

841-20-426
 P.A.S.

OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2346 and War Manual Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

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

8241

No. of pages used for day 8.

Place	Date	Time	Summary of Events	References to Appendices
RCAP STATION THOLTHORPE YORKS.	1.2.45.		Nine (9) aircraft were detailed to attack Mainz and all took-off. A/C LW. 477 W/P (F/O Chabot) returned early due to hydraulic U/S, unable to retract flaps and undercarriage. 8 aircraft attacked primary and returned safely. There was some thin strato-cumulus clouds over the target, tops at 7/14,000 feet. F.F. were about two minutes late. Some fire was seen cascading, but they had burned when crews arrived over the A/F. The A/F was continually marked with sky markers which were somewhat scattered. Most crews bombed on the sky markers. Through the occasional break in cloud, some bomb bursts were observed, and were generally scattered. A few fires and explosions in the target area were also reported. Heavy flak was slight to moderate, bursting in a loose barrage from 12,000 to 14,000 feet. Searchlights were nil. Slight evidence of fighters in the target area. Three aircraft landed away, as follows: N.A. 526 W/P (F/O. Bailey), at Woodbridge. N.A. 954 W/P (F/O. C. Orbert), at Hanton, and N.A. 137 W/P (W/C. Ledoux), at Middlehall. Crews which had been diverted on the 28th January returned to base to-day.	A.3126 to A.3134 incl. Appendix 9/45
	Night. 2/3.2.45.		Fifteen (15) aircraft were detailed to attack Wanne Eichel and all took-off. Three (3) a/c returned early, as follows: N.A. 527 W/P (F/O. Desbiers) due to starboard inner engine having C.S.I.U. failure, unable to make height and base. - A/C W.P. 939 W/P (P. Anderson) due to starboard inner engine failure on take-off, unable to attain height. Landed at Ford. A/C N.A. 218 W/P (F/O. Herrier) due to all inter-com. and call lights U/S. Twelve (12) aircraft attacked primary and returned safely. There was 10/10ths strato-cumulus clouds with tops at 7/10,000 feet and some haze up to 29,000 feet with fair visibility. Numerous crews reported seeing the occasional cluster of red T's cascading but only one crew bombed on these. All other crews bombed on GEE, which appeared to be accurate. The crew from the target was in a definite area, and several explosions occurred within the area, particularly one large dull blue explosion at 2319 hours and one large white explosion at 2321 hours. All indications pointed to a fairly concentrated attack. Moderate to intense heavy flak, bursting in barrage form from 15 to 21,000 ft, but was mostly accurate for height. There was also some evidence of prediction. No ship defences along the entire route were active. A few fighters and fighter flares were seen in the target area and on the route out of the target. No combat took place.	A.3135 to A.3149 incl. Appendix 10/45.
	3.2.45.		Fifteen (15) aircraft were required for operations, take-off being set for early morning on the 4th. During the day, flying training was carried out by 13 aircraft.	
	4.2.45.		The order detailing 15 aircraft for an early operational take-off was cancelled. Day training was carried out by one a/c and night training by 2 aircraft. In the evening 13 aircraft were detailed to attack Osterfeld. All took off and attacked primary, returning safely to base. There was 10/10ths strato-cumulus in the target area with tops at 6/12,000 feet which completely obscured ground details. Very few crews actually saw ground markers and bombing was done either on GEE alone or on a red glow seen in the cloud checked by GEE. No result of the raid was noted but bomb explosions seemed concentrated and a few crews report smoke columns rising through cloud. Heavy flak in the target area was slight to moderate in a loose barrage, bursting over a wide band from 14,000 to 23,000 ft. No searchlight in operation. No fighter flares were seen but single and twin-engined enemy aircraft were sighted in the target area. No combat took place.	A.3150 to A.3164 incl. Appendix 11/45.
	"		Five (5) aircraft were also detailed to attack Bonn in the evening and all took-off. One a/c (N.A. 527 W/P (F/O. Chabot) returned early due to starboard inner engine U/S. 4 a/c attacked the primary and returned safely. There was 10/10ths strato-cumulus in the 5/A with tops at 6/10,000 feet. Most crews identified the target by either ground or sky markers seen cascading but could not see ground details. Bombing was done on glow below cloud or on sky markers checked by GEE. Marking appeared to be late. No assessment of raid can be made but glow could be seen for 40 to 50 miles on return. No very large explosion seen. Heavy flak was slight to moderate in barrage form bursting at 12/15,000 ft, principally to port. Some was seen to burst as high as 21,000 feet. Searchlights were not in evidence. No enemy a/c was seen.	A.3165 to A.3189 incl.

