

OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendices
	1-8-44		Cloudy, moderate visibility, winds light and variable. A stand-by for operations. Twelve A/C were detailed to attack L'Hay but were recalled before they were able to drop bombs. Those crews not on operations did crew drills, whilst two engineers were detailed for Link.		
	2-8-44		Cloudy, moderate visibility, drizzle all morning, later it became fine, with good visibility. Light winds from E.S.E. Fourteen A/C were detailed for operations but they were scrubbed. Ground training carried out; Engineers and Bomb Ainers on Link Trainer and Horse practice. Crews were on parachute and dingy drills.		
	3-8-44		Cloudy with drizzle in early part of day, became fair with good visibility. Winds - light E to SE. Eighteen A/C were laid on for operations, later Group asked for all available A/C We had two A/C which had returned from a diversion base that afternoon. They were promised and the ground crews worked hard, and it is to their credit that nineteen, not eighteen, the number originally called for, took off to attack Foret de Nieppe. A/C "B" IV-967, captained by J25885 P/O D.M. McGrath, ran into engine trouble and was obliged to jettison and return to base early. The target was well marked and bombs were seen to hit the area. Large clouds of black and dark brown smoke were observed. The attack seemed well concentrated, although some bombs were seen to undershoot. All our A/C returned safely to base.		
	4-8-44		Cloudy with moderate visibility, became fine with good visibility. Operations were laid on and fifteen A/C took off to attack Bois de Cassan. The first phase of the attack started large fires and observation of the target was difficult. The target indicators were well placed and the attack continued. It was a good raid, plenty of smoke and fire. As A/C "S" IX-275, captained by J28667 P/O R.H. Simpson, was leaving the target it was hit by flak. The Bomb Ainer, J25761 P/O G.M. Dandy, was slightly wounded. The steering gear was hit and rendered U/S. The Rear Gunner, R22948 Sgt. Brown, O.M., was able to steer the A/C manually by manipulating the broken rudder rods. An attempt was made to repair the rods with wire from the aerial but this proved ineffective. The captain decided that it was impossible to land the A/C, so he ordered the crew to bale out, this they did and all landed		ak

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	4-8-44	(cont'd)	safely. All the other A/C of the Squadron returned safely to base.		
	5-8-44		Foggy in early morning, became fair in the afternoon. Operations were ordered and nineteen A/C took off to attack Leu Dessereut. The weather over the target was good, A/Cs broken cumulus cloud. The bombing was well concentrated and soon the whole area was one mass of smoke and dust. At 15:42 hours a huge explosion with orange red flame was seen. The general consensus was that it was an extremely good attack. Upon orders from Group the Squadron returned in formation. When the formation was over Coole, Yorkshire, the captain of A/C "H" LZ-528, J21448 F/O J.R. Harrison, informed the Leader that owing to engine failure he would have to leave the formation. This he did and proceeded to base on three engines. On arrival he requested priority landing, which he was granted. He appeared to overshoot the runway and whilst he endeavoured to line up with the runway the A/C got out of control and it crashed on the green of the village of Skipton Bridge. The captain was killed instantly. The remainder of the crew were taken to hospital where the Flight Engineer, 1624919 Sgt. Whitbread, D.L., R.A.F. died. The rest of the crew, J20875 F/O J.F. Kinder, J24065 F/O L.E. Dufresne, J27284 F/O E.T. Widenoja and 474881 F/O N.S. Godfrey, R.A.F., are recovering. The loss of F/O Harrison was keenly felt by the Squadron as he was an extremely popular officer. Recently he had been taken off flying duties as a result of a Motor Cycle accident, and during his period on the ground had worked hard as an organiser of ground training. A/C "Q" was diverted to Ford, "L" to Church Broughton and A/C "W" was diverted to Woodfax Lodge.		
	6-8-44		Foggy in the morning, became fair with light and variable winds. There was no flying. Wing Commander A.J. Lewington, J248, O.C. of the Squadron, gave a lecture on tactics to all crews. In the afternoon a stand down was announced.		
