



OPERATIONS RECORD BOOK

5.47-20-433
2015

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

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
	1-7-44		Weather extremely bad, continued rain and drizzle, operations were called but cancellation followed owing to grim weather. A large amount of ground training was done. The Gunnery; Turret manipulation, the W/Ops; on procedures. All crews received a lecture on the "X" type dingy. The Squadron "stood by" all day.	
	2-7-44		The weather was cloudy with occasional showers and moderate visibility. Two crews were on circuits and landings. Two new A/C were collected from R.C.A.F. Station, Croft. The Gunnery indulged in a session of skeet shooting and A/C recognition. The Bomb Aimers carried out training on the Link Instructor also a navigation lecture was given to them. The Squadron stood by, sixteen crews were ordered for operations but it was later scrubbed.	
	3-7-44		Weather rather cloudy but otherwise fair. Three A/C on circuits and landings. Flights Engineers received a lecture. W/Ops had a session on Query and Fault finding. Bomb Aimers did a spot of navigation and the Gunnery trained on A/C recognition. At 13:30 hours sixteen A/C were put on for operations, but later scrubbed.	
	4-7-44		The weather started off badly with rain and clouds. Later it improved and sixteen A/C were laid on for operations. The target was Villeneuve St. George. It was a good "prang", visibility was good and many hits were observed. No one reported attacks by fighters and no sightings were made. The Master of Ceremonies seemed to be affected by interference toward the end of the attack. A/C "X", HR-353, captained by J19990 P/O G.A. Wolstancroft, A/C "W", LN-123, captained by J25900 P/O W.D. Baird and A/C "E", LN-120, captained by J7977 P/Lt B. Yunker failed to return from this operation.	6541 21-3
	5-7-44		Weather was reasonable, occasional showers with a light wind from the S.W. An air test was made on the new A/C "C". The weather then closed in and flying training had to be abandoned. Operations were ordered and twelve A/C were put on. This was later abandoned. The opportunity to shoot skeet was seized by the Gunnery and numerous crews carried out dingy drills.	
	6-7-44		The day started well and daylight operations were laid on. Fourteen crews were called at dawn to make an attack on Strasbourg . The weather on route to the target was good and the T.I's seemed to be well placed. The bombing soon produced a huge pall of smoke, but not	6541 23-5

Over.....

www.bombercommand.com

Place	Date	Time	Summary of Events	SECRET	References to Appendices
	6-7-44	(cont'd)	before direct hits on emplacements were observed by J27401 P/O R. Bamford, the Bomb Aimer in A/C "V" BX-290, captained by J22978 P/O J.D. Ednklater. The M.C. then ordered the remaining A/C to bomb the south end of the snake. The concentration was good. All A/C returned safely to base. The afternoon saw a great event in the station's history. The first Sports' Day. This was held on the airfield by the Watch Office. There numerous entries especially for the W.A.A.F.; slow bicycle race and Rolling Pin throw competition. Refreshments were liberally dispensed from a tent on the field. The great day was brought to a close by a grand dance held in the Sergeant's Mess, which was voted a complete success.		
	7-7-44		The weather was extremely grim. Intermittent showers and many low clouds. A stand by was ordered and thirteen crews were briefed for operations, but they were later scrubbed. Weather did not permit flying training, so lectures were given to all sections. Stand by sometimes.		
	8-7-44		Fair weather with occasional showers permitted a day of flying training. Three new crews were passed out by the "A" Flight Commander, J9201, S/L J.C. McNeil, DFC, each flying the A/C for an hour. Two other crews did bombing and air to air firing. The Gunnery had a good long session on turret manipulation and A/C recognition. Operations were laid on and later scrubbed.		
	9-7-44		Weather was good, just a little broken cloud. Fifteen A/C were laid on to attack "Flying Bomb" launching sites at ^{Assouval} West-Downy . Cloud obscured most of the target and only occasional glimpses of the ground were obtained. Bombing seemed to be a trifle scattered. J86237, P/O J.E. Mitchell, captain of A/C "D" DW-542, found his Bomb Sight was U/S and flew in close formation with another bomber and a spot of mutual bombing was effected. This must have been quite an experience for J86368 P/O H.C. Salomon, who was doing his first operation as second pilot with P/O Mitchell. A/C "J" ME-284, piloted by R145912 W/O II Devine, E.J. ran into engine trouble and had to jettison over the channel and return to base. All A/C were diverted to West Raynham and returned to base that evening.		F54 P. 6-8
	10-7-44		Weather fair with occasional showers, broken cloud, visibility moderate to fair. Sixteen A/C were ordered for operations, eight on gardening and eight on bombing. The bombing		F54 P. 9-10 2/16

