

OPERATIONS RECORD BOOK

S.47-20-433
DAS.

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2343 and War Manual Pt. II, chapter XX, and
notes in R.A.F. Pocket Book.

of (Unit or Formation) 433 (R.O.A.F.) Squadron 87426 No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	1-9-44		Fair, small amount of broken cloud, 15/20 m.p.h. wind from S.W. Flying training and ground training carried out. Operations were laid on but cancelled just at noon and the Squadron was ordered to stand by.		
	2-9-44		Fair, 2/10ths S.O. Not called for operations. Ground training laid on, Radar Cross Countries and Radar Bombing, Engineers and Bomb Aimers on Link Trainer. A/U recognition and turret manipulation, also night vision training for gunners. Squadron standing by. Three night H Countries carried out.		
	3-9-44		The Squadron was stood down and those crews not engaged on Flying Training, armed with paint and distemper brushes, made a heavy attack on the offices of "A" and "B" flight. In a comparatively short time the two offices, and quite a high percentage of the "workers", received a good coat of paint. A new complaint known locally as "Paint Fever" seemed to infect all the section leaders, and throughout the day paint and distemper was applied with a will. By the time the flying types had returned from their bombing, fighter affiliation and air to air firing, the offices had taken on a new appearance. No operations were called to-day.		
	4-9-44		Slight ground haze, light and variable winds, cleared by noon. Weather then became showery with 7/10ths S.O., wind freshened to 10/15 S.W. Crew drills, parachute and dinghy were carried out. Later A/U were engaged on Radar Bombing and X Countries, also practice bombing and fighter affiliation were carried out. No operations were called to-day.		
	5-9-44		Rain showers, wind gusty from the S.W. Ground training in the way of skeet shooting and turret manipulation by the gunners, Link Trainer and Morse practice by the Flight Engineers. Flying training was carried out, air to air firing and fighter affiliation, and H2S Bombing. The Squadron was not called for operations and at 1700 hours a stand down was announced.		
	6-9-44		Drizzle, 10/10ths overcast of S.O., continuous rain. Crew drills were carried out. Operations were laid on, 15 A/U detailed. In view of the short notice given, it is a credit to the ground crew that all our 15 A/U got off. The weather at take off was poor and with only 30 seconds to spare the last two A/U took off. It was practically impossible to see the		(Form 541, Pages 1 - 3.)

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	6-9-44	(cont'd)	<p>A/C once they had become airborne, the cloud being down to 350 feet. Those on the ground heard the procession of A/C set course at 16:40 hours. The target was the German city of Emden. The crews flew through heavy cloud until they reached the enemy coast and then, apart from a high overcast, there was no cloud to hinder them. Visibility was extremely good. They arrived on the target at approximately 18:25 hours and were received with a slight burst of H/P, as the attack progressed the flak became more intense. The concentration of A/C was good and the attack was pressed home. Bombs were seen to burst in the centre of the city and on the docks. A large oil fire was started in the dock area with smoke billowing up to between two and three thousand feet. Large fires were also seen in the centre of the city. These fires could still be seen by the crews while on their way home at some 100 miles away. J27728 F/O R.A. Russell made a one man raid on Moordorf when he found that he was unable to release an incendiary cluster on Emden, he tracked over Moordorf and was able to effect their release. A/C "M", captained by J1988 F/O W.T.C. Watson, had one engine go U/S while crossing the English coast, but it continued on to the target. Unfortunately the A/C was engaged by particularly heavy flak and it was necessary to jettison the 2000 lb. H.C. to gain altitude and the A/C was able to proceed to the target and bomb on three engines. All our A/C returned safely from this operation. It was the first time that the Squadron had operated for almost a week and comments were numerous when we witnessed five three-engined landings out of the thirty A/C that took off from this station. It would seem that flying in heavy rain not only caused annoyance among the participating crews but also the engines.</p>		
	7-9-44		<p>Low overcast, persistent rain, light wind from the S.W. Ground training; dingy and parachute drills. Turret manipulation and A/C recognition for the gunners. The W/O section to-day completed their "gen" room. They had an extremely good set-up of working models and displays of different types of valves were set out. Also around the walls may be seen schematic diagrams of the running of various pieces of equipment. A lecture on Air Sea Rescue was also given to all crews. In the afternoon a Security lecture was given by 09974 F/L W. Staffer, the Station Security Officer. This was followed by a</p>		