	7-8-44		Clear in the morning with a small amount of cloud, good visibility. Squadron standing by for operations. Flight Engineers on Link and Horse training. Gunners had a session in turret manipulation and guns were harmonised. Eleven A/C were laid on to attack enemy positions south of Oen. In view of the concentration, no dummy runs were allowed, consequently three crews were ordered by the Master Bomber to return with their bombs. The attack was		

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	7-8-44	(cont'd)	well concentrated and the T.I. well placed. The target was lightly defended. The bombing types were ordered to divert and A/C's B, G, R, T, V, X, Y, landed at Colerne, "A" at Taten Hill, "O" at Downham Market and "F" at Penlow. "S" came back to base. Just after the bombing A/C had taken off six A/C took off to go gardening. Three went to Lorient and three to St. Nazaire. The vegetables were laid in their correct beds and all seemed quiet. That is until "E", captained by J25973 F/O W. Horick, left the target area. His A/C was attacked by two enemy A/C. By skillful evasive action, given by his Rear Gunner, R151462 F/Sgt. Soroko, S., he evaded them without sustaining damage. The weather at base was still druff, so all six of the mining A/C were diverted to Colerne. All our A/C returned safely from both operations.		
	8-8-44		Little cloud and light and variable winds. Standing by for operations. Ground training on Morse and Morse, and sheet shooting by gunners was carried out. Crews did dingy and parachute drills. An accident befell "S" ME-895. This A/C was being refuelled from a bowser when fire broke out. Before the blaze could be extinguished, R22845 IAC. Golding, J.H., a Fitter of 433 Squadron and R130604 IAC. Woodman, W.D.H., a Fitter of 9424 Echelon, lost their lives. Sixteen A/C were ordered to attack Paret de Chantilly. Unfortunately an A/C developed engine trouble and we were able to get only fifteen A/C airborne. The target was reached about 21:15 hours and little opposition from the enemy was encountered. The crews found good visibility, the marking was accurate and bombs were well concentrated. Up to four vivid red explosions were reported. Columns of black smoke rose to 8,000 feet. All the crews reported it a "wizard prang", little opposition from flak and no enemy fighters were seen. All our A/C returned to base safely. The funeral of J21448 F/O J.R. Harrison was held at Harrogate, Yorkshire. It was a full military funeral and was attended by members of the Squadron led by J15159 S/Ldr. H.E. Patterson, D.F.C.		
	9-8-44		Cloudy to fair, light and variable winds. Squadron standing by for operations. Ground training done and two A/C on "X" - Country trips. Dingy and parachute drills carried out, Gunners on clay pigeon shooting. Operations were laid on and seventeen crews were briefed to attack Paret du Gros. It was almost a dark take off. Unfortunately two A/C ran		

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	9-8-44	(cont'd)	into engine trouble and were unable to get off. There was heavy low cloud on take off but this decreased as the crews reached South England, by the time the target was reached there was no cloud and excellent visibility. The T.I. seemed well placed and were well ranged. Some fires were seen. All crews agreed that it was a good attack. Heavy flak was encountered on the target but nothing was encountered on the route. Not one enemy fighter was seen. All A/C returned safely to base.		
	10-8-44		Slight haze in morning, later it cleared with broken cloud. Fresh wind from the NW. Standing by for operations. Ground training:- Flight Engineers on Link Trainer and Gunners on Skeet shooting. W/C A.J. Lewington gave a talk to the Squadron on tire hazards. J1926 E/O J.M. Egger, Pilot, was checked out by J87423 E/O H.G. McVeigh, D.F.C. Two A/C were on E2S X Country. Operations did not materialise. The Air Gunners beat a team from the other sections at Volley Ball, which has become an extremely popular game.		
	11-8-44		Bill and overcast, light variable winds. A great and memorable day in the Squadron's history. A truly great day. H.M. The King was to present medals to the Squadron personnel. The investiture was held at Leeming, the Base Headquarters. A party of some three hundred men went to Leeming to form part of a guard of honour. The King was accompanied by H.M. the Queen and Princess Elizabeth. The King made a tour of the A/C and chatted with some of the crew members. He then held the investiture and pinned the D.F.C. on J87423 E/O H.G. McVeigh, Pilot, 159567 A/E/Lt. D. Brown, R.A.F. Pilot, J15159 A/S/Ldr. H.T. Patterson, Pilot, 130158 E/O G.B. Sharran, R.A.F. Navigator, and the D.F.M. on F/Sgt. Phillips, A.R., R.A.F. Navigator, 1339529. The main band of R.C.A.F. Headquarters played a good selection of marches. No operations were scheduled for that day. The funeral of 162499 Sgt. Whitbread, D.L. of E/O Harrison's crew was held at Bedford. Floral tributes from the Squadron Commander and the aircrew, Officers and N.C.O.'s, and the men were sent. The Squadron was represented by J17446 E/O W.H. Miller and crew who flew down.		
