

# OPERATIONS RECORD BOOK

APPENDIX  
U.S. AIR FORCE  
FORM 541

DETAIL OF WORK CARRIED OUT

By 425 ROAF Squadron

**SECRET**

PAGE No. 1.

FOR THE MONTH OF April 1945

\*15301-2311 Wt. 6822-2126 754 1044 T.S. 789

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
1/6/45	Halifax III. No. 134 "B"	F/O. Turcotte & crew		1932	0141	Target: Hamburg (Hamburg-Rhenania)- Bomb load: 8x500 ANM64 and 8x500 M.C.D. Weather 2/10ths clouds tops 8,000 ft. Vis. good. Target ident. by red T.I's, flares. Bombed centre of concentration of T.I's as instructed by W/B. Markers seen at H-4. Target well marked and markers concentrated. W/B first heard at H-13. Basement flight plan heard at H-1, saying to bomb concentration of T.I's. Good explosions at 2229 and 2235 hrs. Target well on fire. Bombing concentrated. Weather better than briefed except haze over sea. Saw a couple of aircraft at about 2,500 ft. over sea on way out, and 3,500 ft. on way back. Saw some fighter flares on leaving target. 1x500 MCD hung up at target, jettisoned safe at 2240N 0010E, 2,500 ft. At target, bombed from 17,800 ft. at 2229 hrs, 110 deg.T., 172 TAS, W/S: 310/58.	A.3558
"	M.A. 205 "B"	F/O. Rivet & crew		1937	0154	Target: Hamburg (Hamburg-Rhenania) Bomb load: 8x500 ANM64 and 4x3558 10x500 MCD. Weather 2/10ths St. Cl., 8/10,000 ft. Very good vis. Target ident. by flares and red & green T.I's. Bombed sbdd. edge of mixed T.I's from 19,000 ft. at 2230 hrs, 092 deg.T., 170 Kts. p.h. W/S: 310/51 ind. W/B first heard clearly. Although heavy static at 2220 hrs, talking to deputy. Red T.I's seen at 2225. Followed by flares and mixed R & G T.I's at 2239 hrs. Instructions given by W/B to bomb port of mixed T.I's after bombs were dropped. Red triangle seen on ground 10 miles to port. Markers well concentrated and on T/A. No fire or explosion seen, but heavy black smoke rising to 2,000 ft. at 2234 hrs. Bombing appeared well concentrated. Very good tactics and results. Much better than forecast. Numerous clean flares seen from Point B to coast. Successful sortie. W/B doing a good job. Numerous S.I's in T/A. and one on Kiglin Islands. Saw 4/c seen with nav. lights on 40 to 50 miles from coast on way back. 1x500 MCD hung up at target, was brought back.	
"	M.Z. 419 "B"	F/O. Buker & crew		1941	0144	Target: Hamburg (Hamburg-Rhenania). Bomb load: Same as "B". A.3557. Weather 1/10th cloud, tops 3,000 ft. Vis. good. Target ident. by flares and R & G T.I's and river. Bombed concentration of R & G T.I's from 18,100 ft. at 2229 hrs, 099 deg.T., 182 TAS, W/S: 310/65 ind. Did not hear W/B. Markers seen at H-4. Flares down before them. 1x large orange explosion at 2232 hrs. No evidence of wild bombing. A/C well concentrated. Tactics good. All 4/c appeared to be under 2,000 ft. on way out, no 2233 hrs. lights on way out. Saw some fighter flares but no fighter. 1x500 MCD hung up at target, jettisoned safe at 2237N 0534E at 0005 hrs. from 2,000 ft.	
"	N.R. 231 "F"	F/O. Dumais & crew		1939	0140	Target: Hamburg (Hamburg-Rhenania); Bomb load Same as "B". A.3558 Weather clear of cloud, flight hazy. Vis. good. Target ident. by R & G T.I's and visually by dock area. Bombed visually on dock area where R & G T.I's were located, from 17,800 ft. at 2228 hrs, 105 deg.T., 182 knots, W/S: 310/50. W/B heard clearly at 2217 hrs on V.H.P. No instructions received at time of bombing. Target ident. via. Marking appeared scattered in early stages of attack. Fires observed around 1/2. Smoke billowing up quickly. Results satisfactory. Not as briefed. Some evidence of fighters on leaving target and several flares seen.	

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night 4/6/45. (CONT'D)	Baifex III N.R. 116 "I"	P/O. Chappel & crew		1934	0142	Target: Hamburg (Hamburg-Rhenania). Bomb load: Same as "D". Weather 3/10ths stratus, Vis. good. Target ident. by 2E's, visually by river and markers. Bomb released by R & G T.I.'s from 16,700 ft. at 2232 hrs. 102 deg. T., 188 knots, W/S: 510/55. First seen were red T.I.'s then flares. Then mixed R & G T.I.'s. Well concentrated. W/B heard first at H-G. First order was to bomb mixed R & G T.I.'s then port of them, then centre of mixed T.I.'s. One or two greens seen to stbd. side. Bombing appeared concentrated. One large explosion at 2230 hrs when bombing first started. Smoke to about 2,000 ft. No fire seen. Smoke and tactics fair but length of time in occupied territory too long. Light did not operate but camera camera operated. Fighter flares beginning on route from Kiel on way out to Dutch coast on way back but none over target. Fire sight seen six or seven miles N. of target. No fighter seen.	A.3559
	N.R. 147 "I"	P/O. Violette & crew		1935	0130	Target: Hamburg (Hamburg-Rhenania). Bomb load: Same as "D". Weather 2/10ths clouds, tops 2,000 ft. Vis. good. Target ident. by red T.I.'s, R & G flares and visually by river. Bomb first seen over river, 200 yds left of markers, from 15,900 ft. at 2225 hrs. 100 deg. T., 187 mph. W/S: 510/55. Markers seen H-3. Target well marked. Markers concentrated. W/B heard at H-13, ordering Basement Flight Plan at H-3 and to bomb mixed T.I.'s Good explosions at 2232 hrs. smoke and fire. W/S: 510/55. Were early at target so saw little bombing. Tactics good. Weather better than briefed. All A/G appeared at proper height on way out. No evidence of fighter. Computer in bombight U/S. Hit by flak at target at 2230 hrs. 16,900 ft. Nobody injured.	A.3560
	N.R. 271 "I"	P/O. Blunt & crew.		1940	0156	Target: Hamburg (Hamburg-Rhenania). Bomb load: Same as "D". Weather clear, vis. good. Target ident. by flares, red and green T.I.'s. Bomb released at mixed T.I.'s from 19,000 ft. at 2229 hrs. 082 deg. T., 172 kts, W/S: 310/55 ind. Markers seen at H-5. Hrs. at well marked and markers concentrated. Did not hear W/B. Bombing seemed concentrated but did not see any results. Tactics good. A/G seemed to be under 2,000 ft. on way out. Weather better than briefed over target but vis. on way back over sea not so good. After leaving target, saw some fighter flares. Some A/G with nav. lights on until start of climb.	A.3561
	N.A. 180 "C"	P/O. Miller & crew		1942	0218	Target: Hamburg (Hamburg-Rhenania). Bomb load: Same as "D". Weather 2/10ths low stratus, Vis. good. Target ident. visually by river and by R & G checks. Bomb released at first cluster of R & G T.I.'s from 15,000 ft. at 2229 hrs. 132 deg. T., 174 knots T. W/S: 510/55. W/B heard clearly on V.H.F. at 2229 hrs. First instru- tions were to bomb first cluster of mixed T.I.'s. They appeared well on target but some greens off to stbd. Bombing appeared concentrated but someone seen to bomb on stbd. side. No large explosions at 2233 hrs. with fire and smoke rising to 2,000 ft. Some decoys seen about 6 miles North and also East of target. No mixed fighter flares, were about 25 miles north of track over Zuider Zee. No fighter flares seen first two minutes after leaving target (plain yellow). Others seen were red and green at 17,000 ft. line of about 15 miles across while crossing Zuider Zee. Fighter beacon flashing "000" then "000". One on Texel and one at 5505H 0530Z.	A.3562

www.bombercommand.com

# OPERATIONS RECORD BOOK

APPENDIX  
U.S. AIR FORCE  
FORM 541

## DETAIL OF WORK CARRIED OUT

By 425 BCAF Squadron

**SECRET**

Page No. 3

For the Month of April 45, 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4/6/45	B-24E 111 N.S. 156 "F"	Lt. Patric & crew		1931	0133	Target: Hamburg (Harburg-Rhenania). Bomb load: Same as "D". Weather 3/4ths strato-cumulus tops 3,000 ft. Vis. good. Target ident by R & G T.I.s and by W/B. Bombed centre of mixed T.I.s as instructed. from 16,100 ft. at 2229 hrs. 103 deg. T. 165 TAS. W/S 310/57 ind. W/B first heard at 2219 hrs and 2224 hrs; ins- tructing to bomb centre of mixed T.I.s. Markers well placed. Bomber acted with bombing well placed. No large explosion and no bombing results noted. Some smoke seen with not much better than briefed. One M.109 and one JU.88 seen in W/A and one JU.88 on leg out of target.	A.3563
"	N.F. 967 "C" N.S. 156 "F"	F/O. Kolisnek & crew		1928	0152	Target: Hamburg (Harburg-Rhenania). Bomb load: Same as "D". Weather 2/10ths strato-cumulus at 4,000 ft. Good vis. Target ident by R & G T.I.s and visually by bombs and by W/B. Bombed centre of mixed T.I.s from 17,300 ft. at 2229 hrs. 105 deg. T. 162 knots. W/S 310/58. W/B not heard clearly on 1196 or 1200 hrs. Red T.I.s going down at 2224 hrs. W/B heard clearly after leaving target at 2232 hrs. to bomb concentration of red and greens. Numerous fires and explosions, one big one at 2231 hrs from centre of W/A. Markers well placed. Dark heavy smoke seen rising from target. Bombing seemed slightly scattered. Tactics extremely good. Route good. Met. much better than fore- cast. Good winds. Route marked out of target. By flares con- sisting of two extremely bright balls. Good trip; few W/S's crossing coastal defences. Plenty of W/G over 2,000 ft. when crossing channel and one W/C with nav. lights on.	A.3564
"	N.S. 176 "R"	F/O. Donkin & crew		1956	0147	Target: Hamburg (Harburg-Rhenania). Bomb load: Same as "D". Weather clear. Vis. good. Target ident. by R & G T.I.s. Flares and vis. by river. Bombed concentration of T.I.s from 16,100 ft. at 2228 hrs. 102 deg. T. 168 TAS. W/S 310/53 ind. Did not hear W/B. Red markers at 224. Flares seen at 150. No early on target. No smoke. Tactics O.K. Weather better than briefed. Target, looked like as if shot up from ground. All W/G under 2,000 ft. on way out. 1 A/C with nav. lights on near climb. 2 W/C turned on nav. lights at point "A" on way home.	A.3565
"	N.A. 201 "S"	F/O. McMahon & crew		1953	0146	Target: Hamburg (Harburg-Rhenania) Bomb load: Same as "D". Weather clear of cloud. Vis. good. Target ident. by R & G T.I.s. Bombed centre of T.I.s from 16,400 ft. at 2222 hrs. 102 deg. T. 176 knots. W/S 310/53. W/B not heard till 2231 hrs. Instructing to bomb green T.I.s and warning against overshooting. Target well marked. One large ball of flame noted at 2229 hrs. rising to considerable height. No other results observed. Tactics good. Met. as briefed. One M.110 and one W.100 seen on leaving target. Few flares seen as far as coast on route home.	A.3566