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	7-9-44	(cont'd)	discussion of landing tactics among the pilots. The Squadron was ordered to stand by for an early morning effort, but this was later scrubbed.		
	8-9-44		After almost four days continuous rain the sun shone to-day. Up till noon hour there was hardly a cloud in the sky. Flying training was called on and three A/C went aloft to practice formation flying. By 1300 hours the sky had clouded over and at 1330 hours rain commenced to fall. Flying training was curtailed in the afternoon and ground training for all types was instituted; A/C recognition and night vision training. Later the weather cleared sufficiently to allow a restricted flying programme. No operations were called.		
	9-9-44		Wind N.W. 10 - 15, visibility good, almost a cloudless sky. Two new pilots arrived on the Squadron, J16120 P/O N.A.D. Mara, and J87692 P/O A.F. Bond with their crews. They were allotted to "A" Flight and began their checking out under the guidance of J26064 P/L C.A. Appleton, the Deputy Flight Commander. Two A/C were laid on for training flights and the Gunners attended some films on night vision training, they also did some skeet shooting. The weather still remained good at the noon hour. A hectic game of volley ball between the Engineers and the Gunners was played. Once again the Gunners showed their superiority. They have not as yet been beaten. No operations were called.		
	10-9-44		Brilliant sunshine, fair weather with tufts of cumulus, fresh wind from N.W. Ground training in the way of turret manipulation and skeet shooting for gunners, Morse and Link Trainer for Engineers. Navigators did a dry swim. Two A/C were put on I Countries and Fighter Affiliation. Operations were laid on for 20 A/C, the greatest number so far called from the Squadron. It is to be an early morning effort. Breakfast to be served at 01:00 hours, consequently the air crew took the advice "Early to bed" whilst the ground crew prepared the A/C.		
	11-9-44		An extremely cold morning. At 04:30 hours twenty A/C took off to attack the Cadillac factory at Le Havre. All A/C set course except "X" W-944, captained by J17146 P/O W.H. Miller. He was unable to retract his under-carriage so was obliged to jettison his bombs and return to base. The other A/C found the target in fine weather, no cloud and fine visibility. The attack opened and the markers were well concentrated. No opposition was		F.541, P3+4 J

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	11-9-44	(cont'd)	<p>encountered, only two bursts of H/F were seen. Only seven of our A/C were able to bomb. The remainder were ordered to take their bombs back to base by the H/B. Crews were unable to see the factory owing to the amount of dust and smoke, but it is believed that it was well bombed. All the A/C returned safely to base. Later five A/C were detailed for gardening in the Forget-me-not area. Again the A/C captained by F/O Miller was unable to take off. The other four A/C took off and without interruption laid the vegetables. No opposition was encountered, and all A/C returned safely to base. A grand total of 23 sorties had been flown by the Squadron during the day. J1997 F/O J.J. Major was screened after the Le Havre trip. He was one of the original members of the Squadron. The fact that we were able to fly the number of sorties is a tribute to the efficiency and hard working organization which is known by the somewhat unglamorous name of Ground Crew. When hostilities cease, the story of great difficulties encountered and overcome will be told.</p>		
	12-9-44		<p>Indian summer still remaining. Cloudless sky and a small amount of ground mist which dispersed as the morning wore on. Operations were detailed and seventeen A/B were laid on. After lunch the crews were briefed and at 1600 hours all A/C took off to attack the city of Dortmund in the Rhur. It was the first time that the Borepines had been into the Rhur in daylight. All the A/C having taken off it gave us a total of 40 sorties in just under 36 hours. Two of our pilots, J10246 F/L E.B. Van Slyk and J29268 F/O J.H. Howes were chosen to act as backers up to FFF. Their object was to bomb the T.I.'s and raise smoke. This necessitated a long run up and consequently both A/C came into a heavy amount of flak. F/L Van Slyk lost his starboard outer motor due to flak and F/O Howes lost his port outer, also his E2S equipment. The visibility over the target was good, no cloud only a slight amount of industrial haze. The target was well marked and quite early in the attack three large fires were started. Smoke rose to a great height. A/C "L" IN-368, captained by F/O A.P. Heathcote, J25889, was obliged to jettison just as the A/C was setting course, as the starboard outer engine out. The same misfortune overtook A/C "V" HI-290, captained by J27868 F/O S.V. McKellar. All our A/C returned safely to base.</p>		F.541, P.5-1