	12-8-44		Fine, little or no cloud and daylight operations were called on. Fifteen A/C were detailed to attack Mont Richard, but unfortunately "I" developed brake trouble and did not get airborne. The weather with good visibility. Crews were able to map read their way to		

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	12-8-44	(cont'd)	the target. The F.I.'s were well placed, smoke and dust made observation difficult. Bombing was good with very few undershoots and overshoots. Large columns of black and brown smoke were seen. Defences at the target were slight, only moderate heavy flak being encountered. No enemy fighters were seen but the escort fighters were seen very plainly. No reports of them intercepting an enemy A/C. General consensus - "Good prang". In the evening Gardening was laid on. Four A/C in all, two to Brest, and two to Calais. The vegetables were laid without opposition. From all operations all our A/C returned safely to base.		
	13-8-44		Brilliant sunshine, just light wind, a real summer day. Standing by for operations. Ground training - Gunners on A/C recognition and turret manipulation and crews did parachute and dingy drills. At 1400 hours a stand down until 21-- hours was announced. Crews became involved in a game of volley ball. This game has become extremely popular, particularly with the Gunnery section. Their leader, J14552 P/L K.R. Patterson, is probably the reason for this.		
	14-8-44		A fine day, clear blue sky, light easterly winds. Squadron ordered to stand by for operations. Thirteen A/C laid on to attack Bons Tassily, in daylight. A/C arrived on target at approximately 1500 hours. No cloud and excellent visibility. The first few crews were able to bomb visually, late arrivals had to bomb centre of smoke and dust, on orders from the W/B. It was considered a good attack. One large explosion was observed just after the attack commenced. All A/C returned safely to base. No enemy fighters and only slight heavy flak was encountered.		
	15-8-44		A fine day, hardly any cloud, light and variable winds. Fifteen A/C were laid on to make a daylight attack on an enemy airfield at 'Scersterberg. The force arrived on the target at 1200 hours. It was afterwards described as the "Bomb Aimers prayer answered", for the W/B ordered visual bombing. The place was well bombed. Among the places hit were ammunition dump, the Flying Control and S.H.Q. buildings, armament workshops, fuel dumps and bombs were also seen to burst on the N.W. dispersal. No enemy A/C were seen. The fighter escort was seen plainly however. All our A/C returned safely to base.		
	16-8-44		Dull day, slight showers, cleared later in the day. Fifteen A/C detailed for operations. It was to be an extensive programme of gardening in the Forget-me-not area. At the time of		

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	16-8-44	(cont'd)	<p>the gardening there was an attack being made on Kiel. This helped the crews who had to put their vegetables in the harbour area. Thin layer cloud at 17,000 feet with 3/40ths broken cloud at 4,000 feet, not enough to interfere with laying vegetables. No opposition from fighters reported, some heavy flak encountered. Three A/C, "I", Captained by J21433 F/L J.C. Valk, "P", captained by J25000 F/O J.A.W. Morgan and A/C "D", captained by R179479 F/Sgt. Savard, J.C.M., failed to return from this operation. For the first time we had two non-starters.</p>	
	17-8-44		<p>Another cloudless day, light and variable winds. Three A/C were detailed to carry out a sea-search. They took off at 1100 hours and at 1200 hours the search commenced. At 1240 hours another A/C of another Squadron, searching another area, found a dingy with a full crew aboard. Our A/C continued the search but saw nothing else. All returned safely to base. A ground training programme of turret manipulation and parachute and dingy drills was carried out. Squadron standing by for operations.</p>	
