

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349 and War Manual Pt. II, chapter XX., and
notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

5.47.20-433
7AS

Page No. 1

of (Unit or Formation) No. 433 (R.A.C.A.F.) Squadron 89324

No. of pages used for day 15

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Skipton-on-Swale	1-10-44		Fair, 3/10ths S.C., wind 10 - 15 m.p.h. from W.N.W. Squadron standing by. Ground training during the morning. J2667 F/O T.J. Kelly, Pilot, and his Navigator, J35827 F/O W.J.N. Burnett, and R189237 F/Sgt. Saunders, R.F., Pilot, with three members of his crew, R250694 Sgt. Pryce, D.E., Wireless Operator, R132692 Sgt. Axler, H., Navigator, and R268124 Sgt. Crawford, C.J., Air Opmer, also J27738 F/O R.A. Russell, Pilot, and his Flight Engineer, 998168 Sgt. Riley, C.E., R.A.F., to-day finished doing penance on the rock pile. They were not around when wintel and have for two days put some good work in on the rock ^{and} breaking/moving front. At upon the Squadron was released from the stand by and a flying training program was laid on, I country and fighter affiliation with bombing. Sleet shooting and A/C recognition was carried out by the Gunners, Link trainer for the B/A's.		
	2-10-44		Ground mist in early morning, clearing by noon. Squadron standing by. Two crews did wet dinghy drill at the Public Baths at Ripon. Intensive bombing and I country program arranged and carried out. A/C 'A' HX-268, the oldest A/C on the Squadron, now flown by #19626 F/O J.L. Egger, having completed 62 sorties was pensioned off and sent to a Heavy Conversion Unit. The new 'A' HB-120, was put through its paces by F/O Egger and accepted.		
	3-10-44		Dull, occasional showers, wind gusty from N.W. Ground training, sleet and night vision with A/C recognition for Gunners, Bomb Aimers and Flight Engineers on Link trainer. Crews did parachute and dinghy drills. In the afternoon training flights on Radar bombing and fighter affiliation were carried out. No operations were called.		
	4-10-44		Fair, 4/10ths cloud, winds were light and variable. Operations called on and 15 A/C were detailed to attack Bergen in Norway. Fourteen A/C took off. J26783 F/O J. Burch, Pilot, was a nonstarter, developing engine trouble just prior to take-off. The met over the target was good with excellent visibility. W/B called the crews and told them to bomb visually, he said also not bomb the T.I. but to bomb the centre of the smoke visually. The bombing was well concentrated and stick after stick of H.E. straddled the target. An extremely large explosion was observed at 09:31 hours and yellow smoke rose to a height of 10,000 feet. A few minutes later several smaller explosions occurred and soon smoke rose to 14,000 feet over the target area. Ships of all sizes and shapes tried to get out		(Form 541, Pages 1 - 3)

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GAZ

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	4-10-44	(cont'd)	of the target area, some of them obviously in a state of panic, as they were seen steaming around in circles. Slight H/F and I/P was encountered, but it was inaccurate and spasmodic. No enemy fighters were seen. On the way home the smoke could still be seen when the crews were 120 miles away. All A/C returned safely to base.		
	5-10-44		Pair, light and variable winds. Squadron standing by for operations. Crews did dingy and parachute drills. Two A/C were on daylight X countries and bombing. Later 10 A/C were detailed to lay mines in the Heligoland area. 10 A/C took off. The weather in the area was fairly good with patches of stratus at 1500 feet. No flak was encountered, but fighters were encountered by two of the crews. J1988, F/O W.T.G. Watson, Pilot, in "M" NP-94, was attacked by a JU188 which made an extremely sharp attack and in his first few rounds killed the Rear Gunner, C88458 F/O J. Zareikin, the fighter was then engaged by the Mid-upper Gunner, J88460 F/O J.M. Spohrman, who saw his stream of fire enter the fighter, it turned over on its back and dived steeply towards the sea. It is claimed as probably having been destroyed. J25885 F/Lt. D.T. McGrath, Pilot in A/C "C" ME-807, sighted either an ME210 or ME10, he evaded it and no shots were fired. The weather at base had clouded in as well as become extremely foggy so all A/C were diverted to Tholthorpe with the exception of F/O Watson who landed at Carnaby. "H" MZ-909 also landed at Carnaby.		(Form 54-1, Pages 3 & 4)
	6-10-44		Misty, but cleared by noon. A/C returned from diversion. Operations were called and 20 A/C were detailed to attack Dortmund in the Ruhr. At approximately 16:30 hours all A/C took off. The weather over the target was good, just sufficient cloud to hinder the S/L's. The T.I. were well concentrated and bombing was well concentrated. Three large explosions were observed at 20:30 hours. From their colour it would seem to be oil storage plants exploding. Intense heavy flak was encountered over the target. F/O T.J. Kelly, J28647, Pilot in A/C "X" ME-845, is now a firm believer in that adage, "It never rains but what it pours", for just as he had completed his bombing run, his A/C was hit by several incendiary bombs from another A/C, which broke the perspex nose of the A/C and injured the Bomb Aimer, R190809 F/Sgt. Dixon, H.D. At the same time a JU88 came in to attack but was driven off by R203368 F/Sgt. Ackerman, J.B., The Mid-upper Gunner. The fighter was evaded, F/Sgt. Dixon's		(Form 54-1, Pages 4 to 7)

