

OPERATIONS RECORD BOOK

of (Unit or Formation) 433 Squadron (RCAP), SKIPTON-ON-SWALE.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
SKIPTON-ON-SWALE.	Dec. 1/43		Fine morning, becoming cloudy later on. Good visibility at first deteriorating after dusk and reaching fog levels well before midnight. Two new crews reported in from 1666 C.U. 1 Officer and 13 Other Ranks. Training appears to be going along very satisfactorily, otherwise a rather quiet day.		
	Dec. 2/43		Very poor visibility with rain spreading over this area early morning, later cloudy with good visibility. Five of our new pilots who were sent over to 427 Squadron, Leeming to fly with that squadron as 2nd pilots for experience on an operational sortie, did not go as the operation was "scrubbed". Flying for the day was cancelled here, so aircrews carried out bombing up practices in the afternoon.		
	Dec 3/43		Another bad morning as regards the weather. Rain and fog becoming cloudy with good visibility later on. Gunnery Section has only just received shot-guns and remainder of day for that section was spent in setting up trap shooting range. Lecture given to pilots and Engineers by the Bristol representative on the Hercules XVI engine. Also all crews were lectured by the Navigation Leader on inter-crew navigation. Three crews on night circuits and landings.		
	Dec. 4/43		Cloudy with fair visibility this morning, becoming fair with much smoke haze. Our 5 new pilots (mentioned in Dec. 2nd report) went to Leipzig last night and all returned quite safely and reported that it was a comparatively quiet trip. Six new crews arrived late this evening. P/O Duncan Brown and P/Sgt. Reinelt made a very good effort in landing their aircraft late this afternoon, in extremely bad flying conditions, due to the industrial haze mentioned in weather report above, the haze having thickened considerably by the time these two aircraft came in to land.		
	Dec. 5/43		Cloudy with considerable smoke haze. A soccer team (aircrew) played an aircrew team at Leeming with the result of 1 - 1. S/Ldr. Mitchell arrived on short visit from Messrs. Handley Page's. First familiarization trips with operationally inexperienced crews. One aircraft and crew flown to B.D.N., BOSCOMBE DOWN for weighing of HALIFAX III.		
	Dec. 6/43		Cloudy and hazy with short period of fog in early morning. Parachute and dinghy drills carried out by all crews, weather being u/s for flying in the morning.		

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			One crew sent on cross country trip. Ground instruction given to remainder of crews.		
	Dec. 7/43		Cloudy with poor visibility. Periods of rain latter part of evening. No flying at all today. All crews lectured by respective sections. A very quiet day altogether.		
	Dec. 8/43		Cloudy with rain and fog in early morning and light drizzle in afternoon. Visibility fairly good except for fog in early morning. Circuits and landings for new crews. The squadron now has sufficient crews to divide same into two flights. P/O Wolton "A" Flight and P/O Edwards "B" Flight, temporarily in charge of each flight of 11 crews. All crews given an hour's lecture by Met. Section in the afternoon.		
	Dec. 9/43		Cloudy with poor visibility in early morning and moderate to good in the afternoon and evening. 3 crews arrived from 1659 C.U. - 3 Officers & 18 O.N.'s, and 1 crew from 1666 C.U. - 1 Officer and 6 O.N.'s. A Pilot Officer Bedford visited this unit with an airborne lifeboat for demonstration purposes. All crews were present and great interest was shown.		
	Dec. 10/43		Fair to cloudy today with good visibility. Short periods of rain in late afternoon. One crew reported today from 1659 C.U. The pilot being our first Flight Lieutenant to be posted here. An experienced operational officer with 35 operational sorties to his credit who will no doubt take a great part of the weight off the shoulders of the Commanding Officer with regard to training the inexperienced crews.		
	Dec. 11/43		Weather fine becoming cloudy with good visibility. Good day for flying. Four crews sent on day cross country trips, and two crews on fighter affiliation exercises. P/O Brown and crew returned today from B.D.U., BOSCOMBE DOWN, having been kept grounded there since their arrival due to a U/S airfield.		
	Dec. 12/43		Cloudy morning and evening. Fair to fine in afternoon with good visibility, becoming moderate in late evening. Slight frost. The morning was spent by pilots and crews checking aircraft, sea training, with navigators and bomb aimers taking training in special equipment. In the afternoon fighter affiliation exercises, circuits and cross-country flying were carried out. Three pilots of "B" Flight carried out night circuits.		
	Dec. 13/43		Fine in morning becoming cloudy. Light variable wind. Frost at night. New crews		