	18-8-44		<p>Dull day, 6/10ths low cloud, 15 - 20 m.p.h. south westerly winds. Ground training:- Engineers on Link Trainer. Operations were laid on for fifteen A/C. The crews took off into a dull sky and set course to attack the marshalling yards at Comentre. The weather over the target was not too good, 4/10ths thin S/C. The crews on the target early were able to see the railway lines reflected in the light of flares. Defences were not very heavy, rocket projectiles were encountered at the coast on the way in. Bombing was concentrated with few overshoots. Only one enemy A/C was encountered, a FW 190, seen by the Rear Gunner of A/C "B". The enemy A/C opened fire on our A/C, but was successfully evaded. The captain was J25885 F/O D.F. McGrath. During the raid the weather had deteriorated here at base, so our A/C were diverted. Ten A/C to Dunholme Lodge, two to Genston, one at Skellingthorpe, and one at Lesham. A/C "L", captained by R5521 F/Sgt. W.T. Jensen, who was on his second sortie, owing to W/F failure, knew nothing about the diversion. He arrived back at base and managed to get down without mishap although the base of cloud was low and the rain was falling with intensity. All A/C returned safely.</p>	

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	19-8-44		Cloudless sky, light and variable winds. By 1200 hours complete overcast, at 1300 hours it commenced to rain. The training programme had been laid on and had to be scrubbed owing to the bad weather. Ground training:- Turret manipulation, A/C recognition and quite a few gunners were engaged on completing the new night vision training room. At 1600 hours a stand down was announced with four A/C on a bullseye. This had to be scrubbed owing to the continued bad weather.		
	20-8-44		Still raining, torrents of it. Indoor training was laid on and carried out. No flying was done at all. Fourteen A/C still off base.		
	21-8-44		Cloudy and dull, strong westerly wind, 3/10ths low cloud. All our A/C returned to base from diversion and the ground crews started working on the aircraft. Just before noon operations were ordered; eight A/C for gardening. Later the operations were scrubbed, owing to bad weather.		
	22-8-44		Dull day, light and variable winds, 10/10ths cloud, base 3 - 4000 feet. A training programme was laid on. Four A/C on H2S bombing and W/C A.J. Lewington checked out a new arrival, J26677 F/O R. Mountford, on circuits and landings. Standing by for operations. D.F.C. J15459 S/Ldr. H.T. Patterson, who has been "B" Flight commander for a considerable time has been screened, having completed his second tour. Although all of the Squadron are pleased to see him complete his operations, they are equally sorry to see him go. A list of immediate awards of the D.F.C. was received by the Squadron. The crew of 159567 F/L D. Brown, D.F.C. figured prominently, 174239 F/O H. Rumble, 174864 F/O J. Surtees and 176943 F/O R.J. Capon, all R.A.F., being decorated. The Gunnery Leader, J14552 F/L K.R. Patterson, also received the D.F.C.		
	23-8-44		Fine, 3/10ths cloud, light easterly winds. The Wireless Operators are busy completing their "gen" room. All types of apparatus from Dingy radio to Marconi G.P. have been laid out and mounted in working order. The new Signals Leader, 159230 F/L S.M. Syme, has truly worked hard. Ground training, turret manipulation and skeet shooting for the gunners and Link training for the Flight Engineers, X Country flights on Radar bombing and fighter affiliation, were carried out.		