www.bombercentral.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night. 4/5.4.45. (CONT'D)	Halifax III. M.R. 275 "X"	F/O. McClemens & crew		1938	0212	Target: Hamburg (Hamburg-Rhenania). Bomb load: Same as "A". Weather 2/10ths cloud, tops 2,000 ft. very good vis. Target ident. by red and green T.I.'s and flares. Bombed centre of T.I.'s from 18,400 ft. at 2238 hrs, 070 deg. 170 knots W/S: 310/52. W/B heard on L.A. 2.5 sec. after. Red T.I.'s seen at 2238 followed by flares and green stars. W/B heard instructions to bomb first cluster of red and greens. Static on V/F interfered with W/B's instructions. Markers scattered. No heavy explosions seen in V/A at 2255 hrs followed by heavy black smoke. Good tactics and route. Not better than briefed. wind good. Saw fighter flares between 8 and 10. No enemy seen. Very good trip. Concentration over target good. 1x500 lb. bomb hung up over target, detonated safe at 5255. 0325E from 4,000 ft. at 0024 hrs.	A.3567
Night. 8/9.4.45.	Halifax III. M.Z. 357 "A"	F/L. Brassard & crew		1931	0133	Target: Hamburg <del>XXXXXXXXXXXXXXXXXX</del> Bomb load: 1x500 ANM, 6x and 6x500 MBD. Weather low stratus thin cloud at 2000 ft., vis. good. Target ident. by D.R. checkered and HES and markers. Bombed centre of red flares with green stars, from 16,900 ft. at 2238 hrs. 133 deg. T., 176 knots. <del>With red T.I.'s seen to go</del> down at 1116 hrs. Release Point flares seen to burst at 2228 hrs. Ground markers only distinguished as a glow. W/B heard at 2214 hrs and very poor reception on V/F. W/B heard to say "Bombed Flight Plan". Heavy interference on 1196 and Margonia. No fires seen but an explosion seen at 2239 hrs on far side of target. Enemy sky marking seen to SE and S.E. singly about 30 miles away with red/green stars. Route and tactics fair. Not good. Fighter flares started dropping at height of 4,000 ft. continuously from Kiel to the Dutch coast. Decoy seen to port overhead about 10 miles away. One HES 252 lat. A/C seen to pass at 2238 near the Wash near our own coast. one A/C seen to detonate at least 4 bombs in the proper area, safe landed at Silvertown.	A.3568
"	M.Z. 418 "C"	F/O. Paquette & crew		1938	0145	Target: Hamburg. Bomb load: Same as "A". Weather 10/10ths low thin cloud tops about 3,000 ft. clear above. Horizontal vis. good. Target ident. by R & G T.I.'s and sky markers. and HES. Bombed on HES from 17,500 ft. at 2238 hrs, 200 deg. T., 186 TAS W/S. W/B heard on barood at 2226 hrs. V/F quite good but we were detailed at base to bomb on HES. Glow of bomb bursts seen through cloud. Could not assess road. Route and tactics O.K. Landed at Silvertown.	A.3569
"	M.A. 208 "D"	F/O. Rivet & crew		1937	0152	Target: Hamburg. Bomb load: Same as "A". Weather light haze at 2,000 ft. Good vis. Target ident. by flares and T.I.'s. Bombed far red T.I.'s from 19,000 ft. at 2235 hrs. 139 deg. T. 176 knots. W/S: 360/51. W/B first heard at 2235 hrs for a few seconds. Flares seen 1.5 sec. after R & G T.I.'s followed by Manganite. W/B then heard at 2233 hrs giving instructions to bomb far R & G. not to undershoot these orders were being carried out. No fires or explosion seen through haze, only glow from markers. 1x500 ANM hung up over target, detonated safe at 5220N 0315E, from 15,000 ft. Landed at Silvertown.	A.3570

www.bombercommand.co.uk

# OPERATIONS RECORD BOOK

APPENDIX

I.A.F.  
Form 541.

DETAIL OF WORK CARRIED OUT

By 425 (RCAF) SQUADRON.

**SECRET**

Page No. 5.

FOR THE MONTH OF APRIL 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
8/9/45 (CONT'D)	B-111 & 111. M.Z. 419 "E"	P/O. Miller & crew.		1935	0201	Target: Hamburg. Bomb load: Same as "A". <del>Weather</del> This a/c was abortive. Over enemy territory. Due to two combats and necessary evasive action, overshoot target, of course, we were too late to orbit and jettisoned bomb load in allotted area, safe, at 5235H 0255E, 0030 hrs, 9,000 ft. In all 10 enemy aircraft were sighted including 2 jet-propelled a/c. One P.W. 100 is claimed as damaged; see combat report. Landed at Silverstone.	A.3571  Appendix 4/45.
"	N.R. 231 "F"	P/O. Dumas & crew		1929	0138	Target: Hamburg. Bomb load: Same as "A". Weather 10/10ths cloud, low thin stratus. Vis. good. Target ident. by R & G and flares. Bombed centre of glow of R & G 1/2 from 17,000 ft. at 2236 hrs. 180 deg. 1/2 heard fairly clearly at 2227 hrs instructing to bomb concentration of R & G 1/2 and not to overshoot. Flares were plentiful although spread over target. One terrific explosion seen at 2236 hrs and lit up sky. The flight crew lasted about 20 mins. Brown smoke was penetrating cloud, no further observation possible. Route and tactics sat. Several fighter flares in target area increasing on homeward leg for about 50 miles. Landed at Silverstone.	A.3572
"	N.P. 957 "H"	P/O. Belanger & crew		1930	0130	Target: Hamburg. Bomb load: Same as "A". Weather 10/10ths thin cloud tops about 5,000 ft. Clear above. Hor. vis. good. Target ident. by R & G sky markers and flares and 128. Bombed centre of sky marker from 17,500 ft. at 2238 hrs. 180 deg. 1/2 heard clearly on VHF about 2230 hrs. PFF a little scattered but 1/2 was controlling it and bombing appeared concentrated. Numerous large explosions with heavy smoke billowing up and lighting the cloud. Several smaller explosions also seen. Route and tactics quite good. Landed Silverstone.	A.3573
"	N.R. 116 "I"	P/L. Petrie & crew		1936	0147	Target: Hamburg. Bomb load: Same as "A". Weather 10/10ths thin cloud tops about 5,000 ft. Clear above. Hor. vis. very good. Target ident. by R & G sky markers. Bombed same from 18,000 ft. at 2238 hrs. 180 deg. 1/2 heard. 1/2 very faint until 2230 hrs then a little clearer. PFF a little spread out but bombing appeared concentrated. Bomb bursts concentrated and one large explosion at 2240 hrs with red glow on cloud. No other assessments due to cloud. Route and tactics very good. 1/2 fired at by a single light flak gun, from position 5310N 0210E, 0025 hrs, at 6,000 ft. Landed at Silverstone.	A.3574
"	N.R. 117 "I"	S/L. Hemphill & crew		1935	0105	Target: Hamburg. Bomb load: Same as "A". Weather 10/10ths cloud thin stratus, tops 5,000 ft. Vis. good. Target ident. by R & G 1/2s Bombed on 128, from 12,000 ft. at 2232 hrs. 180 deg. 1/2, 185 knots 1/2, 1/2 heard and R & G 1/2s seen at 11-6 hrs. Bombed on 128. Several large explosions observed and brown smoke was rising above thin layer of cloud. Otherwise no further assessment possible. Route and tactics satisfactory and 1/2 as briefed. Several S/Eng. fighters (enemy) seen and considerable fighter flares in threat, as far as Channel home ward. Post inner FOP. Fall off approx. 20 minutes before reaching target, which was bombed on three engines. Landed Manston.	A.3575

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night. 8/9.4.45. (CONT'D)	Halifax III. N.R. 271 "M"	F/O. Blunt & crew		1944	0154	Target: Hamburg. Bomb load: Same as "A". Weather: 10/10ths low stratus cloud at 1,000 ft. Good vis. Target ident. by red and green T.I.'s and W/S. Bombed far edge of mixed T.I.'s from 18,700 ft. at 2235 hrs. 174 deg. T., 175 knots. W/S 360/37. Red T.I.'s seen at 2235 hrs followed by illuminating red flares and green T.I.'s W/S not heard until 2238 hrs. According to bomb centre of reds, changing this to far side of R & G which was done. Believed dummy sky-marking seen 10/15 miles SE of target. Good concentration of markers. Two heavy explosions at 2234 hrs. from centre of T.I.'s. Bombing did not appear to be wild. Tactics O.K. to target but too much up and down on return journey. Fighter flares from target to the SW. Coast. S/L's illuminating clouds to front line position. Landed at Silverstone.	A. 3576
"	N.A. 180 "C"	F/O. Donkin & crew		1943	0159	Target: Hamburg. Bomb load: Same as "A". Weather: 10/10ths stratus at 2,000 ft. Vis. good. Target ident. by R.S. R & G. T.I.'s and flares, bombed farthest green T.I.'s from 18,700 ft. at 2237 hrs. 190 deg. T., 180 knots, 360/30 W/S. W/S heard first at 2228 hrs, clear enough over heavy stratus. Illuminating flares seen first then green T.I.'s followed by sky-markers. W/S ordered to bomb sky-markers then changed to farthest green T.I.'s at 2235 hrs. Bombs dropped on this position. Very few markers seen, no fires or explosions seen. Dummy fire seen at 2234 hrs. Route and tactics good with met. forecast good. Fighter flares to 0800Z. Plenty of S/L activity in front, line area illuminating base of clouds. Landed at Silverstone.	A. 3577
"	N.F. 387 "Q"	F/O. Kollensak & crew		1939	0142	Target: Hamburg. Bomb load: Same as "A". Weather: 10/10ths thin stratus, tops 2,000 ft. Vis. good. Target ident. by 200 T.I.'s, sky-markers and R.S. check. Bombed concentration of sky-markers from 17,400 ft. at 2235 hrs. 192 deg. T., 176 KAS. Glow of T.I.'s seen through cloud after bombing. There were about 5 sky markers which seemed well concentrated. W/S heard only on run-up giving instructions to bomb sky-markers. W/S very effectively jammed on 1196 and 1190. Glow of flares could be seen but no real assessment possible. Route and tactics and met. good. Fighter flares seen from target for 15/20 miles but most were bursting below the stratus. Landed at Silverstone.	A. 3578
"	N.A. 201 "S"	F/O. Malhoun & crew		1941	0225	Target: Hamburg. Bomb load: Same as "A". Weather: 10/10ths stratus cloud tops 2,000 ft. Vis. good. Target ident. by R & G T.I.'s and sky-marking. Bombed on glow of T.I. red seen through cloud, from 18,400 ft. at 2235 hrs. 190 deg. T., 186 knots 2. W/S 005/51. W/S effectively jammed on 1196 and 1198. Red T.I.'s quite plentiful. Greens seemed to be R.E. of these. On run up several explosions seen at 2237 hrs. One very large one blew debris above the cloud. Believed twin engines 2/17 seen over target as well as many fighter flares. Route and tactics good with met. as briefed. On second and third legs out of target, S/L's seemed to be marking our track along the ground. Landed at Fitchfield.	A. 3579

www.bombercommand.com

# OPERATIONS RECORD BOOK

PENDIX

S.A.F.  
FORM 541.