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Place	Date	Time	Summary of Events	References to Appendices																																																															
RCAF STATION THOLTORPE YORKS.	5.2.45.		15 aircraft were required for operations but this was later postponed due to adverse weather conditions and it was then cancelled. P/O. G.J. Boulenger (J19867) French Canadian Liaison Officer from No. 2 (RCAF) P.R.C., and formerly employed as Air Gunner at this Unit, visited the Squadron to-day.																																																																
	6.2.45.		W/C. H.C. Ledoux, (G911) Squadron Commander, attended an all-day conference at No. 6 (RCAF) Group Headquarters to-day.																																																																
	Night. 7/8.2.45.		Very disappointing news was received by the aircrew to-day, to the effect that an operational tour, from now on, will consist of 36 sorties, and not 120 points as before.																																																																
			17 (Seventeen) aircraft were detailed to attack Goch in the evening and all took-off. All aircraft were "Assertive Over Enemy Territory". Mission had to be abandoned on instructions from Master Bomber and bomb loads were brought back from the target. Some aircraft from other Squadrons were able to bomb on markers as instructed by W/O. In the earlier stages of the attack there was 8 to 9/10ths stars-ammunition, with tops at 8/8,000 feet, which rapidly increased to 10/10ths. It is the complaint of nearly all crews that transmission by the W/O was distorted and garbled, principally due to W/T interference. No crew is able to give a good assessment of the raid although some report seeing heavy explosions with some fires. Defences caused no trouble in the target area being principally near the light area. A scattered barrage which decreased to nil, bursting from 8/12,000 ft. Aircraft M.Z. 419 (P/O. Lova) had four combats with a F.W. 190, which is claimed as destroyed. See Combat Report attached.	A.3170 to A.3186 incl. Appendices 12 and 13/45.																																																															
	8.2.45.		16 a/c were required for operations this evening but this was postponed until early morning on the 9th.																																																																
	9.2.45.		Eighteen (18) aircraft were detailed to attack Wanne Nickel on the early morning and all took off. One a/c L.W. 394 "Z" was reported missing, the crew being as follows:-	A.3187 to A.3204 incl.																																																															
			<table border="1"> <thead> <tr> <th>NUMBER</th> <th>RANK</th> <th>NAME & INITIALS</th> <th>GRADE</th> <th>TRIPS</th> <th>POINTS</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>J29775</td> <td>P/O.</td> <td>W.L. Hart.</td> <td>Pilot.</td> <td>23</td> <td>88</td> <td>142.20</td> </tr> <tr> <td>J38085</td> <td>P/O.</td> <td>R.L. Daniels.</td> <td>W/O.</td> <td>20</td> <td>77</td> <td>123.35</td> </tr> <tr> <td>R204653</td> <td>P/O.</td> <td>Ketcham, W.H.</td> <td>P/AG.</td> <td>22</td> <td>85</td> <td>138.10</td> </tr> <tr> <td>J28967</td> <td>P/O.</td> <td>W. Wetherapoon.</td> <td>P/AG.</td> <td>22</td> <td>85</td> <td>138.10</td> </tr> <tr> <td>R288614</td> <td>P/O.</td> <td>Alger, A.A.</td> <td>P/AG.</td> <td>24</td> <td>93</td> <td>150.20</td> </tr> <tr> <td>J42281</td> <td>P/O.</td> <td>A.G. McLean.</td> <td>P/AG.</td> <td>22</td> <td>85</td> <td>138.10</td> </tr> <tr> <td>R492882</td> <td>Sgt.</td> <td>Byrte, J.J.</td> <td>W/O.</td> <td>22</td> <td>85</td> <td>138.10</td> </tr> <tr> <td>R184454</td> <td>P/O.</td> <td>Sanderson, H.A.</td> <td>Under.</td> <td>31</td> <td>113</td> <td>191.10</td> </tr> </tbody> </table> <p>Late in the afternoon information was received, through Operations, that the above crew was in France, and all were accounted for, except the mid-under, P/O. Sanderson. The cloud over the target was reported from nil to 8/10ths with tops from 6/8,000 feet. The target was well and continually marked with red and green flares. The bombing seemed to be very accurate and concentrated almost entirely on the marked area. One crew reported markers being extinguished by the bombing. Some fires and small explosions were observed, with two rather large explosions reported at 0623 and 0624 hours. There was considerable smoke rising from the target, reaching up to about 4,000 ft. Heavy flak was slight to moderate, bursting in a barrage mainly from 17/20,000 ft. In the last stages of the attack there was some evidence of predication. Searchlights were active throughout the hour, but were ineffective. There was slight fighter activity in the T/A. No combat took place. Two aircraft landed away: M.Z. 454 (P/O. Anderson) at Manston and M.Z. 425 (P/L. Archambault) at Woodbridge. 18 aircraft attacked the primary.</p>	NUMBER	RANK	NAME & INITIALS	GRADE	TRIPS	POINTS	HOURS	J29775	P/O.	W.L. Hart.	Pilot.	23	88	142.20	J38085	P/O.	R.L. Daniels.	W/O.	20	77	123.35	R204653	P/O.	Ketcham, W.H.	P/AG.	22	85	138.10	J28967	P/O.	W. Wetherapoon.	P/AG.	22	85	138.10	R288614	P/O.	Alger, A.A.	P/AG.	24	93	150.20	J42281	P/O.	A.G. McLean.	P/AG.	22	85	138.10	R492882	Sgt.	Byrte, J.J.	W/O.	22	85	138.10	R184454	P/O.	Sanderson, H.A.	Under.	31	113	191.10	Appendix 14/45.
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OPERATIONS RECORD BOOK

