

RAF Form 540

See instructions for use of this form in K.R. and A.C.I. para. 236 and War Manual Pt. II. Chapter XX. and also in R.A.F. Order Book.



OPERATIONS RECORD BOOK

of (Unit or Formation) No. 433 (RCAF) Squadron

J. 22-1-433
6575 7A5

Page No. 4

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendices
<i>Skipper on Swale</i>	1-2-44		Cloudy with light drizzle of rain in a.m. Visibility - moderate to good, fresh westerly winds. Lectures and ground training carried out, including lectures on special equipment. Ten cross countries carried out successfully at night, although they were forced to circle the beam for a long time on returning. Funerals were held for J27348, P/O H. Cox, and R24112, P/Bgt. Stiles, W.A., and they were buried with full Service honours at the R.A.F. Regional Cemetery, Harrogate, Yorkshire. The coffins were carried by members of the Squadron, which also supplied a firing party.		
	2-2-44		Cloudy, light rain in a.m., fair in evening. Good visibility, light variable winds becoming strong W/WSW'ly. Air tests in a.m. for two A/Cs. One special X country and eight A/C on day and night X countries - all successful. Three A/C detailed for Gardening at Kiel with a very late take-off. All A/C successfully gardened in forget-me-not area from 15,000 feet. No difficulties experienced and all returned safely.		
	3-2-44		Showery with good visibility - strong W/WSW'ly winds. Gunners instructed on turret manipulation. Five day and five night X countries carried out successfully. Wet dingy drill laid on but scrubbed later. Some crew drills were carried out.		
	4-2-44		Fair to fine - good visibility - W/NW'ly gales that shifted to westerly. Bullseye arranged and five A/C detailed for it, plus five more on night X countries. Bullseye scrubbed so all ten A/C participated in H.2.S. X country, which was carried out successfully. Wireless Operators practiced on "Gee" and Morse.		
	5-2-44		Cloudy, becoming fine - NW'ly winds, becoming light and variable. Some local flying and H.2.S. day X countries, air to air and fighter affiliation completed. "Moon" period with us so a great many crews departed on leave.		
	6-2-44		Fair, becoming cloudy and heavy, SE'ly winds. No flying to-day. J15459, Sqdn. Ldr. H. T. Patterson, O.C. "B" Flight, gave a lecture on German tactics to all crews available. First Intelligence lecture given to ground crews by Flying Officer Singer, S.H.Q. and the O.C. of 433 Squadron in p.m. Very enthusiastically received and great interest shown.		

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	7-2-44		Cloudy, becoming fair to fine - good visibility - Westerly winds. Small amount of local flying during day, but seven A/C carried out X countries successfully at night. Lecture in afternoon on Air Sea Rescue and Dingy Ditching given by S/Ldr. J. P. Seabourne, Group A.S.R. Officer.		
	8-2-44		Fair to fine, good visibility - fresh Westerly winds. Four A/C on fighter affiliation, three on bombing, and one on H.2.S. X country during day. Seven A/C carried out night X country. The Group Signals Leader, S/Ldr. L. D. H. Isard, visited the Squadron and gave a short lecture to inexperienced W/CP's on procedure, and five W/CP's were 'trade tested' for Grade I.		
	9-2-44		Cloudy with periods of rain in a.m. and p.m. Good visibility, Westerly winds. Very quiet day - one X country carried out. Practically all crews went to Leeming to see film "The Battle of Britain" in afternoon. No night flying.		
	10-2-44		Weather spotty - fine periods and then rain. Moderate to poor visibility. N'W'ly winds. No flying - lecture to all crews in a.m. on Dingy Radio, by wireless instructor. Discussion in Navigation section in p.m. on Halifax III, taken from Pilots' Notes.		
	11-2-44		Cloudy, becoming fine, good visibility, becoming moderate - N'W'ly winds. Some H.2.S. X countries, fighter affiliation and ten night X countries. Lecture given in p.m. to both this Squadron and 421 Squadron by Commander R. A. Macdonald R.N., on mine laying.		
	12-2-44		Fine becoming cloudy, moderately good visibility. Light winds, mainly Northerly. Air tests completed, ten crews on H.2.S. X countries, small amount of fighter affiliation and bombing exercises carried out. Also some skeet shooting for gunners. And so ends another training period which was most successful.		
	13-2-44		Fair, becoming Cloudy. Foggy in a.m. and evening, but clear in afternoon. SE'ly winds. Fourteen A/C detailed for "ops", and were briefed at 1415 hours. This represents the largest effort to date by this Squadron. Operations scrubbed at 1600 hours, as crews were on their way to A/C, due to weather closing in.		