DETAIL OF WORK CARRIED OUT  
425 (RCAF) SQUADRON.

**SECRET**

PAGE No. 7e

FOR THE MONTH OF APRIL 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night 8/9.4.45 (CONT'D)	Halifax III. N.P. 937 "A"	P/O. Giguere & crew		1940	0136	Target: Hamburg. Bomb load: Same as "A". Weather: 10/10ths cloud thin, about 5,000 ft. and clear above. Horiz. vis. good. Target ident. by red flares with green stars and glow of ground markers. Bombed sky-markers as instructed by W/B. from 17,500 feet at 2238 hrs, 180 deg. T., 140 knots T. W/B quite clear. T.F.s lost in cloud <del>xxxx</del> but sky-markers good. Glow of fires and explosions seen as a glow on the cloud. Route and tactics quite good. Weather excellent. Ab. 5340H-5350H, several colours of the day flashed off. 1500 IED hung up over target, was detonated safe at 5350H-5360H, 0615 hrs. From 7,000 ft. landed Silverstone. An enemy fighter claimed probably damaged.	A.3580  Appendix 47/45
"	A.Z. 425 "U"	P/O. Baker & crew		1934	0207	Target: Hamburg. Bomb load: Same as "A". Weather 10/10ths thin stratus tops 5,000 ft. Vis. good. Target ident. by red flares with green stars. Bombed centre of same, from 18,100 ft. at 2227 hrs, 187 deg. T., 187 knots T. W/B heard clearly at 2229 hrs, instructing to bomb mixed red and green T.F.s then immediately afterwards to bomb sky-marking, and not to undershoot which was repeated three times. Markers were plentiful and well placed. Considerable bomb bursts were observed and concentrated red glow seen through cloud. Otherwise no further assessment possible. Tactics satisfactory although route not sat. in so far as ground defences are concerned. A few fighter flares in the W/A but a considerable increase on the homeward leg. Landed Silverstone.	A.3581
"	A.R. 275 "X"	W/O. McLemens & crew		1942	0152	Target: Hamburg. Bomb load: Same as "A". Weather 10/10ths thin stratus tops 5,000 ft. Vis. good. Target ident. by T.F.s sky-markers and illuminating flares. Bombed on estimated position of sky-markers which went out while on bombing run. From 18,400 ft. at 2238 hrs, 180 deg. T., 175 kts. About 4 sky-markers were seen on bombing run. Markers quite good in a cluster. W/B not heard due to jamming and W/B being U/S. No result of bombing observed. Route and tactics O.K. Not good but feel that more time in hand should have been allowed, particularly on route to target, due to changing winds (light). Enemy a/c seen after leaving target, which followed back to coast. Enemy fighter flares also seen. Landed Silverstone.	A.3582
Day 10.4.45	Halifax III. N.B. 157 "A"	W/O. Ledoux & crew		1145	2154	Target: Leipzig (Meckau) Bomb load: 6x500 A.D. 6 and 6x500 A.3 583 102H. Weather nil cloud, very slight ground haze. Alternative target was attacked. Ident. visually by tail-w. antihelm and yellow T.F.s. Bombed 200 yds. overshoot on yellow T.F.s from 20,200 ft. at 1808 hrs, 120 deg. T., 163 knots, W/S 110/13. W/B heard very clearly at 1745 hrs, diving assessment flight 21. Run up made visually and W/B observed on both 200 yds overshoot. Gray smoke rising from 2/5,000 ft. in bombing well concentrated and target well covered. Markers short by 2 to 100 yards. Poor navigation, followed guide. Good route and tactics, but clouds very poor, too much W/A and poor nav. Goggles well covered with fighter protection. Swells of wind at 5,000 ft. from ground level, upwelling to 15,000 feet in target area.	A.3 583

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Day 10.4.45 (CONT'D)	Halifax III. W.R. 252 "B"	W/O. Nye & crew		1340	2153	Target: Leipzig (Mackau). Bomb lead same as "K". Weather clear, vis good. Target ident visually by railway and autobahn and by W.R. check. Bombed centre of smoke from 16,000 feet at 1801 hrs, 152 deg. T., 109 knots, W/S 2200/17. No T.I. seen at all. W/B clear at 18-15 First heard when ordering to bomb basement flight plan. Making bomb burst within 100 yards of smoke. Last instructions followed. Explosions seen on run up continuously. No fire seen but smoke rising to 2000 feet. Route and tactics O.K. W/B having difficulty losing time. Airspeed extremely slow. W/B was good. No fighter seen. At 200 W.C.E. D. hung up jettisoned live on single and save from 16,800 ft. at 210 W 2200, 1809 hours, 135 deg. knots 7.	A.3584
"	M.Z. 418 "C"	P/O. Davidson, W.R. crew		1336	2208	Target: Leipzig (Mackau). Bomb lead same as "K". Weather no cloud with good visibility. Target ident. visually on railway, autobahn and W.R. check and yellow T.I. Bombed railway line near yellow T.I. from 16,800 ft. at 1800 hrs, 115 deg. T., 177 knots, W/S 230/13. W/B heard clearly at 18-15. Made visual run up on A/P. W/B ordered bombing using 8 target, which was carried out successfully. Bombed T.I. by 400 yards. Bombs faintly seen through heavy black smoke to 1,000 feet. Numerous W.R. seen on A/P. Slightly to right of A/P. One overshoot of approx 500 yards seen, but remainder seemed to be well concentrated. Off track a lot following gaggle. Route and tactics, also W/B forecast were good. Signs of enemy fighters activity. Poor gaggle at all times too early and poor leadership. Very good fighter protection.	A.3585
"	M.A. 203 "D"	P/O. Donkin & crew		1313	2220	Target: Leipzig (Mackau). Bomb lead same as "K". Weather clear, vis good. Target ident. by yellow T.I. and visually by railway, autobahn and city. Bombed on W/Yds from 16,500 ft. at 1800 hrs, 111 deg. T., 151 knots. W/B heard clearly at 17-18 hrs. Instructing to overshoot the T.I. by 3 lengths, at 17-58 hrs. Bombed W/Yds and bombs seen to straddle the A/P. Grey-black smoke quickly obscured the target which rose to 2,000 feet and seen 40 miles away. Route and tactics satisfactory. W/B was as briefed. Gaggle was early and had considerable trouble in obtaining position for bombing, with bombing in target area. Formation was poor.	A.3586
"	M.Z. 419 "E"	P/S. Beaudain & crew		1344	2150	Target: Leipzig (Mackau). Bomb lead same as "K". Weather: clear. Target ident. visually by autobahn and railway. Bombed centre of W/Yds visually from 16,800 ft. at 1800 hrs, 110 deg. T., 186 knots. W/S 216/13. W/B heard clearly saying to bomb basement flight plan. W/B only seen after our bombs burst. W/B clouded black W/B smoke and indication of concentrated bombing from Lancaster attack. We were second to bomb our A/P so no results seen. Route and tactics O.K. W/B easy to formate and follow but got us to target six minutes early even though he did several laps trying to waste time. Hit by heavy flak in W/A at 17-58 hrs, W/RAC's position held about 2.5 min square, and W/B main engine fire blown out. W/B was injured.	A.3587

www.bombercommand.com

RECORD BOOK



# OPERATIONS RECORD BOOK

APPENDIX

U.S. AIR FORCE  
FORM 541

DETAIL OF WORK CARRIED OUT

By 425 (RCAP) SQUADRON.

**SECRET**

PAGE No. 11.

FOR THE MONTH OF APRIL 1945.

11331-2211 Wt. 28723-2156 720 1064 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night. 18/14.4.45	Halifax III. N.R. 137 "K"	W/C. Ledoux & crew		2012	0400	Target: Kiel. Bomb load: 6x500 AMM64, and 6x500 MD.T.D. Weather: 10/10ths cloud with tops at 3,000 ft. Vis. good. Target ident. by flares and green T.I.'s. Bombed on red glow from 14,900 ft. at 2325 hrs, 135 deg. E., 177 knots. W/S: 300/25 Ind. Flares seen at H-7 hrs. Flares over a large area. W/B heard at H-15 saying to wait for further instructions to bomb alternative target. At H-8 said to bomb alternative. Appeared to be spreading at bank. Bombing seemed concentrated within the markers. Tactics O.K. Weather better than expected only over target. Some day lights seen on near enemy coast. 1x500 AMM64 hung up and jettisoned safe at 5451N 0530E, from 3,000 ft. at 0030 hrs. Landed at Furshora.	A 3595
"	N.R. 134 "Z" <del>XXXXXXXXXX</del>	S/L HEMPHILL & crew		1956	0342	Target: Kiel. Bomb load: Same as "K". Weather 10/10ths cloud tops at 3,000 ft. Vis. good. Target ident. by R & G T.I.'s and flares. Bombed centre of green glow from 14,900 ft. at 2329 hrs, 230 deg. E., 175 knots. W/S: 327/32. Markers (green) seen at H-5 hrs. Plenty of markers but scattered. W/B heard at H-6 hrs instructing to bomb secondary. T.I.'s covered all the city. Good explosions at 2329 hrs. Tactics good. Weather better than expected. Some evidence of fighters before target. IES was W/S. Landed at Furshora.	A.3596
"	N.R. 252 "B"	F/O. Bulker & crew		2003	0256	Target: Kiel. Bomb load same as "K". Weather 10/10 stratus at 3/4,000 ft. Good vis. Target ident. by flares, R & G T.I.'s and IES. Bombed centre of green glow from 16,100 ft. at 2330 hours, 163 deg. E., 185 knots T. W/S: 300/27. W/B heard clearly at 2317 hrs ordering to bomb alternative target. Illuminating flares seen going down at 2326 hrs followed by greens which were accurate according to an IES check, and well concentrated. W/B ordered to bomb centre of green glow. Bombing seemed to be accurate and concentrated. One big explosion to port of target at 2331 hrs. Numerous small fires on leaving target. Route and tactics satisfactory. Met. forecast inaccurate. A few fighter flares seen on leaving target. No sight of enemy activity. About 20 S/L's active from islands stbd. of track when leaving Danish Coast. 1x500 hung up over target and was brought back. Landed at Furshora.	A.3597
"	N.Z. 418 "C"	F/O. Raquette, L.R. & crew		2002	0227	Target: Kiel. Bomb load same as "K". Weather 10/10 stratus-cum. clouds tops 2,000 ft. Good vis. Target ident. by IES, flares and green T.I.'s. Bombed centre of cascading green T.I.'s from 16,200 ft. at 2328 hrs, 175 deg. E., 169 knots, W/S: 300/25. W/B first heard clearly at H-15 hrs ordering to stand by to bomb alternative target. At 2327 orders were given to bomb cascading green T.I.'s which was carried out. The markers were well concentrated and appeared to be accurate. Glow from red T.I.'s being visible in centre of the greens and checking well with the IES. One big explosion slightly to stbd. of target area at 2329 hrs. Route and tactics good with met. fair except for winds and cloud over target. A few S/L's in Kiel canal area. No signs of enemy air activity. Landed at Furshora.	A.3598

