

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 1349 and War Manual Pt. II., chapter XX., and
also in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

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

Page No. 1

month 16

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Skipton-on-Swale	1-11-44		<p>Early morning haze, light and variable winds. As the morning wore on the visibility improved. Operations were called on and 20 A/C were detailed to attack Oberhausen. At approximately 17:15 hours 19 A/C took off. J27716 P/O R.F. Bertran was unable to start owing to engine trouble. Upon arrival at the target crews found 5 to 6/10ths a/c. The markers seemed to be well placed and stick after stick of high explosive and incendiary bombs were sent down into the target area. Their explosions could be seen through the thin cloud. One large explosion was observed at 20:30 hours. This caused the sky to be illuminated for some four minutes. G658 W/C F.R. Sharp was attacked by a JU88 whilst he was making bombing run. He evaded his attacker and his A/C sustained no damage. Just after leaving the target most of the crews were able to see below the clouds and they seemed to all agree on one point, that the target had received a good "plastering". However, W/C Sharp's Bomb Aimer, J21460 P/O W.H. Lehman, was unable to release his bombs so he turned from the target and made a one man attack on Essen. All our A/C returned safely to base.</p>		Form 541, Pages 1 - 4.
	2-11-44		<p>Clear, 3/10ths cloud, light and variable winds. Operations were called on and 17 crews were detailed to attack Dusseldorf. At approximately 1600 hours all A/C took off. Upon arrival at the target it found to be the answer to the Bomb Aimer's prayer, - no cloud and excellent visibility. The River Rhine stood out like a sore thumb. The F.I. went down right on the aiming point. The bombing was well concentrated and soon large fires had been started. Several large explosions were observed. The flak encountered at the target was intense but no damage was sustained by any of our A/C. ^{ONE ENCOUNTER WAS} NO ENCOUNTER WAS made with enemy fighters. Crews were able to see the fires when 100 miles from the target on the way home. J16120 P/O N.D. Mara, captain of A/C "J", diverted to Manston owing to shortage of petrol. J3484 W/C A.J. Lewington, DFC, the Squadron Commander, was screened from operations following this operation, having completed his second tour. All our A/C returned safely to base.</p>		Form 541, Pages 4 - 6.
	3-11-44		<p>Early morning haze, this cleared as the noon hour approached. Operations were not called. A flying training program was laid on and four A/C were detailed to carry out bombing, air to air gunnery and fighter affiliation. A bullseye was laid on but it was later scrubbed.</p>		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	3-11-44	(cont'd)	J19884 F/O W.T.G. Watson, DFC and his crew were screened having completed a tour of operations. Notification was also received that J88460 F/O J.M. Cochrane, his Mid-upper Gunner, was awarded an immediate Distinguished Flying Cross for his gallantry during the month of October, which was fully reported at that time. No operations were called.		
	4-11-44		Early morning haze, slight drizzle, this cleared as noon approached. Operations were called on and 16 A/C were detailed to attack Bochum. At approximately 1700 hours all A/C took off. The weather at take off was not too good, low cloud and showers. When the A/C reached southern England the cloud cleared and from then on no cloud except a little scattered stratus over Holland was encountered. The weather on the target was good, no cloud and just a little haze. The presence of the latter, however, did not affect the use of many search light cones by the enemy. H/P was intense. The markers were well placed and bombing was accurate. On one occasion the bombing was so accurate that the ground markers were destroyed. One large explosion provided sufficient light that the attacking crews were able to see the tall chimneys of the factories they were attacking. J25839 F/O A.F. Heathcote had his A/C damaged by flak and had to effect an emergency landing at Woodbridge. None of his crew were injured. J26677 F/O R.J. Mountford and his crew failed to return from this operation. All other A/C landed safely at base.		Form 541, Pages 7 - 9
	5-11-44		Fair, high winds from 240 - 260°. Crews stood by in anticipation of sending a "Guy Fawkes" party to the Third Reich, however, no operations were called. Pilots, Bomb Aimers and Navigators attended a navigation lecture. Flight Engineers and Wireless Operators carried out fault finding drill for the intercommunication system. Later crews were told to stand by for an early morning attack. As a result all crews went to bed early. However, at 2300 hours the "gen" was received that times had been changed and it would not be necessary for them to arrive until the normal time.		
	6-11-44		The crews arrived at the sections to find 3/10ths s/c, light and variable winds. Crews were briefed and 18 A/C took off to attack Gelsenkirchen. Upon arrival at the target it was found that cloud of the stratus variety completely obscured the town. Arrangements had been made to mark the target with Paracats or ground marking, since this proved impossible,		Form 541, Pages 9 - 12.