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	6-10-44	(cont'd)	wounds were attended to by the Navigator, J35827 F/O W.J.N. Burnett, who in civilian life was a pharmacist. F/O Kelly brought his damaged A/C safely back and landed at Woodbridge emergency landing strip. J26677 F/O R.J. Mountford, Pilot, also had a brush with an unidentified single engined A/C but it was driven off by the Mid-upper Gunner, CAN.2174 W/O Munro, E.G., who in the heat of the battle shot his own A/C's E/T aerial away. The weather at base was not good at the time of the A/C's return so they were again diverted. 16 A/C to Lavenham, 5 to Mildenhall and one to Chedburgh. R155131 F/Sgt. Jensen, W.T., Pilot, was obliged to return early with his mission incomplete owing to engine trouble. J88051 F/O G.B. Valentine, Pilot, and his crew failed to return from this operation.		
	7-10-44		Misty, poor visibility. No flying. 16 of the diverted A/C returned. J28324 F/L O.L. Orendorff, Pilot, developed hydraulic trouble and had to re-divert to Scampton. No operations were called but the Squadron stood by. By evening the weather had clamped down and the visibility would not permit flying training.		
	8-10-44		Misty, light and variable winds. Ground crew drills were carried out, parachute and dingy. Weather did not permit any flying training. Gunners did A/C recognition and night vision training. At noon the weather cleared somewhat and F/Lt. Orendorff returned from Scampton.		
	9-10-44		Fair, light and variable winds. No flying training, Squadron standing by for operations. 15 A/C were detailed to attack Bochum in the Ruhr. All 15 A/C took off and set course. The weather over the target was good. Just sufficient cloud to make the S/L's ineffective. Some reasonably heavy flak was encountered however. Some fighters were seen but no encounters were made. Good fires were started and the smoke made observation difficult. Stick after stick of high explosive bombs were seen to straddle the target area, and one extremely large explosion was observed. Smoke and dust rose to approximately 10,000 feet. A few cones of S/L's were seen but these were ineffective. All A/C returned safely to base. J17446 F/Lt. W.H. Miller, Pilot, was obliged to return with his bomb load early as the A/C developed trouble in an oil cooler.		Form 541, Pages 7 - 9.
	10-10-44		Dull, misty, light and variable winds. Very poor visibility. Crew drills were carried		

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Place	Date	Time	Summary of Events	References to Appendices
	10-10-44	(contd)	<p>out. The funeral of 088488 P/O J. Earekin, Air Gunner, was held at Harrogate to-day. It was a full military funeral. The remaining members of his crew, J19884 P/O W.T.C. Watson, Pilot, R171490 P/Sgt. H.S. McFab, Navigator, R125253 P/Sgt. Paul, J.B., Wireless Operator, J88271 P/O J.F.R. Descent, Air Bomber, 3020205 Sgt. Menzies, R.D., Flight Engineer, R.A.F., and J88460 P/O J.M. Cochrane, Mid-upper Air Gunner, acted as pall bearers. The Squadron was represented by C1205 S/Ldr. C.C.W. Marshall, Pilot, the acting Squadron Commander. In the afternoon a lecture was given to all pilots on Flying Control.</p>	
	11-10-44		<p>Fair, 6/10ths s/c, strong winds from S.W. No operations laid on. Crew drills, parachute and dingy, carried out. New circuit and landing procedure was discussed by pilots of "A" and "B" Flights. By noon a heavy mist had settled on the field so a flying training program that had been laid on was cancelled. Steady rain commenced at approximately 1600 hours and continued until midnight. Squadron standing by.</p>	
	12-10-44		<p>Heavy ground mist, extremely poor visibility. No flying training. Operations called for 19 A/C at noon. Crews were briefed but operations were scrubbed prior to take off. This enabled "A" Flight party to take place. It was held in the Station Theatre. The Ground Crews were entertained to a dance with beer and refreshments at the expense of the Aircrew. The Station Commander, C130, Group Captain J. G. Kerr, A.F.C., attended. It can be truly said that a good time was had by all. The Squadron stood by as from mid-night.</p>	
	13-10-44		<p>6/10ths s/c, high winds persisted. During the night the wind had gusted to 65 mph. A/C recognition was carried out by the gunners. Link trainer for Flight Engineers and Air Bombers. Parachute and dingy drills were also carried out. By noon heavy rain had again started. The Squadron was called to stand by for operations, later placed on stand down until mid-night.</p>	
	14-10-44		<p>Fair, 3/10ths s/c. 20 A/C were detailed to attack Duisberg (Rhr). There were two early returns and 18 A/C went on to attack. The attackers found the target almost completely obscured by cloud. The T.I. seemed to be well placed and bombing was accurate. The cloud broke up a little and the M/B gave instructions to bomb visually and as a result of this the goods yards and surrounding factories came in for a good "pranging".</p>	<p>Page 5-1, Pages 9 to 11.</p>