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
Night 12/14.46	Halifax III. N.A. 203 "D"	F/O. Rivet & crew		2011	0325	Target: Kiel. Bomb load same as "K". Weather 10/10 cloud, at 3,000 ft. Vis. good. Target ident. by green T.I., flares and HES. Bombed edge of green glow from T.I.'s, at 2341 hrs, from 16,400 ft. at 165 deg. T., 180 knots T., W/S: 300/30 ind. Flares seen at H-7 and green T.I.'s at H-4 hrs: T.I.'s were well concentrated and numerous. M/B heard at 2343 hrs. Tallies by deputy; he ordered to stand by to bomb alternative, at 2355 hrs. and to bomb centre of green T.I.'s at 2350 hrs. At 2337 he was tallies all stragglers to bomb edge of green glow. Some overshoots seen. Good large explosions. We were early on first run to target so made orbit to port, back at 2341 hrs. Tactics very good. Weather as briefed only near target. No evidence of fighters. 2350 bomb hung up at target, were jettisoned safe at 645N 0547E, 0045 hrs, from 3,500 ft. Hit by heavy flak at target at 2325 hrs. 16,400 ft. 140 knots p.h. Nobody was injured. Landed at Smith.	A.3599
"	H.R. 251 "P"	F/O. Dumais & crew		2004	0350	Target: Kiel. Bomb load: Same as "K". Weather 10/10 cloud, tops 2,000 ft. Hriz. vis. very good. Ident. by green T.I. and flares. Bombed far edge of green T.I. as instructed by M/B from 15,800 ft. at 2343 hrs, 210 deg. T., 185 knots T., W/S: 300/25. M/B heard clearly. Glow of T.I.'s was all that was seen as were late. Large red-orange glow seen on cloud covering an area of about one mile. No other explosions seen. Hit to cloud, made orbit to port about position "2" to lose time. Comed by S/L's and evaded predicted flak. By the time we got back on track we were late. Take-off time set too far ahead for set course. We stogged around for 45 minutes. 16,500 lb. 500 AM164 hung up and was brought back. Landed Pershore.	A.3600
"	H.P. 956 "H"	F/O. Belanger & crew		1957	0255	Target: Kiel. Bomb load same as "K". Weather 10/10 cloud. Vis. good. H.R. 2000 ft. Good vis. Target ident. by H & G T.I., flares and H & G T.I.'s. Bombed near edge of green T.I. from 15,200 ft. at 2333 hrs, 170 deg. T., 180 knots T., W/S: 300/30. M/B first heard very clearly at H-16, testing and giving time check. When bombing run was started M/B was giving orders to bomb edge of green glow at 2330 hrs. Marked checked well with HES. appeared to be well placed and one glow showing. Two explosions seen at 3 and 4 minutes after leaving target. Route and tactics good. Met. better than briefed except winds which were inaccurate and c clouds over O.A. One white flare shot up from ground at coast on way in. Signs of fighter activity. S/L's and light flak working together at return on return journey. Landed at Pershore.	A.3601
"	H.R. 116 "I"	F/O. Raquette, C.G. & crew.		2010	0327	Target: Kiel. Bomb load same as "K". Weather 10/10 cloud about 2,000 ft. HORIZ. vis. fair. Ident. by H & G T.I., and flares. Bombed centre of green T.I. on instruction from M/B who was clearly heard and on time. Bombed from 17,000 ft. at 2339 hrs. 230 deg. T., 180 knots T., W/S: 300/30. HF fairly scattered but on time. Flashes of all bomb bursts seen inside the area marked by T.I.'s. Route and tactics O.K. Orbited to port to waste time at target. Landed at Pershore.	A.3602

www.bombercommand.com

3

# OPERATIONS RECORD BOOK

A.F.  
FORM 541.

DETAIL OF WORK CARRIED OUT

By 425 (RCAP) SQUADRON.

**SECRET**

PAGE No. 13.

FOR THE MONTH OF April/45. 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				Up	Down		
13/14.4.45	Halifax III. N.R. 271 "M"	F/O. Molahon & crew		2006	0250	Target: Kiel. Bomb load: Same as "K". Weather 10/10 cloud tops about 3/4,000 ft. Horiz. vis. very good. Target ident. by red & green T.I. and W/S. Bombed centre of cascading green T.I. area instructed by W/S from 16,100 ft. at 2323 hrs. 222 deg. T., 175 knots, W/S: 300/28. W/S heard clearly at 2317 hrs. W/S concentrated glow on cloud. Flashes of bomb bursts seen but nothing else to report. Orbited position "C" to waste time. Route and tactics very good. Landed Porsshore.	A.3608
"	N.A. 180 "O"	F/O. Donkin & crew		2007	0235	Target: Kiel. Bomb load: same as "K". Weather 10/10 cloud tops at 3,000 ft. Horiz. vis. good. Target ident. by red T.I. and flares. Bombed centre of red glow from 15,800 ft. at 2330 hrs. 170 deg. T., 169 knots, W/S: 300/24. W/S heard clearly at 2318 hrs. W/S on target. Green and red T.I.s were on top of each other. Very well concentrated. Too much cloud to assess results. Route and tactics very good. Landed Porsshore.	A.3604
"	N.E. 357 "A"	F/L. Petrie & crew		2005	0306	Target: Kiel. <del>XXXXXXXX</del> Bomb load same as "K". Weather 10/10 cloud stratus-cumulus tops at 3,000 ft. Vis. good. Target ident. by green T.I. and flares. Bombed near edge of green glow from 15,500 ft. 2337 hrs. 195 deg. T., 178 knots, W/S: 126. W/S heard through heavy interference but could be understood at 2315 hrs. Flares seen going down at 2317 hrs followed by green T.I.s at 2314. W/S first ordered to bomb green T.I.s. changing order to near edge of green glare at 2317. Markers appeared to be scattered beneath cloud. Only a few bomb bursts seen as target was obscured. Route and tactics good except too high air speed for 3,000 ft. on way back. Mt. forecast good except for winds. Two fighter flares seen in T.A. No sign of fighter activity. A few S/Ls seen on crossing the coast on return journey, ineffective in target area due to cloud. Landed at Porsshore.	A.3605
<del>XXXXXXXX</del>	N.P. 957 "Q"	F/O. Halle & crew		1956	0237	Target: Kiel. Bomb load: same as "K". Weather 10/10 cloud, tops 3,000 ft. Vis. good. Ident. by T.I. red and green and flares. Bombed centre of green glow as instructed by W/S from 17,000 ft. at 2340 hrs. 177 deg. T., 174 knots, W/S: 300/26. Flares seen at 2343 hrs. Markers scattered but plenty of markers. W/S heard at 2340 hrs. Said to bomb alternative and then to bomb highest greens. Bombing appeared to be concentrated. W/S was W/S. Tactics O.K. with weather better than expected on target. No evidence of fighter. Flares Landed at Porsshore.	A.3606
"	N.R. 176 "M"	F/O. Davidson & crew		1959	0245	Target: Kiel. Bomb load same as "K". Weather 10/10 strato-cu clouds tops 3/4,000 ft. Vis. good. Target ident. by green T.I. bombed centre of glow of green T.I. from 17,000 ft. at 2331 hrs. 190 deg. T., 176 knots, W/S: 300/24. W/S clearly heard at 2315 hrs. Instructing to bomb alternative. At 2314 hrs. instructed to bomb cascading greens which were blinking and disappeared in cloud, leaving green glow over large area. No assessment possible due to cloud. Route and tactics sat. Mt. as briefed, besides wind being stronger than anticipated. One fighter flare seen in target area. Landed at Porsshore.	A.3607

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
Night 13/14.4.45. (CONT'D)	Halifax III. N.Z. 425 "W"	W/O.I. Nye & crew		2009	0300	Target: Kiel. Bomb load same as "K". Weather 10/10 strato-cu cloud, tops 3,000 ft. Good vis. Ident. by green T.I. Bombed close edge of green glow, from 16,700 ft. at 2332 hrs. 165 deg. T., 182 knots, W/S:300/29. W/B heard clearly first at 2320 hrs. Instructing to bomb obscuring greens at 2327 hrs and then to bomb edge of green glow at 2329 hrs. Markers were plentiful but disappeared through cloud. Bright flashes were visible through thin cloud. Otherwise assessment impossible. Route and tactics satisfactory. Not. not as briefed. No cloud over sea, except English coast and 10/10ths over target. No evidence of enemy fighters. Evidence of flares. Landed Pershore.	A.3608
"	H.P. 941 "W"	F/S. Besudoin & crew		2000	0302	Target: Kiel. Bomb load same as "K". Weather 10/10ths cloud tops at 3,000 ft. Horizontal vis. good. Target ident. by green T.I. and flares. Bombed centre of green T.I. as instr. by W/B from 16,700 ft. at 2335 hrs. 172 deg. T., 135 knots, W/S:300/24. W/B heard clearly to say to stand-by for instructions and aim at centre of falling T.I. FFF on time and well concentrated. Photo flashes and glow of fires seen on cloud but no other assessment made. Orbited point "B" to make time. Landed Pershore.	
"	H.R. 273 "W" <del>W/S:300/24</del>	F/O. McClements & crew		2006	0340	Target: Kiel. Bomb load same as "K". Weather 10/10 cloud tops at 3,000 ft. Good vis. Ident. by green T.I. and flares. Bombed near edge of green glow of T.I. from 16,400 ft. at 2321 hrs. 160 deg. T., 181 knots, W/S:300/25. W/B heard clearly at 11-12 ordering to bomb glow alternating between T.I.'s and glow. W/A catching both made bombing run on two cascading T.I.'s green and glow. Markers well concentrated. No result of bombing visible due to target being obscured. Route and tactics good with met good, except for winds and cloud over target. No fighter flares or enemy aircraft seen. Landed Pershore.	
"	H.P. 937 "W"	F/O. Kolišnek & crew		2001	0318	Target: Kiel. Bomb load: Same as "K". Weather 10/10 thin cloud tops at 3,000 ft. Horizontal vis. good. Ident. by green T.I.'s and W/B. Bombed green T.I.'s from 15,600 ft. at 2330 hrs. 235 deg. T., 178 knots, W/S:300/25. W/B heard clearly. W/B say "Stop dropping illuminating flares and go to alternative target". We were to stand-by for instructions. 4 salvoes of green T.I.'s were well concentrated and could be seen through smoke. No assessment could be made. T.I.'s on side of track because we were running up on illuminating flares. So we did an orbit to port because we were 20 minutes early. No comment on route and tactics. A/C seen with nav. lights on at 5505N 0620E. Landed at Pershore.	A.3611
Day 16 Oct 45	Halifax III. N.R. 137 "W"	W/O. Ledoux & crew		1023	1500	Target: Heligoland. Bomb load: 9x1,000 lb and 2x500 lb. 64. A.3612 Weather: One cloud patch seen but not over target. Low thin at 2,000 ft. Vis. good. Ident. visually by island Dune. Bombed centre of smoke over near edge of island from 17,200 feet at 1231 hrs. 170 deg. T., 170 T. knots, W/S:300/24. Red and yellow T.I.'s seen. No fire seen but disappeared into smoke. T.I.'s plentiful. Smoke rising to 3/4,000 ft. No fire seen. Bomb bursts seen throughout target. Evidence of overshooting and a few to either side, but majority well concentrated. Route and tactics good. Smoke fair and is found to be much safer from point of view of falling bombs. No evidence of fighters.	