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	6-11-44	(cont'd)	<p>the Master Bomber gave orders for individual bombing on instruments. Therefore crews were unable to observe results. Opposition was encountered in the way of H/E, this was not too accurate, none of the A/C sustained damage. All our A/C returned safely to base. J88439 P/O W.J. Parker completed his tour on this trip, also J85132 P/O J.L. Smale, DFM, completed his second tour. He is the second man to complete his second tour on the squadron in three days. P/O Smale, DFM must surely have established a Group record now that he has completed his second tour in just over two months, not having an early return or non-starter in his tour. J3484 W/C A.J. Lewington, DFC to-day left to assume command of R.C.A.F. Station, Dishforth.</p>		
	7-11-44		<p>Heavy continuous rain, 10/10ths cloud. Ground training was carried out during a.m. A stand by until to-morrow was announced. A make and mend stand by, which means we are not on call for operations. The weather cleared by noon and the sun broke through. However, the wind sprung up to 25 - 30 m.p.h. from 260°. No training flying was carried out. J19459 P/O E.R. Smyth and his crew left to-day to go to Path Finder Force.</p>		
	8-11-44		<p>Fair, gusty, good visibility. Ground training carried out. Dingy and parachute drills were carried out also. Operations were called and 6 A/C were detailed for a Garden- ing attack. The crews were briefed and with only a short period to go to take off the operations were scrubbed. Immediately flying training was laid on and A/C went on X country flights and bombing, at least they were detailed to practice bomb but they were recalled from their bombing as operations were called. This operation too was scrubbed and for some unknown reason the Powers that be had on this occasion thought fit to cancel the operation before too many departments had become involved.</p>		
	9-11-44		<p>Rain, 10/10ths cloud. No operations were called. By noon the weather had cleared and A/C were able to carry out training flying. Crew drills were carried out, both parachute and dingy. Operations were called on but were later scrubbed. The Gunnery section held a party at Ripon. All agreed that it was a roaring success.</p>		
	10-11-44		<p>Haze, light and variable. As the morning wore on the wind freshened and the haze lifted. Ground training, A/C recognition and night vision training for the Air Gunners.</p>		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	10-11-44	(cont'd)	Flight Engineers and Air Bombers did Link trainer. Wireless Operators had a session at fault finding. At approximately 1700 hours operations were ordered. It was to have been an early morning "do", however, it was scrubbed at approximately 2345 hours and many crews were heard to deplore the position that had led them to go to bed early.		
	11-11-44		Misty, light and variable winds, rain commenced soon after 0900 hours, however, by noon the weather had improved and training flying was carried out. Ground training was carried out, - A/C recognition for the Gunners, Link trainer for the Flight Engineers and Air Bombers. To-day, C1649 S/Ldr. G.A. Tambling, who assumed command of the Squadron upon the posting of W/C Lewington, DFC, was promoted to Wing Commander. Operations were held on and 6 crews were detailed for gardening. The garden ^{was} the the Oslo area. Crews reported no opposition, just a few desultory rounds of H/F. The vegetables were successfully laid and all A/C returned safely to base without incident. This trip was the last for J26783 F/O J. Burch and the following members of this crew, - J35706 F/O G.G. D'Alvise, Navigator; J35136 F/O W.A. Baxter, Air Bomber; J89701 F/O K.J. Kempster, Air Gunner and 1379137 Sgt. Robertson, C.G., R.A.F., Flight Engineer, were screened having completed a tour of operations.		From 541, Page 13.
	12-11-44		Rain, wind gusty from S.W. No flying training, ground training was the order of the day. An H28 film was shown at the Station Cinema. Operations were called on at 1700 hours. It was to have been an early morning effort, however this was scrubbed at approximately 2240 hours. Consequently those who had been invited to a social evening at the aircrew Sergeant's Mess were able to attend. It was a good party and all who attended were unanimous in their opinion of "a bang upon do".		
	13-11-44		Fine, steady wind from the S.W. No operations were called. Ground training was laid on also training flying, I countries and bombing details. Two crews did wet dingy drills in the Public Swimming Baths at Ripon. This wet practice is always welcomed by the crews as a diversion from the normal dry efforts practiced out at the dispersals. The Wireless Operators held a party at the St. Wilfred's Hotel, Ripon. Food and drink were plentiful. A very pleasant evening was had by all. No operations were called.		Page 5.....