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	13-9-44		The weather still remained good, cloudless skies with a small amount of haze which cleared towards noon. No operations were called but the Squadron stood by. Training was laid on: E28 I Countries and ground training, sheet shooting and turret manipulation for the Gunners and Morse and Link practice for the Engineers. One A/C was laid on a night I Country trip.		
	14-9-44		Indian summer is still with us. Cloudless sky, fresh breezes from 160°. Operations were laid on for 15 A/C, "operations" later scrubbed one A/C and at approximately 1540 hours the remaining A/C took off. Soon after this the weather at base began to deteriorate. Further south the fighter escort types were having trouble, the sudden movement of a front prevented them from becoming airborne. Our crews were recalled by W.T. by 2030 hours and all returned safely. On orders from Group Headquarters, the elapsed time for this operation was to be considered as training time. The following A/C, shown with their captains, took part:- "A" HX-268, J19616 P/O J.L. Egger; "B" LV-967, J25839 P/O A.P. Heathcote; "C" ME-807, J87423 P/O H.G. McVeigh DFC; "D" ME-88, J19884 P/O W.T.G. Watson; "E" LW-129, J86368 P/O H.G. Solomon; "F" LV-944, J85132 P/O J.L. Smale, DFM; "G" ME-845, J19459 P/O E.R. Smyth; "H" ME-857, J3484 W/O A.V. Lewington; "I" ME-936, R1551 P/O S. Jensen, W.T.; "J" ME-937, J27868 P/O S.V. McKellar; "K" ME-872, J16126 P/O D.P. Gray; "L" ME-883, J17866 P/O T.H. Prescott; "M" LW-122, J27738 P/O R.A. Russell; "N" ME-284, J26677 P/O R.J. Mountford. Yorkshire again excelled itself, the rain poured down. We can't complain however as we have had four days of sunshine.		
	15-9-44		Cloudy with 6/10ths cloud. Fresh wind 1 - 15 from S.W. Operations were laid on, thirteen A/C to attack Kiel in Germany. The weather had improved by take off time. The weather over the target was good, cloudless sky and excellent visibility. Crews were able to identify their location at the contours of Kiel Bay. The T.I. were well placed and backed up the A/P well. The bombing was well concentrated although fires seemed slow in starting. However a large conflagration was started which was visible from the west coast of Denmark on the way home. One particularly huge explosion was observed in the Dock area at 0118 hours. The smoke from this mushroomed up to 10,000 feet. A slight to moderate		F.54, P.7-9 AK

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	15-9-44	(cont'd)	loose H/F barrage was encountered over the target with a small amount of L/F. S/Lights were fairly numerous but were non-effective. Two large cones were operating west and south-west of the target. Enemy fighters were seen on the coast of Denmark on the way to the target, also opposite Flensburg, but no encounters were made. All the A/C returned safely to base.		
	16-9-44		Fine, small amount of cloud, light and variable winds. No operations called for. Ground training, skeet shooting and turret manipulation for the Gunners, Engineers did Link training and Morse practice. All crews did parachute and dinghy drills. Cross country and bombing flights were carried out as well as bombing exercises. No operations were flown. J87423 P/O H.G. McVeigh DFC was screened to-day after completing an extremely successful tour of operations.		
	17-9-44		Another glorious day. Cloudless sky and light and variable winds. Eleven A/C were called for operations and all took off to attack Boulogne. The weather over the target was clear, no clouds and a small amount of haze. T.I. were well laid and the M/B was clearly heard. A/C "F" NZ-918, captained by J8620 P/O H.D. Mara, was obliged to orbit the target prior to releasing bombs. Flak opposition was sporadic and very inaccurate. All A/C returned safely to base and the general opinion was "Good prang". Whilst the operation was in progress, three of our A/C were engaged in a sea search but nothing was seen. Later two more A/C took off on a diversionary bullseye. They had good weather and met with no opposition from the enemy. All A/C returned safely to base.		F.541, P. 7+10
	18-9-44		Misty with showers until noon, then the sky cleared and we had uninterrupted sunshine. No operations were called and a flying training program was laid on. X Countries and bombing, two A/C also did fighter affiliation. The Gunners went to Sutton Bank and there they fired on the ranges. J29268 P/O J.H. Howes, "Pip", veteran of "B" Flight did two hours on the rock pile as penance for an incident that should win for him that order of which P/O Frune is the patron, namely the Most Highly Decoratory Order of the Immovable Finger. The Squadron was ordered to stand by.		

