

OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	1-6-44		Cloudy with alight rain in morning, visibility good, light SEly wind. The month's training commenced by crew drills being carried out, one crew on wet dingy drill in River Smale.		
	2-6-44		Sixteen crews detailed and briefed for operations, but this was scrubbed later due to weather. Fair to fine with good visibility, Westerly wind. Ground training in aircraft recognition, radar lectures etc., carried out. 15 A/C detailed for operations, gardening at Dunkirk and Imjuiden. All got away but A/C "V" who ran into trouble when one of the starboard engines caught fire on the runway. Weather was clear in both areas and mines were dropped in their allotted positions. Three attacks by enemy fighter were reported in the Dunkirk area, but Imjuiden was trouble free. All A/C returned safely to base.		F. 541 K. 1-3
	3-6-44		Fair to cloudy with light rain in early afternoon, good visibility, SW'ly winds. Three A/C on local flying during day, air to air firing and X countries. Fifteen A/C detailed for gardening in three different areas; two A/C to Den Helder; six A/C to Imjuiden; and seven to Dunkirk area. The operations were carried out without incident and all vegetables were planted on H2S. Some parachutes were seen to open. All A/C returned safely to the diversion base of Little Snoring.		F. 541 K. 3-6
	4-6-44		Cloudy with drizzle and rain from early forenoon to early evening, visibility moderate to good, wind gusty SW'ly. A/C returned from diversion. No operations so Squadron stood down.		
	5-6-44		Fair to cloudy with light rain in early morning, visibility good, wind strong Westerly. Some ground and Navigation training carried out in a.m. Our largest effort, 18 A/C, laid on for operations to-night. These A/C were detailed to attack the French target of Houlgate. Fairly heavy cloud obscured the target area, but the A/C bombed through the occasional breaks in the clouds. It is impossible to assess the effectiveness of this raid due to the dense cloud. All A/C returned safely to base.		F. 541 P. 6-9
	6-6-44		Showery with good visibility, winds fresh Westerly. No training done to-day as A/C being prepared for operations again. Nineteen A/C were detailed to attack the French target of Conde Sure Noireau. All A/C got away and completed their trip with exception fo HK-275, which returned early with his port outer engine U/S. While the attack was very concentrated and many explosions and fires were reported. The Master Bomber was late and then very confusing		F. 541 P. 9-12 8/11

/Over.....

www.bombercommand.com

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	6-6-44	(cont'd)	in his directions. No fighter activity was encountered and all aircraft returned safely to base.		
	7-6-44		Pair to cloudy, moderate to good visibility, wind fresh Northerly becoming light variable. Operations again to-night, which makes six out of seven nights this month. 11 A/C were detailed to attack the French target of Acheres. All A/C took off and reported a very successful attack with the exception of the weather. It was carried out in 10/0ths cloud, but the target was well marked by P.I.'s. One large fire and three blinding explosions were reported. Very little fighter opposition encountered, but considerable light flak was met at the first turning point. All A/C returned safely although three landed at Topcliffe and one at Dishforth due to the poor visibility at base.		F 541 R 12-14
	8-6-44		Cloudy with drizzle in early morning and rain in late evening, good visibility, wind light variable becoming fresh Westerly. A/C returned this a.m. from diversion bases. Operations laid on again for to-night. Five A/C were detailed for gardening in the Lorient area. This operations was carried out through very poor visibility but the mining was successful on H2S and "Cee". All A/C returned safely with LW-164 landing at Fergahere.		F 541 R 14-15
	9-6-44		Cloudy with rain in early morning, good visibility, winds light variable becoming W-SW'ly. One new crew checked out to-day, also some X countries and bombing exercises completed, radar lectures and link training also done. Four A/C were detailed for gardening operations at Le Havre. This was a very quiet trip with no difficulties encountered anywhere and mines were dropped in their allotted positions on "Cee" checked with H2S. All A/C returned safely to base.		F 541 R 15-16
	10-6-44		Cloudy with rain in early forenoon, moderate to good visibility, wind NW-N'ly. Four A/C on training flights. Ground training carried out during a.m., Radar in a.m. and Link in p.m. Ten A/C were detailed to attack Versailles Matelot. This raid was apparently successful with the bombing well concentrated. Terrific explosions were seen which lit up the sky for a great distance. Some fighter activity was encountered at the target and on the first part of the home route. All A/C returned safely with LW-972 landing at Westcott damaged by flak.		F 541 R 16-17 2887