/Page three

OPERATIONS RECORD BOOK

of (Unit or Formation) Wg. 433 (R.C.A.F.) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	10-7-44	(contd.)	trip was scrubbed but at 23:59 hours the mining A/C got away. It proved to be an uneventful trip. All vegetables were planted except those carried by J19897 R/O J.J. Major in A/C "X" W-941. He ran into engine trouble and jettisoned his mines at 535N 0205E. 130158. R/O G.B. Sherman D.F.C. started in on his second tour on this trip. Until starting his second tour he has been Radar instructor on this station. All A/C returned safely to base.		
	11-7-44		The weather was reasonably good, fresh winds and a small amount of cloud. Operations were laid on but were scrubbed later. This gave plenty of scope for training. Six A/C were put on H2S X Country while the remaining crews did dingy and parachute drills. The Gunners practised turret manipulation and A/C recognition. That evening six A/C were laid on for night X Countries and Bombing. All completed their exercises.		
	12-7-44		Small amount of cloud and occasional showers opened the day, the weather improved as the day went by. There being no operations laid on for daylight, an extensive programme of Fighter Affiliation, Air to Air and Air to Sea Firing was laid on. Those gunners left on the ground practised turret manipulation and A/C recognition. In the evening operations were laid on and eight A/C went to attack Acquet. It was a successful raid and P.F.F. were good. Two crews visually identified the markers as being right on the target and bombing was well coordinated. There was sufficient cloud cover to render ineffective the D - 40 search lights. No night fighters were seen and flak was extremely light. It was considered a good "prang". All our A/C returned safely to base.		F 541 P 10 11
	13-7-44		Rather cloudy and squally, it improved as the day went by. Three new crews arrived. A/C standing by for operations all day but nothing materialised. Three A/C went on a X Country and an amount of Air to Air and Fighter Affiliation was also carried out. The W/Ops did Morse and Gee practice.		
	14-7-44		A good day, training started early. Ten crews started in on a programme on Fighter Affiliation, Cross Countries and local flying. We received news that A/C "U" W-115, had crashed on the Isle of Man. All of the crew were killed. The captain, R12232, W/O I. Marie, J.M., was a new comer to the Squadron. That night twelve of our A/C took part in an attack on Anderbeek. The weather over the target was extremely good. Enemy resistance was almost		F 541 P 11 13 C.H.K.

/Over

www.bombercommand.com

Place	Date	Time	Summary of Events	SECRET	References to Appendices
	14-7-44	(cont'd)	negligible. A/C "W", captained by J28647 P/O T.J. Kelly, was the first to bomb. He saw his bombs land right on top of the markers. All crews agreed that the bombing was well concentrated and the markers well placed. All our A/C returned safely to base. It was the last night of duty with the Squadron for J2801, S/Ldr. J. G. McNeil, DFC, for he has left us and gone to form a new Squadron, No. 415 Squadron, Eastmoor. He seemed to be sorry to leave us as he had been with since the "Porkies" first went into business.		
	15-7-44		A day of good weather and the opportunity was seized to get plenty of training in. Two crews went on Cross Countries while others were on Fighter Affiliation. The Gunnery had a good long session on A/C recognition and turret manipulation. Thirteen A/C were laid on for operations but at 14:00 hours the operations were scrubbed. Consequently the thirteen A/C went on a Group Bullseye that night. It was a grand night and all crews agreed that they had definitely got something out of it. Seven W/Op's went on a group exercise. All the Bullseye types returned safely to base.		
	16-7-44		The weather was not so good but all sections had a good morning's training on the ground. The afternoon brought better weather and as operations were not laid on a training programme of Cross Countries (Radar) with Bombing and Fighter Affiliation was carried out. The weather began to clamp down about tea time and no further flying took place. The crews not engaged on flying during the afternoon did some dingy and parachute drills.		
	17-7-44		Weather started off good and a flying training programme was laid on. Radar Cross Countries and practice bombing. In the afternoon operations were ordered but after a time they were scrubbed and the crews were told to stand by for an early call.		
	18-7-44		The crews threatened with an early call were not disappointed, for at 02:00 hours they were awakened and briefed to attack Osn, and seventeen A/C took off. The weather over the target was clear with good visibility and the crews settled down to a good raid. The minutes after the attack started, nothing could be seen except smoke and dust, but from visual pin-points the attack seemed well placed and the desired objective secured. No bombs were seen by the crews to burst north of west of the canal. A large number of A/C were seen but no one reported any congestion. No enemy fighters seen and all A/C returned safely to base. A good		P 541 P 13-16