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	14-10-44	(cont'd)	J25885 F/L D.T. McGrath, always the individualist, made a one man attack on Dusseldorf. Intense heavy flak was encountered by the first crew over the target but this decreased in quantity but not in accuracy as the attack went on. All A/C returned safely to base by 1100 hours. As the A/C landed they were immediately refueled and re-bombed and at approximately 2300 hours, 14 A/C took off to again attack Duisberg. The weather had improved and crews found good bombing conditions, just a slight amount of haze. At the northern end of the town large fires were seen still burning from the morning attack. The southern end of the town was the target and soon good sized fires were burning there. Several large explosions were observed, one in particular sent black smoke billowing up to 10,000 feet. Flak was not as intense as in the morning but was very accurate. Enemy fighters were seen but not encountered. All A/C returned safely to base. J28618 F/O G.L.D. O'Grady was obliged to land at Downham-Market owing to shortage of fuel.		Form 541, Pages 12 to 13.
	15-10-44		Slight haze, cleared by 1000 hours. Ground training was carried out, Link and Aldis lamp for Flight Engineers and A/C recognition for Gunners. Operations were laid on and 14 A/C were detailed to attack Wilhelmshaven. All A/C took off and J3484 W/C A.J. Lewington took O858 W/C F.R. Sharp, a new arrival, along as second pilot. The weather over the target was good, just a small amount of broken layered cloud. The markers were well placed and the bombs were seen to be well concentrated. No enemy fighters were seen. Flak seemed spasmodic and inaccurate. Several large explosions were observed. All A/C returned safely to base. (<i>no more detailed</i>)		Form 541, Pages 13-15.
	16-10-44		Foggy with slight drizzle. No training flying was laid on. Flight Engineers did Link Training and the Pilots had a lecture on Flying Control. Parachute and dinghy drills were carried out. Two crews did a wet dinghy drill at Ripon Public Swimming Baths.		
	17-10-44		Fog still persisted, a light wind from the S.W. slowly cleared this but it brought with it a slight drizzle. No operations were called. All crews did crew drills. At noon a stand down until 2359 hours was announced.		
	18-10-44		Slight drizzle. The Squadron stood by. 17 crews were detailed for operations but they were later scrubbed but the Squadron was not released from the stand by.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	18-10-44	(cont'd)	Ground training again came into vogue, the Gunnery on night vision training and A/C recognition. Air Bombers did a dry swim. The day ended with the Squadron still standing by.		
	19-10-44		Stand by in existence. Weather still remained bad. Persistent rain and squalls. The wind gusted up to 60 m.p.h. Ground training carried out. The Squadron was released from stand by.		
	20-10-44		Weather improved, still cloudy but fair breaks, only showers. Training flying was laid on, X country flights with bombing were carried out by three crews and W/C Sharp did familiarization and circuits and landings. No operations were laid on. The Squadron stood down until 2359 hours.		
	21-10-44		A large scale training program was laid on in view of the change for the better in the weather. This was cancelled as operations were called and 16 A/C took off to attack Hanover (Germany). Just as the crews were crossing the coast on the way out they were recalled. All A/C returned safely to base.		Form 541, Pages 16-17.
	22-10-44		Fair weather still continued. Squadron on training program. No operations were called. Crews did crew drills. By noon heavy rain had set in and the weather continued to close in. The cloud base slowly came down to 500 feet. The remaining part of the training program had to be scrubbed.		
	23-10-44		The low cloud vanished leaving about 6/10ths alto cumulus. Operations were laid on and 20 A/C took off to attack Essen in the Rhur. On arrival over the target the crews found heavy cloud obscuring it. Some breaks were seen and through these reasonably large conflagrations could be seen. The markers seemed accurately placed. The bombs were seen to hit the target area through these breaks. One especially large fire was seen and numerous explosions followed by clouds of black smoke. No enemy fighters were seen, flak at times was bothersome, seemed to be of the predicted variety and in most cases was extremely accurate. As the attack wore on the bombing seemed to become a little scattered. All A/C returned safely to base.		Form 541, Pages 17-20.