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
RCAF STATION THORNTON, YORKS.	10.2.45.		There was no operations to-day. Flying training consisted of 18 aircraft on day training and 2 aircraft on night training. Information was received to-day that the whole crew, which had been reported missing on the 8th, are safe and are returning to this country. The Navigator J90996 P/O. R.F. Daniels, suffers of a broken leg and admitted to No. 30 General Hospital, Lille. The WOP/AG, 2204633 P/S. Ketcham, W/Hr, suffering of torn internal cartilage, left knee, admitted to No. 8 General Hospital, Brussels, but this was only slight and he is returning to this Unit with the remainder of the crew, except P/O Daniels, who is remaining in hospital.		
	11.2.45.		There was no flying to-day due to adverse weather conditions. Lectures were given to aircrew personnel in their respective sections.		
	12.2.45.		Bad weather conditions prevented all flying. A lecture was given to aircrew personnel in the Station Cinema in the morning, after which the crews were given a stand down.		
	Night 13/14.2.45.		14 aircraft were required for operations, the target being Bohlen. All aircraft attacked primary and returned safely. There was 10/10ths strato-cumulus in the target area with tops 6/10,000 ft, with good visibility. Many crews saw red and green flares cascading on time but these were lost in cloud. Best bombing was done on a glow on the cloud as instructed by the Master Bomber. One large explosion was noted at about 2207 hours, but no actual assessment of the success of the raid can be made. Heavy flak was moderate to intense in barrage form in the early stages of the attack, bursting from 16/19,000 feet with a few odd bursts noted as high as 30,000 feet. As the attack progressed the flak dwindled off. Two aircraft were damaged by flak. It was noted by many crews that many small red and green flares were scattered over a very wide area on the way to the target and around it. It was presumed that these were decoys but a satisfactory explanation of their origin is lacking. Few enemy aircraft were seen and no combat took place. 13 a/c were diverted to Halesworth and one M.2. 845 "J" (P/O Iarsen) landed at Bungay.		A.3205 to A.3216 incl. Appendix 15/45
	Night 14/15.2.45.		Four (4) aircraft were detailed to attack Chemnitz in the evening and all took-off and attacked primary, returning safely. There was 6 to 10/10ths thin strato-cumulus in the T/A, with tops varying from 10/19,000 feet. Target marking was very poor and most crews bombed on fires. The instructions to the W/B was by the M/B was not good and most of his time was taken up in calling for further marking. Fires were quite scattered but it is believed that a fair concentration developed, as the reflection could be seen for about 60 miles on return. Defences in the T/A were meagre. Heavy flak bursting well below. A few unidentified enemy aircraft were seen after leaving the T/A and some fighter flares were noted. No encounters took place and no claim is made.		A.3219 to A.3222 incl. Appendix 16/45.
	15.2.45.		There was no operations to-day. 10 aircraft were called for training, but this was later cancelled due to adverse weather conditions, and the aircrew were given a stand down.		
	16.2.45.		There was no flying carried out to-day. Lectures were given to aircrew.		
	17.2.45.		16 aircraft were detailed to attack Wesel and all took-off. All aircraft were "Abortive Over Enemy Territory". 15 a/c brought back their bomb load as instructed by the Master Bomber, target could not be identified due to clouds. One a/c M.2. 425 W" (P/L Hemphill) jettisoned its bombs at 18,000 feet, having been hit by flak, and landed at Easton. 14 a/c were diverted to East Fortune and one at Middleton, George; (the latter was M.A. 203 W" P/L Scott) and also jettisoned. There was cloud in thick patches near the target area with tops about 18,800 feet to 19,000 ft. and base about 13,000 ft. Below this was a fairly good lane although some cloud still persisted. Well below was another layer with tops about 6/10,000 ft. This situation developed a few miles inside the French Coast and continued along the route. One crew reports that at 1600 hours the W/B ordered crews to lower level. Other crews state this height to have been 10,000 ft. (CONTINUED OVER)		A 3223 to A 3228 incl. Appendix 17/45.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
