

OPERATIONS RECORD BOOK

S. 47-20-433
JAS

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para 1245 and War Manual Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

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

2600

No. of pages used for month 15

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Skipton-on-Swale	1-12-44		Slight drizzle, 7/10ths a/c. As the day wore on the weather steadily improved. A large scale training program was laid on, Radar in the way of timed runs and bombing took prominence. Engineers and Bomb Alarms did Link training, while the Gunners, who were not engaged in flying training, but in a session of turret manipulation and night vision training. No operations were laid on for the night.		
	2-12-44		Fair, winds 15-20 from S.W., occasional showers. Operations were laid on. 12 A/C were detailed to attack Hagen in Germany. All A/C took off. Upon arrival the crews found 10/10ths cloud of the A/S variety, tops at approximately 17,000 feet. The marking appeared to be bang on and the load of high explosive was sent crashing down into the target area. The density of the cloud made observation impossible, but the reflection of bomb explosions could be seen on the cloud. All crews experienced difficulty in combating the ice on the way to the target but all managed to fight their way to the target. This was one occasion when the elements put up a better defence than the enemy for the flak that was encountered seemed spasmodic and inaccurate. Unfortunately one of our A/C captained by J11319 F/L W.H. Cook failed to return from this attack. J17146 F/L W.H. Miller, C20393 F/L R.W. Patterson and J7344 F/L E. E. Barsby all landed at the diversion base at Horham. The remaining A/C all returned safely to base.		Form 541, Pages 1 & 2.
	3-12-44		10/10ths stratus, continuous rain. Ground training was carried out during the morning. Dinky and parachute drills. In the afternoon a stand down was announced and the crews were ordered to be back on the station by 23:00 hours. An early morning operation that had been laid on for the following day was scrubbed.		
	4-12-44		Fair, 6/10ths stratus, occasional showers. Operations were laid on and 12 crews were detailed to attack Karlsruhe in Germany. At approximately 16:45 hours all A/C took off. Unfortunately J16120 F/O N.D. Mara in A/C "K" had to turn back, our first turn back in over a month. The cloud over the target was 5/10ths and the sky over the target was clear. The crews were able to see the town clearly, the streets were easily seen. The dock area too was sticking out like a sore thumb. Large fires were started within a short time and numerous explosions were observed. As the attack progressed the crews found it difficult to find a		Form 541, Pages 3, 4, & 5.

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	4-12-44	(cont'd)	spot in the town which was not on fire. A really good prang was the unanimous opinion. It was a grand effort to finish a tour on, for J10246 S/L E.B. Van Slyck DFC and J28618 P/O G.L.D. O'Grady were screened after the trip. All A/C returned to base safely. J26099 P/L F.D. Holmes ran low on gas on his way home and had to land at Tempelhof and after filling up returned to base.		
	5-12-44		Fair, scattered showers, winds from N.W. Operations were called on and 13 crews were detailed to attack Soest in Germany. At approximately 17:45 hours all A/C took off. The cloud at the target was 4-6/10ths s.c. The markers seemed accurate and the bombing was concentrated. In no time fires were started. One large explosion was observed at 21:23 hours. The northern and southern ends of the town were well ablaze by the time the attack terminated. Opposition was not too heavy, heavy flak being encountered, not too thick, but as the Pilot, was heard to say, "They seemed to be short of slugs, but those they had, they sure placed them well". However, none of our A/C sustained damage. Three of our A/C, "T", "L" and "M" were obliged to land at Norham owing to petrol shortage. However, after refuelling they were able to return to base soon after all the other A/C. Thus all our A/C returned safely to base. After this trip J29268 P/L J.H. Howes and J17146 P/L W.H. Miller were screened. This brought the total of screened crews to six for the last three operations. J28324 P/L G.L. Rendorff to-day was awarded the immediate D.F.C. for completing a most outstanding tour of operations and in particular for the incident of August 5th when his A/C was heavily damaged by flak and he, by skilful airmanship, made a safe landing at a diversionary base. Now having completed his tour he is to instruct at an operational training unit.		Form 541, Pages 5, 6 & 7.
	6-12-44		Fair, winds gusting from N.W. A heavy frost was experienced during the night. Some very amazing sights were seen on the road from the mess to the air field. Ice made cycling quite a hazard. However, by 1100 hours it had all melted. Operations were called on and 12 A/C detailed to attack Osnabruck. At approximately 16:30 hours all A/C took off. Our A/C arrived over the target just before 2000 hours and unfortunately the attack was almost over. Only two crews saw T.I's. A glow could be seen below the cloud which was of the a/c		Form 541, Pages 7, 8 & 9.