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	24-8-44		<p>Cloudy, slight rain, winds from S.W. Extensive flying training programme was carried out, Radar cross countries and bombing, A/C recognition and target manipulation by the A/C's, Flight Engineers on Link Trainer. The night vision training room was completed today.</p> <p>Operations were scheduled and six A/C were detailed for gardening. All took off and laid their vegetables in the Cinnamon and Young Cinnamon areas successfully. No enemy opposition was encountered. The A/C were diverted to Tilstock and all landed safely.</p>		
	25-8-44		<p>8/10ths clouds, occasional showers, winds W - SW, visibility - 5 - 8 miles. Ground training on HES. Operations scheduled. A/C all returned from diversion. Eighteen A/C detailed for operations, four on one target and fourteen A/C on another. The fourteen A/C took off to attack gun and Flying Bomb emplacements at Ferfay, France. The weather at base on take off was not too good, and upon arrival at the target it was completely obscured by cloud. The crews all reported having dropped their bombs on the indicators. Owing to the density of the cloud crews were unable to see bombs actually burst. One crew obtained a fix just after the bombs had been dropped and it put them in the target area. Later some breaks in the cloud enabled the crews to see that the marking had been good and the bombs had been placed well in the centre of the clearing in the woods. All A/C returned safely to base.</p> <p>Just after the fourteen A/C took off the four A/C detailed to attack gun emplacements near Brest took off. Upon arrival at the target they found 3 - 7/10ths S.C.. The bombing seemed well concentrated but some A/C were seen to bomb dummy target indicators. Numerous hits were seen in the target area. On return to this country they found that the weather had closed in and they were all diverted to Market Harborough. From both operations all A/C returned safely.</p>		
	26-8-44		<p>7 - 9/10ths low cloud, occasional showers, broke as morning wore on. A/C returned safely from diversion. Ground trainings - Smeat shooting and turret manipulation for the Gunners, Link Trainer for Bomb Liners and Flight Engineers, dingy and parachute drills also carried out. Gardening and bombing operations were laid on, the bombing was scrubbed but the A/C on gardening took off to mine in the Cinnamon (La Rochelle) area. Four A/C in all. The target area was found to be slightly hazy but free from cloud. Two S/L's were seen but</p>		

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	26-8-44	(cont'd)	did not cause any trouble. Slight heavy flak, predicted, was also encountered, but was not too accurate. Vegetables were laid satisfactorily. Upon return A/C were diverted to Porsmors. It was the last for J22978 P/L J.D. Linklater, as he and his crew were screened having completed a successful tour of operations.		
	27-8-44		3 - 5/10ths cloud, slight showers, later became fair. A/C returned safely from diversion. Ground training carried out and parachute and dingy drills done. Seventeen A/C were detailed to attack flying bomb sites at Marquise Mimoyeques. We had two non-starters. The weather over the target was good, no cloud and a slight haze. Master Bomber was heard loud and clear and crews were instructed to bomb centre of green and red T.I. There was a considerable amount of under shooting but bombs were seen to burst among the T.I.s. No enemy fighters were encountered. Moderate to intense heavy flak was encountered over the target, this did not last long. It is assumed that the battery was silenced by the bombs. Considerable smoke covering the target made assessment impossible. A/C "L" piloted by P/O E.R. Smyth, J19459, was unable to release bombs owing to technical failure and had to bring them back to base. Slight heavy flak was encountered at coast on way home. All A/C returned safely to base.		
	28-8-44		Pair, winds light and variable, 5/10ths S.C. Ten A/C detailed to attack the flying bomb sites at Ferme du Grand Bois. All A/C got away and found the weather over the target very good, no cloud with slight haze. The Master Bomber was not heard too well. Most crews only heard him give a time check at 20:00 hours. Bombing was concentrated and only two under-shoots were seen. Sporadic heavy flak was encountered on the way in and on the way out. General consensus - "Good bang". Six A/C were detailed to attack a large ship in Brest Harbour. We had one non-starter and five A/C got over the target. Visibility was good, no cloud or haze. The crews were able to see the ship, some saw another small ship alongside it. A/C "B", captained by J86985 P/O E.J. Devine, D.F.C. and "S", captained by J17866 P/O T.H. Prescott, both got direct hits. The other crews reported extremely near misses. The dry dock and surrounding quay were left blazing fiercely. A good attack. The ship was blazing from stem to stern following the raid. A small amount of heavy flak was encountered.		

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	28-8-44	(cont'd)	P/O E.J. Devine, D.F.C. and J20947 F/L E. Ryjolfson were screened following this trip. Making three crews completing a tour of operations in three days. From both operations all our A/C returned safely to base.		
	29-8-44		Low cloud, 7/10ths S.C., occasional showers, wind from S.W. Ground training, parachute and dingy drills, Skeet shooting and turret manipulation for the gunners and A/C recognition. Bomb Aimers did Morse practice. No operations were laid on. Cross country flights bombing and fighter affiliation were also carried out.		