RCAP STATION THORLORPE YORKS.	17.2.45	(CONTINUED)	The order to abandon mission appears to have been given fairly regularly after approximately 1459 hours. There was considerable jamming and many crews had difficulty with reception. All crews report a successful gaggle until striking the cloud after which it was hopeless.		
	18.2.45		15 aircraft returned from diversion base to-day. One aircraft carried out flying training during daylight.		
	19.2.45		There was no flying carried out to-day. - J92008 F/O. G. Sarris - A/G. who had been reported missing on operations with this Unit on 14th October, 1944, and subsequently reported safe, has now been re-posted to this unit, for operational duties, after two months leave in Canada.		
	night	18/21.2.45.	15 (Fifteen) aircraft were detailed to attack Mannheim and all took-off. All attacked primary and returned safely to base. There was 10/10ths strato-cumulus in the 7/A with tops about 5/7,000 feet. This was thin enough that a good glow could be seen through it. Marking appeared to be about 1/2 minutes late and markers quickly disappeared into clouds. Green T.I.'s were seen by most crews after they had left the 7/A. Due to the brilliance of the red glow, crews feel that there was a good concentration of red T.I.'s. Although no detail was visible, flashes of several explosions were noted, one of which took place at 0144 hours followed by black smoke rising through cloud. At 0155 hours, one exceptionally large explosion, followed by billowing smoke was seen. Defences were very slight with only a few bursts of heavy flak, noted at bombing height. S/L's were few and ineffective. There was some evidence of fighters in the target area and on the route homeward. A/C M.A. 945 F/Lt. - F/O. Laroau, had a combat with an M.E. 210 in the target area, which is claimed as probably damaged (See combat Report attached). Lt. W.R. Mason and Lt. J.D.W. Ostiguy from No. 1 C.A.C.R.U., reported to this unit for a week's liaison visit. Training was carried out by two aircraft to-day.		A.3239 to A.3253 incl. Appendixes 18/19/45.
	night	21/22.2.45	Fifteen (15) aircraft were detailed to attack Worms and all took-off. All attacked primary and returned safely to base. There was no cloud in the target area, some ground haze but visibility was extremely good. The first red T.I. went down at 2:28 hours and from then on the target was well marked with both red and green T.I.'s. There was some evidence of undershooting but bombing generally appeared well concentrated and fires, although not exceptionally large, had taken a good hold. Smoke rose to 2,000 feet and the reflection of fires could be seen for about 50/75 miles on return. Many explosions were noted and two crews report two exceptionally large ones when they were 100 miles away. Heavy flak was slight to moderate, mainly in barrage form with some evidence of prediction on isolated aircraft, bursting at 15/21,000 feet. Searchlights were numerous but stationary, even when aircraft approached them. There was several sightings of enemy aircraft on approaching the 7/A, in it, and after leaving. XXXXX The Squadron Commander, W/O. H.C. Ledoux (G.111) assumes temporary command of the Station during the absence, on leave, of the Station Commander, G/C. L.H. Lacombe (G.1161). S/Ldr. E.G. St-Jean (J25368) W/A Flight Commander, assumes temporary command of the Squadron.		A.3254 to A.3268 incl. Appendix 20/45.
	22.2.45		Training was carried out by 3 aircraft to-day. 15 N.C.U. aircrew were interviewed to-day by the Station and Base Commanders, for purpose of commissioning.		
	23.2.45		Sixteen (16) aircraft were detailed to attack Essen and all took-off. All attacked primary and returned safely. S/L. R.D. Hemphill "DR" 2 "B" Flt. Commander, acted as Deputy Leader of the Gaggle. There was 10/10ths cumulus and strato-cumulus with tops at 5/8,000 feet with layers of stratus with tops 19/21,000 feet. Very few crews saw sky markers which were bursting above the stream. Due to cloud and scarcity of markers no assessment could be made. The majority of crew bombed on sea. Heavy flak was nil to slight, barrage form, bursting 15/18,000 feet. Defences at Minchen Gladbeck were active. No enemy aircraft seen and no claim is made. Training was carried out by 2 aircraft to-day. F/O. J.G.W. Landry (J8683, pilot, formerly of this unit, and now at No. 22 O.T.U., visited his many friends on the Squadron to-day.		A.3269 to A.3284 incl. Appendix 21/45.