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	6-12-44	(cont'd)	variety and 10/10ths. Bombs were dropped by instruments. Intense flak was encountered over the target, but none of our A/C sustained damage. J16120 F/O N.D. Mara in A/C "P" experienced engine trouble on the way to the target but was able to coax the engine into staying with him until he had bombed, he was then obliged to feather. His Rear Gunner, R192598 F/S Sullivan, C.E. and Flight Engineer, R.A.F. 3011705 Sgt. Sims, L.J., saw two unidentified fighters over the target, but no attack ensued. J27868 F/O S.V. McKellar also experienced engine trouble, one of his engines cut on the way to the target but he pressed on and bombed. They landed at Woodbridge and Stradishall respectively. C35376 F/O W.G.R. Simpson on his way home had a kill. The Rear Gunner, R200657 F/S Clarke, O.S., saw an amber light in the nose of an A/C some 400 yards distant, he ordered the skipper to take evasive action. This he did and the A/C followed them. On the third turn of the oorkacrew the Rear Gunner opened fire at point blank range. He scored numerous hits and the E/A turned over and exploded and dived straight to the ground where it exploded again. A good job this time as the Flight Engineer and both gunners saw it. All our A/C were accounted for.		
	7-12-44		Freezing, ice covering perimeter and roadways. No flying training was laid on. Dinghy and parachute drills were carried out. The Pilots had a lecture on "George". Wireless Operators were engaged on amendments to the new Bomber Command diversion schedule. F/O McKellar returned from diversion at Stradishall.		
	8-12-44		Fair, icy conditions still persist, almost a cloudless sky. By noon the road and runways were clear of ice and a large scale flying training program was laid on. J6269 F/L J.E. Vallance, a new comer, was checked out by J6681 F/L L.D. Allatt. Two A/C went on Radar mining, three A/C on Radar X Country and five A/C on Fighter affiliation and Bombing. Altogether a good day's work.		
	9-12-44		Fair, 3/10ths s/c. No operations were called. During the forenoon ground parachute and dinghy drills were carried out. After the lunch the Squadron was engaged on a large scale "Gaggle" exercise. C1649 W/C G.A. Tambling lead the Squadron formation of 10 A/C. They really presented a grand sight as they set course in a perfect "V" formation. Other A/C also went on Radar bombing and X Country exercises. No operations were called.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	10-12-44		Heavy overcast. Before the morning had grown very old snow had commenced to fall, it snowed more or less continuously throughout the day. Operations were called but were scrubbed. Ground training was the order of the day. Flight Engineers and Bomb Aimers did Link Trainer, and Air Gunners did night vision training and A/C recognition.		
	11-12-44		The snow had ceased to fall and was in the early stages of a thaw. Operations were laid on and the crews were briefed and went out to their A/C dispersals. However, they were recalled before they had started their motors. The visibility had closed down to such an extent that local flying was impossible. One crew did a wet dinghy drill at Ripon Public Swimming Baths. No early morning call warning was issued.		
	12-12-44		6/10ths a/c. Occasional showers. Ground training laid on, Air Gunners on A/C recognition and Air Bombers and Flight Engineers on Link Trainer. At noon a large scale "Gaggle" exercise was laid on. The crews took off at approximately 1400 hours. The simulated target was Doncaster. The 9 A/C presented a grand sight. Other A/C were laid on for X Country flights. At the termination of the "Gaggle" exercise three A/C were detailed to practise bomb. These A/C were recalled however, in view of an early morning call for operations being received.		
	13-12-44		Cloudless sky, extremely light winds from N.W. The crews were called at 05:00 hours. All crews (17) went out to their A/C. The weather, however, started to close in. The sky was almost cloudless but a haze rapidly settled in. Take off time was changed twice, but eventually the operations were scrubbed. Crews continued to stand by. They were released from this in the early afternoon. Three A/C were put on air training, two on fighter affiliation and one on air to air firing. No further operations were called.		
	14-12-44		Foggy, showed no sign of improvement. No wind, occasional showers. Operations were laid on for 15 A/C. The operations were scrubbed before the crews had completed briefing. All Section Leaders and Captains attended a lecture at 1500 hours given by the Station Commander, C130 Group Captain J. G. Kerr, AFC. No operations were called.		
	15-12-44		Foggy, light winds from S.W. Operations were laid on but were scrubbed before briefing had been completed. Ground training was the order of the afternoon. Air Bombers and Navigators had Radar ground training. Flight Engineers on Link Trainer and Morse practice.		