(12026-422) Wk 12026-422 12026 T.S. 200
 (12026-422) Wk 12026-422 12026 T.S. 200

www.bomber.com

OPERATIONS RECORD BOOK

of (Unit or Formation) _____

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	18-7-44	(cont'd)	<p>piece of news for W/O McVeigh was received. He was awarded the D.F.C. for bringing his crippled A/C home from Metz. That night fourteen A/C were laid on to attack Wesseling, a town in the Ruhr Valley. Those crews who had been there previously said it was a quiet night and no encounters were made with enemy fighters. The target was well marked and the crews had no difficulty in putting their loads where most damage would result. All A/C returned safely to base. R122292, W/O I. Marie, J.M. and four members of his crew, R166772, P/Sgt. Tees, B.E., Wireless Operator, J35075, P/O J.T. Evans, Air Bomber, R252874, Sgt. Movold, R.J., Air Gunner and R255673, Sgt. Pidgeon, G.W., were buried to-day in Kirk Andreas Churchyard at the Isle of Man. Full honours were accorded and several officers of this unit flew over to the Isle of Man to represent the Squadron. The bodies of J35764 P/O W.M. Wallace, Navigator, and 1594671 Sgt. Walker, G.F., Flight Engineer, R.A.F., were shipped to-day to England in accordance with the wishes of next of kin.</p>		<p style="text-align: right;">F541 P. 16-18</p>
	19-7-44		<p>Another good flying day, light westerly winds and a small amount of cloud. Since we had flown on two targets the day before, the morning was devoted to ground training. Soon after lunch operations were laid on. Six A/C to go mining in the Rosemary area, also two A/C were detailed to go on a bullseye. The gardening types took off and met with little opposition. A reasonable amount of heavy and light flak was met from the Heligoland, however all A/C returned safely to base.</p>		<p style="text-align: right;">F541 P. 18-19</p>
	20-7-44		<p>Good weather and an extensive programme of fighter affiliation was carried out by four A/C. Sixteen A/C detailed for daylight operations against Ferme du Forestel. All got away except "D", LW-842, which swung badly on take off and ended up in the bomb dump. The crew were uninjured although the A/C was badly damaged. A/C "M", LW-370, returned early as starboard inner engine had to be feathered due to oil leakage. The weather was clear over the target and all bombing seen was in the immediate target area which was covered with smoke and bomb bursts. No flak was encountered and no enemy fighters seen. Six A/C returned safely to base and the remaining eight were diverted to Marston Moor and Dishforth.</p>		<p style="text-align: right;">F541 P. 20-22</p>
	21-7-44		<p>Cloudy with slight drizzle in early morning and late evening, N'ly wind. A/C returned from diversions. Seventeen A/C called for operations, but this was scrubbed at 15:00 hours.</p>		<p style="text-align: right;">[Signature]</p>

/Over:.....