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 STATION TROTTHORPE YORKS.			POSTINGS OUT (CONTINUED)		
			J36924 P/O. Donaldson, T.M. - Inv. - Posted to RCAP "B" Depot wef. 16.2.45.		
			J35588 P/O. Edwards, K.J. B/A. " " " " " "		
			J37892 P/O. Egan, J. B/A. " " " " " "		
			R106760 W/O. Mathews, T.A. W/AG. " " " " " "		
			R264118 Sgt. Hill, D.A. A/G. " " " " " "		
			R268151 P/S. Shubrook, D.C. A/G. " " " " " "		
			J30992 P/O. Dupont, B. A/G. " " " " " "		
			J26627 P/L. Boushard, C. Pilot. " " " " " "		12.2.45.
			R268520 W/O. Maguire, R.A. A/B. " " " " " "		1.2.45.
			R266477 P/O. Stephen, D.J. A/G. " " " " " "		
			CHANGE IN COMMAND: NIL.		
			CHANGE IN ADMINISTRATION: NIL.		
			AIRCRAFT ON CHARGE: - 22 Halifax Mark. III.		
			HEALTH: Squadron health for the month of February was very satisfactory, which is due to the return of better weather conditions. Sick parades were much smaller than usual.		
			PROMOTIONS: J37705 P/O. Fayette, J.E. - W/AG - Promoted Temporary Flying Officer wef. 6.1.45. J13447 T/F/L. R.D. Hampill "DFC" Pilot - Promoted Acting Squadron Leader wef. 19.2.45.		
			NUMERICAL STRENGTH OF UNIT AS AT 28th FEBRUARY, 1945.		
			R.C.A.F. OFFICERS: AIRCREW: 123. GROUND CREW: 1. RCAP AIRMEN AIRCREW: 100 GROUND CREW: Nil.		
			R.A.A.F. " " " " 10 " " Nil RAF " " 20 " " Nil		
			TOTAL " " " " 133 " " 21 TOTAL " " 120 " " Nil		
			OPERATIONAL SORTIES CARRIED OUT DURING MONTH OF FEBRUARY, 1945:- Night: 127 - Day: 66 - TOTAL: 193.		
			OPERATIONAL, NON-OPERATIONAL AND FLYING TRAINING DURING THE MONTH OF FEBRUARY 1945.		
			Operational: 456.25 847.06 1,282.30		
			FLYING TRAINING: 211.40 23.25 235.25		
			Other flying: 52.55 - 52.55		
			BOMB EXPENDITURES: (TONS (2,240 lbs.) H.B. INCENDS.		
			Bombs dropped from 1.1.44 to 31.1.45. 6,632.9 458.8		
			Bombs dropped during month of February, 1945:- 362.8 292.1		
			Cumulative total from 1.1.44:- 6,994.17 750.9		
			NUMBER OF COMBATS WITH ENEMY AIRCRAFT: :- 2. On 7.2.45, One P.W. 190 is claimed destroyed. On 20.2.45, One H.B. 210 is claimed probably damaged.		