www.bombercommand.com

12

# OPERATIONS RECORD BOOK

APPENDIX

A.F. Form 541.

DETAIL OF WORK CARRIED OUT

By No. 425 Squadron, R.C.A.F.

**SECRET**

PAGE No. 9.

\*(1106-511) W. 2222-114 700 815 T.S. 700  
\*(1106-511) W. 2222-114 700 815 T.S. 700

FOR THE MONTH OF APRIL/45. 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Day. 10.4.45. (CONT'D)	Halifax III. N.P. 956 "H"	F/O Raquette, L.R. & Crew		1342	2202	Target: Leipzig (Mookau). Bomb load: Same as "K" Weather nil cloud, good vis. Target ident by yellow T.I.'s and M/B Bomed centre of W/Yards from 16,200 ft. at 1801 hrs, 120 deg.T. 170 knots T. W/S:10/15. M/B heard clearly at 1755 hrs. Visual run-up made. Two T.I.'s clusters seen on A/P. M/B first ordered one ago. overshoot on yellow T.I.'s at 1800 hrs. action was carried out; after bombing, orders changed to two seconds overshoot. Bombing appeared well concentrated. White smoke seen rising to approx 5,000 ft. No fire or heavy explosions seen. Route and tactics good. Met. forecast good. Gaggle navigation very poor on way to target; good over target area and returned to more than a stream on return. Concentration good over target, possibly too tight. Gaggle bombed early due to leadership.	A.3588
" "	N.R. 116 "I"	F/O Raquette, C.C. & Crew		1358	2145	Target: Leipzig (Mookau). Bomb load: Same as "K". Weather clear, vis. good. Target ident. visually by railway and autobahn and D.R. smok. Bomed centre of marshalling yard from 16,800 ft. at 1801 hrs, 124 deg. T., 182 knots T. W/S:10/15. No yellow T.I. seen. M/B clearly heard at 1759 hrs. first instructing to overshoot yellow T.I.'s; this remained until bombing. Bombs seen to go down and straddle W/Yards. Attack appeared to be undershooting. Large fires seen S.W. of target near highway. Other small fires seen. No explosion smoke rising to 5,000 ft. Route and tactics good except for slow A/S. Gaggle leaders were quite normal on R/T. and seemed well with conditions. Met. was good except for bad W/T's. Two enemy fighters seen at a distance.	A.3589
" "	N.R. 271 "M"	F/O Blunt & Crew.		1541	2156	Target: Leipzig (Mookau). Bomb load: same as "K". Weather clear vis. unlimited. Target ident visually by autobahn and W/Yards and yellow T.I.'s. Bomed centre of W/Yards visually from 16,500 ft. at 1800 hrs, 122 deg.T., 154 knots. W/S: 5/10/15. M/B very clear. Exploding 30 bomb one within sound of yellow T.I. One stick of yellow T.I. seen about 30 sec. before we bombed. We were very early in attack but bombs were falling in concentration. Fighter cover good. Route and tactics very good. Gaggle poor. Halifaxes and Leaders in each others streams. Winds hard to cope with and our gaggle was early. Suggested that gaggle should form up sooner.	A.3590
" "	N.R. 154 "G"	F/L Patrie & Crew		1337	2204	Target: Leipzig. (Mookau). Bomb load same as "K". Weather slight haze. Good vis. Target ident. visually by autobahn railway lines and yellow T.I.'s. Bomed railway yards from 16,500 ft. at 1801 hrs, 116 deg.T., 160 knots. W/S:10/15. M/B heard at 1758 hrs, faintly but clear. Yellow T.I.'s seen at 1758 hrs and bombing run made on these and M/B ordered to overshoot by one width on further yellow T.I. Two clusters of T.I.'s, both short of target, well concentrated. Bombing appeared well concentrated. Smoke rising to 1,000 ft. Route and tactics sat. with met forecast good except winds. Gaggle stretched out on outward journey and too fast. Good leadership and were visible to gaggle at all times.	A.3591

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Day. 10.4.45. (CONT'D)	Halifax III. M.I. 495 "R"	F/L Laporte & Crew		1534	2159	Target: Leipzig (Machau) Bomb load same as "K". Weather clear, very little haze. Target ident. by yellow T.I. and visually by W/Tards. Bombed on yellow T.I.'s from 16,200 ft. at 1800 hrs, 149 deg. E., 156 knots. W/B not heard. FF concentrated on A/P until about 1806 hrs when they were placed up on built up area. Flame up to 200 ft. with heavy smoke. Bombing very concentrated. Evidence of fighter escort. A/C heading as blow up. Route and tactics good. Gaggles leader had trouble in functioning smoke on way to target. Some Halifaxes were following the flames stream in front of gaggles and then had to lose time by dog-logging before target.	A.5542
" "	H.A. 201 "S"	F/O McMahon & Crew		1535	2146	Target: Leipzig (Machau) Bomb load same as "R". Weather no cloud, good vis. Target ident. by pin-point on woods, railways, and yards and yellow T.I.'s. Bombed centre of smoke from target, at 1800 hrs from 16,500 ft. at 120 deg. E., 178 knots E. W/B first heard testing and ordering to bomb. Bombs fell at 1750 hrs. Signal can be seen on target. No orders heard from W/B. Yellow T.I. seen going down at 1754 hrs, but lost in smoke as centre of smoke bombed. Bombing was well concentrated, but no fire or explosion seen. Black smoke rising to 5,000 ft. immediately obscured target. One small hole from flak caused to a/c over Cologne at 1948 hrs, 1,000 ft. Some was injured. Route and tactics good. Not direct O.K. except for wings. Gaggles very poor. Speeds varying badly, leader easy to follow. Fighter escort good, prompt in reacting to signal that a/c was dropping out of gaggles. 1x500 AMES-Mung up over target was positioned safe at 2000 0500R, 2102 hrs, from 5,000 ft. Landed Woodbridge.	A.5546
" "	H.F. 557 "T"	F/O Giguere & Crew		1537	2157	Target: Leipzig (Machau) Bomb load same as "A". Weather clear, vis. unlimited. Target ident. visually by railway and autobahn and D.R. check and E2S. Bombed centre of yellow T.I.'s from 16,200 ft. at 1709 hrs, 140 deg. E., 180 knots E. Two yellow T.I.'s dropped immediately before bombing. Run up was made by map reading on the target then yellow T.I.'s were dropped directly in line with bombight. W/B first heard at 1758 hrs inst. were to see overcast yellow T.I.'s by gun 49/45. Instructions were followed. Bombs followed down and seen to hit before first railway track and the attack ended before second railway line (slight undershoot). Smoke seen to rise 2/3,000 ft. Route and tactics were good but were not adhered to by the gaggles. Reason was too much time to be wasted. Would have been better if aircraft as indicated in log, and timing. Gaggles leaders heard talking continuously. Map was very good. Camera operated but not sure whether photos taken before the a/c was in a sweep bank. One single engine jet-propelled a/c seen about 500 yards from port side attacking a Lancaster. It was shot at and claimed as probably destroyed.	A.5548 Appendix

www.bombercommand.com

# OPERATIONS RECORD BOOK

INDEX

I.A.F.  
FORM 541.

DETAIL OF WORK CARRIED OUT

By 425 (RCAP) SQUADRON.

**SECRET**

PAGE No. 15.

\*(1337-2513) W1. 2722-4156 T28 12644 T.S. 799

FOR THE MONTH OF April/45. 19

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
Day. 18.4.45. (CONT'D)	Halifax III. N.Z. 418 "C"	F/O Maquette L.R. & crew.	crew.	1009	1605	Target: Heligoland. Bomb load: Same as "K". Weather clear, Vis. good. Target ident. visually and by red T.I. Bombed on starboard edge of smoke in bomb sight. From 17,500 ft. at 1232 hrs. 180 deg. T., 173 knots. W/S 300/24. W/B heard to say clearly to bomb to right of smoke. Markers bang on. Lots of smoke. Visually bombed. Good prang. Tactics good. Met. good. Gaggle formation good both outward and inward.	A.3613
"	N.A. 208 "D"	F/O. Rivet & crew		1011	1452	Target: Heligoland. Bomb load: Same as "K". Weather clear, Vis. unlimited. Ident. visually by island and airport and red T.I. Bombed by overshooting centre of red T.I. by 2 seconds. From 18,000 ft. at 1230 hrs. 170 deg. T., 174 knots. T. W/S 300/26. Markers seen at H-4, were short of centre of island. W/B heard saying Deputy at H-15. At H-10 he ordered Basement Flight Plan. At H-1 to bomb port of yellow markers then overshoot red T.I. by 2 seconds. All sticks were dropped on island. Tactics and weather very good. Gaggle good and close together, easy to follow. No enemy fighters seen.	A.3614
xxxx	N.Z. 419 "D"	F/O. Saker & crew		1010	1506	Target: Heligoland. Bomb load: Same as "K". Weather clear with horizontal vis. good. Ident. visually. Bombed on smoke as instructed by W/B from 17,500 ft. at 1232 hrs. 181 deg. T., 178 knots. W/S 300/27. No P.F.F. seen. W/B heard clearly to say bomb starboard smoke. Dense heavy brown and black smoke up to 8,000 ft. Bombing extremely concentrated. Route and tactics very good. Gaggle very satisfactory. Leader dog-lapping and right on time at target. 1 x 1,000 lb. H.C. hung up, jettisoned safe at 5418N 0713E, 1245 hrs. 17,500 ft.	A.3615
"	N.Z. 281 "F"	F/Lt. Turcotte & crew		1006	1459	Target: Heligoland. Bomb load same as "K". Weather one patch of cloud, low stratus. Vis. good. Target vis. identified and by B.M. Shocks Bombed yellow T.I., overshooting by 2 seconds. From 17,500 ft. at 1231 hrs. 170 deg. T., 176 knots. W/S 300/30. Red and yellow T.I.s seen and plentiful. Red was to starboard and yellows in centre of island. W/B heard clearly at H-12. First instructions were to bomb basement flight plan. Just before bombing instructions were to overshoot. Leaving target, raising to 8,000 ft. Bomb bursts seen. Under-shoots seen and bombing was well concentrated. No fire or explosion seen. Route and tactics good. Gaggle well kept. Got a/c seen in two's, well above the wave just stooping about. 1 x 1,000 lb. hung up at target. Jettisoned safe (exploded on hitting water), at 5426N 0612E, 1257 hrs. 12,000 ft.	A.3616
"	N.Z. 475 "G"	F/S. Bellavance & crew		1012	1336	Target: Heligoland. Bomb load same as "K". Port outer engine stopped while setting course but attempted to proceed to target. Unable to maintain altitude above 12,000 ft., so turned back at 5447N 0603E, at 1154 hrs. 2x500 ANZ 64 jettisoned safe at 5440N 0430E, 1147 hrs. 2x500 ANZ 64 jettisoned safe at 5447N 0450E, 1152 hrs. 2x1,000 lbs. jettisoned safe at 5447N 0445E at 1158 and 1158 hours. all from 12,000 ft. to lighten load.	A.3617

