

47.20.433  
DAB

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

Page No. 1

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

No. of pages used for day 9

Place	Date	Time	Summary of Events	References to Appendices
			Summary of Events <i>Compiling Officer C 2872 J.E. German</i>	SECRET
Skipton-on-Swale	1-1-45		Fair, 3/10ths s.c., as day wore on cloud increased and we experienced the odd shower. No operations were called. In the afternoon the N.C.O.'s were entertained in the Officers' Mess and later the Officers were invited to the N.C.O.'s Mess. Quite a good time was had by all. A stand down was announced.	
	2-1-45		Showery, cleared as day wore on. Wind 10-15 m.p.h. from S.W. Operations were laid on and 13 A/C were detailed to attack Ludwigshafen. All took off. The marking was concentrated and the visibility was so good that ground detail was visible. The attack was well concentrated, stick after stick of high explosive crashed down into the target area. Several large explosions were observed and large fires were started. Defences were not too heavy - one cone of 5 S/L's and heavy flak in the T/A. The glow from the fires could be seen when the crews were 100 miles on the way home. Cant0151 F/S Betty, H.E. encountered an E/A but no damage to bomber or claims on E/A were sustained. All crews returned safely to base. This was the last trip for J25885 F/L D.F. McGrath, who, with his crew has completed his first tour of operations.	Appendix AI, Pages 1-3. Appendix CI.
	3-1-45		Cloudy, occasional showers. A big day, for to-day half the Squadron were stood down - for we are to convert to Lancasters. A complete Conversion Unit has been formed here with J26099 F/L P.D. Holmes as C.F.I., assisted by J19459 F/O E.R. Smyth. When "A" Flight have converted "B" will follow suit. In the meantime "B" Flight will continue to operate on Halifax III. An operation was laid on for the Halifax types but was scrubbed after briefing. A lecture program was laid on for the Lancaster types, commencing on January 4th.	
	4-1-45		Fair, 2/10ths s.c., winds light and variable. No operations were called. Since we now have a conversion flight, training hours were the main thing. Pilots and Engineers were on Engine Handling lectures, whilst other members of the crews were introduced to the Lancaster. No flying training was carried out.	
	5-1-45		Fair, cloudless sky. The Lancaster Con. Unit continued with their ground training. Operations were laid on for the remaining Halifax types. Eight A/C were detailed to attack Hanover in Germany. At approximately 16:15 hours all A/C took off. C20393 F/L R.W. Pattersen in A/C "B" had an abortive - he returned early as his starboard outer engine went	Appendix AI, Pages 3-5.

www.bombercommand.com

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	5-1-45	(cont'd)	<p>U/S and he could maintain neither height or A/S. Cloud on target 10/10ths with tops at 5-6,000 feet. A small break did appear in the clouds and fires could be observed through it.</p> <p>At 19:24 hours several large explosions were seen. A <sup>reasonably bright</sup> really good glow could be seen on the clouds as the crews left the target. Not a great deal of enemy opposition was encountered.</p> <p>No damage was sustained by any of our A/C. Can10154 P/S Batty, H.E. and J46536 P/O A.</p> <p>Strelchuk had encounters with enemy aircraft but no damage resulted. J27716 P/O R.P.</p> <p>Bertran had doubts of the serviceability of his brakes so he landed at the emergency landing ground at Carnaby. All other A/C returned safely to base.</p>		Appendix CIII & Appendix CIII.
	6-1-45		<p>Fair, almost cloudless sky, fresh wind from N.W. Lancaster ground school continued.</p> <p>Operations were laid on for the Halifax types. 7 crews were detailed to attack Hanau and at approximately 15:15 hours all A/C took off. Weather on target 10/10ths s.c. Markers were dropped but several were shot out by flak before they disappeared into the cloud.</p> <p>S/L's were employed but were rendered ineffective by the cloud. Flak, moderate H/P in barrage form in two layers 10-15,000 feet and 16-20,000 feet. No A/S sustained damage.</p> <p>Three E/A were seen but no combats developed. 020393 P/L R.W. Patterson landed at Tangmere owing to fuel shortage. All other A/C returned safely to base.</p>		Appendix AI, Pages 5 & 6.
	7-1-45		<p>Fair sky, heavy frost was experienced in early morning, reasonably strong wind from N.W. A/C returned from diversion. Lancaster Con. Unit continued ground training. A/C "E" returned from Kinnals. <sup>B/C "L" was diverted to base at 11:14.</sup> No operations were called.</p>		
	8-1-45		<p>Day started fair, snow showers as day wore on. Wind was high. Lancaster Con. Unit continued lectures on Air Sea Rescue and Engine Handling. This is to be the last day of ground school lectures and flying training is scheduled to commence soon. In the afternoon a stand-down until 23:59 hours was announced. No operations were called.</p>		
	9-1-45		<p>More snow, good layer of it too. No flying at all. In the morning crews reported to their sections - Air Gunners and Flight Engineers on night vision training and A/C recognition, Flight Engineers and Pilots on engine handling. A stand down was announced at noon and aircrew attended a film show in the station cinema in the afternoon. No operations were called.</p>		

# OPERATIONS RECORD BOOK

Page No. 3

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.