OPERATIONS RECORD BOOK

of (Unit or Formation) 100 Squadron, Royal Air Force

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
	Dec 22/45		<p>check over aircraft. Flight instructor advised and crew not flying were given a lecture by Mr. Fettes (British representative) on engine handling and fuel control. Cross-country trips had been arranged but were cancelled because of poor visibility. 100 people arrived and one to begin flying at the aircraft museum at the rate of one per day. Two crews on single and procedure drill. No night flying, several new crews were in 2nd 1/222 R.C.A.F. C.O. Gault visited the gunnery section.</p>		
	Dec 23/45		<p>Foggy all day, wind light and variable, heavy. Heavy drizzle started out, the old crew instructing the new. A lecture was given by the Intelligence Officer on "Charge and Discharge" this afternoon to the crews of the Squadron. C.O. Day the new Station Commander was introduced. C.O. Station R.F.C. went over a few points re discipline before the lecture.</p>		
	Dec 24/45		<p>Foggy all day again heavy. All crews were engaged in flying outside the flight officers. It is intended to lay down tracks and under the weather to avoid as much as possible. During the evening a "raid" was held for engine, pilots and back of crew in their section. At the "raid" equipment was inspected as well as the 100. Components of other aircraft were checked. The 10/60 water instructions during evening.</p>		
	Dec 26/45		<p>Cloudy with poor visibility all day. No out for flying. Major Stammers R.A.F. lectured to all crews in the evening on Cross Section and Interception apparatus and A.C. systems. Crews flying in afternoon.</p>		
	Dec 27/45		<p>Cloudy with poor visibility during the day in afternoon. All crews given half day off to do Christmas shopping.</p>		
	Dec 28/45		<p>Cloudy with poor visibility all day. Heavy rain during evening, all crews given lectures on first aid by the Medical Officer.</p>		
	Dec 29/45		<p>Fair and clear, good visibility. A bad accident occurred shortly before noon. HX45 was taking off with a new crew aboard: pilot, air leader, flight engineer, and two gunners, when it was observed to have spun on its back and crash land on HX77, parked on dispersed. There were four LAC's sitting in the aircraft. Both aircraft became a mass of flame and burst through. All the aircraft were killed, one LAC, and two LAC's injured. The casualties</p>		

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OPERATIONS RECORD BOOK

of (Unit or Formation) RAF Bomber Command

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
	Dec 22/43		<p>shown over aircraft. Flight difficulties occurred and Cross and flying were given a lecture by Mr. Patten (British representative) on engine handling and fuel control. Cross country flights had been arranged but were cancelled because of poor visibility. 100 people arrived and one to begin fitting in into the aircraft tomorrow at the rate of one per day. 1000 crews on flight and parachute drill. No night flying. General was given a tour in the 1000 H.C.H. N/A. Staff visited the gunnery section.</p>		
	Dec 24/43		<p>Very all day. Wind light and variable. Heavy. Heavy falls occurred but the old crew instructing the new. A lecture was given by the Intelligence Officer on "Change and Control" this afternoon to the crews of the Squadron. N/A Wing, the new Station Commander was introduced. N/A Station N/A Wing, went over a few points re discipline before the lecture.</p>		
	Dec 25/43		<p>Very all day again. Heavy. All crews were engaged in flying outside the flight officers. It is intended to lay down rules and handle the matter to avoid so much noise. During the evening a "pic" was held for engineers, pilots and bomb crew in their section. "Pic for Freddie" was given away. Navigation was 100% in trouble. Operations of other aircraft were very poor under instruction during evening.</p>		
	Dec 26/43		<p>Cloudy with poor visibility all day. No night flying. Major Stevenson lectured to all crews in the evening on Cross section and interception apparatus and A.C. systems. Crews sleeping in afternoon.</p>		
	Dec 27/43		<p>Cloudy with poor visibility turning to rain in afternoon. All crews given half day off to do Christmas shopping.</p>		
	Dec 28/43		<p>Cloudy with poor visibility all day. Heavy rain during evening. All crews given lecture on first aid by the Medical Officer.</p>		
	Dec 29/43		<p>Fair and fine, good visibility. A bad accident occurred shortly before noon. H/145 was taking off with a new crew (pilot, air leader, flight engineer, and two gunners), when it was observed to turn over on its back and crash down on H/177, parked on display. There were four LACs working in the aircraft. Both aircraft became a mass of flame and twisted wreckage. All the aircraft were killed, one LAC and two LACs injured. The casualties</p>		