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
Day 16.4.45. (60711D)	Halifax III. N.F. 966 "H"	F/Lt. Belanger & crew		1008	1504	Target Heligoland. Bomb load: Same as "K". Weather clear, vis. good. Ident. visually. Bombed north western corner of island from 17,200 ft. at 1232 hrs, 180 deg. E., 171 knots. W/S 300/24. One red T.I. seen after passing target. Bombs seen by Bomber. W/S heard clearly at 11-9. First bomb 100 yds stbd. of Roda. Instructions before bombing was to bomb stbd. side of smoke. This was not complied with because of position of other a/c. Own stick of bombs seen to hit the island on the west side straddling the buildings there. Block of smoke seen to rise from two bomb bursts. No explosion or fire seen. Smoke rising to 5,000 ft. Route and tactics good. Gaggles well kept. Twin jets seen overhead.	A.3618
"	N.R. 116 "I"	F/Lt. Chappel & crew		1005	1501	Target Heligoland. Bomb load same as "K". Weather 3/10ths stratus cloud at 12,000 ft. Good vis. Target identified visually and by red T.I.'s. Bombed short of Plokerick from 17,200 ft. at 1231 hrs, 178 deg. E., 174 knots T., W/S 300/24. W/S first heard clearly at 11-13 hrs. Visual run-up made. W/S ordered to bomb short of Plokerick at 1230 hrs. Red T.I. seen to go down but lost in smoke. One overshoot seen on the A/P. Dark greyish-brown smoke seen rising to 5,6,000 ft. Bombing was accurate and concentrated. Route and tactics good. Hgt. forecast accurate. No sign of enemy air activity and not much seen of fighter escort. Good gaggles and very good leadership. 121,000 lbs. hung up over target, jettisoned safe at 1300N 0740E at 1315 hrs.	A.3619
"	N.R. 271 "J"	F/O. Blunt & crew		1022	1506	Target Heligoland. Bomb load same as "K". Weather no cloud over target, some slightly to port. Vis. good. Target identified visually by island. Bombed stbd. edge of smoke from 17,200 ft. at 1232 hrs, 174 deg. E., 175 knots, W/S 300/24. No T.I. seen. W/S heard clearly first heard at 11 hour (hgt. was not on). Instructions first were to bomb short of smoke, instr. before bombing were to bomb stbd. edge of smoke. One whole stick seen to overshoot, only two bombs seen to undershoot. No explosion or fire seen. Bombing well concentrated. Smoke rising to 3,000 ft. Route and tactics good. Gaggles well kept. Twin jets seen about 15,000 ft. overhead, after which gaggles thinned very noticeably.	A.3620
"	N.A. 180 "O"	F/O. Donkin & crew		1020	1509	Target Heligoland. Bomb load: Same as "K". Weather clear with good vis. Target ident. visually and by smoke. Bombed centre of smoke as instr. by W/S from 17,600 ft. at 1232 hrs, 180 deg. E., 166 knots, W/S 300/24. No T.I. seen. W/S heard clearly. Some indications of undershooting but main concentration excellent. Smoke heavy dark brown up to 4,6,000 ft. Route and tactics very good. Gaggles excellent on way out of target.	A.3621

www.bombercommand.com

280241

W





DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
Day. 18.4.45. (CONT'D)	Halifax III. H.P. 937 "H"	F/O. Raquette & crew		1024	1457	Target: Heligoland. Bomb load same as "H". Weather thin haze low down. Vis. about 20 miles. Ident. by red T.P. and visually. Bombed sbdd. of smoke as instructed by W/B, from 17,700 ft. at 1231 hrs. 178 deg. 179 knots. W/S: 200/27. W/B heard clearly at H-15 hrs. Just prior to bombing he instructed to bomb sbdd. of smoke which was followed. Barbara underneath the A/P but bombing was nearly all well placed. Several explosions seen on west side of island. The rest was covered with dark smoke rising to about 3,000 ft. Route and tactics good with net. as briefed. Gaggle good on way to target but dispersed on return. Own fighters were seen but no enemy aircraft seen.	A.3626
"	H.Z. 425 "H"	F/O. Halls & crew		1013	1510	Target: Heligoland. Bomb load Same as "H". Weather nil cloud with good vis. Target ident. Vis. by HES and red T.P. Bombed centre of red T.P. from 17,800 ft. at 1232 hrs. 170 deg. T. 178 knots. W/S: 500/26. W/B not heard at all except finally at 1232 hrs. Visual run up made and red T.P. seen and bombed. centre. Barbers were clustered quite well and seemed to be accurate. Light brown smoke rising to 1,000 ft. Bombs well concentrated and accurate except a few undershoots seen. Route and tactics O.K. with net forecast good. except for winds which were slightly out. Evidence of H.E. 262's over target area and following on radar calls for 20 miles. W/B suffered one small leak in underneath fuselage in 2/4 at 1230 hrs. 17,800 ft. at 138 knots. 2 x 1,000 MC and 2x500 AN-64 hung up and were jettisoned safe at 6410N 0730E at 1340 hrs.	A.3627
"	H.P. 941 "H"	F/S. Beaudoin & crew		1021	1530	Target: Heligoland. Bomb load: Same as "H". Weather thin stratus at about 15,000 ft. Vis. very good. Target ident. vis. by periscopes and smoke. Bombed on centre of island from 14,500 ft. at 1237 hrs. 152 deg. 145 knots. W/S: 300/25. No markers seen. W/B heard at H-15 and three times thereafter. He was very good but as we were late he had gone when we arrived. When we got there, the whole target was completely obliterated. Fires were not burning and the smoke had moved over. Control rod linkage on starboard outer engine broke just after take-off, so we went to target on three engines. For this reason we were late arriving after the raid had finished. Route and tactics were good with net. better than briefed. Three H.E. 262's seen but none of our own fighters seen even though we heard and saw them. 1 x 1,000 MC. jettisoned safe at 6453N 0545E, 121 hrs. 12,000 ft. to jettison load. 2x500 AN-64 were also jettisoned safe at 6430N 0220E, 1129 hrs. 9,000 ft. to lighten load. In order to attain more height.	A.3628
"	H.R. 273 "X"	F/C. McClements & crew		1016	1507	Target: Heligoland. Bomb load: Same as "H". Weather clear with vis. very good. Target ident. visually by the island. Ident. and smoke seen rising. Bombed sbdd. edge of smoke as instr'd by W/B from 17,800 ft. at 1232 hrs. 170 deg. 175 knots. W/S: 330/25. W/B heard first at H-15. His instructions were very good. The whole area well hit with little evidence of undershooting. No markers seen. Heavy fires with smoke to about 10,000 ft. over half hour later. Route and tactics and net were better than expected. Gaggle good but loose. 2x1,000 MC, hung up over target, jettisoned safe at 6423N 0510E, 1314 hrs. 9,000 ft.	A.3629

www.bombercommand.com

# OPERATIONS RECORD BOOK

INDEX

I.A.F.  
FORM 541.

DETAIL OF WORK CARRIED OUT

By **No. 425 Squadron, R.C.A.F.**

**SECRET**

PAGE No. **19.**

FOR THE MONTH OF **APRIL/45.** 19**45**

DATE	AIRCRAFT	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				IN	OUT		
18.4.45.	H.R. 252 "B"	F/L Evans & crew.		1007	1459	Target: Heligoland. Bomb load: Same as "K". Weather clear. Vis. good. Target ident. visually. Bombed centre of smoke from 17,500 ft. at 1852 hrs. 170 deg. T. 173 knots. W/S: 210/24. Markers not seen due to smoke which was of bluish colour. Concentration of bombing very good. A good group. Saw PFF markers go down but lost them in smoke. W/B heard to say overshoot T.I. by 2 seconds. Gaggle good, leader called for formation soon after leaving target. Suggest some A/S/A planes should accompany stream to rescue stream going down into dinghy immediately. 6x1,000 MTD hung up, jettisoned live at 542PM 0700G, 1250 hrs.	A.3631
Day. 22.4.45	Halifax III. H.R. 157 "K"	W/C Ledoux & Crew		1852	2209	Target: Bremen. Bomb load: 2x500 MTD, 10x500 AMB. 64. Weather 4/10ths cloud at 8,000 ft. Strato-cumulus with dispersed tops at 7,000 ft. Base 1,000 ft. Vis. good. Returned from target, Mission abandoned on instruction from W/B at 1904 hrs. W/B was clearly heard at 1858 instructing to stand by. T.I.'s believed seen below cloud on A/P. Bomb load was jettisoned safe at 5234M 0535G at 2025 hrs. 10,000 ft. due to brake pressure and engine troubles. Gaggle was very good, both in and out. Met. as briefed. At 1851 hrs. an a/c was sighted with port motor on fire but thought to have been extinguished. Route and tactics good. No enemy a/c seen.	A.3632
" "	H.A. 416 "C"	F/L Raquette & Crew		1627	2150	Target: Bremen. Bomb load: 6x500 MTD and 10x500 AMB. 64. Weather 7/10ths cloud at 8,000 ft. W/B was not heard until 1805 hrs. heard him to say to abandon mission at 1905 hrs. while in target area at 19,000 ft. Bombs were brought back. Gaggle was good, easy to follow, but was to starboard of target.	A.3633
" "	H.R. 253 "B"	F/O Baker & Crew		1615	2158	Target: Bremen. Bomb load same as "C". Weather: 10/10ths strato-cumulus tops 8/10,000 ft. Vis. good. Red T.I.'s were seen P/A. W/B heard at 1800 hrs instructing "Regiment Flight Man", then he was heard to call off the raid at 1805 hrs. Bombs were brought back. Met. was better than briefed. Gaggle less concentrated than usual but allowed for good positioning for bombing. No enemy a/c seen.	A.3634
" "	H.A. 205 "B"	F/O Rivot & Crew		1621	2159	Target: Bremen. Bomb load: same as "C". Weather 10/10ths cloud at 8,000 ft. Target was ident. by red T.I. and visually by wood and river. W/B heard at 1858 talking to deputy then instructed to abandon mission at 1905 hrs. Bombs were brought back. Gaggle was too slow and to starboard of target.	A.3635
" "	H.R. 251 "B"	F/O Chapman & Crew		1629	2159	Target: Bremen. Bomb load same as "C". Weather 6 to 7/10ths cloud at 10,000 ft. Good vis. W/B heard clearly at 1900 hrs ordering unable to bomb too many clouds, wait for further instructions. Target seen. Red T.I.'s accurate and concentrated but nearly burnt out. W/B not heard but gaggle turned to starboard on return journey and gaggle leader heard to say that mission was abandoned. No enemy a/c seen. Route and tactics very good. Bombs were brought back. No enemy a/c seen.	A.3636