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	14-2-44		Cloudy and foggy again to-day, fair in afternoon. Some A/C detailed for X Countries, but scrubbed due to weather. W/Ops lectured to Engineers on Morse. Crews did some work in their locker room with the arrival of new lookers.		
	15-2-44		Fair at first, becoming cloudy with rain late at night, quite heavy during the day. SE'ly winds. Fifteen A/C detailed for operations against Berlin, and fourteen got away. A most successful attack and all our A/C returned safely to various diversion points in the south of England, ten landing at Foulsham. All crews reported flak very heavy, but no trouble encountered with fighters. Results could not be assessed due to heavy cloud.		
	16-2-44		Cloudy with rain in a.m., cleared later with good visibility. Our one remaining crew detailed for "ops", but scrubbed at 1500 hours. All crews from last night's effort still diverted due to weather.		
	17-2-44		Cloudy, period of rain in a.m., good visibility. Crews still diverted. Our one crew again called for "ops", but again scrubbed due to weather.		
	18-2-44		Cloudy, little rain and snow, moderate visibility. Most of the diverted crews returned to base to-day, despite poor weather. Ten A/C detailed for operations with main briefing at 2000 hours, but it was scrubbed at 1640 hours owing to weather.		
	19-2-44		Cloudy with intermittent light snow, moderate visibility. Balance of crews slowly arriving from diversion bases. Operations scheduled and sixteen crews tentatively detailed. If A/C B.K. on return. Thirteen A/C finally detailed but only 12 got away when rear turret went W/S on "J". Target was Leipzig, and nine A/C successfully bombed target. There were two early returns due to technical troubles, and one A/C, "F", HK-230, captained by HQ-297, P/Sgt. E. J. McKay is missing from this operation. Crews all reported a good concentration of fires, but the winds were incorrect, and all A/C were forced to waste from 20 to 30 minutes before bombing.		
	20-2-44		Cloudy, hazy with visibility becoming good. 10 A/C detailed for operations against Stuttgart to-night. It was a late take-off and 9 A/C got away, one A/C being scrubbed when the navigator was taken ill just prior to take-off time. HK-230 captained by 159567, P/O D. Brown, was an early return when it developed that the oxygen supply was failing to reach the		

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	20-2-44	(cont'd)	rear gunner. The balance of the A/C successfully bombed the target and all returned safely, some to diversion bases. All crews reported a good attack, large fires being started and little or no fighter activity.	
	21-2-44		Fair, becoming cloudy, rain during a.m., good visibility. More or less a stand-down in Squadron. Three A/C on local flying. Diverted A/C from last night's operations returned to base between patches of bad weather.	
	22-2-44		Cloudy, showery conditions, moderate visibility. Fourteen A/C detailed for operations and were briefed at 1530 hours. However this effort was scrubbed at 1740 hours due to weather conditions.	
	23-2-44		Cloudy with periods of rain, good visibility. Stand-down from operations to-day. Some local H.E.B. I countries carried out, also some fighter affiliation flights. A few crews were sent to Leeming in the p.m. to see the 5th film in the series "Why We Fight".	
	24-2-44		Cloudy with fair periods, slight rain, but good visibility. Sixteen A/C detailed for operations against Schweinfurt to-night. There were three non-starters due to technical troubles and one early return due to excessive petrol consumption. HE-859, commanded by H51550, P/Sgt. Fielding, C.F. and LF-571, captained by H149342, P/Sgt. Meldrum, V.F.S., are missing as a result of this operation. The balance of A/C returned safely, the bulk of them at diversion bases. Crews reported a very successful attack, well concentrated and fires could be observed for a great distance from the target.	
	25-2-44		Cloudy with intermittent rain, good visibility. Eight A/C detailed for operations against Augsburg tonight, we are pretty well stripped of crews due to diversions. All eight A/C got away but there were three early returns, one due to hydraulic trouble, one due to throttle trouble, and the third on account of petrol consumption. The last A/C, HE-232, captained by 318773, P/Sgt. G.W. Walton, burst into flames while in the circuit prior to landing, but the captain succeeded in landing safely and the fire was put out although the A/C was damaged considerably. No member of the crew was injured. The remaining five A/C reached the target and landed safely at the diversion base of Odihem.	