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of (Unit or Formation) 425 (RCAF) SQUADRON. No. of pages used for day 8.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
ROCAF STATION THURTHORPE YORKS.	24.2.45.		Fifteen (15) aircraft were detailed to attack Kamen and all took off. All attacked primary and returned safely to base. Aircraft H.Z. 454 "S" (P/O Kollanek) was heavily damaged by flak; no one was injured. 10/10th strato-cumulus clouds, tops estimated between 5/8,000 feet. Most crews heard W/B's instructions to bomb by Navigational Aids and the majority bombed on Gee. W/Owing to compact cloud, assessment is impossible, but bombs could be seen dropping over a wide area. Nil to slight heavy flak at target areas in barrage form from 15/16,000 ft. with some evidence of light flak from 10-/12,000 ft. and a little predicted heavy flak. P/Lt. S.P. Klombes C.5504 - Admin - and P/O. Officer V.A. Barter, V.50275 - Admin. from Personnel Record Branch, No. 6 (RCAF) Group, visited the Squadron and also gave the Squadron Adjutant some "Gen" on the compilation, etc. of the Operations Record Book. Flying training was carried out by three aircraft during the day.		A.3285 to A.3299 incl. Appendix 22/45.
	25.2.45.		There was no flying to-day and the aircrew were given a complete stand-down.		
	26.2.45.		The Squadron was not required for operations to-day. Flying training was carried out by 15 aircraft. A muster parade was held in the afternoon, when the Squadron was presented with the No. 6 (RCAF) Group Bombing Trophy for the month of January, by A/C. C.A. Siemes, (O.71) Acting XXXXX Air-Officer Commanding No. 6 (RCAF) Group.		
	27.2.45.		Nineteen (19) aircraft were detailed to attack Ibins and all took off. One aircraft, N.A. 180 "D", P/O. Chabot, returned early due to hydraulics O/S; Bomb load was jettisoned. 18 aircraft attacked primary and returned safely to base. Attack carried out in 10/10th cloud with tops variously estimated between 6 and 14,000 feet. P.P.P. was reported by most crews as between 2 to 4 minutes late. Two green smoke puffs only seen until 1938 hours from then on target was well marked. Due to PFF being late the attack was considered to be scattered at the beginning of the raid, but increasing in concentration near the end. Some crews report greyish black smoke rising above the cloud to 10,000 feet to 13,000 feet, but no actual visible because of cloud cover. W/B slacker heard by most crews, increasing to bomb on sparkers. Heavy flak slight in barrage up to 16/20,000 feet and becoming moderate towards the latter stages of the attack. Flying training was carried out by one aircraft during the day.		A.3300 to A.3318 incl. Appendix 22/45.
	28.2.45.		The Squadron was not required for operations to-day. Flying training was carried out by 17 aircraft in daylight.		
CASUALTIES.			J90995 P/O. R.F. Daniels - Navigator. - Injured in aircraft accident on operations on 9.2.45. J804333 F/S. W.E. Ketcham - W/O P/AG		
HONOURS & AWARDS.			J25368 A/S/Ldr. E.G. St. John (Pilot) - Awarded Non-Immediate D.F.C. on 20.2.45. J86211 A/S/Lt. J.A.C. Bourassa (W/O)		
COMMISSIONS.			J.92456 P/O. J.W. McKeon - Nav. - Commissioned w.e.f. 15.11.44. J93155 P/O. J.T.P. Diguera - Pilot. " " 2.12.44. J93341 P/O. A.L. Guilbault - Nav. " " 7.12.44. J93358 P/O. R.A. Hawkins - Nav. " " 7.12.44. J93520 P/O. J.B. Loblan - P/O. " " 14.12.44. J93450 P/O. G. Ar. Stepanoff - A/C. " " 14.12.44. J93451 P/O. J.C.F. Williams - B/A. " " 19.12.44. J93569 P/O. D.R. Hansen - B/A. " " 14.12.44.		