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	19-9-44		Clear, 3/10ths cloud, wind light and variable. Flying training program laid on. Cross Country and bombing flights. No operations. Gunners did A/C recognition and night vision training. Dingy and parachute drills were carried out. Standing by for operations.		
	20-9-44		Foggy, clearing slightly by noon. Operations were called on and fourteen A/C took off to attack enemy gun installations and troop concentrations at Calais in France. The weather at time of take off was not too good, visibility was down to 1000 yards and the cloud base was low, although it was well broken. The weather over the target was broken cloud with good visibility. All crews reported a good concentration of bombing. C2039; P/O R.W. Patterson, captain of A/C "M" ME-845, was unable to bomb owing to failure of bomb sight, and that was just the beginning of his troubles as on landing his starboard oleo leg collapsed. No enemy opposition was encountered. All A/C were diverted to R.A.F. Station, Ford as during the cross' @##### fog had set in.		F. 541, P. 10
	21-9-44		Foggy, but as the morning wore on conditions improved. By lunch time all our A/C had returned from the diversion. A good training program was carried out during the morning. Turret manipulation and A/C recognition for the Gunners and Link trainer for the Flight Engineers. After lunch two A/C were put on flying training, bombing and fighter affiliation. The Squadron was ordered to stand by for an early morning call. Two of our crews have not as yet returned from Ford. Their captains are J25629 P/O A.F. Heathcote and J87692 P/O A.T. Bond. The way the weather is it is extremely unlikely that they will be able to return to base until to-morrow.		
	22-9-44		Low cloud, 7/10ths, wind from S.W., visibility improved by noon. P/O Bomb and P/O Heathcote returned from diversion at Ford. Radar X Countries carried out. Link Trainer for Bomb Aimers and Flight Engineers. Crew drills, dingy and parachute. Bombing and fighter affiliation carried out. Air Gunners did A/C recognition and skeet shooting. Operations were scheduled but not carried out.		
	23-9-44		Fair, winds light and variable, good visibility. Operations were laid on to attack Amberg ^{Amberg} Denburg , 17 A/C were detailed and all took off. Weather on target was 7/10ths cumulus with base at 4 - 5,000 feet. The crews were able to locate the target visually. It was		F. 541, P. 11+12 CB

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	23-9-44	(cont'd)	necessary, however, to reduce height to 1-4,000 feet before a good bombing run could be made. Bombing was "bang on", according to the Master Bomber. No opposition was encountered and all A/C returned safely to base.		
	24-9-44		Fog, very light and variable winds, later developed into steady rain. Crew drills were carried out, Flight Engineers and Bomb Aimers on Link Trainer. The weather did not clear and at 1400 hours a stand down was announced.		
	25-9-44		Fair, small amount of cloud, wind from S.W. 17 A/C were detailed to attack enemy heavy gun emplacements and troop concentrations at Calais, France. All took off. 5 A/C to 8 A/Cs drifting S.C. was encountered over the target, cloud became thicker as the attack progressed. M/B ordered the crews to come down to 5,000 feet to bomb. The T.I. were well placed and the bombing was accurate. A few overshoots were seen but no undershoots. Slight flak was encountered over the T/A and a small amount from the town of Calais itself. No opposition was encountered from E/A. All A/C returned safely to base. <i>etc.</i>		F. 541, P. 10-14
	26-9-44		Fine, small amount of cloud, high wind from the N.W. Ground training carried out and X Countries and fighter affiliation were done. Parachute and dingy drills carried out. In the afternoon, 12 A/C, 6 of "A" and 6 of "B" Flight, went on a formation flight. They were an impressive sight as they set course from the field in one large formation of four "vics" of threes. The Squadron was ordered to stand by for early call. 20 A/C were ordered.		
	27-9-44		At 0200 hours the crews were called and briefed to attack ^(Duisburg - Hattenau with bombing on attack) Duisburg in the Ruhr. 20 A/C took off. The weather was clear over England but a large amount of stratus was encountered when the crews got over enemy territory. This made target identification extremely difficult. The Master Bomber was not able to give much assistance. Only two crews actually saw the T.I's. The M/B seemed to be unable to make up his mind as to which target to attack. This resulted in the attack becoming somewhat scattered. Most crews however were able to locate a large factory and it was successfully bombed. A/C "m", captained by J88439 P/O W.J. Parker who was on his 22nd sortie, ran into heavy flak and was damaged. The A/C was obliged to land at Manston, Kent. A/C "q", captained by		F. 541, P. 14-1