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
Day. 22.4.45 (CONT'D)	Halifax III. M.Z. 475 "C"	F/O Raquette C.G. & Crew.		1628	2156	Target: Bremen. Bomb load: same as "C". Weather 6/10 to 10/10ths clouds, tops 10,000 ft. Target was identified visually by woods and river. W/B heard at 1850 hrs, could not drop T.I. but calling his deputy about main target in minutes. At 1905 instructed not to bomb until further instructions received, and at 1906 ordered to abandon mission. Gaggles good in way to target but scattered on way out, slightly to starboard of target. Bombs were brought back.	A.3657
" "	H.F. 956 "E"	F/L. Belanger & Crew		1625	2202	Target: Bremen. Bomb load: Same as "C" Weather same 6/10ths cloud at 8/10,000 ft. Target visually ident. by river and T.I. W/B heard at 1855 hrs instructing Basement Flight Plan. Stand by do not bomb until further instructions. At 1905 hrs the mission was cancelled and bombs were brought back. Gaggles quite good but slow and to starboard of target.	A.3658
" "	H.R. 116 "I"	WOI Nye & Crew		1650	2149	Target: Bremen. Bomb load: 6x500 MTD and 6x500 ANM.64 Weather 7/10ths to 8/10ths cloud at 6,000 ft. W/B heard at 1850 hrs instructing Basement Flight Plan, do not bomb until further instructions. At 1905 hrs, he gave instr to abandon mission. Bombs were brought back. Gaggles well concentrated, out slightly to starboard of target. Good fighter cover. No enemy a/c seen.	A.3659
" "	H.R. 271 "H"	F/O Halle & Crew		1620	2206	Target: Bremen. Bomb load. Same as "C" Weather 8/10ths cloud at 5/6,000 ft. Target visually ident. by woods and river and red T.I. At 1855 hrs, W/B heard to stand by for further instructions. At 1905 hrs; cancelled mission. Bombs were brought back. Gaggles very good to target but scattered on way out. Starboard of target.	A.3640
" "	H.A. 180 "O"	F/O Donkin & Crew		1626	2205	Target: Bremen. Bomb load: Same as "C" Weather 9/10ths cloud at 6,000 ft. Vis. good. Target ident. visually by town itself. One small fire only seen to port of a/c. W/B heard clearly first at 1905 instructing not to bomb and to stand by. Last instruction were to abandon mission. He was heard to say that target would be clear in 10 minutes. Bombs were brought back. Route and tactics good except that an orbit would have permitted bombing. Gaggles well kept but slightly starboard on run in over target. No fighter in evidence. Met. as briefed.	A.3641
" "	H.R. 156 "P"	F/S Jackson & Crew		1614	2058	Target: Bremen. Bomb load: Same as "C" Weather 6-7/10ths strato-cumulus tops at 8,000 ft. Good vis. XVI engine developed and oil leak speeding up propeller, unable to feather. Could not maintain height and unable to jettison bombs on account of orders and height. Due to oil leak was behind main stream. Target was obscured by cloud and unable to identify due to lack of Nav. aids. Bomb load brought back. Landed at B.77 in Holland due to engine failure and lack of petrol.	A.3642

# OPERATIONS RECORD BOOK

ENDIX ..... A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By **425 (RCAP) SQUADRON.**

**SECRET**

PAGE No. **21.**

FOR THE MONTH OF **April/45.** 19.....

\*13131-25111 Wt. 2022-2156 754 1044 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				Up	Down		
Day. 22.4.45. (CONT'D)	Halifax III. N.P. 957 "A"	F/L. Kozlinski & crew. Kozlinski		1616	2154	Target: Bremen. Bomb load same as "C". Weather 3 to 5/10ths clouds at 5/8,000 ft. Target ident. visually by woods & river. At 1854 hrs, W/S ordered Basement Flight Plan. At 1905 he instructed to abandon mission. Bombs were brought back. Gaggles fair, not enough smoke out by leader. Gaggles to subd. of target, scattered after leaving target.	A.3645
"	N.S. 194 "B"	F/O. Maroux & crew		1625	2204	Target: Bremen. Bomb load same as "C". Weather 3-7/10ths clouds at 7/8,000 ft. W/S heard clearly the first time at 1850 hrs leaving Basement Flight Plan. Target was visible obliquely through being starboard of track. A/P was visible with good concentration of red I.I.'s accurately placed. Order to abandon mission received at 1905 hrs. Bombs brought back. Route & tactics good. No sign of enemy activity and only a few of the escort seen. Gaggles and leadership good.	A.3645
"	N.A. 201 "B"	F/O. McMahon & crew		1618	2157	Target: Bremen. Bomb load same as "C". Weather 7/8-10ths clouds at 9/7,000 ft. W/S heard at 1852 inst. to stand by. W/S heard clearly to say upside down at 1904 hrs. After passing 21. One F.I. was seen below cloud and seemed to be well placed. Bombs were brought back. Route good. Gaggles going in was good and going out to point "B", then it scattered. Mt was as expected.	A.3645
"	N.P. 941 "B"	F/S. Beaudouin crew		1622	2200	Target: Bremen. Bomb load same as "C". Weather 8/10ths Strato-cumulus cloud at 8,000 ft. Vis. good. Target vis. identified by canal and river. One cluster of red I.I.'s very close to A/P as far as could be seen. W/S heard clearly first at 1900 hrs instructing Basement Flight Plan, then to stand by and turn port, then to abandon mission. The chatter indicated that in ten minutes the target would be clear. Bombs were brought back. Route and tactics good. Gaggles well kept except for after leaving target they dispersed slightly. No fighters in evidence. Mt. as briefed. One of gaggles leaders heard to say he had engine trouble.	A.3645
"	N.R. 275 "X"	F/O. McClelland & crew		1651	2152	Target: Bremen. Bomb load same as "C". Weather 8/10ths clouds at 10/12,000 ft. Vis. very good. No marker seen. W/S first heard at 1852 hrs instructing Basement Flight Plan. Cancellation of RBM heard at 1900 hrs. Bombs brought back. Route and tactics were good. Mt. better than expected except over target. Gaggles very well led and controlled. No enemy aircraft seen.	A.3647

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
Day. 25.4.45.	Halifax III. N.R. 159 "A"	F/O. Chapman & crew		1459	1951	Target: Wangerooce. Bomb load: 9x1,000 MTD, 4x500 ANM-64. Weather clear, slight haze. Vis. good. Target ident. by red T.I. and EES. Bombed centre of 5 red T.I's from 10,800 feet at 1717 hours, 112 deg. E., 174 TAS. W/S: 260/12. Markers seen at 1716 hours, they were covered with smoke. W/B gave time check at 1702 hours. Most of bombing was on centre part of island. Gaggles good but slightly to port. Weather better than expected. Good fighter cover and no enemy a/c seen.	283690X A-3648
"	N.P. 957 "B"	F/O. Marcoux & crew		1456	1950	Target: Wangerooce. Bomb load: Same as "A". Weather clear, slight haze, vis. fair. Target ident. visually by island, red T.I's and EES. Bombed centre of upwind edge of smoke. Few markers seen but they were covered with smoke quickly. W/B kept changing instructions. Bombing well on the island. A couple of loads in the water. Gaggles good timing. Weather better than expected. Fighter cover O.K. No enemy a/c seen. Bombed from 10,800 ft., 1719 hrs., 115 deg. E., 174 TAS.	283690X A-3649
"	N.R. 378 "C"	F/L. Ragotte, L.R. & crew.		1502	1928	Target: Wangerooce. Bomb load: Same as "A". Weather clear, Vis. good. Target ident by red T.I. EES and visually by island. Bombed upwind edge of smoke as instructed by W/B from 10,800 ft. at 1720 hrs., 110 deg. E., 176 TAS. W/S: 260/12. Markers well covered with smoke. W/B ordered Basement Flight Five at 1702 hrs., then at 1715 to bomb centre of red T.I., and then changing to different part of smoke. Most of bombing concentrated. Tactics good and gaggles very good. Easy to follow and speed good. Good fighter cover. No enemy a/c seen.	283690X A-3650
"	N.A. 205 "D"	F/L. Turcotte & crew		1458	1926	Target: Wangerooce. Bomb load same as "A". Weather no cloud, some haze, vis. fair. Target ident. by island, red T.I. and smoke. Bombed upwind edge of smoke as instructed from 10,800 ft. at 1718 hrs., 110 deg. E., 174 TAS. W/S: 260/11. W/B first heard at 1700 hrs. As starting, at 1716 hrs to bomb Mikulik. W/B was clear. No marker visible when in T/A due to smoke from concentrated bombing. One large explosion was noted just after to bombing. Gaggles very good in all ways. Route and tactics satisfactory. No enemy a/c seen but own fighter cover was in evidence.	283690X A-3651
"	N.R. 135 "E"	WO1. Nye & crew		1505	1957	Target: Wangerooce. Bomb load: Same as "A". Weather clear, slight haze. Horiz. visibility good. Target visually ident. by town itself and island and also by D.I. Check. Bombed by undershooting centre of upwind edge of smoke. from 10,800 ft. at 1717 hrs., 115 deg. E., 177 TAS. W/S: 260/15. No T.I. seen. W/B heard faintly at 1705 hrs., then became clear. First instructions were to bomb red T.I's, then to bomb by undershooting Mikulik by 400 yards. Actual was bombing was to undershoot by 100 yards. No distinct explosion seen but numerous flashes of flame seen on run in. Smoke rising to 2,000 ft. Route and tactics good. Gaggles well kept and good timing. No fighters seen. 1x1,000 MTD hung on over target. Was left undisturbed (but exploded on hitting) from 9,000 ft. at 5:04N 0225H. 1854 hours	283690X A-3652