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

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	24-10-44		<p>Continuous drizzle. Crews standing by for operations. At noon the weather improved, but visibility was still restricted to $1\frac{1}{2}$ miles. The Squadron was ordered to stand by for two operations, a bombing attack which was subsequently scrubbed and a mining attack to be made by 6 A/C. The A/C were due to take off just after dusk. Unfortunately J1988A F/O W.T.G. Watson, DFC, and J28647 F/O T.J. Kelly were unable to take off due to technical failures. J86735 F/O R.A. Forbes took off but soon after setting course had to feather a star-board motor and return to base. The remaining crews arrived at the patch where the vegetables were to be laid. It was the Onion Area, near Oslo. The opposition encountered was very slight. H/F (predicted) was seen to come from the Oslo area but was extremely inaccurate, so inaccurate in fact that J25885 F/L D.T. McGrath, Pilot, was heard to say, "The guys down there must be clueless, they couldn't even get our height, let alone our direction." No one sustained any damage. All crews returned safely to base.</p>		Form 541, Page 20.
	25-10-44		<p>An improvement in the weather, occasional showers but on the whole the weather was good. 12 A/C were detailed to attack Hoshang in the Rhur. The weather seemed to be in our favour, it improved on the way to the target. Upon arrival at the target however, cloud seemed to increase and it was necessary to employ Wanganui marking. The crews seemed to experience a little difficulty in locating the markers owing to the brilliance of the sun reflecting on the cloud tops. Bombing was accurate and resulted in a good concentration. Owing to the density of the cloud observation was difficult. No enemy fighters were encountered and only slight H/F appeared. J28647 F/O T.J. Kelly was obliged to turn back owing to engine trouble. All A/C returned safely to-day. The Squadron Commander, J3484 Wing Commander A. J. Lewington, to-day received the D.F.C. in recognition of his successful first tour of operations.</p>		Form 541, Pages 21 & 22.
	26-10-44		<p>Fair, light and variable winds. No operations called on. Crew drills, parachute and dingy, were carried out. The final touches were to-day put to the Wireless Operator gun room and upon inspection by the Base Signals Officer, S/Ldr. N. Carter, the Deputy Signals Leader, 178807 F/O B.P.A. Mose, R.A.F., was complimented on the extremely good lay-out. A good deal of hard work has been put into this effort. No operations were called.</p>		

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	27-10-44		Squally, by noon met. improved. A flying training program was carried out, I countries and Radar. Gunners on A/C recognition and skeet shooting. Two members of the Squadron, J21985 F/L M. Steele, the Bombing Leader and J14552 F/L K.R. Patterson, D.F.C., were screened to-day. F/L "Fat" Patterson, D.F.C., was one of the original members of the Porcupines and had been the Gunnery Leader since the Squadron's formation.		
	28-10-44		Fair, small amount of broken clouds. Crews were called early, 04:00 hours, and 18 A/C were detailed to attack Cologne. Take off was delayed and at approximately 1300 hours all A/C took off. Across the sea crews encountered a large amount of cloud but by the time the target was reached breaks in the cloud enabled accurate observations to be made. The markers were well placed and stick after stick of high explosive and incendiary bombs were sent crashing down into the factory area. Numerous fires were started, however, since the Squadron was engaged in the opening phase of the attack, these were not seen to develop. Several large explosions were observed and in one case smoke was seen to rise to approximately 4,000 feet. Enemy fighters were not encountered, the H/F was intense. With two exceptions our A/C were undamaged. J1988A F/O W.T.G. Watson, D.F.C., flying A/C "E" or "Evening Ecstasy" as the A/C is nicknamed, sustained damage in the mid-upper turret but his Gunner, J88460 F/O J.M. Cochrane, was unhurt. J26677 F/O R.J. Mountford, was obliged to land at the emergency landing ground at Woodbridge. Whilst over the target his A/C was hit by incendiary bombs and sustained damage to port main plane aileron, centre section trailing edge and flap, also the nose and empennage were damaged. No casualty to crew and a safe landing effected. All other A/C returned safely to base.		Form 541, Pages 23 - 25.
	29-10-44		Fair, light and variable winds. By noon however, a complete overcast had moved in. Ground training program was organised, the Wireless Operators had a lecture on new procedure, the Flight Engineers had a lecture on simple fault finding in the inter-communication system, they also did Link Trainer. The Pilots attended a lecture on Navigation and some followed it up with a dry swim, being coached by their own Navigators. A case of tables turned. No operations were called.		