	30-8-44		Light and variable winds, heavy ground mist persisted until noon. During the morning parachute and dingy drills were carried out. After lunch a lecture was given to pilots and Engineers on engine handling by W/C A.J. Lewington. A large scale Group bullseye was laid on for the night, with night fighter affiliation. The first we have had on the Squadron. Operations were also laid on, two A/C were detailed but it was scrubbed later. The large scale bullseye was reduced from twelve to two A/C in view of the Squadron being ordered to stand by for early morning operations.		
	31-8-44		Fine, 2/10ths clouds, fresh wind from NE, visibility good. Daylight operations were laid on and fifteen A/C took off to participate in an attack on a heavy gun emplacement, situated on a small island just off the coast at St. Malo, France. The weather was good with good visibility. The crews attacked from the low level of 3,000 feet. No enemy opposition was encountered at the target but the two channel islands, Jersey and Alderney, gave a small amount of trouble. The bombing was accurate and good results were achieved. A/C #0, captained by J26756 F/O J.R. Beveridge, failed to return from this operation.		
			CASUALTIES:-		
			J21448 F/O J.R. Harrison, Pilot, and 1624919 Sgt. Whitbread, D.L., R.A.F., Flight Engineer, were killed in an A/C accident which occurred on returning from operations on the 5th of August. R22845 LAC. Golding, J.H., Pitt. II. A., was killed in an accident on the dome on the 8th of August.		
			Three crews are missing from operations on the night of the 16th of August:-		
			R179479 F/S Savard, J.G.M., Pilot; J36370 F/O H. Grimble, Navigator; R124330 W/O Berousson, B.		

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			Wireless Operator; J36230 P/O J.L. Ballargeon, Air Bomber; 1571830 Sgt. Lilley, G.H., R.A.F.		
			Flight Engineer; R201257 Sgt. Drennan, A.W.J., Air Gunner; J21433 P/L J.C. Valk, Pilot;		
			J27550 P/O J.A. Tolmie, Navigator; J21060 P/O J.C. Sprott, Wireless Operator; J14730 P/O G.		
			Scott, Air Bomber; R195836 P/S Baker, T.L., Air Gunner; 1893014 Sgt. Atkinson, R.L., Flight		
			Engineer, R.A.F.; J20198 P/O M.H. Fleming, Air Gunner; J25000 P/O J.A.W. Morgan, Pilot;		
			J24553 P/O G.H. Gill, Navigator; R90507 P/Sgt. Stewart, K.C.R., Wireless Operator; J28197		
			P/O J.R.O. Clero, Air Bomber; J26783 P/O Marchildon, P.E., Air Gunner; 75314 Sgt. Young, R.A.F.		
			Flight Engineer, R.A.F.; R207348 P/Sgt. Moffat, J.W., Air Gunner.		
			The following crew is missing from operations on the 31st of August:-		
			J26756 P/O J.R. Beveridge, Pilot; R172392 P/S Harvan, E.C., Navigator; J26188 P/O Gurnsey,		
			L.S., Wireless Operator; R172079 P/S. Long, W.L., Air Bomber; R202690 Sgt. Pharis, G.H.,		
			Air Gunner; 1896238 Sgt. Garrett, C.W., Flight Engineer, R.A.F.; R251812 Sgt. Hawkins, J.R.,		
			Air Gunner.		