OPERATIONS RECORD BOOK

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

No. of pages used for day: _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	11-6-44		Cloudy with periods of light rain, moderate to good visibility, wind SW'ly. Some fighter affiliation and Radar X countries done in a.m. No operations so Squadron given stand down, commencing at noon.		
	12-6-44		Cloudy, good visibility, wind fresh SW'ly. Six A/C on training in a.m., fighter affiliation, Radar X countries and bombing. Fifteen A/C detailed to attack the marshalling yards at Arras. The weather was clear and the yards were easy to identify. Crews reported bombing scattered around the T.I.'s and large explosions were seen. All A/C returned safely to base.		154 P. 18-20
	13-6-44		Pair to cloudy with rain in early forenoon and showers in afternoon, visibility poor in rain, otherwise good, winds fresh SW-W'ly. Stand down from operations today. Ground training carried out, Radar, Link and A/C recognition, also some local flying with practise bombing completed. Stand down at night.		
	14-6-44		Pair periods with occasional showers, good visibility, westerly wind. A huge flying training program carried out, eighteen A/C, X countries, bombing, fighter affiliation and air to air firing. A very successful effort but it interfered with our serviceability for operations at night when we were called for 19 A/C and we had our first non-starter since April, also this Squadron suffered its first loss since April 25th after completing nearly 400 sorties without loss when R157469 Flight Sergeant Porter, R.I., failed to return. This was a sad blow particularly in view of the fact that the Navigator, 1579560, Flight Sergeant Rathbone, J., and the Air Bomber, 2223113 Flt/Off. C. Russell, were on their last trip prior to being screened. The 19 A/C were detailed to attack the French target of Cambrai. A/C "O" HK-280, "R" HW-361 and "T" HW-370 failed to get away due to the guns in the rear turret going U/S in "O", port outer engine going on fire in "R", and "T" blowing a tire while on the runway. Heavy cloud prevailed from the French coast to the target, but then there was a break in the clouds and most crews reported a good concentration of bombing made on the T.I.'s, although there was a bit of undershooting. The Master Bomber and his deputy were very undecided and were not very helpful in directing the bombing. LV-966, captained by R157469 F/S Porter, R. failed to return from this operation, but the balance of the aircraft returned safely to base.		154 P. 20-23

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	15-6-44		Pair to fine becoming cloudy with period of rain late afternoon, good visibility, westerly winds. Some ground training in a.m. - Radar, etc. 16 A/C called for operations to-night but this effort was reduced to thirteen by Group Headquarters later. These A/C were detailed to attack the "E" and "U" Boat Pens at Boulogne, and all got away successfully. The markers appeared to be right on the bombing which was heavily concentrated with some 12,000 pounders seen landing directly on the markers. Very little trouble encountered on this trip. All A/C returned safely with LV-842 landing at Halesworth and LV-992 landing at Wembleton. Our first daylight bombing.		F54 P23-25
	16-6-44		Cloudy with good visibility fresh westerly veering northerly. Some ground training carried out in a.m., also a small amount of flying, fighter affiliation and X countries. 17 A/C detailed for operations against Sautre Court in France. Two failed to get away when LV-370 ran off the runway and bogged down and "I" LV-941 was involved in a taxiing accident when a 424 Squadron A/C ran into it from the rear while on the runway. The rear gunner, P/76643, Flight Sergeant Horton, D.E., was killed in the crash. Balance of the A/C reached the target and the raid appeared to be most successful. P.F.F. were very good and bombing was well concentrated on the markers. Opposition was light although "E" Easy was attacked by a fighter which lasted approximately 15 to 17 minutes. All A/C returned safely to base.		F54 P25-28
	17-6-44		Pair, good visibility, northerly winds. Small amount of ground flying training carried out by new crews. Operations again to-night, 10 A/C detailed against a French target outside Abbeville. All A/C got away successfully and carried out a very quiet raid. Defences were extremely weak but results could not be assessed due to cloud. Bombing was directed by Master Bomber. All A/C returned safely to base.		F54 P28-29
	18-6-44		Cloudy, slight rain in p.m., visibility moderate, light variable winds. One training flight carried out - Radar. 17 A/C detailed for operations and crews briefed, but this was scrubbed about an hour before take-off. Crews celebrated first scrub in a week by a large party in the mess. R.A.F. 171645 P/O J. G. Smith and his entire crew were screened to-day on completion of their first tour.		