SECRET

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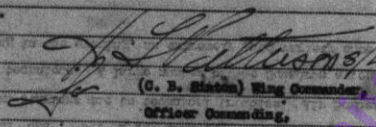
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	26-2-44		Cloudy, with rain and sleet, during day and night. Moderate to poor visibility. Weather cancelled all local flying. One A/U returned from Odiham and one took-off from here with an extra crew aboard to go to Basingbourne, in order to bring back an A/U which was diverted there a week ago. Result - neither A/U could come back due to weather. Stand-down from "ops".		
	27-2-44		Cloudy, with snow in a.m. No flying at all due to weather plus the fact that most of our A/U are away due to diversions. A couple of crews were interrogated for "ops" of a week ago since they were back on this station for the first time.		
	28-2-44		Fine, becoming fair, slight snow, good visibility. Ten A/U detailed for operations tonight, but this was scrubbed at 18:30 hours during Navigation Briefing. One A/U returned from diversion.		
	29-2-44		Fine, becoming cloudy, visibility moderate to good in a.m. and evening, but heavy in afternoon. Stood-down from "ops", but flying training carried out. Five Radar X Countries completed. Three other non-starters due to technical troubles. Air Bombers given a lecture by their leader on P.F.F. technique. A large number of the Squadron attended the R.C.A.F. show "Blackouts" at Looming in the evening, an extremely good variety show and very enthusiastically received.		
			Honours and Awards:- 32528 P/O J. M. Gray, awarded the Distinguished Flying Cross, 36496 P/O G.O. Burns, awarded a Mention in Despatches, in the New Year Honour List, and the following officers are authorized to wear the R.C.A.F. Operational Wings; 01491 W/O G.S. Sinton D.F.C., 32801 S/Lt J. C. McNeill, D.F.C., and 31049 P/O W. J. McHool.		
			Appointments:- The following aircrew were appointed to a commission; 17304 P/O W.J. Bernard, 17645 P/O J.C. Smith, 170293 P/O R.A. Shaul, and 019796 P/O A. Kalyniak.		
			Promotions:- One Aircrew W.O.II promoted to W.O.I. Three Aircrew P/Sgt's, promoted to W.O.II. Five Aircrew Sgt's, promoted to P/Sgt's. One Ground Crew Cpl, promoted to Sgt. Two L.A.C.s promoted to Cpl's.		

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			<table border="1"> <thead> <tr> <th></th> <th>OFFICERS</th> <th>AIRMEN</th> <th>ATTACHED</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F.</td> <td>42</td> <td>313</td> <td></td> </tr> <tr> <td>R.A.F.</td> <td>12</td> <td>82</td> <td></td> </tr> <tr> <td>V.A.A.F.</td> <td></td> <td></td> <td>7</td> </tr> <tr> <td></td> <td>54</td> <td>395</td> <td>7</td> </tr> <tr> <td colspan="4" style="text-align: right;">- Grand Total - 456</td> </tr> </tbody> </table>		OFFICERS	AIRMEN	ATTACHED	R.C.A.F.	42	313		R.A.F.	12	82		V.A.A.F.			7		54	395	7	- Grand Total - 456					
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			<p style="text-align: center;">  (G. B. Elliott) Wing Commander, Officer Commanding, No. 433 (R.C.A.F.) Squadron, </p>																										
			<p>OPERATIONAL FLYING HOURS- Day - Nil, Night - 366:40 hrs.</p> <p>NON-OPERATIONAL FLYING HOURS- Day - 156:10 hrs, Night - 156:10 hrs.</p> <p>Total for the month Day - 156:10 hrs, Night - 561:20 hrs.</p>																										
			<p>AIRCRAFT ON CHARGE-</p> <p>Number on charge, Type - Halifax III.</p>																										
			<p>HEALTH-</p> <p>Squadron personnel generally good in health except for a considerable number of head colds.</p>																										

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