

OPERATIONS RECORD BOOK

132-1433  
2202

3872

No. of pages used for day

of (Unit or Formation) 133 (RAF) Squadron, Skipton-on-Soale

Place	Date	Time	Summary of Events	SECRET	Reference to Appendix
Skipton-on-Soale	Jan 1/44		Fair, cloudy with good visibility. Everything very quiet today in the way of social activities in contrast to Christmas. One aircraft was employed in "T" training under F/L Martin. Two more were detailed for air-sea firing. In the afternoon exercises were carried out at Stransell Range. 17 aircraft were serviceable today as far as Signals section concerned. Gee and ground training carried out. No night flying.		
	Jan 2/44		Bad weather restricted flying for most of the day. Crews carried out dingy drills. The weather cleared in the afternoon and a night cross country was arranged. Five aircraft were detailed for mining operations this evening. Four got away. IX 287 returned early with Gee V/3.		Appendix A
	Jan 3/44		Cloudy becoming fine. Good visibility. NW'ly wind. Circuits and landings for two new pilots. Four aircraft on day X-country and 7 on night X-country flying. Air to air firing practical. Seven details on aircraft recognition test. Bomb aimers and navigators had a lecture in the afternoon on Gee equipment.		
	Jan 4/44		Fine. Good visibility. A 1000 mile dash operation was carried out for the purpose of checking petrol consumption and operational performance. Training flights scrubbed.		
	Jan 5/44		Cloudy. Moderate visibility. Light variable wind. Ten aircraft detailed for Bullseye, one aircraft was later scrubbed, and one returned early with U/S port inner engine. Three flight engineers on Link Trainer at Leeming. The Bullseye was a good exercise and carried out successfully.		
	Jan 6/44		Cloudy with good visibility. Five aircraft detailed for gardening operations, but the operation was scrubbed because of bad weather. Some flying during day.		
	Jan 7/44		Cloudy. Good visibility. Period of rain late evening. Eight aircraft detailed for Bullseye. A master parade was held this morning. Pope talk by Wing Commander Sinton and suggestions offered for improvement all round.		
	Jan 8/44		The Bullseye exercises were carried out successfully. F/Sgt Neilson and crew landed at Bishforth on return by mistake. Five new pilots were detailed to go as 2nd pilots on operations with 427 Squadron, Leeming this evening. Six of our own aircraft were detailed for the same operation but about four o'clock in the afternoon (16.00 hrs) the operation was scrubbed.		

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Place	Date	Time	Summary of Events	SECRET.	Reference to Appendix
Skipton-on-Swale	9-1-44		Fine, becoming cloudy with continuous rain in the evening. Visibility good early in day, becoming moderate to poor in rain. Four X Countries carried out during day, and further details included air to air firing, Turret Manipulation and Skirt shooting. Local Circuits and Landings were practiced and a few crews were detailed for special Exercises (H.2.S.).		
	10-1-44		Fair, good visibility, NW'ly winds. Routine training during day -- X Countries carried out and Engineers and Pilots attended film on Bristol Engines. Command Bullseye held at night in which five A/C participated.		
	11-1-44		Cloudy, good visibility in A.M. Slight snow and fog in early afternoon. No flying detailed, crews attended lecture on Flying Control in the morning, and sixteen crews travelled to Leeming in P.M. to attend instructional film. Word was received of the adoption of this Squadron by the District of Porcupine, Ontario comprising the Township of Tisdale and Timmins.		
	12-1-44		Foggy, with light SE'ly winds. No flying owing to weather conditions, and crews attended film on Secret Equipment. Stand-down declared in P.M.		
	13-1-44		Cloudy, with considerable fog and rain early in day, and clearing with good visibility at night. Light Southerly winds becoming Westerly. No flying and several lectures given to all crews. Flying Officer G.C. Burns and crew reported on posting from 1664 C.U.		
	14-1-44		Fair to cloudy, good visibility, light souther-westerly winds. Two 1500 mile fuel consumption tests were carried out most successfully. Eight A/C detailed for Bullseye at night and one was later scrubbed. One early return from this exercise.		
	15-1-44		Day broke fair, but fog closed down very early, and was persistent the whole day. Lectures for new crews held and films on "Ditching" were shown.		
	16-1-44		Thick fog all day, with SE'ly wind. At 1100 hours a lecture was given to all crews by the station Intelligence Officer on the subject of "Rescuing". A film was shown at 1400 hours on the Lindholme Dingle and on Ditching. This was followed by a talk on Crew Navigation by Wing Commander Powell of the P.F.F.		