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	14-11-44		Rain - more rain, and then to show absence of ill feeling, a little more. Visibility was deadly, down to 800 - 1000 yards all day. A statement was made by the Met. Officer to the effect that it was his considered opinion that even the birds should refrain from becoming airborne. No flying was possible. Operations were not laid on.		
	15-11-44		Persistent rain until 1200 hours, low cloud. By noon it had lifted and as no operations had been called a grand flying training programme was laid on. A/C were engaged on I country and bombing flights also fighter affiliation. The Squadron Commanders conferred with other senior officers on the design of the proposed new bar in the Officers' Mess. Work was commenced on it this evening. As soon as the work has been completed a full description of the "Drinkers' Den" will be made.		
	16-11-44		Fair, 2/10ths cloud, light S/E winds. Operations were called and 14 A/C took off at 12:40 hours to participate in the commencement of the big push on the German and Belgian frontiers. Our particular target was Julich, approximately half way between Aachen and Cologne. The attack was most successful with little or no trouble over the target but coming out the crews ran into some moderate to heavy and predicted flak. No severe damage was done except to A/C "R" NP-949, captained by J27738 F/O R.A. Russell, which lost an engine and had a petrol tank holed. However, he managed to return safely on three engines and made a good landing. All other A/C returned safely to base. At interrogation all crews reported this effort as a "bang on prang" with the concentration of A/C the heaviest in history.		From 541, Pages 13 - 16.
	17-11-44		Weather commenced in a very poor manner to-day and stayed that way, fog, rain and poor visibility. Despite that fact we were called for operations and crews were hauled from their beds at 4:00 a.m. for a pre-operational meal. Just at the conclusion of Navigation Briefing the operation was cancelled and we were instructed to stand by for a night operation, which also failed to come off due to weather. A mess meeting was held in the Officers' Mess from 1330 to 1500 hours and then a lecture was given to all our Pilots, Navigators and Air Bombers in briefing room. At 1800 hours we were stood down until morning.		

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	18-11-44		<p>With about 5/10ths low cloud and layers of upper stratus in the sky it looked fair for the operation called the previous night. Briefing was at 09:15 hours and take off approximately 12:00 hours. All 15 crews detailed got away without any hitch with the exception of J17146 F/L W.H. Miller's Bomb Almer, J28205 F/O T.R. Ayres, who wrenched his back while out at dispersal. He was replaced by J25694 F/O H.H.S. Mahon. The target was Munster. A layer of lowish cloud completely obscured the target with the result that sky markers were dropped by PFF. Crews reported a poor concentration of markers but bombed on those of highest priority. Met. winds were out and crews had a great deal of time to waste, resulting in a rather ragged stream. Strangely only very small amounts of flak were encountered over the target. The average opinion was, that providing the sky markers were on, it was a fair bang. Most opposition from flak came from the front lines. Base started to clamp down with fog about E.F.R. and only three crews landed, depending solely on the sodium lead-in lights and the local pundit. C20393 F/L R.W. Patterson feathered an engine 30 minutes short of base and landed at Leeming, not being able to see base and with petrol too low for a diversion. The remaining eleven crews were given Sillloth as a diversion, but it was clamping down rapidly everywhere. Two A/C managed to get down at Sillloth before it closed in completely, two more at Crosby and the remaining seven at Great Orton. No one had any petrol to spare. We welcome two new crews to the Squadron, C1352 S/L D.J. Cleland, Pilot, to "A" Flight and J734 F/L E.E. Bardsby, Pilot, to "B" Flight. The former is attached "pro Temp" from base.</p>		Form 541, Pages 16 - 18.
	19-11-44		<p>A very heavy ground fog with thick cloud above started the day off. However, "ops" came through with a maximum effort. As most of our crews and A/C were still at their diversionary bases, our effort was 7 crews. Just as briefing was completed, about 14:30 hours, the "scrub" came through. Noses were thumbed at the long range tanks. The fog broke around noon but conditions remained bad. About 1700 hours J16126 F/O D.F. Guy arrived back with "B" LV-972, from his diversion, the only one to succeed in this to-day. A typical Sunday night, - a show, a drink and a written letter, was spent by most of the Squadron. What else to do? Another new crew to "A" Flight, - R55562 W/O Beliveau, R.L., Pilot, whose "Navigator", unfortunately, will not join the Squadron for another three weeks due to sickness.</p>		

