.11.44		Training was carried out again to-day by 15 aircraft. All aircrew have joined in on a landscaping push around the Technical Site. Improvements both in the interior as well as the exterior, are being made.		
	9.11.44		15 aircraft took part in the training programme to-day. A complete inspection of the Living Sites was made to-day in order to prepare for the cold weather. Cleanliness was also pointed out to all personnel and arrangements have been made to clear all garbage at least once a week.		
	10.11.44		The Squadron was not required for operations. 16 aircraft were engaged on flying training during the day. S/O. T.R.G. O'Connor RAF.53660, Flt.Engineer, reported to-day from 432 RGAF Sqdn. to assume duties of Squadron Flight Engineer Leader, replacing S/Lt. H.J. Goodwin, "DFC-DFM" (RAF160061) who was reported missing on operations on 1.11.44.		
	11.11.44		16 aircraft carried out flying training again to-day, the Squadron not being required for operations due to the prevailing unfavourable weather. Quite a number of the Squadron members enjoyed themselves at the Officers' Mess at RGAF Station Eastmoor.		
	12.11.44		The Squadron was again stood-down for operations. 14 crews were engaged on flying training during the day.		
	13.11.44		20 crews carried out training to-day. All aircrew feel a bit lost since operations have temporarily ceased but their time is employed, when they are not on training, in decorating their sections and attending lectures. Lt. R.N. Bergeron (RAF.4) is visiting the Squadron to gain air experience for a week.		
	14.11.44		The weather was unfavourable for any flying to-day. The Squadron Commander W/C. H.G. Ledaux, (C.911) interviewed 13 N.C.O. aircrew for purpose of commissioning.		
	15.11.44		There was no operational flying again to-day. A general improvement of food is quite noticeable all over the Station lately, but incessant complaints are being made for lack of coal and coke. The distribution of coal on the Squadron Living Sites has kept the fires burning for three nights a week only. It is hoped that this situation will be finally settled whereby, especially aircrew when returning from operations, can at least enjoy a rest in a warm bed.		(W)

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OPERATIONS RECORD BOOK

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R.A.F. Form 540
See instructions for use of this form in R.R. and A.C.I.
para. 1340 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 8