## OPERATIONS RECORD BOOK

of (Unit or Formation) No. 533 (R.C.A.F.) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendices
	17-1-44		A thick fog persistent all day with a light SE'ly wind. Some crew drill and "Cee" and "By" training held in A.M. All crews assisted in road-making and clearing of mud outside crew-room in afternoon.		
	18-1-44		Fog broke fine but with poor visibility and later became cloudy, light southerly winds. Various lectures including "Escape" and E.O.W. lectures were given in the A.M. Gunnery Leader lectured to Engineers on Aircraft Recognition. The road work was continued in the afternoon.		
	19-1-44		Cloudy, with continuous rain during the day and foggy after night-fall, light southerly winds becoming NW'ly. Squadron was advised of two N.O.O's being commissioned as Pilot Officers. WCP Air, C.D. Branch, No. 1030796 F/Sgt. Gimson, W., Air Bomber, C.D. Branch, No. 1188714 F/Sgt. Brooks, F.C.I. Ground training carried out in A.M. and three crews went on a "Net Dingle Drill" at Ripon. A bullseye was scheduled but later cancelled due to weather.		
	20-1-44		Fine becoming fair, poor visibility early in day becoming moderately good. Light variable winds becoming SW'ly. The Squadron made its first operation against the enemy in a most successful debut. Nine A/O were detailed and eight got away. There were two early returns, the second of which bombed the secondary target at Kiel, the main objective being Berlin. IX-285 returned early due to his under-carriage failing to retract. IX-292 was also an early return when the overload tank failed to work. This sortie was led by the Squadron Commander, Wing Commander C.J. Sinton, DFC, and was carried out most successfully in that six aircraft bombed the target and all aircraft returned safely to base. Special recognition is given to the ground crew for their preparation of the aircraft detailed for this operation in face of the most trying and difficult circumstances. The over-load for the A/O were not received until this morning and the fact that all aircraft were equipped and loaded is a tribute to their workmanship. IX-280 failed to take-off due to the fact that it was just loaded at the expiration of take-off time.		Appendix A
	21-1-44		Fine, with good visibility, becoming cloudy with continuous rain in the late evening SW'ly winds becoming southerly. Operations again tonight with Magdeburg as the target. Ten A/O were detailed, of which nine got away and bombed the target, the tenth		