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	20-11-44		<p>There was heavy rain and low cloud until noon to-day, but an operations call came through and 10 crews were detailed for an afternoon briefing. This time it was set back to 1800 hours and the trip finally scrubbed at 1700 hours. The Squadron scattered for a night off. All but three, that is, seven of our diverted crews returned safely to the station in the late afternoon. J28618 F/O G.L.D. O'Grady and J27716 F/O R.F. Bertran had trouble with their respective A/C's and could not take off from Great Orton. C858 W/C F.R. Sharp at Silloth is, too, apparently, having trouble with "K" LV-941. Two crews enjoyed a chilly wet dingy drill in Ripon.</p>		
	21-11-44		<p>The weather was clear except for small patches of cloud and smoke haze. W/C Sharp is now the only crew still away at diversion base. An "op" was called this morning with briefing at 1300 hours. We laid 16 crews on. Take off at 1515 did not go well, several machines kicking back resulting in them having to taxi around again. C20395 F/L R.W. Patterson had engine trouble at the T.O. point and had to change A/C. He got off very late but went on and bombed 6 minutes after T.O.T. The target was a synthetic oil plant at Castrop-Rauxel which we've been after for some time. Winds were out and considerable time had to be lost just short of the target, which, incidentally is ("Was" we hope) situated approximately 6 miles N.W. of Dortmund in the "Valley". Our first A/C in ran into pretty intensive heavy predicted and barrage flak and an unusually large number of search lights, most effective because of clear skies. FFF was bang-on and laid a huge concentration of green and red T.I., kept them concentrated and well backed-up throughout the attack. If they were on the attack will, undoubtedly, be a thoroughly well done job. A very brilliant moon was taken advantage of by "Jerry's" night fighter force. They came up. J28324 F/L O.L. Orendorff, Pilot, on his last trip, was ooned and held despite evasive action, for almost 20 minutes. He also was attacked twice by fighters but evaded with 100% success. He returned undamaged. A very commendable end to an equally commendable tour. J25885 F/L D.F. McGrath landed at base with a flat tire, swung and stuck not quite clear of the runway. Control could not overahoot the following aircraft because of "three engines" and 1/3 hydraulics, and a very close shave resulted. When heads were counted we found with</p>		<p>From 541, Pages 19 - 21</p>

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	21-11-44	(cont'd)	regret that two good lads and crews were missing. They were J8792 P/O A.T. Bond in A/C "R" NZ-284 of "A" Flight and J16126 P/O D.P. Guy in A/C "R" NR-949 of "B" Flight. Crews that bombed late reported heavy smoke columns, several large explosions. Both flak and search lights were less intense. J17866 F/L T.H. Prescott, with F/L Orendorff, was screened on completion of this trip with a very fine operational tour behind him.		
	22-11-44		Heavy low cloud with intermittent rain started the day off. The rain stopped and the cloud lifted to about 2500 feet around noon and continued so during the afternoon. Call for operations came through in the morning with acceptance of the 14 A/C offered. Briefing was scheduled for 2000 hours. Two crews went unserviceable after the M.O's afternoon sick parade. The offer was altered to 12. But once again a "scrub" came through in the early afternoon, because of poor weather. An all-ranks dance to-night, together with a lively "scrub party" in both messes, kept the Squadron happy. The only flying to-day was J29592 S/L W.G. Pierce checking J7344 F/L E.E. Barsby out on the aircraft type. The remaining A/C were all bombed up.		
	23-11-44		Another duff day with heavy clouds and periods of rain and drizzle, winds were moderate S/W and visibility was good. Operations were called again and our sadly depleted Squadron laid on 12 crews, 10 on bombing and 2 on gardening. This effort was scrubbed about 1600 hours due to bad weather. C858 W/O Sharp, F.R. and crew finally returned from Silloth where they had been diverted since last Saturday with a U/S A/C. Another new crew reported in to-day, O95376 F/O F. Simpson, from Topcliffe. No night flying was done.		
	24-11-44		Weather continued to be on the wet side, periods of rain, heavy cloud, but visibility was good. It cleared some in the p.m. and operations were called again, the same effort as yesterday, 10 on bombing and 2 on gardening. Bombing effort was scrubbed at 1700 hours but 2 crews were briefed for gardening in Kattogat area. J28618 F/O G.L.D. O'Grady took off at 01:14 hours (25/11) and the vegetables were planted in the designated area. J27738 F/O R.A. Russell was a non-starter. Our sole representative on this gardening was diverted to Kinloss, landing at 08:10 hours.		From 541 Page 21.