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	15-12-44	(cont'd)	The Wireless Operators are moving their office, therefore, a large amount of hammering and paint splashing has been going on. They are making a really smart job of their new office. Air Gunners did night vision training and a few performed on the Skeet Range. Three crews did parachute and dingy drills. No operations were called.		
	16-12-44		Foggy, visibility did not become better than $\frac{1}{2}$ mile all day. No operations. Pilots and Engineers attended a lecture in the Station Cinema on the Mark VIII "George". Ground parachute and dingy drills were carried out. The Aircrew of the Squadron donated 400 bars of chocolate from the comforts fund to the party being given to the local children. The Air Bombers and Wireless Operators have now completed their crew room change over. The Air Bombers, not to be outdone by the Signals Section have really gone to town with the paint and colour wash. Apple green and cream are the colours they have chosen to make their section the handsomest of all. All Section Leaders were at a conference with the Squadron Commander, C1649 W/C G.A. Tambling. Our A/C "U" to-day returned from Woodbridge.		
	17-12-44		Overcast, showery. Wind from S.W., 8-10 M.P.H. Fog rapidly cleared, visibility still remains rather poor, however. Captains attended a Navigation lecture in the morning given by J4757 S/L V.A. Mulhall, DFC, the Squadron Navigation Leader. Air Gunners on turret manipulation and A/C recognition. Flight Engineers on Link Trainer and Morse. Operations were laid on, 15 crews being called for. However, we were only able to put 14 crews on. Four Navigators and one Pilot were admitted to S.S.Q. to-day. At approximately 2300 hours 14 crews were briefed to attack Duisburg. Take off to be early on the 18th.		
	18-12-44		3/10ths s/c, visibility 4-5 miles. All the A/C took off at approximately 03:00 hours, except J25839 P/O A.P. Heathcote in A/C "G" NR-137 who developed brake pressure trouble, he was obliged to return to his dispersal. The weather on the way to the target was not too good. Clouds with a reasonably heavy icing index were encountered. The weather on the target was also very poor, 10/10ths s/c, tops 16-17,000 feet. Very few markers were seen. Most of the crews were obliged to bomb by instruments. Due to the thick cloud results were not observed. A slight reflection on the cloud denoted presence of at least one fire. Searchlights were active but were rendered ineffective by the cloud. Heavy flak in spasmodic		Form 541, Pages 10 & 11.

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	18-12-44	(cont'd)	<p>bursts was encountered over the target but was bursting below the stream. In view of the bad weather our A/C were diverted. Two got to base, two at Eastmoor, one at Doncaster and one at Ossington, six A/C at Metheringham and one at Binbrook. This last A/C had developed engine trouble. By 1300 hours A/C's A, H, N, W, S, X, Y and Z had returned to base.</p> <p>Operations were again laid on and four crews were detailed. The crews were briefed but the operation was scrubbed. During the afternoon 11 of our A/C had returned from diversion.</p>		
	19-12-44		<p>Foggy, visibility 30-40 yards. Ground training was the order of the day. Parachute and dingy drills. Operations were scheduled but were not carried out. The bad fog persisted throughout the day. In the evening members of the Squadron (Aircrew) helped to make up the Xmas packages that each Airman is to receive on Christmas Day.</p>		
	20-12-44		<p>Fog still persisted, although visibility increased to 90 - 100 yards. No flying training was carried out. Ground training was laid on. Flight Engineers and Air Bombers had a session at Link trainer while the Air Gunners had A/C recognition and night vision training. No operations were called.</p>		
	21-12-44		<p>3/10ths s/c, 10-12 m.p.h., 24°C. Cloud increased and visibility decreased as morning wore on. No operations in the morning. Ground training, lectures for Pilots and Bomb Aimers, Air Gunners on turret manipulation and A/C recognition, Flight Engineers on Link Trainer. The weather cleared by noon and both operations and training flying were laid on. Three A/C were on mining. Take off time was changed but eventually two A/C got off.</p> <p>J27868 F/O S.V. McKellar experienced extremely hard luck, his A/C developed hydraulic trouble and he changed A/C, but this was of no avail as the spare A/C had developed a magnet drop. J25885 F/L D.F. McGrath had a starboard inner engine out on take off, he got height but owing to U/S instruments (Navigational) and inability to gain altitude he was obliged to jettison and return to base. No enemy opposition was encountered in the Garden Area, Calo Area. The vegetables were safely and accurately laid and our A/C returned to a diversion base at Charter Hall.</p>		Form 541, Page 12.
	22-12-44		<p>Fair, 3/10ths thin stratus, wind 5-8 from N.W., visibility 7-10 miles. No operations were called during the morning. J26099 F/L P.D. Holmes returned from the diversion base.</p>		