Place	Date	Time	Summary of Events	SECRET	Reference to Appendix
			<p>was scrubbed due to engine failure. MX-283 Captained by N283 P/Lt. A.G. Jira failed to return from this operation, MX-289, Captained by R13291 P/Sgt. J.A. Wilson ditched into the sea approximately fifty miles off the English coast, according to the last "Fix" taken on this A/C. The balance of the crews landed safely at diversions.</p>		Appendix "A"
	22-1-44		<p>Cloudy with continuous rain, but the visibility was good. SW'y winds. The Squadron were stood-down to-day and the crews which had been diverted to Feltwell last night returned to the Station between 1500 hours and 1700 hours. The day was marked by a piece of outstanding bravery by R132089 IAC, Watson, R.A., a Fitter of "B" Flight of this Squadron. An A/C of 424 Squadron over-shot the field and landed in the River Sule. All members of the crew succeeded in getting out with the exception of the N/U and the A/E. IAC, Watson divested himself of his clothing and plunged into the icy and rapidly flowing river with a rope around his waist in an attempt to swim to the A/C. He succeeded in his second attempt and attached the rope to the aircraft thereby rescuing the N/U Gunner who could not swim. The Squadron received notification that No. 1389636 P/Sgt. White, R.A.F. had been commissioned as a Pilot, C.D. Branch, in the rank of Pilot Officer.</p>		
	23-1-44		<p>Cloudy, becoming fair to fine. Good visibility, SW'y wind bearing NW'y. General ground training held during day, and cross country's were carried out both day and night.</p>		
	24-1-44		<p>Fair, becoming cloudy. Good visibility in A.M., becoming moderate, rain after dusk, Southerly winds. Despite bad weather conditions, "A" Flight carried out five day X Countries and two night X Countries. Balance of crews were given lectures in P.M. on "Escape".</p>		
	25-1-44		<p>Mainly fair with an occasional shower. Strong squally westerly winds, good visibility. Ten A/C were detailed for operations against Frankfurt, but this was scrubbed while they were in the process of marshalling at 1640 hours, due to strong gales. All flying cancelled during day.</p>		

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 433 (R.G.S.A.F.) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendices
	26-1-44		Fair becoming cloudy, good visibility, a period of rain during afternoon. SW'ly winds. Squadron stood-down from operations. One air-test carried out during day. Some crews sent to Leeming for films and balance of sections were inter-changed to "Gen" up on each others duties.		
	27-1-44		Cloudy, becoming fair to fine. Good visibility, SW'ly winds. Ten A/C detailed for operations against Berlin, but these were scrubbed at noon due to strong gales arising. Lectures given to crews by various leaders during P.M.		
	28-1-44		Fine becoming cloudy during day. Clearing after dusk. Good visibility, WSW'ly winds. Ten A/C were detailed for operations against Berlin, and all got away. All A/C reached the target, but three of them failed to return to base, although only two of the personnel were lost. HX-265 captained by R121112 P/Sgt. Stiles, W. A., crashed at R.A.F. Station, Catfoss, in attempting to land. P/Sgt. Stiles was killed and Sgts. Ludlow, R.L. and Boissevain, H.C. were injured although not seriously. Balance of the crew escaped safely. HX-265, captained by J21518, P/O J. M. Gray, who was making his first sortie as captain made an amazing ditching into the sea, about fifteen miles off the English coast, near Hartlepool. This A/C had been hit by heavy flak prior to reaching the target which holed one of the starboard tanks, and the ditching was necessary, due to lack of petrol. All members of the crew were saved, and this was a very outstanding piece of work by the captain for his excellent ditching, by the Flight Engineer who figured the petrol supply to within fifteen miles, and by the Navigator, who had no "Aids" as the "Gee" and Wireless were both U/S. HX-261, captained by R139775, P/Sgt. Mitchell, J.S., were forced to abandon A/C about eight miles north-east of Thirsk, Yorkshire, when their petrol ran out. This A/C had been attacked by JU/88, and one of its petrol tanks was holed, and the starboard rudder rendered U/S. The entire crew bailed out safely with the exception of J27318, P/O H. Cox, the Rear Gunner, whose chute became fouled on the A/C, and he was killed.		Appendix "A"  See F 54/
	29-1-44		One A/C landed at Binzy and returned to base on the following day. Although three A/C were lost this effort was one hundred percent operational.		Appendix "A"