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	30-10-44		<p>Early morning call, the weather was bad, fog reduced horizontal visibility to 6-800 yards. The intended operation was scrubbed, however, the Squadron stood by and just after noon 18 crews were briefed to attack Cologne. The weather at take off was poor, hardly had the A/C gone half way down the runway before they were swallowed up by the now famous Yorkshire fog. The weather at the target was not as good as was expected. However, the markers were well concentrated. Cloud made observation impossible, however, a red glow was seen through the cloud indicating that fires had been started. No encounters were made with enemy A/C. Flak was reasonably heavy in both predicted and barrage form. None of our A/C were damaged. The weather during the crews' absence had closed in, consequently all A/C were diverted to Foulham. They all landed safely.</p>		Form 541, Pages 26 - 28.
	31-10-44		<p>No improvement in the weather, crews still at diversion. By noon the fog had cleared and our A/C returned from Foulham. At 1400 hours a stand down until 2359 hours was announced.</p> <p>CASUALTIES:-</p> <p>088488 F/O J. Zareikin, Rear Gunner in J19884 F/O W.T.G. Watson's crew, was killed with a cannon shell through the head when the A/C was attacked by an enemy fighter on the night of the 5th of October. F/O Zareikin had 27 trips with a total of 124:00 hours on operations.</p> <p>The following crew is missing as a result of operations on the night of the 6th of October:- J88051 F/C G.B. Valentine, Pilot; R158743 W/O Lee, J.P., Navigator; R204933 F/Sgt. Tasuk, J.E., Wireless Operator; J37872 F/O H.R.L. English, Air Bomber; R105222 Sgt. McGraw, A.E., Rear Gunner; 1602251 Sgt. Dollyer, A.G., R.A.F., Flight Engineer; and R124598 W/O Ritchie, W.M. Mid-upper Gunner. F/O Valentine had 3 trips and 15:40 hours while the remainder of his crew had 2 trips and 12:55 hours, including their last trip.</p> <p>POSTINGS IN:-</p> <p>C1649 S/Ldr. G.A. Tambling's crew were posted to the Squadron w.e.f. 12-10-44, including J14186 F/L D.A. deWolff, Navigator; J25112 F/O I.J. Smith, Air Bomber and four N.C.O's.</p> <p>J6681 F/L L.D. Allatt's crew were posted to the Squadron w.e.f. 17-10-44, including J4757 F/L V.A. Mulhall, D.P.C., Navigator; 174717 F/O L. Dennis, R.A.F., Wireless Operator; J19913 F/O E.N.D. Wagner, Air Bomber; 086287 F/O W.E. Fell, Flight Engineer;</p>		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>POSTINGS IN:- (cont'd)</u>		
			J17324 F/O D.H. Butler, Air Gunner and R117346 W/O B.B. Collings, Air Gunner. Five Officers, J88142 F/O R.J. Thompson, Navigator; J36550 F/O M.C. Stiles, Wireless Operator; J29389 F/O B.I.R. Warr, Air Bomber; J89102 F/O W.H. Boyer, Air Gunner and 183714 F/O M.H. Bush, R.A.F., Flight Engineer, were posted to the Squadron w.e.f. 20-10-44 to crew with J3484 W/O A.J. Livingston, DFC, Pilot. J11319 F/L W.H. Cook's crew were posted to the Squadron w.e.f. 21-10-44, including J39333 F/O J.E. Grant, Navigator; J43279 F/O J.B. Pittman, Wireless Operator; J38422 F/O R.H. Shiells, Air Bomber, two R.C.A.F. N.C.O.'s and one R.A.F. N.C.O.		