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
<u>R.C.A.F. Station, Thelthorpe</u>	<u>16.11.44</u>		The lull was broken to-day and 15 aircraft were detailed to attack Julich, 20 miles behind the enemy lines. One aircraft brought back full bomb load. Target was identified too late due to predicted heavy flak over target. Remainder of aircraft attacked primary and returned safely. There was no cloud over target but a large part of the area was obscured by smoke and slight haze. All crews identified the target visually and some were able to see red and green T.L.'s. In most instances, instructions of the W/O were followed although in some cases he was not easily understood. Bombing appeared to be quite concentrated with numerous and a large explosion was noted at 1940 hours on the run in. There was slight to moderate heavy flak between 15/17,000 ft. principally in barrage form with some evidence of predication. A few aircraft were damaged by flak over target and one a/c had bomb doors damaged by a bomb which had hung up, fell off on landing.		A.278 to A.280 incl. Appendix 42/44.
	<u>17.11.44</u>		14 aircraft were detailed for an early take-off but this was cancelled due to bad weather conditions. In the afternoon personnel attended lectures and films on Security, Front Bites, and V.D., etc. Others hawed coal on the Site and also gravel for road amelioration around the Technical Site. All enjoyed a complete stand-down.		
	<u>18.11.44</u>		14 aircraft were detailed to attack Munster, Germany and all took off. One aircraft returned early due to starboard inner engine V/S. Remainder attacked primary and returned safely and were all diverted on return. No assessment of the success of this raid is possible owing to 10/10ths cloud over the whole area. Tops were from 8/11,000 ft. with visibility fair to good. Flak was nil to slight, varying at all stages of the attack. All aircraft attempted photos which show no ground detail.		A.280 to A.282 incl. Appendix 43/44.
	<u>19.11.44</u>		7 aircraft were required for operations to-day, but it was later cancelled. Everyone gave a big hand in helping to fill mud holes on the Technical Site, but very few enjoyed it.		
	<u>20.11.44</u>		Operations were again cancelled to-day. Aircraft returned during the afternoon, from their diversion base, where they landed on the evening of the 18th November.		
	<u>21.11.44</u>		16 aircraft were detailed to attack Gestrop, Havel and all took off and attacked primary. 7 aircraft landed at base and 9 a/c were diverted. All returning crews report a satisfactory attack. Markers were particularly concentrated and bombing appeared to be quite well placed. Some fires and smoke were noted with one large explosion at 2304 hours. There was no cloud over target although there was some haze but visibility was good. Heavy flak was never more than moderate, bursting between 16/19,000 feet. Searchlights were few and ineffective. Aircraft No. 56, "B" piloted by 35223 F/O Bellingier, J.H. was attacked by an enemy fighter P.W.190, approximately fifteen minutes before reaching the target, which was after successfully bombed. The aircraft was riddled with cannon fire and bullets, causing much damage to starboard wing and rear turret and the rear Gunner GNR 225776 Sgt. Wilson, C.R. was dangerously injured, suffering from head wounds. The aircraft was safely flown to this country and landed at R.F. Manston, where undercarriage collapsed on landing and the port tyre, which had been shot away, came off. Before landing, the port inner engine packed up due to flack of patrol, one tank having been hit and was leaking. No other member of the crew was injured. Sgt. Wilson was transferred to Margate General Hospital, on the Dangerously ill list. (Combat report is attached).		A.282 to A.283 incl. Appendixes 44 and 45/44.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