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OPERATIONS RECORD BOOK

of (Unit or Formation) 433 (C) Squadron, Bomber Command

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendices
	Dec 25/43		Planned operational exercises for "Truster" aircraft in the form of gunnery.		
	Dec 26/43		<p>Very hazy, cloudy, good visibility following moderate, steady wind backing light SW by E. The funeral took place today of the airmen killed in the flying accident on the 15th December. The funeral was held at Stonehill Cemetery, Durrigate, and interment took place in the R.A.F. Coy. Cemetery, Durrigate, and the services for the Servicemen and C/W. were administered by RAF Station, Leeming, took the services for LAC O'Connor, the only R.C., the widow of Sgt. Carter, the only Methodist in the crew, and also Carl Miller, of the R.C.A.F.C., brother of Sgt. Miller. Photographs were taken of the service. The full</p> <p>because this aircraft from this "Truster". An attending party was present. Military honours were accorded the body. There was no flying in the morning. In the afternoon fighter affiliation and air-gun firing was carried out. Christmas Eve.</p>		Appendix A + B1
	Dec 26/43		<p>Christmas Day. Wind from all day. The airmen had a large Christmas dinner at 11.00 hrs. and afterwards engaged themselves. Officers of the station united on the airmen. The officers' mess held a Christmas party for the airmen in the evening, and an airmen's dance was staged in the old mess hall, a number of officers, including the Station Commander and AEE Sgt. Crossley, attending and clearing the building for the dance. The officers are holding their Christmas dinner tomorrow.</p>		
	Dec 26/43		<p>No flying. Weather cloudy, prevailing from Christmas day. The officers held their Christmas dinner in the late afternoon, followed by music. There is to be a dance on tomorrow night.</p>		
	Dec 27/43		<p>Windy to cloudy, good visibility. Steady wind from westward, air fresh, backing practice and air firing. No night flying.</p>		
	Dec 28/43		<p>Windy to hazy, visibility moderate to good. Weather fair to cloudy, steady light and variable. The aircraft detailed for test flight "T" for Robert and "T" for Victor took off with full load loads (45,000 lbs all up weight) for comparative comparison test with two aircraft from Leeming. Excellent take-off being not more than 1500 yds runway. Very accurate results were obtained over the H.M.I. performance. Other aircraft carried out some routine flying, cross on ground confined routine training. Weather</p>		

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Place	Date	Time	Summary of Events	SECRET	References to Appendix																				
	Dec. 28, 1943		Included 2/C Johnson D.F.C.; 2/C Smith, and 2/C Brown.																						
	Dec. 29, 43		Very hazy day with good visibility. Occasional light showers. Day flying cancelled in preparation for full-scale exercises tonight. Five aircraft were detailed but the second 1/2 was with fuel tank the other with engine trouble. Open took the air at 17.30 hrs. Six pilots went to landing to take trips as second pilots. All returned safely.																						
	Dec. 30, 43		Fine. Good visibility. Much activity. The new aircraft arrived today. Engines shown last on the 10th Dec. The new pilots are British III's III 202 and III 203. Five crews were briefed for full-scale but only four got away. One crew coming flying in the afternoon. Practice ground training.																						
	Dec. 31, 43		Good visibility. Some rain in early afternoon. Open worked full-scale but no gun until 16.30 hrs. Impossible to get crew off at required time. Flying cancelled for evening. Day from 1943.																						
			Accident on 29th Dec. 1943. Pilot: III 202. There has been an engine in cabin. This aircraft is in hospital for about a week.																						
			Summary of flight as at Dec. 31, 1943.																						
			<table border="1"> <thead> <tr> <th>Category</th> <th>Number</th> <th>Percentage</th> <th>Number</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>RAF (Total)</td> <td>2</td> <td>50</td> <td>2</td> <td>50</td> </tr> <tr> <td>RAF (Total)</td> <td>2</td> <td>50</td> <td>2</td> <td>50</td> </tr> <tr> <td>RAF (Total)</td> <td>2</td> <td>50</td> <td>2</td> <td>50</td> </tr> </tbody> </table>	Category	Number	Percentage	Number	Percentage	RAF (Total)	2	50	2	50	RAF (Total)	2	50	2	50	RAF (Total)	2	50	2	50		
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			(a) Operational flight hours																						
			(b) Operational standard flight hours																						
			(c) Night flights																						

[Signature]
 O.B. Smith, D.F.C., Wing Commander,
 Commanding RAF Station, [Location]

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