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	25-11-44		<p>Sky completely overcast in the morning with occasional showers. N.W. wind, approximately 10 m.p.h. Weather cleared at 1400 hours to 2/10ths so., wind freshening slightly. Visibility poor in the morning with haze limiting to one mile, improving to 2 - 3 miles in afternoon. Programme of day and night training laid on, H2S X - Countries, radar bombing and night F/A. Two new crews to "B" Flight to-day, J35635 F/O R.A. Christenson and J16536 F/O A. Strelchuk, both from Topcliffe H.C.U. J28618 F/O G.L.D. O'Grady landed back from Kinloss in the early evening.</p>		
	26-11-44		<p>A wonderful morning, ceiling and visibility unlimited and a heavy white frost. By noon, however, the famous Yorkshire weather had asserted itself, 10/10ths stratus, a cold sleeting rain and visibility down to half a mile, light Westerly wind. A call for an operation came through in the morning, 10 A/C on bombing. Main briefing was scheduled for 22:30 hours. The weather continued to deteriorate and the scrub came through at about 1730 hours. The crews detailed for operations were thus enabled to take in the all-ranks dance which was held in the Aircrew Sergeants' Mess, music by the R.C.A.F. "Streamliners" Band and a large contingent of W.D.'s from Group H.Q. A good time was had by all. To-day G858 W/O F.R. Sharp and crew ceased attachment to this Squadron on posting to No. 408 Squadron to take over as Commanding Officer. He will be greatly missed here and we wish him all the best of luck on his new Squadron.</p>		
	27-11-44		<p>A cold frosty morning with a slight fall of snow, bringing memories of winters in Canada. Slight haze, patches of Ac. and wind light and variable. Call for an operation came through in the morning with acceptance of 14 A/C. J14552 F/L R.K. Fatterson, DFC, left this morning on the first leg of the journey back home. He was one of the originals of the Squadron, joining in November, 1943, and very ably filled the post of Gunnery Leader for the best part of a year. Main briefing was at 13:30 hours and all A/C took off at about 16:30 hours to bomb Neuss, an important communications centre near Dusseldorf on the bank of the Rhine. Returning crews reported a good "prang" with one particularly large explosion lasting for more than ten seconds. As the weather in the base area was rather "duff" all A/C were diverted to Old Buckenham and all landed safely. Two new crews to "A" Flight,</p>		From 54-1, Pages 22 - 24.

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	27-11-44	(cont'd)	J8917 F/L D.S. Rogers, Pilot and J89607 F/O G. Walton, Pilot, both from Topcliffe, H.C.U.		
	28-11-44		Very little activity to-day with 14 crews away at diversion until 1600 hours when all A/C landed safely, having got in some "formation" time on the way back. All Officers reported severe gastric disturbances caused, they believe, by the meat stew served at the post-operational meal at the diversion station. The N.C.O's were not affected. No operations called this day, most of our A/C being diverted from the previous night. Two A/C from "B" Flight took off at approximately 19:30 hours for a demonstration of Wanganui marking, practice Radar bombing on the return journey.		
	29-11-44		6/10ths s.g., good visibility, no rain all day. Operations were not called. Training flying was the order of the day. A/C were despatched on X Country flights, Radar and bombing. J16120 F/O N.D. Mara, Pilot, checked J89607 F/O G. Walton out. We are getting bags of new crews in now and F/O Mara is the gen checker out. An early call for operations was announced and all crews went to bed early.		
	30-11-44		The crews were called at 05:00 hours and were doomed to disappointment, for, after briefing the operation was scrubbed. However, another operation was laid on and at approximately 16:30 hours 18 A/C took off to attack Duisburg. This was to be the last trip for J86368 F/O H.G. Solomos and crew, also J27738 F/O R.A. Russell and crew, also J86667 F/O G.H. Free and J86714 F/O D.R. MacDonald of J25839 F/O A.F. Heathcote's crew. The journey to the target was uneventful for all crews. Upon arrival they found the target obscured by 10/10ths cloud with the tops at 6-7,000 feet. Opposition was slight, only a few bursts of inaccurate heavy flak being encountered. As the attack progressed a faint red glow could be observed through the clouds. Two large explosions were observed at 20:11 and 20:20 hours. The last one, which must have been an extremely violent effort, caused a huge glow, illuminating the clouds for 3 to 5 seconds. The Pilot and Bomb Aimer of A/C "n" NR-135, J7344 F/L E.E. Barak and J27128 F/O C.W. McLean, tried desperately to release their bombs on the target, but owing to technical failure of the release circuit they were unable to do so and had to bring the load back to base. All A/C returned safely to base.		Form 541, Pages 25 - 27.