RCAPSTN. THOLTHORPE.	22.11.44.		7 aircraft returned to base from diversion to-day. There was no operational flying carried out.		
	23.11.44.		14 aircraft were required for operations, but this was cancelled due to unfavourable weather conditions.		
	24.11.44.		14 aircraft stood-by for operations again to-day, but the prevailing bad weather kept them on the ground. One aircraft returned from Carnaby where it had been diverted on the 21st November.		
	25.11.44.		The Squadron was not required for operations to-day. 11 aircraft took part in the day training programme and 4 aircraft carried out night cross countries. A/S/Ldr. W.G. Rhelan "DFC" (J27718), "B" Flight Commander, proceeded to No. 420 Squadron to-day, to assume command of that Squadron. A/S/Ldr. L.P. Dupuis "DFC" (J85013) proceeded on Temporary Duty to No. 22 O.I.U., for interview with the Station Commander.		
	26.11.44.		There was no operational flying to-day. Training was carried out by 5 aircraft. Bad weather closed in and 3 aircraft had to be diverted to Middleton St. George. Lectures were given to the airmen in the afternoon.		
	27.11.44.		17 aircraft took-off in the late afternoon to attack MEUSS, Germany. All attacked the primary and returned safely. There was 7 to 10/10ths thin strato-cumulus clouds with tops at 47,000 feet in the target area with good visibility. Marking with T.I.'s appeared good but some crews lost the sky-markers were scattered. The general opinion is that the raid was successful as the area seemed to be well alight. A particularly large explosion was noted at approximately 2028 hours by several crews. Reflection of fires from the raid could be seen for about 100 miles on return. Heavy flak was in slight barrage form bursting from 15/22,000 ft. with the majority beneath our aircraft. Searchlights were few and ineffective. 15 aircraft were diverted to North Polesham on return. One landed at Woodbridge and one at Downham Market.		A.2838 to A.2839 incl. Appendix 46/44.
	28.11.44.		The Squadron was not required for operations to-day. Most of the aircraft returned from their diversion base during the day.		
	29.11.44.		Flying training was carried out by 21 aircraft to-day. P/Lt. J.G. Duhamel (C13374) Chief French Canadian F.R.O. from R.C.A.F. B.O. London, visited the Squadron.		
	30.11.44.		20 aircraft were detailed to attack Duisburg this evening. All attacked primary and returned safely. There was 10/10ths Strato-cumulus clouds in the target area which tended to become thinner in later stages of the attack. Most crews were unable to see ground detail and therefore bombing was done on sky marking. There were sometimes plentiful and sometimes scarce. The general feeling is that with the concentration of the bomber stream as it was the raid should be successful providing the markers were well placed. Due to cloud, no accurate assessment is possible but the glow of fires was visible below. Heavy flak was slight to moderate in the target area, in barrage form, bursting 15/20,000 feet being aimed at the sky-markers. Searchlights were few and ineffective. One a/c was damaged by flak in the target area. One combat with an enemy aircraft took place. No claim is made. (See combat report). One aircraft landed at Carnaby, remainder returned to base.		A.2855 to A.2874 incl. Appendices 47 and 48/44.
CASUALTIES:					
			CAN. J12555 P/O Lt. Dugas, M.L. Pilot.	29	101 149.10
			CAN. R180986 P/S. Carrier, J.R.M. 2nd P.	nil	nil nil
			CAN. J28698 P/O. St. Arnaud, F.B. Nav.	28	98 145.05
			CAN. J88603 P/O. Crispin, J.F. W/A.G.	28	98 145.05
			CAN. J148728 W/O. Ranges, J.W. P/S.	26	96 145.05
			CAN. R286988 P/S. Savard, J.W. W/AG	30	104 153.15
			CAN. R181371 P/S. Bedard, J.W. W/AG	31	103 153.50
			CAN. R180061 A/S/L. Goodwin, J.R. DFM-DFC P/S.	45	48 274.00
			CAN. R208354 P/S. Bull, J.G. W/Und.	31	99 149.05