			<u>ATTACHMENTS:-</u> O858 W/O F.R. Sharp, Pilot, and his all-commissioned crew were attached to the Squadron w.e.f. 14-10-44. The other members of his crew are J22430 F/O G.A. Felter, Navigator; J18397 F/O M.W. Quinn, Wireless Operator; J21460 F/O W.H. Lehman, Air Bomber; J18370 F/O F.P. Ellison, Air Gunner; C19932 F/O G. Wilby, Flight Engineer and J18872 F/O R.F. Nairne, Air Gunner.		
			<u>POSTINGS OUT:-</u> J22234 F/O N.W. Emmott, Navigator and J36534 F/O G.H. Highway, Wireless Operator were posted from the Squadron w.e.f. 3-10-44. The following aircrew were posted from the Squadron w.e.f. 8-10-44:- J22228 F/O O.E. Willner, Navigator; J88314 F/O G.F. Wilkins, Navigator; J88795 F/O G.A. Adams, Air Gunner; J88568 F/O N.C. Burgess, Air Gunner; J27401 F/O R. Bamford, Air Bomber; J28362 F/O J.M. Kinney, Air Bomber and R125056 W/O Groulx, F., Air Bomber. 1894314 Sgt. Ashelford, R.C., Flight Engineer and 996397 Sgt. Nutley, R., Flight Engineer, both R.A.F., were posted from the Squadron w.e.f. 10-10-44. The following aircrew were posted from the Squadron w.e.f. 12-10-44:- J11110 F/L D.W. Simpson, DFC, Navigator; C1205 S/L C.C.W. Marshall, Pilot; J35520 F/O G.H. Lowry, Navigator; J89272 F/O A.F. McDowell, Wireless Operator; J35809 F/O F.C.E. Lathance, Air Bomber; J39713 F/O K.M. King, Air Gunner; J39410 F/O T. Glow, Air Gunner and		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>POSTINGS OUT:-</u> (cont'd)		
			159196 Sgt. Rothwell, J., R.A.F., Flight Engineer.		
			C19796 P/O A. Kalyniuk, Flight Engineer, posted from the Squadron w.e.f. 22-10-44, and		
			56050 P/O W.T. Piper, R.A.F., Flight Engineer, was posted w.e.f. 26-10-44.		
			The following Officers were posted from the Squadron w.e.f. 31-10-44:-		
			J26064 P/L C.A.P. Appleton, Pilot; J88381 P/O D.A. Grant, Air Gunner and 182830 P/O A.W.		
			Hood, R.A.F., Flight Engineer.		
			<u>PROMOTIONS:-</u>		
			J85132 P/O J.L. Smaile, Pilot, was promoted to the rank of Flying Officer w.e.f. 1-5-44.		
			Eleven Sergeants were promoted to the rank of Flight Sergeant, four Flight Sergeants were		
			promoted to the rank of Warrant Officer Second Class and two W/O II's were promoted to the		
			rank of Warrant Officer First Class, all R.C.A.F.		
			<u>APPOINTMENTS:-</u>		
			J26064 P/O C.A. Appleton, Pilot, was appointed to the Acting Rank of Flight Lieutenant,		
			w.e.f. 20-9-44.		
			<u>COMMISSIONS:-</u>		
			The following aircrew personnel were commissioned during the month of October:-		
			J89786 P/O R.D. Molachlan, Air Gunner, w.e.f. 4-9-44; J89420 P/O R.F. Saunders, Pilot,		
			w.e.f. 16-8-44; J89701 P/O K.J. Kempster, Air Gunner, w.e.f. 20-10-44; J89700 P/O G.S.		
			Sephton, Air Bomber, w.e.f. 3-9-44; 184531 P/O A. Sumner, R.A.F., Flight Engineer, w.e.f.		
			3-9-44; J89341 P/O D.M. Draper, Air Gunner, w.e.f. 22-8-44; J89464 P/O E.F. Thompson, Air		
			Bomber, w.e.f. 25-8-44; J89428 P/O H.E. Edwards, Air Gunner, w.e.f. 25-8-44; J89307 P/O		
			J.A. McDonald, Wireless Operator, w.e.f. 16-8-44; J89288 P/O J.C. Williams, Air Bomber,		
			w.e.f. 3-9-44; C89309 P/O W.A. Countryman, Air Gunner, w.e.f. 29-8-44; J89311 P/O J.K.		
			Dalglish, Navigator, w.e.f. 25-8-44; J89272 P/O C.F. McDowell, Wireless Operator, w.e.f.		
			25-8-44; J89322 P/O J.B. Paul, Wireless Operator, w.e.f. 3-9-44; J89320 P/O W.T. Jensen,		
			Pilot, w.e.f. 3-9-44; J89155 P/O G.S. Leppan, Air Gunner, w.e.f. 22-8-44; J89200 P/O W.A.		
			Barker, Wireless Operator, w.e.f. 25-8-44; J89092 P/O N.A. Hurst, Wireless Operator, 16-8-44;		