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			CASUALTIES:-		
			The following crew is missing as a result of air operations on the night of the 4th of November:-		
			J26677 P/O R.J. Mountford, Pilot, 21 trips, 108:35 hours. J37776 P/O R.M. Madill, Navigator, 20 trips, 102:45 hours. R103353 W/O I. Jervis, I.H., Wireless Operator, 20 trips, 102:45 hrs.		
			J36889 P/O H.W. Langlands, Air Bomber, 20 trips, 102:45 hours. R251732 P/S Christie, J.H., Air Gunner, 20 trips, 102:45 hours. R.A.F.1821004 Sgt. Bell, J.S., Flight Engineer, 20 trips, 102:45 hours. CAN.2174 W/O I. Munro, E.G., Mid-upper Gunner, 20 trips, 102:45 hours.		
			The following two crews are missing as a result of air operations on the night of the 21st of November:-		
			J16126 P/O D.F. Cuy, Pilot, 21 trips, 109:05 hours. J36331 P/O G.H. Love, Navigator, 20 trips, 103:40 hours. R151393 P/S Ramey, L.P., Wireless Operator, 20 trips, 103:40 hours. J24517 P/O H.A. McLennan, Air Bomber, 20 trips, 103:40 hours. J89786 P/O R.D. McLachlan, Air Gunner, 30 trips, 155:40 hours. R.A.F.1594980 Sgt. Lookey, T.A.S., Flight Engineer, 20 trips, 103:40 hours. R207973 P/S Scott, J.V., Mid-upper Gunner, 20 trips, 104:50 hours.		
			J87692 P/O A.T. Bond, Pilot, 19 trips, 103:10 hours. J37779 P/O R.A. Watson, Navigator, 16 trips, 87:45 hours. R205116 P/S Robson, A.E., Wireless Operator, 16 trips, 87:45 hours. R192761 P/S Seymour, J.R., Air Bomber, 16 trips, 87:45 hours. R123313 Sgt. Slack, K.E., Air Gunner, 16 trips, 87:45 hours. R.A.F.545829 Sgt. Weir, J., Flight Engineer, 16 trips, 87:45 hours. R261671 P/S Allen, R., Mid-upper Gunner, 16 trips, 87:45 hours.		
			POSTINGS IN:-		
			J7344 P/L E.E. Barsby's crew were posted to the Squadron, w.e.f. 16-11-44, including J40543 P/O J.B. Miller, Navigator; J27128 P/O C.W. McLean, Air Bomber; three N.C.O.'s and one R.A.F. N.C.O.		
			R55562 W/O II. R.L. Belliveau's crew were posted to the Squadron, w.e.f. 19-11-44, including four N.C.O.'s and one R.A.F. N.C.O. The Navigator has not been posted to the Squadron as yet due to sickness.		
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			<u>POSTINGS IN:-</u> (cont'd)		
			035376 F/O W.E.R. Simpson's crew were posted to the Squadron, w.e.f. 23-11-44, including J39981 F/O A.E. Ferguson, Navigator; four N.C.O.'s and one R.A.F. N.C.O.		
			J16536 F/O A. Stralchuk's crew were posted to the Squadron, w.e.f. 24-11-44, including J35822 F/O E.L. Smitman, Navigator; J86238 F/O J.R. Anshetz, Wireless Operator; J89624 F/O A.J. Cooper, Air Bomber; two N.C.O.'s and one R.A.F. N.C.O.		
			J35635 F/O R.A. Christenson's crew were posted to the Squadron, w.e.f. 25-11-44, including J40191 F/O W.G. Jeeves, Navigator; four N.C.O.'s and one R.A.F. N.C.O.		
			J8917 F/L D.S. Rogers' crew were posted to the Squadron, w.e.f. 26-11-44, including J16958 F/L J.H. Boudreau, Navigator; J19317 F/O S. Price, Wireless Operator; J85083 F/O J.W. Swan, Air Gunner; two N.C.O.'s and one R.A.F. N.C.O.		
			J89607 F/O G. Walton's crew were posted to the Squadron, w.e.f. 26-11-44, including J89418 F/O J.K. Dickson, Navigator; J88059 F/O H.A. Hodgins, Wireless Operator; J21544 F/O H.A. Posliff, Air Bomber; two N.C.O.'s and one R.A.F. N.C.O.		
			J6269 F/L J.E. Vallance's crew were posted to the Squadron, w.e.f. 27-11-44, including J40505 F/O W.R. Gordon, Navigator; four N.C.O.'s and one R.A.F. N.C.O.		
			R171272 F/S M.R. Smyth's crew were posted to the Squadron, w.e.f. 30-11-44, including J38416 F/O L.R. Gartner, Air Bomber and five N.C.O.'s		
			Two N.C.O. Air Gunners were posted to the Squadron w.e.f. 12-11-44.		
			J25530 F/O J.D. Knox, Air Bomber was posted to the Squadron, w.e.f. 22-11-44, and J28191 F/O J.D. McDonald, Navigator, was posted to the Squadron, w.e.f. 28-11-44.		
			<u>ATTACHMENTS:-</u>		
			C1346 S/L D.J. Cleland's crew were attached to the Squadron from No. 63 Base, w.e.f. 17-11-44, including J20968 F/O R.W. Davis, Navigator; 178896 F/O A. Hession, R.A.F. Wireless Operator/Air; J85335 F/O J.D. Campbell, Air Bomber; J88009 F/O W.G. Whitton, Air Gunner; 178851 F/O S.C. Phillips, R.A.F. Flight Engineer and J87736 F/O D. Tofflemire, Mid-upper Gunner.		