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	22-12-44	(cont'd)	Captains of A/C had a navigation lecture. Air Owners and Flight Engineers did night vision trainings. Training flights were carried out, X countries and fighter affiliation. C1649 W/C G.A. Tankling supervised the application of distemper to the walls of the newly constructed bar in the Officers' Mess by J89320 P/O W.T. Jensen of "B" Flight and J19626 F/L J.L. Egger of "A" Flight.		
	23-12-44		Operations were laid on for an early morning call which failed to materialise. Training was carried out by the various sections. Spare time was spent throughout the sections in decorating and planning for the Christmas Party.		
	24-12-44		Misty, slight wind from S.W. Speculation was made as to whether or not we could operate, finally operations were ordered and at approximately 1700 hours three A/C took off to lay mines in the Oslo Area. No enemy opposition was encountered and our A/C returned safely to diversion bases, at Peterhead. Thus J25885 F/L D.F. McGrath, J27668 F/O S.V. McKellar and J89420 P/O R.F. Saunders with their crews spent Christmas away from Base. No other flying apart from these operations were carried out. A congratulatory message from the Air Officer Commanding in Chief was received since we were the only unit to operate.		Form 541, Page 12.
	25-12-44		Christmas Day. Slight haze. No operations were carried out. Officers waited on Airmen at Christmas dinner, when a veritable mountain of turkey and plum pudding was put away by a hungry lot of Airmen. A party was held in the Aircrew Sergeants' Mess also the Officers' Mess. In the evening an all-ranks dance was held in the Station Gymnasium. A very good Xmas Day was held by all, that is except the three crews diverted, for they telephoned the sad news that the bar at the station they were at, had run dry at a very early stage in the festivities.		
	26-12-44		Hazy, hardly any wind. Operations were laid on and 16 A/C took off to attack St. Yith. an army co-operation prang and it was a good prang. The markers seemed to be bang-on and the M/B was obviously pleased with the results. Several large explosions were seen. Flak was not too troublesome but that which was encountered was very accurate. None of our A/C sustained damage. The weather at base closed in and our A/C were again diverted, 13 to Leuchars, 1 to Kinnell, 1 to Gravelly and 1 to Charter Hall. All A/C landed safely.		Form 541, Pages 13-15.