			POSTINGS IN:-		
			Seven crews were posted to the Squadron during the month:-		
			J25839 P/O A.F. Heathcote, Pilot; J28340 P/O P. Dixon, Navigator; J26714 P/O D.R. MacDonald,		
			Wireless Operator; R105533 P/Sgt. Johnson, G.R., Air Bomber; J21800 P/O E.C. Blackburne,		
			Air Gunner; 1593305 Sgt. Beisly, J.W.T., R.A.F., Flight Engineer; R96107 Sgt. Graham, E.F.,		
			Air Gunner; R155131 P/Sgt. Jensen, W.T., Pilot; R169660 Sgt. Wilson, G.D., Navigator;		
			R98539 P/Sgt. Dent, D.A., Wireless Operator; R195686 Sgt. Bodis, W., Air Bomber; R256991		
			Sgt. Harding, H.E., Air Gunner; 1895647 Sgt. Thomsen, L.J., R.A.F., Flight Engineer;		
			R214393 Sgt. Mistal, W., Air Gunner; J27738 P/O R.A. Russell, Pilot; J25709 P/O J.E. Currie,		
			Navigator; R179429 P/Sgt. Goldfarb, L., Wireless Operator; R151145 P/Sgt. Mitchell, L.L.,		
			Air Bomber; R204488 Sgt. Ferris, L.J., Air Gunner; 998168 Sgt. Riely, C.E., R.A.F., Flight		
			Engineer; R215627 Sgt. Rigby, A.E., Air Gunner; J19626 P/O J.L. Egger, Pilot; J36923 P/O		
			T. Ritchie, Navigator; R207186 Sgt. Vail, R.J., Wireless Operator; R169252 Sgt. Purdon, E.S.,		
			Air Bomber; R69544 Sgt. Huffman, J.T., Air Gunner; 1869134 Sgt. Broom, L.G., R.A.F., Flight		
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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>POSTINGS IN:- (cont'd)</u>		
			Engineer; R272562 Sgt. MacInnis, W.F., Air Gunner; J19459 F/O E.R. Smyth, Pilot; J13826 F/O N.H. Brown, Navigator; R183774 Sgt. Burns, R.G., Wireless Operator; J22186 F/O J.F. Robinson, Air Bomber; R258298 Sgt. Gibb, O.L., Air Gunner; 1835718 Sgt. Withers, B.V., R.A.F., Flight Engineer; R260627 Sgt. Crawford, D.L., Air Gunner; J26677 F/O R.J. Mountford, Pilot; J37776 F/O R.M. Madill, Navigator; R103553 W/O I.L. Jarvis, I.H., Wireless Operator; J36889 F/O H.W. Langlands, Air Bomber; R251732 P/Sgt. Christie, J.H., Air Gunner; 1821004 Sgt. Bell, G.S., R.A.F., Flight Engineer; C/N. 2174 W/O Mayo, E.G., Air Gunner; J85132 F/O J.L. Smale DSM, Pilot; J18475 F/O E.K. Seigel, Navigator; J17406 F/O J. Harrington, Wireless Operator; J18618 F/O T.F.B. McAndrews, Air Bomber; J18287 F/O M.G. Anderson, Air Gunner; 1866062 Sgt. Roy, L.W., R.A.F., Flight Engineer; J85498 F/O G.A. Smith, Air Gunner; J27868 F/O S.V. McKellar, Pilot; J35512 F/O R.E. Faire, Navigator; J35530 F/O M.G. Atkinson, Air Bomber; J39650 F/O L.S. Cowan, Wireless Operator; R17056 Sgt. Fox, A.J., Air Gunner; 1896077 Sgt. Fowler, N., Flight Engineer, R.A.F.; R210721 Sgt. Morgan, K.H.E., Air Gunner. R213856 Sgt. McMurphy, C.A., Air Gunner, and J21985 P/Lt. M. Steele, Air Bomber, were posted to the Squadron.		
			Six Airmen, Groundcrew, were posted in during the month.		
			<u>POSTINGS OUT:-</u>		
			The following aircrew were posted from the Squadron during the month:-		
			J87213 F/O H.D. O'Reilly, Air Gunner; J87107 F/O J.H. Bretsch, Air Gunner; J87235 F/O J.F. McDonough, Air Gunner; 174403 F/O K.R. Brotherhood, Air Gunner, R.A.F.; J87422 F/O L.E. Jones, Navigator; 145466 F/O A.W. Jennings, R.A.F., Air Gunner; J24530 F/O H.A. Ellis, Air Bomber; J12956 F/L J.A. Cruickshank, Air Bomber; J86983 F/O D.E. Carruthers, Air Gunner; J86378 F/O W.J. Pearson, Air Bomber; J28134 F/O J.R. Hartley, Pilot; J29329 F/O J.E. Dennis, Navigator; J29709 F/O E.R. Knox-Leet, Air Bomber; Fourteen aircrew, N.C.O.'s, nine R.C.A.F. and five R.A.F., were also posted from the Squadron.		
			Seven ground crew, 4 R.C.A.F. and 3 R.A.F., were posted from the Squadron.		