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
			<u>COMMISSIONS:- (cont'd)</u>		
			J89199 P/O B.C. Carrigan, Air Gunner, w.e.f. 25-8-44; J89160 P/O E.D.A. Dickson, Air Bomber, w.e.f. 25-8-44; 184185 P/O E.W. Willey, R.A.F., Wireless Operator/Air, w.e.f. 25-8-44; 56050 P/O W.T. Piper, R.A.F., Flight Engineer, w.e.f. 3-9-44.		
			<u>HONOURS AND AWARDS:-</u>		
			J88460 P/O J.M. Cochrane was awarded the Distinguished Flying Cross (Immediate) - H.Q.B.C. Postagram dated 1-11-44.		
			This Officer, Mid-upper Gunner in the crew captained by Flying Officer Watson, has completed twenty-eight trips over enemy territory. On the night of October 5/6th, Pilot Officer Cochrane and his crew were detailed for a "Gardening Operation" at Heligoland. After dropping their mines successfully the aircraft had just turned out of the target area when it was attacked from below and astern by a JU.88 which raked our aircraft with cannon fire, killing the Rear Gunner and demolishing the Rear Turret, this cannon fire also severed all the aileron controls and blew off the petrol cocks of all port tanks. As the JU.88 came in for a second attack, this Officer, although in an aircraft that could not take evasive action due to damage, coolly waited until the enemy was within a 100 yards range and then shot it out of the sky. By his coolness and exceptional fearlessness in the face of danger he was most instrumental in saving the lives of his crew.		
			J19884 P/O W.T.G. Watson has been awarded the Distinguished Flying Cross (Immediate) - H. Q.B.C. Postagram dated 24-10-44.		
			On one occasion, namely September 6th 1944, when proceeding on a daylight attack against the German City of Emden, Flying Officer Watson was forced to feather his port inner engine when the oil cooler failed. This happened when the aircraft was just passing over the English coast on the outward trip, but undeterred by the knowledge that he would have difficulty in keeping up with the main bomber stream and the protection resulting therefrom, Flying Officer Watson continued on to the target and successfully pressed home his attack following which he succeeded in bringing his aircraft back to base. By his courageous action and skilfull and calculated handling of his aircraft this Officer set a magnificent example to		
			/Page 13.....		