W1. 2000/1000 2000 2000 C.A.L. 20/70

Place	Date	Time	Summary of Events	SECRET.	References to Appendices	
RCAP STN. THOLTHORPE.	POSTING IN.	CAN.1177007	Sgt. Cauchy, J.T.R. - Pilot.	Posted from 76 RCAP Base waf. 24.11.44.		
		CAN.122202	F/Lt. Lesperance, J.J.P. Nav.			
		CAN.1196179	Sgt. Cantin, R.H.	W/AG		
		CAN.1196586	Sgt. Wilson, G.	F/As		
		CAN.1194157	Sgt. Cote, J.A.	F/AG		
		CAN.1219184	Sgt. Lemare, J.Y.	W/AG.		
		CAN.1184576	Sgt. Faulmer, E.J.	F/Eng.		
		CAN.C.3879	F/O. Lessene, C.	Pilot. Posted from 76 RCAP Base waf. 24.11.44.		
		CAN.127415	F/O. Tessier, E.H.	Nav.		
		CAN.1164533	F/S. Pigeon, L.W.H.	W/AG.		
		CAN.126235	F/S. McInnes, J.A.	F/As		
		CAN.126238	F/S. Parodie, J.M.	F/AG.		
		CAN.1194524	F/S. Trudeau, R.E.J.	W/AG.		
		RAF.771725	Sgt. Wilson, M.H.	F/Eng.		
		CAN.111765	F/F.L. Chapman, T.H.	Pilot. Posted from 415 RCAP Sqn. waf. 29.11.44.		
		CAN.122841	F/O. Barron, R.A.	Nav.		
		CAN.1172796	WO2. Hollman, S.H.	W/AG.		
		CAN.1356583	F/O. Edwards, K.S.	F/As		
		CAN.1268161	Sgt. Shubrook, D.C.	F/AG.		
		CAN.127703	F/O. Payette, B.J.A.	W/AG. Posted from 76 RCAP Base waf. 12.11.44.		
CAN.171558	WO1. Weatherhead, G.M.	W/AG. Posted from 76 RCAP Base waf. 12.11.44.				
RAF.179946	F/O. Carter, R.D.	F/S. Posted from 434 RCAP Sqn. waf. 2.11.44.				
RAF.55680	F/O. O'Connor, T.R.G.	F/S. Posted from 452 RCAP Sqn. waf. 9.11.44.				
RAF.183714	F/O. Bush, H.H.	F/S. Posted from 455 RCAP Sqn. waf. 10.11.44.				
	POSTING OUT.	CAN.128927	F/O. Fleming, J.E.	B/A. Posted to 1664 Con. Unit waf. 2.11.44.		
		CAN.1174711	F/S. Ison, E.W.	A/G. Posted to 82 RCAP Base (Non-Exp) waf. 6.9.44.		
		CAN.1206588	Sgt. Lindsay, F.A.	A/G. Posted to 1666 Con. Unit waf. 31.10.44.		
		RAF.121733	Sgt. Whitford, W.	F/S. Posted to A.G.A.S. Brackley waf. 2.11.44.		
		RAF.126968	Sgt. Bentley, H.	F/S. Posted to 61 RCAP Base waf. 4.11.44.		
		RAF.126228	Sgt. Jenkins, K.E.	F/S. Posted to 1659 Con. Unit waf. 2.11.44.		
		CAN.128959	F/O. St. Germain, J.R.M.	B/A. Posted to RCAP "R" Depot waf. 3.11.44.		
		CAN.128939	F/O. Bennett, H.G.	W/AG		
		CAN.127866	F/O. Ryan, J.A. "DFC"	Pilot		
		CAN.127538	F/O. Straight, H.E. "DFC"	"		
		CAN.127240	F/O. Langlois, J.R. "DFC"	"		
		CAN.128023	F/O. Gray, J.L.M.	A/G		
		CAN.127153	F/O. Jacques, J.D.A.	B/A		
		CAN.128372	F/O. Thomson, A.E.	A/G		
		CAN.126933	F/O. Demmett, W.E.	Pilot		
		CAN.126032	F/O. Lowther, H.B.	Nav.		
		CAN.126022	F/O. Bell, H.H.	B/A		
		CAN.126002	F/O. Miller, H.E.	Nav.		
		CAN.128443	F/O. Paquette, A.L.	A/G		
		CAN.128355	F/O. Bell, G.S.	A/G		
CAN.119722	F/O. Cote, J.Y.J. "DFC"	Pilot				
CAN.126321	F/O. Lussas, J.R.	Nav.				
CAN.126933	F/O. LeDuc, J.P.E.	A/G				
CAN.126015	F/O. Steele, F.W.	A/G				
CAN.128855	F/O. Polrier, P.H.	Pilot		9.11.44.		
CAN.118814	F/S. Crawford, J.E.	A/G		2.11.44.		
CAN.1262702	F/S. Morrison, A.H.	A/G				