OPERATIONS RECORD BOOK

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

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	19-6-44		Cloudy becoming fine, moderate to good visibility, light Northerly winds. One new crew checked out to-day. 18 crews detailed and briefed for operations again to-night but once again this was scrubbed an hour before take off.		
	20-6-44		Cloudy light rain, moderate visibility, light Northerly winds. The funeral of R/76643, Flight Sergeant Horton, D.E. was held this a.m. at Stonefall Cemetery, Harrogate. His own crew members acted as pall bearers and there was a large size attending party, made up of officers and N.C.O.'s from the Squadron. The deceased's brother, J36226, P/O Horton, A.C. attended as chief mourner. A lecture given to all crews in p.m. Late at night we were called for operations - 20 crews for an early morning take off but this was scrubbed at 01:30 hours on the 21st.		
	21-6-44		Cloudy with light drizzle in early a.m., moderate visibility. Another day of mix-ups. 17 crews detailed and briefed for a daylight operation to take off at 15:05 hours. As the first A/C rolled to take off point they were told to stand by, another false start at 16:00 hours and they finally got away at 17:00 hours. Raid was on Cismont, but was not a success as all of the A/C either jettisoned or brought back their bombs as instructed. Heavy cloud over target, all returned safely. Two crews on Radar X country during day.		1541 P. 34-37
	22-6-44		Cloudy, moderate to good visibility, light variable winds. Two new crews on Radar X country during day. General sports and organized games were indulged in by crews in p.m. 17 crews detailed and briefed for operations again to-night but this was scrubbed at 17:30 hrs.		
	23-6-44		Cloudy, becoming fine, visibility moderate, fresh light northerly winds. Ground training during day, also organized sports. 17 Crews detailed for operations again and once more it was scrubbed. Ten A/C were put on night X countries and practise bombing carried out.		
	24-6-44		Fine with good visibility and fresh Westerly winds. Ground training carried out once again during day as A/C all bled up. 17 A/C detailed for operations against Bonnetot in France. All got away except "X" HX-353 which swung on take off and broke a tail wheel. This raid which was carried out during the day was very successful and all crews reported the bombing as well concentrated. No fighters were encountered. The pictures of the raid were excellent and showed that bombing had been extremely accurate.		P. 541 P. 32-35 KPP

www.bombercommand.com

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	25-6-44		<p>Pair to cloudy, good visibility, light Southerly winds. No rest for the weary, another 17 A/C out on operations again early this a.m., this time against Gorenflou in France. Raid was carried out in a slight haze but results were satisfactory. Bombing was good but not quite so well concentrated as yesterday's effort. All A/C returned safely to base except IX-275 which landed at Chailley. They had been hit by flak and the Air Bomber, J20478, P/O E. C. Harris was wounded. As he was losing considerable blood the captain made for the nearest drone and he was rushed to the hospital. A nasty wound but he was not put on the seriously wounded list.</p>		1541 P 35-38
	26-6-44		<p>Cloudy with long period of rain, visibility moderate. 17 crews detailed for operations early and then it was changed to a standby. This resulted in it eventually being called off.</p>		
	27-6-44		<p>Cloudy with continuous rain in a.m., thunderstorms later, visibility moderate to good. Another 17 A/C laid on for operations against Wizernes, and this time they all got away just after midnight. Visibility was good and bombing was on red T.I's. It was a very good effort and bombing was concentrated. P.F.F. were about three minutes late. All A/C returned safely to base.</p>		1541 P 38-40
	28-6-44		<p>Pair to cloudy and occasional showers, visibility good, SW'ly winds. We were called for 16 A/C to-night, 4 for gardening and 12 for bombing. All got away successfully except LW-972 which blew a tire on the runway, and LW-120 was an early return when his C.S.U. went U/S in the port outer engine. The four crews on mining reported a good trip and very quiet. The A/C on bombing ran into several combats and flak. This night was marked by a wonderful bit of work by R70185, W/O McVeigh, H.C. who was captain of "C" LW-839. He was attacked four times by fighters and evaded them all until finally hit while in a corkscrew. This resulted in his starboard fin and rudder being shot off, his starboard elevator and aileron and wing tip being smashed, also the starboard flap and mainplane were very badly damaged. The A/C went into a tight spin at 13,000 feet and W/O McVeigh told his crew to abandon A/C. Two members of the crew had baled out when the captain got the A/C into a spiral dive and managed to level off at 6,000 feet. He had set course for England when his port inner engine packed up. However he managed to reach Woodbridge where he landed. A good thing it</p>		1541 P 41-43 H.P.

OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	28-6-44		(cont'd) was this station with its long runways as it was necessary to land at 155 m.p.h. in order to hold the starboard wing up. A great piece of flying on W/O McVeigh's part and undoubtedly saved the lives of most of his crew. Two other A/C landed at diversions.		
	29-6-44		Fine becoming cloudy, thunderstorms and rain, visibility moderate, light variable winds. Two A/C returned from diversion. Crews sleeping most of the day. Fourteen A/C laid on for operations again to-night but this was finally scrubbed.		
	30-6-44		Fog early morning and night, rain during day, light variable winds. We were called for 14 A/C and then increased to 17 A/C for operations, 2 on gardening and the balance on bombing. Weather was very duff so eventually the whole issue was cancelled.		
			CASUALTIES:- The following crew is missing from operations on the night of 14/15 June:- R157469 F/Sgt. Parter, R.L., Pilot, 1579560, F/Sgt. Rathbone, J., R.A.F. Navigator, R105506, W/O Bonnett, L.D., Wireless Operator, T223113, Flight Officer C. Ramsdell, U.S.A.A.F., Air Bomber, R206069, Sgt. Wallbank, D., Air Gunner, 1569915, Sgt. Wood, D.G., R.A.F., Flight Engineer, R.A.F., and R189537, Sgt. Buckingham, J., Mid-upper Gunner. R225055, F/Sgt. Carter, Y.K., Air Bomber and R205550, Sgt. Palmer, R.W., Mid-upper Gunner, bailed out over enemy territory while on operations on the night of 28/29 June. R176443, F/Sgt. Horton, D.E., Air Gunner, killed in aircraft accident on the night of 16/17 June. F/O E.C. Harris, J20478, Air Bomber, wounded while on operations on the night of 25/26 June.		
			POSTINGS IN:- Night crews were posted to the Squadron, consisting of:- J7977, F/Lt. B. Yunker, Pilot, J29579, F/O M. Wlome, Navigator, J25951, F/O P. Scullion, W/O, J29688, F/O S.G. Hetherington, Air Bomber, J26780, F/O J.D.R. Nixon, Pilot, J35244, F/O J.G.R. Brewster, Navigator, J29782, F/O J.H.H. Charlebois, W/O, J35117, F/O W.F. Speak, Air Bomber, J39021, F/O W. MacKay, Air Gunner, J39809, F/O A.L. Butler, Air Gunner, J18962, F/O W.R. Cooke, Navigator, J19151, F/O A.G. Stein, Pilot, J27499, F/O G.K. Renaud, Navigator, J28131, F/O J.R. Hartley, Pilot, J29329, F/O J.E. Dennis, Navigator, J29709, F/O E.R. Knox-Lett, Air Bomber, J26737, F/O J.X.T. Ogle, Air Gunner, J85711, F/O S.B. McKillop, Navigator, J26785, F/O J. Burch, Pilot, J35706, F/O G.G. D'Alvise, Navigator, J35136, F/O W.A. Baxter, Air Bomber, J26756, F/O J.R. Beveridge, Pilot, J86188, F/O L.S. Guernsey, W/O, J17146, F/O W.H. Miller, Pilot,		

www.bombercommand.com

J.P.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>POSTINGS IN:-</u> (cont'd)		
			J28647, P/O T.J. Kelly, Pilot, J35827, P/O W.J.N. Burnett, Navigator, and J86368, P/O H.C. Solomos, Pilot. Twenty-five other ranks R.C.A.F. and seven other ranks R.A.F. also were posted in. Fifteen other ranks, ground crew, posted to the Squadron.		
			<u>POSTINGS OUT:-</u> J13468, P/O T. Ellison, Pilot, J24697, P/O W.A. Charley, Navigator, J26648, P/O D.O.B. McKinnon, Air Bomber, J85349, P/O A.M. Pirten, Air Bomber. The following R.A.F. officers were posted from the Squadron:- 169644, P/O F.C.L. Brookes, Air Bomber, 171304, P/O W.J. Bernard, Navigator, 174645, P/O J.C. Smith, Pilot, 174322, P/O W.R.J. Boustead, Navigator. Six R.C.A.F. other ranks aircrew and five R.A.F. other ranks aircrew posted from the Squadron. Two R.C.A.F. other ranks ground crew posted from the Squadron.		
			<u>PROMOTIONS:-</u> The following officers were promoted to the rank of Flying Officer:- J19151 P/O A.G. Stein, Pilot, J37211, P/O G.A. Gross, Air Gunner, and J35117, P/O W.F. Speak, Air Bomber.		
			Twenty-one Sergeants promoted to Flight Sergeants, five Flight Sergeants promoted to Warrant Officer II, and two Warrant Officers II promoted to Warrant Officer I. Five R.A.F. Sergeants promoted to Flight Sergeants, and one R.A.F. Flight Sergeant promoted to Warrant Officer I.		
			<u>COMMISSIONS:-</u> The following aircrew were appointed to a commission:- J86486, P/O W.H. Wright, Pilot, J86354, P/O F.E. Edmondson, Pilot, J86237, P/O J.E. Mitchell, Pilot, J86250, P/O J.M. Monahan, Pilot, J86213, P/O G.B. Smeaton, Navigator, J86474, P/O W.A. Curtis, Navigator, J86378, P/O W.J. Pearson, Air Bomber, C86475, P/O W.E. Powell, Flight Engineer, C86178, P/O B. Dykes, Air Gunner, J86327, P/O W.M. Graham, Air Gunner, J86667, P/O G.H. Free, Air Gunner, J86626, P/O D.P. Wilson, Air Bomber, R.A.F. 177051, P/O T.L. Jones, Flight Engineer, R.A.F. 175943, P/O R.J. Opon, Flight Engineer, R.A.F. 176974, P/O L. Garbold, Wireless Operator, R.A.F. 176459, P/O A.R.W. Hades, Navigator.		
			<u>HONOURS AND AWARDS:-</u> R.A.F. 174583, P/O R.C. Reinelt, Pilot, was awarded the Distinguished Flying Cross.		
			<u>CHANGES IN COMMAND:-</u> Nil.		
			<u>CHANGES IN ADMINISTRATION:-</u> Nil.		