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OPERATIONS RECORD BOOK

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

No. of pages used for month 15

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<p>HONOURS AND AWARDS:- (cont'd)</p> <p>the balance of the Squadron.</p> <p>J87880 P/O J.C. McNaughton has been awarded the Distinguished Flying Cross (Immediate)</p> <p>H.Q.B.C. Postagram dated 24-10-44.</p> <p>This Officer has now completed thirty-four sorties over a wide variety of targets in Germany and France including such heavily defended areas as Berlin, Essen (2), Dusseldorf and Karlsruhe. On one occasion when attacking Karlsruhe the A/C was forced to fly through very heavy icing conditions that rendered his navigational aids (H.S. A.P.I., A.S.I.) unserviceable. Despite this terrific handicap, he coolly and skilfully kept his aircraft on track throughout the entire trip and the target was successfully bombed. Pilot Officer McNaughton has repeatedly shown great resourcefulness and initiative throughout his tour, and his outstanding ability and strong sense of duty have proven an inspiration not only to his crew, but to the entire Squadron.</p> <p>J10246 S/L. E.B. Van Slyck has been awarded the Distinguished Flying Cross (Immediate)</p> <p>H.Q.B.C. Postagram dated 24-10-44.</p> <p>This Officer, Deputy Flight Commander of "B" Flight for a considerable period, and now the Flight Commander, has completed twenty-four trips over enemy territory including attacks against Berlin (2), Leipzig, Frankfurt, Dortmund and Hamburg. He has at all times shown exceptional fighting qualities and resourcefulness in action which has been a fine example to the entire Squadron. On one occasion, after successfully bombing the city of Berlin, he was proceeding back to base, when at the edge of the Ruhr, his aircraft was hit twice by heavy flak inflicting extensive damage to the port wing, nose and under part of the aircraft and rendering the port outer engine unserviceable. Despite the fact that his aircraft was extremely difficult to control, and his Navigator seriously wounded, this Officer by skilfull and calculated handling of his aircraft managed to get back to a base in England, there by saving the lives of his crew and much valuable equipment.</p> <p>J88295 P/O N.J. Crook has been awarded the Distinguished Flying Cross (Immediate) -</p> <p>H.Q.B.C. Postagram dated 24-10-44.</p>		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices																
			<u>HONOURS AND AWARDS:-</u> (cont'd)																		
			On one occasion when attacking Metz, P/O Crook's aircraft was attacked three times by fighters and was very severely damaged. So much so that two members of the crew abandoned on order of the Captain, and the aircraft lost 7,000 feet before control was regained.																		
			At that time the port outer engine cut so the bomb load was jettisoned and a course set for England. Pilot Officer Crook coolly and skilfully navigated his damaged aircraft back to a diversion base, avoiding the heavily defended areas enroute, and a high speed landing was made on an emergency landing field.																		
			The Squadron Commander, J3424 W/O A.J. Lewington, has been awarded the Distinguished Flying Cross (Non-Immediate), No. 63 Base letter, dated 17-10-44.																		
			The following Officers, formerly on the strength of this Squadron, have received the Non-Immediate award of the Distinguished Flying Cross:-																		
			J86378 P/O W.J. Pearson, Air Bomber; J87422 P/O L.E. Jones, Navigator and J86747 P/O W.A. Curtis, Navigator, - No. 63 Base letter, dated 19-10-44. J86250 P/O J.M. Monahan, Pilot, and J14242 P/O G.F. Harkins, Navigator, - No. 63 Base letter, dated 17-10-44.																		
			<u>CHANGES IN COMMAND:-</u> Nil.																		
			<u>CHANGES IN ADMINISTRATION:-</u> Nil.																		
			<u>AIRCRAFT ON CHARGE:-</u>																		
			26 Aircraft, Halifax III, on charge.																		
			<u>FLYING TIMES:-</u>																		
			<table border="1"> <thead> <tr> <th></th> <th>Operational</th> <th>Non-operational</th> <th>TOTALS</th> </tr> </thead> <tbody> <tr> <td>Day</td> <td>360:10</td> <td>218:40</td> <td>578:50 hours.</td> </tr> <tr> <td>Night</td> <td>687:30</td> <td>20:00</td> <td>707:30 hours</td> </tr> <tr> <td>TOTALS</td> <td>1047:40</td> <td>238:40</td> <td>1286:20 hours</td> </tr> </tbody> </table>		Operational	Non-operational	TOTALS	Day	360:10	218:40	578:50 hours.	Night	687:30	20:00	707:30 hours	TOTALS	1047:40	238:40	1286:20 hours		
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TOTALS	1047:40	238:40	1286:20 hours																		
			<u>NUMBER OF OPERATIONAL SORTIES:-</u> 175 173 sorties																		
			<u>MONTHLY AND CUMULATIVE TOTAL OF BOMBS DROPPED AND MINES LAID:-</u>																		
			H.E. - 509 tons. Cumulative total from 1-1-44, H.E. - 4105 tons																		
			Incendiary - 66 tons " " " " Incendiary - 3762 tons																		
			Mines - 35 tons " " " " Mines - 4402 tons																		

OPERATIONS RECORD BOOK

of (Unit or Formation) _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>NUMBER OF COMBATS WITH ENEMY AIRCRAFT:-</u>		
			Seven combats with E/A were reported during the month. Two on the fifth, two on the sixth, two on the twenty-third and one on the 24th of October. One E/A was destroyed, one probably damaged and one probably destroyed.		(Combat Reports, Appendix I, - VII, attached)
			<u>HEALTH:-</u>		
			Bicycle accidents are still prevalent but the Squadron has the lowest Venereal Disease count than in any previous month.		
			<u>STRENGTH OF UNIT:-</u>		
			Officers Flying Officers Non-flying N.C.O's Flying		
			R.C.A.F. 148 1 86		
			R.A.F. 16 0 31		
			R.A.A.F. 1 0 0		
			TOTALS 165 1 117		
			<u>SHORT SUMMARY BY SQUADRON COMMANDER PERSONALLY:-</u>		
			The effort for the month of October has been fairly satisfactory. Our operational hours have increased over the past month but our training hours have decreased. This loss of training hours is the result of adverse weather conditions and constant stand by's with all our aircraft bombed up. The morale of the Squadron is high even though our excellent record of no losses last month was broken by the loss of one crew and the Rear Gunner of one of our senior crews. Our light losses for the last two months has done much to maintain a high standard of morale on the Squadron.		
			<i>A. J. Lewington</i> for (A. J. Lewington) Wing Commander, Officer Commanding, No. 433 (R.C.A.F.) Squadron.		