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	27-12-44		Hazy, slight wind, visibility improved as the day wore on. An early call had been arranged but was scrubbed whilst our sole representative, J28647 P/O T.J. Kelly, was about to start up. The diverted A/C began to return from diversion, 17 A/C returned from the diversion bases, leaving "E" at Kinmel having developed tyre trouble, and "S" at Peterhead. This last A/C overshot on landing and a small amount of damage was done to it. Shortly after 1700 hours operations were laid on. It was to be an early morning effort.		
	28-12-44		9 crews were briefed and took off to attack Opladen at approximately 03:15 hours. The weather at take off was good and continued to stay that way until about 60 miles before the target when 10/10ths cloud was encountered. This made observation of the results difficult. T.I. seemed to be bang on and bombing was well concentrated. Opposition was slight, a little H/F being encountered. Two of our A/C diverted, one to Woodbridge and one to Rivenhall. The rest returned safely to base. Shortly before noon 4 crews were called for gardening. The crews were briefed and at approximately 1600 hours all took off. The weather to the target, which was Oslo Fjord, was grand. It seemed to aid the defences for S/L's were active and flak was accurate, many "near misses" were scored by the defenders. J86735 P/O R.A. Forbes in A/C "O" was engaged by some particularly accurate fire and several holes in the fuselage and main plane bore evidence as to the skill of the gunners. However, despite the flak the vegetables were all accurately laid. No personal injury was sustained. All A/C returned safely to base. The two A/C previously diverted to Rivenhall and Woodbridge also returned to base.		Form 541, Pages 15 & 16. Form 541, Pages 16 & 17.
	29-12-44		Hazy at first with 2/10ths s/c, visibility somewhat restricted, improved as day wore on. Operations were called on early, 8 A/C being called for but later our allocation was increased to 11, also two on Gardening. By 1500 hours the haze had lifted somewhat and the mining A/C took off to be shortly followed by the bombing A/C. The mining types reached their destination and laid their mines without interruption in good weather. They both returned safely to base, having mined the Oslo Area well. The bombing types went to Gherlar, they did not experience the same good weather for 10/10ths cloud obscured the target. Marking was concentrated and bombs soon started a good red glow under the clouds, one large		Form 541 Pages 17-19.

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	29-12-44	(cont'd)	explosion being observed at 19:20 hours. Defences were not too heavy, I/F on approach to target and H/F over the target, no one reported S/L's. All our A/C returned safely to base.		
	30-12-44		Fair and frosty, almost cloudless skies. Operations were called and 13 A/C were called for. All A/C took off to attack Cologne. The weather on the target was hazy and consequently results were hard to observe, only the bomb bursts being seen. This has favoured the crews in one respect for it made S/L's ineffective. Flak was not too heavy but it was very accurate. The bombing was accurate and fires were soon started. Altogether a good prang. All our A/C returned safely. One A/C, captained by J89783 F/O J.D. O'Neil, had a U/S engine and landed at Ossington. The crews were back in time to join in the tail end of a party which was held in the Officers' Mess.		Form 541, Pages 19-21.