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	27-9-44	(cont'd)	J16126 P/O D.F. Guy, was damaged by flak and his Mid-upper Gunner, E207973 Sgt. Scott, J.J., had a miraculous escape from serious injury when a large shell fragment entered his turret, heavy flak was encountered in the Enur itself but the route was trouble free. All A/C, with the exception of "T", returned safely to base. Soon after the A/C returned to base the weather closed in and a night flying training program which had been laid on was scrubbed.		
	28-9-44		Fine, small amount of cirrus cloud, fresh wind from N.W. at 10 - 15 m.p.h. Operations were laid on and at noon 19 crews were briefed to attack enemy gun emplacements and troop concentrations at Cape Gris Nez, France. All took off. The weather over the target was not too good, broken cloud at about 6/10ths and somewhat hazy. Only four crews were able to drop their bombs before the W/O ordered the attackers to cease bombing and return to base. Among the lucky men who got their bombs in was the Squadron Commander, J3484 W/O A. J. Lewington, who again led the Porcupines into the attack. No enemy opposition was encountered and all A/C returned safely to base.		F. 541, P. 11 & 18
	29-9-44		Fair, 8/10ths S.C. cloud, wind from S.W. at 10 - 15 m.p.h. Parachute and dingy drills were carried out, Air Gunners on A/C recognition and night vision training. Two A/C were engaged on local flying. The Squadron was ordered to stand by. Last minute preparations were made for the "Shaker" that is to be held in the near future by "B" Flight. The old Y.M.C.A. building is being used and has been tastefully decorated for the occasion.		
	30-9-44		Fair, 2/10ths S.C., wind 5 - 10 m.p.h. from S.W. Squadron still standing by and as yet operations have not been called. Ground training:- Skeet shooting and night vision training for the Gunners, Engineers and Bomb Aimers on Link trainer, Wireless Operators were given lecture on new procedure, and dingy and parachute drills were carried out by all crews. Operations were not called, Squadron still standing by. CASUALTIES:- Nil. POSTINGS IN:- J16126 P/O D.F. Guy, Pilot; J36334 P/O C.H. Love, Navigator; J24517 P/O H.A. McLennan, Air Bomber; J87692 P/O A.T. Bond, Pilot; J37779 P/O R.A. Watson, Navigator;		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			POSTINGS IN:- (cont'd)		
			J16120 P/O H.D. Mara, Pilot; J29614 P/O W.L. Melbourne, Navigator; J27716 P/O R.F. Bertram, Pilot; J36888 P/O I.D. Reid, Navigator; J37876 P/O D.B. Ascott, Air Bomber; 020393 P/O R.W. Patterson, Pilot; J37885 P/O E.W.R. Graham, Air Bomber; J88051 P/O G.B. Valentine, Pilot; J37872 P/O H.R.L. English, Air Bomber. Thirty-four Aircrow N.C.O.'s, twenty-eight R.C.A.F. and six R.A.F. were also posted to the Squadron.		
			POSTINGS OUT:-		
			P/O D.A. Oeder, J87681, Air Bomber; 159567 P/Lt. D. Brown, D.F.C., Pilot, R.A.F.; R190788 P/O H.J. Mothersill, Air Gunner; J88183 P/O S. Soroko, Air Gunner; J22578 P/O D.J. Idnklatzer, Pilot; J20247 P/O E. Ryjolfson, Pilot; J88515 P/O W.J. Cowan, Wireless Operator; J88474 P/O W.S. Hawthorne, Wireless Operator; J86985 P/O F.J. Devine, D.F.C., Pilot; J87804 P/O P.S. Russell, Wireless Operator; 169674 P/O W. Cronson, Wireless Operator/Air, R.A.F.; J28351 P/O F.G. Grant, Air Bomber; J86250 P/O J.M. Monahan, Pilot; J25973 P/O W. Nowick, Pilot; J87844 P/O J.S. Young, Air Bomber; J27420 P/O L. Rapkin, Navigator; J21978 P/O R.N. Bower, Navigator. Six Aircrow N.C.O.'s, five R.C.A.F. and one R.A.F. were also posted from the Squadron.		