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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			POSTINGS OUT:-		
			The following Aircrew were posted from the Squadron, w.e.f. 3-11-44:-		
			J19897 F/O J.J. Major, Pilot; J87423 F/O H.G. McVeigh, DFC, Pilot; J87880 P/O J.G. Mollaughton, Navigator; J27490 F/O M.R. Dobson, Navigator; J35244 F/O J.G. Brewster, Navigator; J26784 F/O J.D.R. Nixon, Pilot; J87496 P/O W.D. Keen, Air Bomber; J89160 P/O E.D. Dickson, Air Bomber; J35117 F/O W.P. Speak, Air Bomber; J88295 F/O H.J. Crook, Navigator; J88081 P/O R. Spence, Air Gunner and J88449 F/O S. Bodaly, Air Gunner.		
			183076 F/O W.G. MacKay, Flight Engineer and 1853305 Sgt. Hobbs, T.O., Flight Engineer, both R.A.F., were posted from the Squadron w.e.f. 6-11-44.		
			J18872 F/O R.G. Nairne, Air Gunner, posted out w.e.f. 7-11-44.		
			The following Aircrew were posted from the Squadron, w.e.f. 8-11-44:-		
			J2484 W/O A.J. Lewington, DFC, Pilot; J19459 F/O E.R. Smyth, Pilot; J22186 F/O J.F. Robinson, Air Bomber; J13826 F/L N.H. Brown, Navigator; three R.C.A.F. N.C.O.'s and one R.A.F. N.C.O.		
			183714 F/O M.H. Bush, Flight Engineer, R.A.F., posted out w.e.f. 10-11-44.		
			The following Aircrew were posted from the Squadron, w.e.f. 14-11-44:-		
			J89429 F/O H.E. Edwards, Air Gunner; J39809 F/O A.L. Butler, Air Gunner; J39031 F/O W. MacKay, Air Gunner; J88182 F/O J.G. Greening, Air Gunner; J86284 F/O H.J. Coughlin, Air Gunner; and two R.C.A.F. N.C.O.'s.		
			J25761 F/O G.M. Dandy, Air Bomber; posted out w.e.f. 17-11-44, and one R.A.F. N.C.O. posted out w.e.f. 20-11-44.		
			J14552 F/L K.R. Patterson, DFC, Air Gunner; J21985 F/L M. Steele, Air Bomber; J29782 F/O J. Charlebois, Wireless Operator and one R.C.A.F. N.C.O. were posted out w.e.f. 27-11-44.		
			J26785 F/O J. Burch, Pilot, and J36156 F/O W.A. Baxter, Air Bomber, were posted out w.e.f. 28-11-44.		
			J89102 F/O W.H. Boyer, Air Gunner, posted out w.e.f. 26-11-44.		
			ATTACHMENTS:-		
			0858 W/O F.R. Sharp's crew ceased attachment w.e.f. 26-11-44, including J22430 F/O G.A. Pelter, Navigator; J18397 F/O M.W. Quinn, Wireless Operator; J21460 F/O W.H. Lehman, Air Bomber;		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>ATTACHMENTS:-</u> (cont'd)		
			J18370 P/O F.P. Ellison, Air Gunner; C19932 P/O C. Wilby, Flight Engineer.		
			<u>PROMOTIONS:-</u>		
			130158 P/O G.B. Sharman, DFC, R.A.F., Navigator, promoted to the rank of Flight Lieutenant w.e.f. 12-10-44. Six Sergeants were promoted to Flight Sergeant, four Flight Sergeants to Warrant Officers Second Class, and one W/O II promoted to Warrant Officer First Class. In the R.A.F. two Sergeants were promoted to Flight Sergeants.		
			<u>APPOINTMENTS:-</u>		
			C1649 S/L G.A. Tambling, Pilot, was appointed to the acting rank of Wing Commander, w.e.f. 8-11-44. J29592 P/O W.C. Pierce, Pilot, was appointed to the acting rank of Squadron Leader, w.e.f. 8-11-44.		
			<u>COMMISSIONS:-</u>		
			The following Aircrew were commissioned during the month of November:-		
			J90640 P/O G.D. Wilson, Navigator, w.e.f. 19-9-44; J90436 P/O H.J. Barbe, Wireless Operator, w.e.f. 20-9-44; 185951 P/O K.W. Smith, R.A.F., Flight Engineer, w.e.f. 7-9-44; J90261 P/O R.V. Brewer, Wireless Operator, w.e.f. 19-9-44; J90262 P/O H.S. MacLay, Navigator, w.e.f. 8-9-44; J90302 P/O B.E. Tees, Wireless Operator, w.e.f. 13-7-44; J90162 P/O W. Hughes, Air Bomber, w.e.f. 19-9-44.		
			<u>HONOURS AND AWARDS:-</u>		
			The following personnel, formerly on the Squadron, have received the Non-Immediate award of the Distinguished Flying Cross:-		
			171645 P/O J.C. Smith, R.A.F., Pilot; J86983 P/O D.E. Carruthers, Air Gunner; J22076 P/O J.K. Shelden, Navigator; J86213 P/O G.B. Smeaton, Navigator; C86718 P/O G. Dykes, Air Gunner; 172204 P/O W.J. Fry, R.A.F., Air Gunner; 169674 P/O W. Ormsen, R.A.F., Wireless Operator; and 1545246 F/S Scott, J.H., R.A.F., Wireless Operator, was awarded the Distinguished Flying Medal, Non-Immediate; authority - Postagram HQ/S.23191/1/P, dated 14-11-44.		
			<u>CHANGES IN COMMAND:-</u>		
			J.M.S. W/C A.J. Hewington, DFC was posted from the Squadron, w.e.f. 8-11-44, on completion of his second tour. C1649 S/L G.A. Tambling assumed command of the Squadron.		