	31-12-44		Frosty, 6/10ths thin s/c. Operations were called on at 1000 hours, 4 A/C to go on a Gardening expedition. Members of the aircrew and ground crew attended a Group Church Parade at York. At approximately 16:20 hours the 4 A/C set off to the Garden Area, Fredrikstad. The weather encountered was good and the mines were laid with only light opposition. All A/C returned safely to base. J86735 F/O R.A. Forbes and his crew were screened having completed their tour of operations.		Form 541, Pages 21 & 22.
			CASUALTIES:- The following crew is missing as a result of operations on the night of the 2nd of December, 1944. J11319 F/L W.H. Cook, Pilot, 5 trips, 16 points, 29:50 hours. J39333 F/O J.E. Grant, Navigator, 3 trips, 8 points, 18:45 hours. J43279 F/O J.B. Pittman, Wireless Operator, 3 trips, 8 points, 18:45 hours. J38422 F/O R.H. Shielle, Air Bomber, 3 trips, 8 points, 18:45 hours. W265262 F/S Mallow, L.A., Air Gunner, 3 trips, 8 points, 18:45 hours. R.A.F.3011067 Sgt. Ainsworth, R.E., Flight Engineer, 3 trips, 8 points, 18:45 hours. R174210 Sgt. Ash, J.W., Air Gunner, 3 trips, 8 points, 18:45 hours.		
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			POSTINGS IN:-		
			The following crews were posted to the Squadron during the month of December, 1944.		
			J9554 F/L R.W. Andrew, Pilot; J24175 F/O W.L. King, Navigator; J42321 F/O K.R. Johnson, Wireless Operator; R216075 Sgt. McCallum, J.R., Air Bomber; J44154 F/O A.F. Daffoe, Air Gunner; R195272 Sgt. Chevallier, E.L., Flight Engineer; and R187797 Sgt. Weir, W.R.,		
			Mid-upper Air Gunner, wef. 7-12-44.		
			J89783 F/O J.D. O'Neill, Pilot; R26086 Sgt. Leonard, W.C., Navigator; R203412 Sgt. Gelfand, A.J., Wireless Operator; R189204 Sgt. Walker, J.E., Air Bomber; R277926 Sgt. Cope, J.E., Air Gunner; R.A.F.1896182 Sgt. Wickens, W., Flight Engineer; R267422 Sgt. Benner, L.E.,		
			Mid-upper Air Gunner, 7-12-44 effective date.		
			J8418 S/L E.K. Stinson, DFC, Pilot; J35716 F/O D.J. McMillan, Navigator; J99146 F/O J.T. McShane, Wireless Operator; J35586 F/O A.S. Bellos, Air Bomber; J92192 F/O R. Pearson, Air Gunner; R.A.F.187130 F/O E.H. Thompson, Flight Engineer; J90641 F/O R.J. Thompson, Mid-upper Air Gunner, wef. 12-12-44.		
			R198378 F/S Harrison, R.K., Pilot; J38171 F/O R.M. Brodie, Navigator; R183390 Sgt. Inness, C.H., Wireless Operator; R176497 Sgt. Carlson, C.O., Air Bomber; R183340 Sgt. Lushington, P.F., Air Gunner; R209016 Sgt. Hemy, L.V., Flight Engineer; R27563 Sgt. McLelland, D.F., Mid-upper Air Gunner, wef. 14-12-44.		
			CAF10151 F/S Batty, H.S., Pilot; J38324 F/O F.H. Legge, Navigator; R210213 Sgt. Mahaffy, S.L., Wireless Operator; R161770 Sgt. Jerrard, R.B., Air Bomber; R198608 F/S Ericsson, R.R., Air Gunner; J89755 F/O J.F. Hunt, Flight Engineer; R277610 Sgt. Evans, T.,		
			Mid-upper Air Gunner, wef. 15-12-44.		
			J37847 F/O G.H. Howald, Pilot; J21588 F/O R.J. Stingle, Navigator; R190707 Sgt. Mark, C.R.L., Wireless Operator; J40086 F/O W.E. Hanna, Air Bomber; R.A.F.185167 Sgt. Faulkner, D., Mid-upper Air Gunner; R.A.F.3025318 Sgt. Sims, J.N., Flight Engineer; R205716 Sgt. Mellon, R.J., Air Gunner; wef. 22-12-44.		
			J13353 F/L J.P. Brown, Pilot; J40903 F/O J.A. Cobetto, Navigator; J98831 W/O L.G. Bevan, Wireless Operator; J40081 F/O J.W. Kirkland, Air Bomber; R139797 Sgt. Walker, W.P.,		