www.bombercommand.com

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	21-7-44	(cont'd)	Two A/C on Fighter Affiliation, no night flying. Aircrew member of the Squadron attended the funeral of 1594671 Sgt. Walker, G.P., R.A.F., the Flight Engineer of W/O Marie's crew.		
	22-7-44		Cloudy with moderate visibility, NW to N'y wind. Thirteen A/C were called for operations, but this was scrubbed again at 19:00 hours. Six Wireless Operators were on Group W/T exercise and Radar X Country done. All crews attended lecture by flak expert in the afternoon. Two A/C on Fighter Affiliation, no night training done.		
	23-7-44		Cloudy becoming fair to fine, visibility moderate becoming good, light NW - W'y wind. Ten A/C on practice bombing, Radar X Country and Fighter Affiliation. Six W/O's on Gee practice and three given lecture on operational procedure, "Walter" and IFF. Fourteen A/C were called for operations against Dungen. All A/C got away and there were no early returns. Weather was clear over the target with a slight ground haze. Several large explosions were seen lighting up the sky in all directions and nearly all bombing appeared to be on the markers visible. All crews were of the opinion that this was a good attack and only one fighter was seen in the vicinity. All A/C returned safely to base, except "X", landing at Honeybourne and "I", landing at Wellesbourne, due to shortages of fuel.		F54 P 22-24
	24-7-44		Fine becoming cloudy, visibility hazy at first becoming good, light SE'y wind. Four A/C on local training, Fighter Affiliation, Air to Air firing and practice Bombing in a.m. and ground training done in p.m. Thirteen A/C called for operations against I/Hay, all got away successfully. Bombing was done through cloud and results were difficult to assess. Numerous fighter flares were seen but no enemy fighters were reported. All A/C returned safely to base.		F54 P 24-26
	25-7-44		Cloudy with rain late in the evening, hazy, light SE'y wind. Ground training, Link and Radar, carried out in a.m. Sixteen A/C called for operations at night. Two on Gardening in the Brest area, two on Gardening in the St. Nazaire area and twelve for bombing at Stuttgart. The A/C on mining got away successfully and planted mines in their allotted positions. Visibility was good and no fighters or other difficulties were encountered. All four A/C returned safely to base. The remaining A/C on bombing got away successfully except		P 27-29 APK

Page 7

OPERATIONS RECORD BOOK

..... Page No. 7

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
	25-7-44	(cont'd)	"I", LW-911, which swung on take off, crashed and exploded. The crew were uninjured. Visibility was good over the target and bombing appeared to be on the centre of the markers. Moderate to intense heavy flak was encountered at the beginning of the raid but dwindled as the attack progressed. All A/C landed safely at diversions.		
	26-7-44		Cloudy with fair periods, thunderstorms during evening, visibility moderate becoming good, SE'ly wind. Three crews collected new A/C from Diahfurth and Leeming. Ground training done on the Link. A/C returned from diversions. Radar X Country carried out in p.m. Operational stand down in afternoon.		
	27-7-44		Fair to cloudy becoming fine, fog early morning, visibility becoming good, thunderstorms in afternoon. Wind, light SE'ly becoming W'ly. Link training done in a.m. Crew flew to Woodbridge to pick up A/C. Fifteen A/C called for operations, five more put on later, making twenty A/C for early morning take off. Postponed take off at last minute and it was finally scrubbed at 09:00 hours on the 28th.		
	28-7-44		Fine becoming fair, good visibility, light variable wind. Link and Navigation training done in a.m. Seventeen A/C called for night operations against Hamburg. All A/C got away successfully and none returned early. Cloud over target did not obscure markers but denied observation of results of the attack. Moderate heavy flak barrage encountered at target. A/C "W", ME-016, captained by J28574, P/O J.K. Armstrong, failed to return from this operation. All other A/C returned safely to base.		P 34 P 32-32
	29-7-44		Fair to cloudy with rain late in morning, fog by midnight, light variable wind. Navigation and Link ground training done in a.m. Fifteen A/C standing by for operations.		
	30-7-44		Foggy becoming fair to cloudy, poor visibility all day, light W'ly wind. The Fifteen A/C standing by took off at 05:20 hours to attack Villers Bocage in daylight. Low cloud was encountered over the target and A/C bombed at heights varying from 1400 to 3000 feet, concussion of bursting bombs could be felt. All A/C returned safely to base.		P 33-35
	31-7-44		Cloudy but hazy, NNW'ly wind becoming light SE'ly. Link and Navigation ground training carried out. Seven A/C on Radar X Countries and practice bombing. Four crews detailed for gardening operations in the Brest area. All four got away and mined successfully as		P 35-36 OK