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OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			PROMOTIONS:-		
			The following Officers were promoted to the Temporary rank of Flying Officer:-		
			J39071 P/O W. MacKay, Air Gunner; J20894 P/O H.F. Fraser, Air Bomber; J39809 P/O A.J. Butler, Air Gunner; J39440 P/O T. Glow, Air Gunner; C19796 P/O A. Kalynduk, Flight Engineer; J39473 P/O M.K. King, Air Gunner.		
			In the Aircrew eighteen Sergeants were promoted to Flight Sergeant, two Warrant Officers Second Class promoted from Flight Sergeants and seven W.O.II. promoted to Warrant Officer First Class.		
			In the Groundcrew two airmen were promoted to Corporals.		
			APPOINTMENTS:-		
			159230 P/O S.M. Byrne, Wireless Operator, R.A.F., was promoted to the Acting rank of Flight Lieutenant.		
			COMMISSIONS:-		
			The following Aircrew were commissioned during the month:-		
			J68380 P/O D.M. Cox, Navigator; J68295 P/O N.J. Crook, Navigator; J68344 P/O G.F. Wilkins, Navigator; J67680 P/O J.G. McNaughton, Navigator; J67964 P/O L.R.G. Dent, Air Bomber; J67844 P/O J.S. Young, Air Bomber; J68271 P/O J.F.R. Descent, Air Bomber; J67664 P/O D.A. Corder, Air Bomber; J67496 P/O W.D. Koen, Air Bomber; J67968 P/O E.C. Gilpin, WOP/A.G.; J68330 P/O L.J. Butson, Wireless Operator; J68997 P/O C.A. Clark, Wireless Operator; J67604 P/O F.S. Russell, Wireless Operator; 478990 P/O K.M. Shaw-Brown, Wireless Operator Air, R.A.F.; J67450 P/O M.C. Gorman, Wireless Operator; J68329 P/O S.H. Botaly, Air Gunner; J68480 P/O A. Bourne, Air Gunner; J68483 P/O S. Saroko, Air Gunner; J68482 P/O J.G. Greening, Air Gunner; AUSA20090 P/O J.O. Weekes, Air Gunner; 469494 Sgt. Barber, S.E., Flight Engineer, R.A.F.		
			HONOURS AND AWARDS:-		
			The Distinguished Flying Cross was awarded to the following Officers:-		
			J66254 P/O F.R. Edmondson, Pilot; J44552 P/Lt. K.R. Patterson, Squadron Gunnery Leader; 474239 P/O H. Rumble, R.A.F., Navigator; 474264 P/O J. Surtees, R.A.F., WOP/Air.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices		
			CHANGES IN COMMAND:- Nil.				
			CHANGES IN ADMINISTRATION:- Nil.				
			AIRCRAFT ON CHARGE:-				
			29 Aircraft, Halifax III, on charge.				
			FLYING TIMES:-				
			Operational	Non-operational	TOTALS		
		Day	78:30	239:45	1024:15		
		Night	386:20	18:40	405:00		
		TOTALS	1170:50	258:25	1429:15		
			NUMBER OF OPERATIONAL SQUOTES:- 254 sorties.				
			MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED AND MINES LAID:-				
		H.E.	- 853 tons	Cumulative total from 1-1-44 - H.E.	- 3051 tons		
		Incendiary	- Nil.	Incendiary	- 289 1/2 tons		
		Mines	- 42.75 tons	Mines	- 40.75 tons		
			NUMBER OF COMBATS WITH ENEMY AIRCRAFT:-				
			One combat was reported during the month, no damage was sustained by either aircraft.				
			HEALTH:-				
			General health for the Squadron was very good, bicycle accidents are still prevalent but have decreased.				
			STRENGTH OF UNIT:-				
			Officers Flying	Officers Non-flying	Airmen Flying	Airmen Non-flying	W.A.A.F.
		R.C.A.F.	108	2	100	262	-
		R.A.F.	7	-	38	3	-
		R.A.A.F.	1	-	-	-	-
		W.A.A.F.	-	-	-	-	7
		TOTALS	116	2	138	265	7
			/Concluded page 15.....				

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