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			POSTINGS IN:- (cont'd)		
			Air Gunner; R217882 Sgt. Johnston, J.A., Flight Engineer; R277715 Sgt. Sparrow, E.W.,		
			Mid-upper Gunner, wef. 24-12-44.		
			J19459 F/O E.R. Smyth, Pilot; J13826 P/L N.H. Brown, Navigator; R183774 F/S Burns,		
			R.G., Wireless Operator; J22186 F/O J.F. Robinson, Air Bomber; R258298 F/S Gibb, C.L.,		
			Air Gunner; R.A.F.183578 Sgt. Withers, E.V., Flight Engineer; R260627 F/S Crawford, D.L.,		
			Mid-upper Gunner, wef. 22-12-44.		
			R190772 F/S Farquharson, J., Wireless Operator, was posted to the Squadron, wef. 3-12-44.		
			POSTINGS OUT:-		
			The following Aircrew were posted from the Squadron, wef. 11-12-44:-		
			J85132 F/O J.L. Smaile, DEM, Pilot; J88380 F/O D.M. Cox, Navigator; J88439 F/O W.J. Parker,		
			Pilot; J19884 F/O W.T.G. Watson, DFC, Pilot; J88271 F/O J.F.R. Descent, Air Bomber;		
			J90262 F/O H.S. McNab, Navigator; J28340 F/O P. Dixon, Navigator; R130809 W/O I. Banford,		
			J.N., Wireless Operator;		
			J28324 F/O O.L. Orendorff, Pilot and J89341 F/O D.M. Draper, Air Gunner were posted		
			out, wef. 5-12-44.		
			The following were posted out wef. 13-12-44:-		
			R55562 W/O Bellevue, R.L., Pilot; R82922 W/O Mason, W.J., Wireless Operator;		
			R187202 F/S Skith, W., Air Bomber; R.A.F.2225248 Sgt. H. Charlesworth, Flight Engineer;		
			R79744 W/O H.A. Skrove, Air Gunner; R205649 F/S Wade, L.P., Air Gunner; J35706 F/O G.G.		
			D'Alvise, Navigator.		
			Notes		
			The following were posted out, effective/shown:-		
			J27473 F/O C.G. Vuori, Navigator, wef. 7-12-44; R135887 Sgt. Wlad, M., Air Gunner,		
			wef. 8-12-44; R.A.F.910712 Sgt. Kinnin, J.B., Flight Engineer, wef. 14-12-44; J86714		
			F/O D.R. MacDonald, Wireless Operator, wef. 16-12-44; J86368 F/O H.C. Solomon, Pilot, wef.		
			20-12-44; J89278 F/O J.G. Williams, Air Bomber, wef. 22-12-44; R250987 Sgt. Gregory, F.G.,		
			Air Gunner, wef. 21-12-44.		
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Place	Date	Time	Summary of Events	SECRET.	References to Appendices	
			<u>PROMOTIONS:-</u>			
			J85498 P/O G.A. Smith, Air Gunner, was promoted to the rank of Flying Officer, wef.			
			5-10-44. J44154 P/O A.P. Daffoe, Air Gunner, promoted to the rank of Flying Officer, wef.			
			7-10-44. J16120 P/O W.D. Mara, Pilot, promoted to the rank of Flight Lieutenant, wef.			
			29-10-44. J86667 P/O G.H. Free, Air Gunner, promoted to the rank of Flying Officer, wef.			
			28-9-44. R.A.F.178807 P/O B.P.A. Mose, W/O/Air, promoted to the rank of Flying Officer, wef. 19-11-44.			
			R213856 Sgt. McMurphy, G.A., Air Gunner, promoted to Flight Sergeant, wef. 23-9-44.			
			R75391 Sgt. Spelnachowich, J, Air Gunner, promoted to Flight Sergeant, wef. 25-11-44.			
			R174885 F/S Calabrese, J., Wireless Operator, promoted to W/O II., wef. 23-11-44.			
			R168349 F/S Oelm, F.W., Air Bomber, promoted to W/O II. wef. 3-12-44. R201763 Sgt. Betts, M.P., Wireless Operator, promoted to Flight Sergeant, wef. 13-12-44. R171476 F/S Doyle, B.P., Navigator, promoted to W/O II. wef. 17-12-44. R254367 Sgt. Powell, W.H., Air Gunner, promoted to Flight Sergeant, wef. 12-12-44. R267389 Sgt. Campbell, G.C., Air Gunner, promoted to Flight Sergeant, 12-12-44. R270141 Sgt. Latremouville, W.J., Air Gunner, promoted to Flight Sergeant, wef. 10-12-44. R202329 Sgt. Burns, E.R.J., Wireless Operator, promoted to Flight Sergeant, wef. 13-12-44. R252007 Sgt. Walsh, J.A., Wireless Operator, promoted to Flight Sergeant, wef. 13-12-44. R132249 W/O II. Briere, A.J., Wireless Operator, promoted to W/O I., wef. 28-11-44. R98539 W/O II. Dent, D.A., Wireless Operator, promoted to W.O. I., wef. 8-12-44.			
			<u>APPOINTMENTS:-</u>			
			J24737 P/O J.Y.T. Ogle, Air Gunner, appointed to the Acting Rank of Flight Lieutenant, wef. 27-11-44. J25694 P/O H.H.S. Mahon, Air Bomber, appointed to the Acting Rank of Flight Lieutenant, wef. 27-11-44. J27716 P/O R.F. Bertran, Pilot, appointed to the Acting Rank of Flight Lieutenant, wef. 29-11-44. J19626 P/O J.L. Egger, Pilot, appointed to the Acting Rank of Flight Lieutenant, wef. 29-11-44.			
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RECORD BOOK