OPERATIONS RECORD BOOK

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
			CHANGES IN ADMINISTRATION:- Nil		
			AIRCRAFT ON CHARGE:- 23 Aircraft, Halifax III, on charge.		
			FLYING TIMES:-		
			<u>Operational</u> <u>Non-operational</u> <u>TOTALS</u>		
			Day 255:59 hrs. 157:10 hrs. 413:09 hrs.		
			Night 612:03 hrs. 24:30 hrs. 636:33 hrs.		
			TOTALS 868:02 hrs. 181:40 hrs. 1049:42 hrs.		
			NUMBER OF OPERATIONAL SORTIES:- 154 sorties.		
			MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED AND MINES LAID:-		
			H.E. - 493 tons. Cumulative total from 1-1-44, H.E. - 4598 tons.		
			Incendiary - 60 tons. " " " " Incendiary - 4362 tons.		
			Mines - 16 tons. " " " " Mines - 4652 tons.		
			NUMBER OF COMBATS WITH ENEMY AIRCRAFT:-		
			Three combats with E/A were reported during the month, on the 2nd, 21st and 27th of November, respectively. Some damage, possible damage and hits scored on E/A were reported.		(Combat Reports, Appendix I - III, attached)
			HEALTH:-		
			For the month of November the incidents of colds and respiratory troubles was much higher than that of the previous month. Incidents of Venereal Diseases and others remains unchanged and insignificant.		
			STRENGTH OF UNIT:-		
			<u>Officers Flying</u> <u>Officers Non-flying</u> <u>Airmen Flying</u>		
			R.C.A.F. 137 1 100		
			R.A.F. 14 0 32		
			R.A.A.F. 1 0 0		
			TOTALS 152 1 132		

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
			<p><u>SHORT STATEMENT BY THE SQUADRON COMMANDER PERSONALLY:-</u></p> <p>The month of November was fairly satisfactory in that there were only three crews missing and no early returns reported. The month was marked by the posting in of an unusually large number of crews and the posting out of a great number of screened personnel. Our flying times are slightly less than the previous month due to the weather. The serviceability has been excellent and the morale of the Squadron still remains constantly high.</p>		
			<p><i>G. A. Tambling</i> (G. A. Tambling) Wing Commander, Officer Commanding, No. 433 (R.C.A.F.) Squadron.</p>		