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Place	Date	Time	Summary of Events	References to Appendices
R.C.A.F. STATION THOLTORPE YOKES.	28.2.45.			
		POSTINGS IN.		
		J90015 P/O. Patry, L.A.	Pilot. Posted from 76 RCAP Base wef. 31.1.45.	
		R196215 P/S. Fournier, A.M.	W/AG. " " " " " "	
		R136703 WO2. Falemont, J.P.	W/AG. " " " " " "	
		R164779 Sgt. Lanctot, J.J.R.	P/A. " " " " " "	
		R99359 P/S. Goupil, J.D.	P/AG. " " " " " "	
		R136538 P/S. Hammeton, C.J.	W/AG. " " " " " "	
		R198067 Sgt. Odell, G.R.	P/Eng. " " " " " "	
		J90240 P/O. Kolisnek, J.	Pilot. Posted from 76 RCAP Base wef. 6.2.45.	
		R171389 WO2. Roy, J.L.	W/AG. " " " " " "	
		R150567 WO2. Laplante, A.L.	P/A. " " " " " "	
		R155031 P/S. Blanchet, R.M.	P/L. " " " " " "	
		R269021 P/S. Landre, F.J.	P/AG. " " " " " "	
		R154329 P/S. Blanchard, D.	W/AG. " " " " " "	
		RAF.1593968 Sgt. Bentley, H.	P/Eng. " " " " " "	
		J98540 P/O. Lockman, R.F.	W/AG. Posted from 426 RCAP Sqn. wef. 30.1.45 for Signal Leader duties.	
		J92008 P/O. Sarris, G.	P/AG. Posted from 76 RCAP Base wef. 19.2.45.	
		J27416 P/O. Jacobs, S.H.	W/AG. Posted from 426 RCAP Sqn. wef. 24.2.45.	
		J88776 P/O. Brierley, W.	P/AG. " " " " " "	
		J8745 P/O. Fontana, D.J.	P/AG. " " " " " "	
		R164528 WO2. Froidhomme, J.H.A.	P/A. Posted from 427 RCAP Sqn. wef. 19.2.45.	
		RAF.1620611 Sgt. Scott, R.O.	P/Eng. Posted from 432 RCAP Sqn. wef. 30.1.45.	
		POSTINGS OUT.		
		J92377 P/O. Boyd, F.A.	P/AG. Posted to RCAP "R" Depot wef. 23.1.45.	
		J97433 P/O. Legault, P.H.	Pilot. " " " " " "	
		J90513 P/O. Ault, M.F.	P/AG. " " " " " "	
		J90850 P/O. Aubry, J.A.	P/AG. " " " " " "	
		J10177 P/O. Dionne, C.A.H.	"DFC" Pilot. " " " " " "	
		J90826 P/O. Arsenault, J.A.	W/AG. " " " " " "	
		J55216 P/O. Simard, J.L.	Pilot. " " " " " "	
		J10432 P/L. Belanger, J.M.	"DFC" W/AG. " " " " " "	
		J10679 P/L. Houzar, J.H.	W/AG. " " " " " "	
		J37717 P/O. Houle, L.M.	P/A. " " " " " "	
		J52078 P/O. Dwyer, H.J.E.	P/AG. " " " " " "	
		C93178 P/O. Vermette, J.E.	P/AG. " " " " " "	
		J91991 P/O. Doucette, D.A.	P/AG. " " " " " "	
		J20365 P/L. Rankin, H.G.	Pilot. Posted to 22 D.T.U. wef. 19.2.45.	
		J19350 P/L. J.K. Perry	"DFC" W/AG. Posted to 22 D.T.U. wef. 15.2.45.	
		J59679 P/O. Barbeau, J.R.E.	P/AG. Posted to 22 D.T.U. wef. 15.2.45.	
		J27119 P/O. Bush, E.F.	P/A. Posted to 427 RCAP Sqn. wef. 19.2.45.	
		J11765 P/O. Chapman, I.A.F.	Pilot. Posted to 427 RCAP Sqn. wef. 19.2.45.	
		J92841 P/O. Lablanc, R.S.T.	P/A. Posted to 427 RCAP Sqn. wef. 19.2.45.	
		J37190 P/O. Labelle, L.J.	P/AG. Posted to RCAP "R" Depot wef. 5.2.45.	
		J50985 P/O. Gardner, W.H.	P/AG. " " " " " "	
		J52073 P/O. Shields, R.E.	P/AG. " " " " " "	
		J90994 P/O. Donohue, J.P.	P/AG. " " " " " "	
		J92330 P/O. Croucher, M.S.	W/AG. Posted to 419 RCAP Sqn. wef. 25.2.45.	
		RAF.187039 P/O. Slater, H.J.	P/E. Posted to 1664 Com. Unit wef. 21.2.45.	
		RAF.186761 P/O. Parry, R.W.	P/E. Posted to C.A.C. W.O.F. 25.2.45.	
		RAF.186240 Sgt. Greenwood, J.P.	P/E. " " " " " "	
		RAF.1860668 Sgt. Greenwood, J.P.	P/E. " " " " " "	

SECRET.

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