OPERATIONS RECORD BOOK

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>COMMISSIONS:-</u>		
			The following Aircrew were commissioned during the month:-		
			J92199 P/O R.F. Griggs, Air Gunner, wef. 19-9-44. J92174 P/O A.H. Cowen, Air Gunner, wef. 19-9-44. J92235 P/O N.L. Willett, Air Gunner, wef. 8-10-44. J92233 P/O G.C. Cracknell, Air Gunner, wef. 8-10-44. J92278 P/O G.R. Martin, Air Gunner, wef. 8-10-44.		
			<u>HONOURS AND AWARDS:-</u>		
			J28324 P/O G.L. Orendorff, Pilot, was awarded an Immediate Distinguished Flying Cross, H.Q.B.C. Postagram, dated 4-12-44.		
			On one occasion, namely August 5th, 1944, this Officer was detailed to attack the French target of St. Leu D'esserent. While making his bombing run his aircraft was very heavily hit by flak, which made over sixty holes in the aircraft, severed the main fuel line between the two port engines, and punctured a tyre. Despite heavy damage and terrific loss of petrol, Flight Lieutenant Orendorff completed his mission and by skilful and calculated handling of his aircraft, managed to reach a diversionary base in England, where he executed a masterly landing with a punctured tyre, thereby saving the aircraft from further damage and protecting his crew from possible injuries.		
			J88380 P/O D.M. Cox, Navigator, was awarded an Immediate Distinguished Flying Cross, H.Q.B.C. Postagram, dated 4-12-44.		
			On one occasion, namely the night of March 9/10, 1945, when detailed to attack the German city of Munich the aircraft in which this Officer was the Navigator was shot down by an enemy fighter from a height of 8,000 feet in the Luxembourg - Alsace Lorraine area. Pilot Officer Cox assisted some of the crew out and then checked to make sure the captain's parachute was properly placed before baling out himself. The aircraft crashed at a point about a mile distant from where this Officer landed and he immediately returned to the crash to see if it was possible to assist the pilot, as he realised he might not have had the opportunity to bale out. Despite the fact that the starboard mainplane and entire fuselage was ablaze and the ammunition was exploding, he conducted a search, but no sign of the pilot was found. For the next four and a half months, by constant courage, resourcefulness, and		
			Page 14.....		

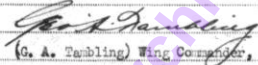
Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>HONOURS AND AWARDS:-</u> (cont'd)		
			initiative, he successfully evaded capture and finally reached England, via Gibraltar, in late July.		
			<u>CHANGES IN COMMAND:-</u> Nil.		
			<u>CHANGES IN ADMINISTRATION:-</u> Nil.		
			<u>AIRCRAFT ON CHARGE:-</u> 10 aircraft, Halifax III, on charge.		
			<u>FLYING TIMES:-</u>		
			Operational	Non-operational	TOTALS
		Day	94:32 hrs.	185:45 hrs.	280:17 hrs.
		Night	702:30 hrs.	76:19 hrs.	778:49 hrs.
		TOTALS	797:02 hrs.	262:04 hrs.	1059:06 hrs.
			<u>NUMBER OF OPERATIONAL SORTIES:-</u>		
			126 sorties.		
			<u>MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED AND MINES LAID:-</u>		
			H.E. - 324 tons. Cumulative total from 1-1-44, H.E. - 4922 tons.		
			Incendiary - 75½ tons. " " " 1-1-44, Incendiary - 512½ tons.		
			Mines - 47½ tons. " " " 1-1-44, Mines - 51½ tons.		
			<u>NUMBER OF COMBATS WITH ENEMY AIRCRAFT:-</u>	59A7½	
			Two combats with enemy aircraft were reported. On the 2nd of December, no damage to either bomber or fighter, and on the 6th of December, the enemy aircraft, an ME.410, was destroyed.		Combat Reports, Appendix I & II.
			<u>HEALTH:-</u>		
			There was a marked increase of respiratory diseases during the first part of the month, slackening off towards the end. The incidents of Venereal Disease were lower than that of November.		
			<u>STRENGTH OF UNIT:-</u>		
			Officers Flying	Officers Non-flying	Airmen Flying
		R.C.A.F.	143	1	114
		R.A.F.	14	0	34
		R.A.S.A.F.	1	0	0
		TOTALS	158	1	148

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OPERATIONS RECORD BOOK

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

No. of pages used for day 15

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>SHORT STATEMENT BY THE SQUADRON COMMANDER PERSONALLY:-</u> <p>This month has been fairly satisfactory in that there was only one crew missing and early returns for operations were slight. Our number of operational sorties has decreased owing to the weather conditions and an unusually large number of crews being screened. The moral of the Squadron still remains constantly high and the serviceability is excellent.</p>		
			 (G. A. Fanshling) Wing Commander, Officer Commanding, No. 433 (R.C.A.F.) Squadron.		

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