/Over.....

www.bomber.com

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	31-7-44	(cont'd)	<p>ordered. It was a very successful trip with good weather, much better than met forecast.</p> <p>A/C were diverted to Harwell on return.</p> <p>CASUALTIES:-</p> <p>The following four crews are missing as the result of operations during the month of July:-</p> <p>J7977, P/L. B. Yunker, Pilot, J29979, P/O. M. Wiome, Navigator, J25951 P/O P. Boullion, Wireless Operator, J29688, P/O S.G. Hetherington, Air Bomber, 1875536, Sgt. Watmough, G.F., R.A.F., Flight Engineer, R204657 Sgt. Gracie, W., Air Gunner, R135306, P/Sgt. Grenon, L.T., Air Gunner, J19990 P/O G.A. Wolstencroft, Pilot, R136684, Sgt. Pergantes, H.F., Navigator, R154951 P/Sgt. Brewer, H.R., Wireless Operator, R157657, Sgt. Reeve, P.A., Air Bomber, R192337, Sgt. Hutchinson, A.R., Air Gunner, 2209363, Sgt. Chambers, S.J., R.A.F., Flight Engineer, R183260, Sgt. MacLean, D.L., Air Gunner, J25900, P/O W.D. Baird, Pilot, J37573, P/O J.D.D. Harvie, Navigator, R59381, W/O Longley, R.T., Wireless Operator, J86626, P/O Wilson, D.W., Air Bomber, R197728, Sgt. Jenkins, T.C., Air Gunner, 2220018, Sgt. Marler, J.H., R.A.F., Flight Engineer, R204675 Sgt. Winder, W.H., Air Gunner, J28574, P/O J.K. Armstrong, Pilot, J29999 P/O W.A. Martineau, Navigator, R14440, W/O Robertson, J.A., Wireless Operator, J35061, P/O R.W. James, Air Bomber, R214464, Sgt. Owen, T.B., Air Gunner, 1896104, Sgt. Stanham, G.A., R.A.F., Flight Engineer, R202081, Sgt. Robinson, R.W., Air Gunner.</p> <p>The following crew were killed in flying accident on the 14th of July:- R122292, W/O I. Marie, J.M., Pilot, J35674, P/O W.M. Wallace, Navigator, R166772, P/S. Tees, B.E., Wireless Operator, J35075, P/O J.T. Evans, Air Bomber, R255673, Sgt. Pidgeon, G.W., Air Gunner, 1594671, Sgt. Walker, C.F.W., R.A.F., Flight Engineer, and R252874, Sgt. Movold, R.L., Air Gunner.</p> <p>POSTINGS IN:-</p> <p>The following officers were posted to the Squadron during the month of July:-</p> <p>130158 P/O G.B. Sharman, DFC, R.A.F., Navigator, J28667, P/O R.H. Simpson, Pilot, J35750, P/O R. Woodhouse, Navigator, J25761, P/O C.M. Dandy, Air Bomber, J35764, P/O W.M. Wallace, Navigator, J35075 P/O J.T. Evans, Air Bomber, J28618, P/O G.L.D. O'Grady, Pilot, J35823, P/O R.G. Truba, Navigator, J87037, P/O G.D. Sarasin, Air Bomber, J86735, P/O R.A. Forbes, Pilot.</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
			POSTINGS IN:- (cont'd)		
			J36318, P/O W.J. Hamilton, Navigator, J35535, P/O J.E. Cullley, Air Bomber, O846, S/Ldr. E.T. Blackburn, Pilot, J24691, P/O C.D. McHavin, Navigator, J27113, P/O H. Rubin, Air Bomber,		
			54217, P/O G. Reynolds, Flight Engineer, J28276, P/O J.H. Marshall, Navigator, J36370, P/O H. Grimble, Navigator, J36230, P/O J.L. Baillargeon, Air Bomber, J28574, P/O J.K. Armstrong, Pilot, J29999, P/O W.A. Martineau, Navigator, J35061, P/O R.W. James, Air Bomber, J29268, P/O J.H. Howes, Pilot, J35713, P/O J.C. Wigle, Navigator, J25885, P/O D.F. McGrath, Pilot, J37163, P/O L.D. Nairn, Navigator, J36284, P/O H.J. Pudlowaki, Air Bomber, J29592, P/O W.C. Pierce, Pilot, J36228, P/O F.M. Covert, Navigator, O205, S/Ldr. G.O.W. Marshall, Pilot.		
			Fifty-two Aircrew, N.C.O.'s were posted in, ten R.A.F. and forty-two R.C.A.F. Seventeen ground trades were posted to the Squadron.		
			POSTINGS OUT:-		
			The following officers were posted from the Squadron during the month of July:-		
			176459, P/O A.R.W. Hedges, R.A.F., Navigator, 164583, P/O R.C. Reinelt, DFC, R.A.F., Pilot, J18646, P/O A.G. Kerr, Navigator, 151246, P/O G.M. Wade, R.A.F., Air Bomber, J9201, S/Ldr. J.C. McNeill, DFC, Pilot, J85711, P/O S.B. McKillop, Navigator, 146604, P/O G.R. Rowse, R.A.F., Wireless Operator, J10449, P/L W.J. McFicoil, Air Bomber, J86327, P/O M.W. Graham, Air Gunner, 54927, P/O J. Hargreaves, R.A.F., Flight Engineer, J86902, P/O S. McDougall, Wireless Operator, J24328, P/O D.R. Wilson, Air Bomber, J19151, P/O A.G. Stein, Pilot, J27499, P/O G.K. Renaud, Navigator, J86213, P/O G.B. Smeaton, Navigator, J22076, P/O J.K. Sheddin, Navigator, J87262, P/O A.J. Lord, Air Bomber, O846, S/Ldr. A.D. Blackburn, Pilot, O86178, P/O G. Dykes, Air Gunner.		
			Fourteen aircrew N.C.O.'s, ten R.A.F. and four R.C.A.F., were posted out. Thirteen ground crew trades, eight R.A.F. and five R.C.A.F., were posted out.		
			PROMOTIONS:-		
			J19252, Pilot Officer, E.L. Demone, Air Bomber, promoted to the rank of Temporary Flying Officer. Six R.A.F. Sergeants promoted to the rank of Flight Sergeant, Twenty-seven Sergeants promoted to the rank of Flight Sergeant and two Warrant Officers II promoted to		