			All ground crew personnel, with the exception of the Squadron Adjutant, have been posted and are now on the strength of No. 63 (R.C.A.F.) Base.		
			PROMOTIONS:-		
			The following Officers have been promoted to the rank of Flying Officer:- 160674 P/O W. Cronson, Wireless Operator/Air, R.A.F.; J24800 P/O E.G. Blackburne, Air Gunner; J19459 P/O E.R.S. Syth, Pilot.		
			In the R.C.A.F. Aircrow, twenty-four Sergeants were promoted to Flight Sergeant, one Flight Sergeant promoted to Warrant Officer II, and four Warrant Officers II were promoted to Warrant Officer I. In the R.A.F. one Sergeant was promoted to Flight Sergeant.		
			APPOINTMENTS:-		
			J10246 P/L E.B. Van Slyok, Pilot, was appointed to the Acting rank of Squadron Leader.		
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			<p>APPOINTMENTS:- (cont'd)</p> <p>The following Officers were appointed to their Acting ranks as shown:-</p> <p>J28324 F/L O.L. Orendorf, Pilot; J86735 F/O R.A. Forbes, Pilot; J26099 F/L P.H. Holmes, Pilot; J29268 F/L Hovey, J.H., Pilot; J25885 F/L D.P. McGrath, Pilot; J17146 F/L W.H. Miller, Pilot; J29592 F/L W.G. Marco, Pilot; J17866 F/L T.H. Prescott, Pilot; J87423 F/O H.G. Mowlegh, D.F.O., Pilot; J86368 F/O H.G. Selomos, Pilot.</p> <p>COMMISSIONS:-</p> <p>The following Aircrew personnel were appointed to a commission during the month:-</p> <p>183130 F/O S.C.B. Parker, Wireless Operator/Air, R.A.F.; J88515 F/O W.J.H. Cowan, W/Ops; J88404 F/O L. Goldfarb, W/Ops; 182850 F/O E.C. Hibbins, W/Ops, R.A.F.; J88474 F/O W.S. Hawthorne, W/Ops; J88795 F/O G.A. Adams, Air Gunner; J88801 F/O R.H. Spence, Air Gunner; J88817 F/O R.M. Goodman, Air Gunner; J88568 F/O H.C. Burgess, Air Gunner; 888488 F/O J. Zareikin, Air Gunner; J88460 F/O J.M. Cochrane, Air Gunner; J88462 F/O H.J. Mothersill, Air Gunner; J88381 F/O D.A. Grant, Air Gunner; 183936 F/O G.W. Rowland, R.A.F., Flight Engineer; 182830 F/O A.W. Hood, R.A.F., Flight Engineer; 183076 F/O G.W. MacKay, R.A.F., Flight Engineer and J88439 F/O W.J. Parker, Pilot.</p> <p>HONOURS AND AWARDS:-</p> <p>The following Officers received the Distinguished Flying Cross:-</p> <p>J39034 F/O W. MacKay, Air Gunner; J28667 F/O R.H. Simpson, Pilot; J39809 F/O A.L. Butler, Air Gunner.</p> <p>The following N.C.O.'s received the Distinguished Flying Medal:-</p> <p>882918 Sgt. Brown, O.M., Air Gunner; 2200588 Sgt. Budd, R.E., Air Gunner.</p> <p>The following Officers, formerly on the strength of this Squadron, received the Distinguished Flying Cross:-</p> <p>J13821 F/L H.C.F. Dunbar, Navigator; J12986 F/L J.A. Cruickshank, Air Bomber; 155348 F/L F.K. Brown, W/Ops/Air, R.A.F.; 145466 F/L A.W. Jennings, Air Gunner, R.A.F.</p> <p>1321098 F/Sgt. Hades, A.R.W., formerly on the strength of this Squadron, received the Distinguished Flying Medal.</p>		

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