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	29-1-44		<p>Fine, becoming cloudy, good visibility, light SW'ly winds, becoming Southerly.</p> <p>Squadron stood-down during day and crews who had ditched and bailed out in the early hours of this morning were picked up and returned to Unit. The first Squadron Dance was held in the evening and was a decided success, with approximately seven hundred in attendance, despite the fact that the R.C.A.F. Overseas Band were routed incorrectly by Overseas Headquarters, and were two and a half hours late in arriving. The nearby Stations and Headquarters No. 6 Group Unit were most co-operative and nearly three hundred W.A.A.F.'s and W.D.'s were in attendance. No. 62775, P/Sgt. J. Barreaves, Flight Engineer, arrived on posting from 1679 G.U. to be a member of S/Lt. McNeill's crew.</p>		
	30-1-44		<p>Fair, becoming fine in evening, good visibility, light WSW'ly winds. Ten A/C were detailed for operations, and all got away - Berlin was the target. Eight A/C returned safely to base and one landed at Croft in error. HK-269, captained by R138864, P/Sgt. Hagerman, B.S. was missing as a result of this operation. Crews reported this trip as a "Piece of Cake" compared to previous trips, and they considered it most successful.</p>		Appendix "A"
	31-1-44		<p>Fine, becoming cloudy, Good vis, becoming moderate, SE'ly winds, becoming SW'ly.</p> <p>Squadron stood-down from operations. A few test flights carried out during day, and some X Countries were arranged, but later scrubbed.</p> <p>Honours and Awards:- Nil</p> <p>Commissions:- 3</p> <p>Promotions:- Officers 4, N.C.O's 24.</p> <p>Postings:- CB992 P/Lt. J. E. German posted w.e.f. 4-1-44 from H.Q. No. 6 Group, as Adjutant. C4293 P/Lt. F. N. Pickford re-posted, supernumary w.e.f. 4-1-44 and posted to R.C.A.F. "R" Depot, w.e.f. 15-1-44. J9201 P/O, Acting P/Lt. J. G. McNeill posted from 1679 G.U. w.e.f. 1-1-44 as O.C. "A" Flight.</p> <p>Three other officers (aircrew) and one technical officer (ground) posted in during month. Six R.C.A.F. aircrew officers posted from this unit to R.C.A.F. U.K. N.E. One R.A.F. aircrew officer posted to WAR Casualties Accounting Depot.</p>		

### OPERATIONS RECORD BOOK

See instructions for use of this form in K.R. and A.C.I. para. 246, and War Manual Pt. II, Chapter XX, and note in R.A.F. Pocket Book.

of (Unit or Formation) No. 433 (R.C.A.F.) Squadron

No. of pages used for day \_\_\_\_\_

Place	Date	Time	Summary of Events	<b>SECRET.</b>		References to Appendices	
			<b>Aircraft on Charge:-</b> 20 Halifax Mark III.				
			<b>Health:-</b> Generally good, slight increase in head colds and sore throats, both aircrew and ground crew.				
			<b>Numerical Strength of Unit as at January 31st, 1944.</b>				
			<b>Officers - Aircrew</b> <b>Groundcrew</b> <b>Airmen - Aircrew</b> <b>Ground Crew</b> <b>R.A.A.F.</b>				
			R.C.A.F.	33	2	99	216
			R.A.F.	12		7	21
			RCAF.			1	
			R.A.A.F.			1	
			U.S.A.A.F.			2	
			<b>TOTALS</b>	<b>45</b>	<b>2</b>	<b>174</b>	<b>237</b>
							<b>11</b>
							<b>GRAND TOTAL - 469</b>
			<b>OPERATIONAL, NON-OPERATIONAL AND TRAINING FLYING HOURS, JANUARY, 1944.</b>				
			<b>(a) Operational Flying Hours</b>				
				DAY - Nil			
				NIGHT - 226:10		226:10	
			<b>(b) Non-operational Flying Hours</b>				
				DAY - 5:30			
				NIGHT - Nil		5:30	
			<b>(c) Flying Training Hours</b>				
				DAY - 154:50			
				NIGHT - 176:15		331:05	
						<b>TOTAL 562:45</b>	

*[Signature]*  
 (C. B. Simpson) Wing Commander,  
 Commanding Officer,  
 No. 433 (R.C.A.F.) Squadron.

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