www.bombercommand.com

Place	Date	Time	Summary of Events	References to Appendices
			SECRET.	
			PROMOTIONS:- (cont'd)	
			Warrant Officers I. In the ground trades one I.A.C. was promoted to Corporal and one Corporal promoted to Sergeant.	
			APPOINTMENTS:-	
			J26964, P/O C.A. Appleton appointed to the Acting rank of Flight Lieutenant and J21433, P/O J.C. Walk was also appointed to the Acting rank of Flight Lieutenant.	
			COMMISSIONS:-	
			The following aircrew received commissions during the month:-	
			178990 P/O K.M. Shaw Brown, R.A.F., Wireless Operator, J87496, P/O W.D. Keen, Air Bomber, J87451, P/O M.C. Gorman, Wireless Operator, J87550, P/O J.A. Tolmie, Navigator, J87422, P/O L.E. Jones, Navigator, J87288, P/O J.M. Leyland, Wireless Operator, 478807, P/O B.P.A. Moss, R.A.F., Wireless Operator, 087213 P/O M.D. O'Reilly, Air Gunner, J87423 P/O H.G. McVeigh DFC Pilot, J87314 P/O R.V. Darnbrough, Air Gunner, J87835 P/O J.F. McDonough, Air Gunner, J87262 P/O A.J. Lord, Air Bomber, J87107 P/O J.H. Bretsch, Air Gunner, J86904 P/O L.D. Bonnett, Wireless Operator, J86902 P/O S. McDougall, Wireless Operator, J86985 P/O F.J. Devine, Pilot, J86984 P/O H.J. Coughlin, Air Gunner, J86983 P/O D.E. Carruthers, Air Gunner.	
			HONOURS AND AWARDS:-	
			The following officers have been awarded the Distinguished Flying Cross:-	
			J15159 Squadron Leader, H.T. Patterson, Pilot; J87423 P/O H.G. McVeigh, Pilot.	
			086178 P/O G. Dykes, Air Gunner and M88034 Flight Sergeant Neill, R.A.F., Air Gunner, were awarded the R.C.A.F. Operational Wing.	
			CHANGES IN COMMAND:- Nil	
			CHANGES IN ADMINISTRATION:- Nil	
			AIRCRAFT ON CHARGE:- 20 Halifax III on charge.	
			FLYING TIMES:-	
			Operational Non-operational Totals	
		Day	- 310:05 259:50 569:55 hrs.	
		Night	- 650:45 71:30 722:15 hrs.	
		TOTALS	- 960:50 331:20 1292:10 hrs.	