www.bombercommand.com

# OPERATIONS RECORD BOOK

INDEX  
U.S.A.F. FORM 541

DETAIL OF WORK CARRIED OUT

By 425 (RCAP) SQWN

**SECRET**

PAGE NO. 25

FOR THE MONTH OF April/44 1944

71321-9511. Wt. 28722-2126 734 1044 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Day 25.4.44. (CONT'D)	Halifax III. N.R. 251 "F"	F/O. Dennis & crew		1457	1953	Target: Wangerooze. Bomb load same as "A". Weather clear Vis. good. Target ident. visually by island and H2S. Bombed by overshooting 400 yards east on smoke as instr. by W/B, from 10,000 10,000 ft. at 1717 hrs, 111 deg. T., 171 knots T. No markers seen. W/B gave time check at 1707 hrs. At 1705 ordered to bomb centre of red T.I., then changed to the smoke and kept changing. Bombing looked good. Tactics O.K. and gaggle seemed to be a little fast. Weather better than expected.	A.3655
"	N.E. 478 "G"	F/O. Requette, C.G. & crew		1505	1924	Target: Wangerooze. Bomb load same as "A". Weather clear base on ground. Target ident. visually by town and railway. Bombed starboard side of town from 10,500 ft. at 1717 hrs, 117 deg. T., 180 knots T. One red T.I. seen on run up, but obscurated by smoke at time of bombing. W/B heard clearly at 1700 hrs. First instructions were to bomb red T.I.'s then to bomb centre of upwind edge of smoke. This latter instruc- tion was given too late to be used. Explosion seen on north side of town at 1725 hrs. Red flame with black smoke. Target itself was covered with greyish smoke rising to 2,000 feet. Route and tactics good. Gaggle well kept and leaders well on time. W/B was good.	A.3654
"	N.F. 956 "H"	F/L. Belanger & crew		1501	1954	Target: Wangerooze. Bomb load same as "A". Weather no cloud A good deal of smoke in T.I. Good vis. Target ident. visually by pin points on islands also by Gee and H2S and one red T.I. Bombed by overshooting 400 yards on pickwick as instr. by W/B, from 10,500 ft. at 1715 hrs, 111 deg. T., 165 knots T. W/B first heard at 1701 hrs ordering Regiment Flight Plan. Visual run up made on target, one red T.I. seen at 1715 hrs, which was obscured immediately by smoke from previous attack. At 1717 hrs, W/B ordered 400 yd. overshoot on pickwick. Bombing accurate and well concentrated. Gray smoke rising 4/5,000 feet. Good route and tactics. Met forecast good for flame conditions and winds. No sign of enemy A/U. Escort was good. Gaggle fair, leadership good. Believe successful sortie. 8 Mustangs seen at 1807 hrs. at 5412N 0415E, flying at 8,000 ft. 3 more at 1849 hrs, 5405' 0033E.	A.3655
"	N.E. 116 "I"	F/L. Chappel & crew		1507	1915	Target: Wangerooze. Bomb load same as "A". Weather clear Vis. good. Target ident. visually by island also by H2S and red T.I. Bombed centre of red T.I. from 10,500 ft. at 1717 hrs, 108 deg. T., 175 knots T. Markers seen at 1714 hrs. Three T.I. seen but covered with dust and smoke. W/B clear talking to bomb red T.I., then pickwick. Bombing well concentrated. Gaggle very good. Speed correct and on track. Tactics excel- lent. No enemy fighters. Sufficient fighter escort.	A.3656
"	N.R. 147 "J"	F/L. Violette & crew		1506	1925	Target: Wangerooze. Bomb load same as "A". Weather all cloud good vis. Target ident. visually by smoke from target and W/B. Bombed 500 yds. overshoot on pickwick from 10,500 ft. at 1718 hrs, 122 deg. T., 170 knots T. W/B heard clearly at 1658 hrs, first instr. at 1700 hrs was Regiment Flight Plan. No markers seen. A lot of smoke rising from target obscured markers. Bombing accurate and very well concentrated. Dark gray smoke rising to 4/5,000 ft. Tactics and route good. Good gaggle and leadership. Escort satisfactory. No enemy fighter seen.	A.3657

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
Day. 25 Oct 45. (CONT'D)	Bulfox III. N.R. 271 "P"	P/O. Davidson & crew		1451	1858	Target: Wangerooe. Bomb load same as "A". Weather no cloud and good vis. Target ident. visually by pinpoints on island and red T.I.'s. Bombed 500 yds. underhouse on red T.I.'s from 10,500 ft. at 1718 hrs, 107 deg. T. 168 knots. W/B first heard at 1700 hrs, reception good. Run up made on red T.I.'s. First seen at 1711 hrs. W/B ordered to underhouse red T.I.'s at same time. They could be clearly seen then, but smoke was rapidly covering them up but not before it was possible to bomb on them. Grey smoke rising to 500 feet. Good route and tactics. Mts. forecast accurate. No sign of enemy air activity. Own escort good. Good gaggle and leader's ship. Successful sortie. At 5414 GAGGLE 1811 hrs. 10,000 feet. 2 engine aircraft seen breaking to port on course. 170/180 heading for mainland. Lost height at first and straightened out at 6,000 feet. 121,000 lb. MTD hung up. Jettisoned safe 5402N 0733E, 1754 hrs, 10,500 ft.	A.3658
	N.A. 180 "Q"	F/Lt. Purvis & crew		1500	1856	Target: Wangerooe. Bomb load same as "A". Weather clear, slight haze. Vis. fair. Target ident. visually by island. Bombed upwind edge of smoke as instructed by W/B. from 10,500 ft. at 1718 hrs. 111 deg. T. 170 knots. No marker seen. W/B clear, kept changing instructions regarding smoke. Bombing well in centre of island. Gaggle easy to follow. Moderate concentration, too fast on way home. No enemy a/c seen. 121,000 lb. MTD hung up. Jettisoned safe at 5412N 0642E, 1758 hrs, 10,500 ft.	A.3659
	N.F. 867 "Q"	F/O. Noonan & crew		1455	1955	Target: Wangerooe. Bomb load same as "A". Weather clear but hazy on ground. Vis. good. Target ident. visually by house on island and D.R. Bombed centre of upwind edge of smoke, undershooting by 400 yards. from 10,000 ft. at 1718 hrs, 178 knots, 101 deg. T. Cluster of red T.I.'s seen after bombing near the A/P. W/B heard clearly at 1659 hrs. First instructions were to bomb red T.I.'s. Explosions with red flame seen in smoke on way out. Smoke rising to 5,000 ft. this was greyish colour. Route and tactics good. Gaggle well kept and on time, Mts. was good. No fighters seen.	A.3660
	N.R. 196 "R"	F/Lt. Laporte & crew		1452	1917	Target: Wangerooe. Bomb load same as "A". Weather clear. Vis. good. Target visually identified and by GEE. Bombed centre of upwind edge of smoke, from 10,200 ft. at 1718 hrs, 111 deg. T. 168 knots. No T.I.'s seen. W/B heard clearly at 1658 hrs. First instructions heard were to bomb red T.I.'s. Then before bombing "bomb centre upwind edge of smoke", large flames seen with black smoke rising from 4,500 ft. Flames were clearly visible. Bombing appeared concentrated. Route and tactics O.I. Mts. was good. No enemy a/c seen. 2x1,000 MTD hung up over target. Jettisoned safe at 5412N 0649E, 1759 hrs from 10,000 ft.	A.3661
	N.A. 20. "S"	F/O. McPherson & crew		1453	1859	Target: Wangerooe. Bomb load same as "A". Weather clear, slight haze. Vis. fair. Target ident. visually by island and GEE. Bombed centre of edge of smoke from 10,200 ft. at 1718 hrs, 111 deg. T. 168 knots. Saw no markers. W/B kept changing his instr. regarding smoke. Bombing concentrated. Gaggle loose and at all heights. Speed greater than briefed. Good fighter cover and no enemy aircraft seen.	A.3662

www.bombercommand.com



# OPERATIONS RECORD BOOK

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

BY 425 RCAP Sqdn.

**SECRET**

PAGE NO. 25.

FOR THE MONTH OF April/45. 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				Up	Down		
Day. 24/4/45.	Halifax III. N.R. 277 "U"	F/L. Evans & crew		1504	1527	Target: Wangerrooge. Bomb load same as "A". Weather nil cloud heavy. Vis. fair. Target ident. visually by smoke from target. Bombed centre of upwind edge of smoke as instructed by W/B. from 10,400 ft. at 1719 hrs, 120 deg. T., 162 knots T. W/B clearly heard at 1700 hrs. Visual run upmade. No T.I. seen due to smoke. W/B gave instructions to bomb pickwick at 1711 hrs. which was carried out. Bombing very concentrated and accurate smoke grey in colour, rising to 1/2 5,000 ft. No fires or explosion seen. Route and tactics good. Est. forecast S.W. except for winds on way to target. No sign of enemy a/c and fighter escort good. Gaggle good also leadership, but gaggle appeared to be concentrated at head.	A.3665
"	N.P. 941 "W"	F/S. Beaudoin & crew		1454	1529	Target: Wangerrooge. Bomb load 2000 MTD and 10x500 AMR.64. Weather clear with good vis. Target ident. visually by upwind island and smoke. Bombed by undershooting 400 yds on W/B just heard at 1709 hrs. instructing Basement Flight. Plan. later instructed to undershoot smoke by 400 yds. Triggers at 1728 hrs. Bombing appeared concentrated at first. smoke quite spread out but leader closed gaggle up at 1:30 hrs. One Lancaster seen 2,500 feet above in our gaggle. One M.A. 262 seen about 5000 yards away before bombing. Many of our own fighters seen.	A.3664
"	N.R. 275 "X"	F/L. Archambault & crew		1506	1550	Target: Wangerrooge. Bomb load: Same as "A". Weather clear Vis. good. Target ident. by red explosion and H2S check. Bombed red explosion seen on ground. from 10,400 ft. at 1717 hrs, 120 deg. T., 150 knots T. Triggers covered by smoke. W/B first heard re. any Basement Flight. Plan. Next heard to say bomb red T. then bomb pickwick and overshoot smoke. 3 large explosions seen through dark brown smoke. Gaggle was ragged. Double O.S. met. as briefed. No enemy a/c seen. Lancaster a/c cut into gaggle over target. At 17:54 hrs. 0616H, 1657 hours, 10,200 ft, half a mile dead based a Halifax was seen to explode from unknown cause and to disintegrate. Three parachutes seen, one of which was not occupied.	A.3665

*W. Hedon*  
 (Lt. Colonel) RE  
 WING COMMANDER COMMANDING,  
 425 (R.C.A.F.) SQUADRON.

DISTRIBUTION: A.M. WINGCOM. - 3 copies.  
 RCAP O/S HQ - 2 copies.  
 HQ - RCAP Group - 1 copy.

www.bombercommand.com