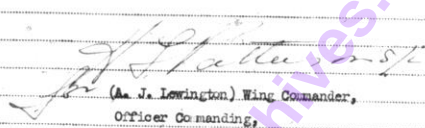
OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>AIRCRAFT ON CHARGE:-</u> 17 Halifax Mark III on charge.		
			<u>FLYING TIMES:-</u>		
			Operational	Non-operational	Totals
		Day	- 157:45	114:30	252:15
		Night	- 90:00	42:30	947:30
		Totals	1042:45	157:00	1199:45
			<u>NUMBER OF OPERATIONAL SORTIES:-</u> 24 sorties.		
			<u>MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED AND MINES LAID:-</u>		
		H.E.	- 733 tons	Cumulative total from 1-1-44 - H.E.	- 1547:05 tons
		Incendiary	- Nil.	" " " "	Incendiary - 289 1/2 tons
		Mines	- 119:25 tons	" " " "	Mines - 305 tons
			<u>NUMBER OF COMBATS WITH ENEMY AIRCRAFT:-</u> During the month of June our aircraft had twelve combats with the enemy. On the 7th June A/C "P" LW-122 claimed strikes on E/A. On the 12th June A/C "P" LW-966 was attacked twice and on the second attack claimed strikes on the enemy fighter. Also on the 12th, A/C "C" LW-839 was attacked but no strikes were claimed. On the 16th June, A/C "L" LW-368 and A/C "J" MW-284 had combats with E/A, but no strikes claimed. On the 16th June A/C "E" LW-120 had two combats with E/A and claimed damage to the fighter on the second attack. On the 28th June A/C "A" HX-268 destroyed E/A in combat, A/C "K" LW-944 had two combats and destroyed the E/A on the second attack, and A/C "C" LW-839 claimed slight damage to E/A.		
			<u>HEALTH:-</u> With the exception of bicycle accidents the general health of the Squadron is good.		
			<u>STRENGTH OF UNIT:-</u>		
			Officers Flying	Officers Non-Flying	Airmen Flying
			Airmen Non-Flying	W.A.A.F.s	
		R.C.A.F.	91	2	88
		R.A.F.	21	-	48
		R.A.A.F.	-	-	1
		W.A.A.F.	-	-	-
		TOTALS	112	2	137
					262
					7

www.bombercommandmuseum.com

Place	Date	Time	Summary of Events	References to Appendices
			<p style="text-align: right;">SECRET.</p> <p>SHORT RESUME BY SQUADRON COMMANDER PERSONALLY:- This has been our busiest month to date with a total of 245 sorties and a bomb load of 733 tons which is almost equal to the tonnage dropped in the previous five months of the year. In spite of this and the fact that we have had a number of "scrubs", which become rather discouraging, a high standard of serviceability has been maintained and the ground crew have done a magnificent job. The moral of the Squadron is high although we had the misfortune of losing one of our senior crews which had been with us since the Squadron's inception.</p>	
			 (A. J. Lowington) Wing Commander, Officer Commanding, No. 433 (R.C.A.F.) Squadron.	

Form 100-1000 10/1/45
 Form 100-1000 10/1/45

www.bombercommandmuseumarchives.ca