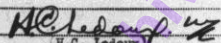
OPERATIONS RECORD BOOK

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

No. of pages used for day 8.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
RCAP STN. THOLTHEPES.	<u>POSTINGS</u>	<u>OUT (CONTD).</u>			
			J35897 P/O. Beaulieu, F.G.R. Pilot. Posted to RCAP "R" Depot wef. 27.11.44 (AMDA.945/44, Para.4).		
			R10229 P/O. Lemarche, J.R. P/O. Posted to 1666 Con. Unit wef. 17.11.44.		
			R16428 P/O. Prudhomme, J.R. P/O. Posted to 76 RCAP Base wef. 16.11.44.		
			R14566 Sgt. Lerdinaux, R.J.B. A/G. Posted to 52 RCAP Base (H.E.Sick) wef. 6.10.44.		
			R128469 Sgt. Wolfe, P.E. A/G. Posted to 428 RCAP Sqn. wef. 12.11.44.		
			RAF.157925 P/O. Franklin, K. W/AG. Posted to 1659 Con. Unit wef. 24.11.44.		
			RAF.153880 P/O. O'Connor, T.R.G. F/E. Posted to 419 RCAP Sqn. wef. 25.11.44.		
			J27718 A/S/L. Phelan, W.G. "DFU" Pilot. Posted to 420 RCAP Sqn. wef. 24.11.44 to command.		
			J27435 P/O. Jacobs, B.H. W/AG. " "		
			J59829 P/O. Burgess, E.R. W/AG. " "		
			J23370 P/O. Bassett, S.A. P/O. " "		
			J58745 P/O. Fontana, D.J. A/G. " "		
			J58748 P/O. Brierley, W. A/G. " "		
			RAF.184774 P/O. Bayne, G.W. F/E. " "		
			J5550 P/O. Swann, G.H. "DFU" Pilot. Posted to RCAP "R" Depot wef. 25.11.44.		
			J58082 P/O. Beaudette, J.C.R. A/G. " "		
			J58929 P/O. Jeannotte, J.A. W/AG. " "		
			J58019 P/O. Bernard, J.P.N. A/G. " "		
			J56106 P/O. Harris, G.R. A/G. " "		
			C.90615 P/O. Saldan, P. F/E. " "		
			CHANGE IN COMMAND: Nil.		
			CHANGE IN ADMINISTRATION: Nil.		
			AIRCRAFT ON CHARGE: 26 Halifax ME. III.		
			HEALTH: The Squadron health in general for the month of November was satisfactory. Sick parades were somewhat higher, due largely to the prevailing weather.		
			PROMOTIONS:- J.57150 P/O. Sioctte, J.G.R.W. Pilot. Promoted to Acting Flying Officer wef. 15.9.44. J.68175 P/O. Martel, A.J. Pilot. Promoted to Acting Flying Officer wef. 1.10.44. J.55016 P/O. Henry, J.C. Pilot. Promoted to Temp. Flying Officer wef. 11.8.44. C.15568 A/S/Lt. St. Amour, J.E.R. Admin. Promoted to Temp. Flight Lieutenant wef. 1.11.43. J.59511 P/O. Robert, A. Inv. Promoted to Temp. Flying Officer wef. 10.5.44. C.8111 A/W/C. Ladoux, H.C. Pilot. Promoted to Temp. Wing Commander wef. 16.2.44. J.55368 A/E/Lt. St. Jean, E.G. Pilot. Promoted to Acting Squadron Leader wef. 15.10.44.		
			NUMERICAL STRENGTH OF UNIT AS AT 30.11.44. R.C.A.F. OFFICERS: AIRCREW: 132. GROUND: 1 RCAP AIRMEN AIRCREW: 116 GROUND: Nil. RESERVE: " " 16 " " Nil RAF " " 29 " Nil TOTAL " " 150 " " 1 " " 144 " Nil		
			OPERATIONAL SORTIES CARRIED OUT DURING NOVEMBER, 1944. Day: 45 - Night: 105 TOTAL: 150.		
			OPERATIONAL, NON-OPERATIONAL AND FLYING TRAINING HOURS DURING MONTH OF NOVEMBER, 1944.		
			DAY NIGHT TOTAL		
			Operational: - 249.35 616.15 865.50		
			Flying Training: 359.00 27.55 386.55		
			Other Flying: - 23.35 Nil 23.35		

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Place	Date	Time	Summary of Events	SECRET.		References to Appendices	
RCAP STN. THOLTHEPPE.	BOMB	EXPENDITURE.	TONS (2240 lbs.)	H.E.	INCENDS.		
			Bombs dropped from 1.1.44 to 31.10.44.	5,278	278		
			Bombs dropped during month of November, 1944.:-	625	nil		
			Cumulative total from 1.1.44.	<u>5,901</u>	<u>278</u>		
			NUMBER OF COMBAT WITH ENEMY AIRCRAFT:- 5.				
			SHORT RESUME BY SQUADRON COMMANDER FOR MONTH OF NOVEMBER/44.				
			This month was somewhat difficult for the Squadron as the Flight Engineer Leader went missing, together with a Deputy Flight Commander. Also two experienced Flight Commanders were lost, J85013 A/S/L. L.F. Dupuis, "DPO", through screening, and J27718 A/S/L.W.C. Phelan, "DFO", was posted to 420 Squadron as Squadron Commander. Maximum training and operational flying time was carried out, as far as weather permitted.				
			 H.G. Ledoux Wing Commander Commanding, 425 (R.C.A.F.) Squadron.				
			DISTRIBUTION: Air Ministry, Kingsway: 2 copies. RCAF 4/3 H.Q.: 2 copies. H.Q. 6 (RCAP) Group: 1 copy.				

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