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																																				
			NUMBER OF OPERATIONAL SORTIES:- 202 sorties.																																						
			MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED AND MINES LAID:-																																						
			H.E. - 651 tons Cumulative total from 1-1-44 - H.E. - 2198.05 tons																																						
			In incendiary - Nil " " " " " Incendiary - 289 1/2 tons																																						
			Mines - 57 tons " " " " " Mines - 362 tons																																						
			NUMBER OF COMBATS WITH ENEMY AIRCRAFT:-																																						
			One combat was reported during the month.																																						
			HEALTH:-																																						
			The health of the Squadron is much better for the month of July, bicycle accidents remain about the same, but Sick Parades have been smaller. Two crashes occurred on the Station, but no one was injured.																																						
			STRENGTH OF UNIT:-																																						
			<table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;"></th> <th style="width: 10%;">Officers Flying</th> <th style="width: 10%;">Officers Non-Flying</th> <th style="width: 10%;">Airmen Flying</th> <th style="width: 10%;">Airmen Non-Flying</th> <th style="width: 10%;">W.A.A.F.</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F.</td> <td style="text-align: center;">112</td> <td style="text-align: center;">2</td> <td style="text-align: center;">114</td> <td style="text-align: center;">265</td> <td style="text-align: center;">-</td> </tr> <tr> <td>R.A.F.</td> <td style="text-align: center;">17</td> <td style="text-align: center;">-</td> <td style="text-align: center;">46</td> <td style="text-align: center;">7</td> <td style="text-align: center;">-</td> </tr> <tr> <td>R.A.A.F.</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">1</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>W.A.A.F.</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">7</td> </tr> <tr> <td>TOTALS</td> <td style="text-align: center;">129</td> <td style="text-align: center;">2</td> <td style="text-align: center;">161</td> <td style="text-align: center;">272</td> <td style="text-align: center;">7</td> </tr> </tbody> </table>		Officers Flying	Officers Non-Flying	Airmen Flying	Airmen Non-Flying	W.A.A.F.	R.C.A.F.	112	2	114	265	-	R.A.F.	17	-	46	7	-	R.A.A.F.	-	-	1	-	-	W.A.A.F.	-	-	-	-	7	TOTALS	129	2	161	272	7		
	Officers Flying	Officers Non-Flying	Airmen Flying	Airmen Non-Flying	W.A.A.F.																																				
R.C.A.F.	112	2	114	265	-																																				
R.A.F.	17	-	46	7	-																																				
R.A.A.F.	-	-	1	-	-																																				
W.A.A.F.	-	-	-	-	7																																				
TOTALS	129	2	161	272	7																																				
			SHORT RESUME BY SQUADRON COMMANDER PERSONALLY:-																																						
			Six of our crews have been screened on completion of their operational tour and ten new crews have been posted in, consequently the number of operational experienced crews has been cut down considerably. However we have been able to get in a good number of training hours and the new crews are shaping well. Less operations were undertaken this month than in the last, although "Stand-by" has been repeatedly called, and serviceability has remained good. This month has been less fortunate for us than any for a considerable time in that we lost five crews; four on operations and one which crashed at the Isle of Man on a W Country Training Flight, all members of the crew being killed.																																						

/Concluded over.....