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

month 9  
No. of pages used for day 9

Place	Date	Time	Summary of Events	<b>SECRET.</b>	References to Appendices
	10-1-45		<p>Still snow. All crews were put on the "chain gang" and were employed on snow clearance. Since the runway they are working on is 2000 yards long they have a man sized job. Operations were laid on at 1100 hours, 5 A/C being called for. This was later changed to an early morning call, or rather, the possibility of one.</p>		
	11-1-45		<p>10/10ths S.E., light winds from E.N.E., scattered snow showers. Ground school continued for the Lancaster types. The early morning call did not materialise. We are now becoming accustomed to seeing Lancaster A/C around. The weather was not good enough for flying training. Parachute and dingy drills were carried out by both Lancaster and Halifax crews.</p>		
	12-1-45		<p>Cloudy, showery in afternoon, moderate visibility, winds N.N.E. Operations were laid on, 5 A/C on bombing and 3 A/C on mining. During briefing the bombing was scrubbed. At approximately 17:25 hours all 3 A/C took off. Weather over area, which was Flensburg Harbour, was 10/10ths s.c., tops at 5,000 feet, visibility above cloud was very good. No enemy opposition was encountered. Mines were laid accurately. J27866 F/O S.V. McKellar found that his mines hung up on the first run but he released them on his second attempt. All A/C returned safely to base.</p>		Appendix AI, Page 6.
	13-1-45		<p>Cloudy with showers in morning, visibility moderate to good, winds N.N.E. Operations were laid on, 3 A/C on mining and 5 A/C on bombing. The mining operation was scrubbed. At approximately 15:15 hours all A/C took off to attack Saarbrücken. The weather on the target was good, just a little haze but no cloud. The T.I. were bang on and the bombing was very accurate. Fires were soon started and took a good hold. Defences were not too accurate, flak of the heavy variety was encountered but was not at all accurate. No crew reported having seen fighters. After this operations J19626 F/L J.L. Egger and J89320 F/O W.T. Jensen were screened having completed a tour of operations. All A/C returned safely to base. R4182850 F/O E.C. Hibbins, Wireless Operator/Air, a member of one of the first crews to arrive on the station, who later became a member of "B" Flight Commander, J29592 S/L W.C. Pierce's crew, was also screened. Training flying by the Lancaster Con. Unit types was also carried out.</p>		Appendix AI, Page 7.

www.bombercommand.com

*Handwritten initials*

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	14-1-45		<p>Weather, fair to cloudy, hazy, light N. Westerly winds. Operations were laid on. 3 A/C on mining and 6 A/C on bombing. The bombing A/C took off at approximately 15:50 hours. All took off with the exception of J1656 F/O A. Strelchuk who developed engine trouble. Weather on target was good with no cloud, excellent visibility. The T.I. were checked visually and all crews noted that Grewenbroich had been well and truly pranged. Defences were negligible. All bombing A/C returned safely to base. At approximately 19:30 hours the mining types set out for Oale. They too experienced little difficulty, the weather was perfect and no opposition was encountered. Mines were accurately laid. All A/C returned safely. J27868 F/O S.V. McKellar and crew were screened after this trip, having completed a tour of operations.</p>		Appendix AI, Pages 7 & 8.
	15-1-45		<p>Weather, fair to cloudy, hazy, light N. Westerly winds. No operations were scheduled. Training was the order of the day and the Lancaster boys really went to town and their A/C spent almost all day on circuits and landings. Ground training was carried out, A/C recognition and turret manipulation by Air Gunners and fault finding by the Wireless Operators. A crew also went to Ripen Public Baths for a wet dingy drill.</p>		
	16-1-45		<p>Foggy at dawn, became fair as day wore on. Winds light and variable. Operations were laid on, 4 A/C on mining and 3 A/C on bombing. At approximately 18:05 hours all the mining types took off and set course for Oale. Hardly any opposition was encountered and the crews laid their mines accurately and returned safely to base. The bombing types went to Magdeburg. The weather was good and the T.I. seemed well placed and were well and truly pranged. S/L's were in action but did not cause a great deal of trouble. A fair amount of H/F was encountered but none of our A/C sustained damage. Opposition from the enemy did not affect the accuracy of the attack. Some fires were burning which could be seen for some distance on the way home. All of our A/C returned safely to base.</p>		Appendix AI, Page 9
	17-1-45		<p>Fair to cloudy, visibility moderate except in rain, when visibility was very bad. No operations were called. Training again was the order of the day. The Squadron Commander, O1649 W/C G.A. Tumbling, did his circuits and landings in the Lancaster. Whilst other crews went on bombing and fighter affiliation details, dingy and parachute drills were carried out.</p>		

## OPERATIONS RECORD BOOK

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	17-1-45	(cont'd)	J19626 P/L J.L. Egger and J89320 P/O W.T. Jensen were engaged in ferrying away our Halifax aircraft.		
	18-1-45		Cloudy with rain, snow and sleet in evening, visibility good but poor in precipitation. Winds fresh, became calm in early evening but before mid-night a gale sprang up. Operations were called on but were scrubbed before briefing. No Halifax flying was done.		
	19-1-45		Fair or cloudy with snow showers, visibility good, gales in early morning. No operations. No Halifax flying but Lancaster Con. Unit did Bombing, H28, Homing, I.P. and circuits and landings. Ground training - Wireless Operators on fault finding, Air Gunners on night vision and turret manipulation, Flight Engineers had a lecture on Engine Handling.		
	20-1-45		Odd snow showers, heavy at times, visibility poor in snow, winds light and variable becoming fresh N.W. Training was carried out, Lancasters on fighter affiliation and bombing, and also on circuits and landings. No Halifax flying was carried out. Dingy and parachute drills. No operations were called.		
	21-1-45		Fine, snow late at night, visibility good, wind fresh from north, changed to N.W. as day wore on. Operations were laid on but were later scrubbed. Lancaster training was laid on, bombing, cross countries and fighter affiliation, also a Halifax did bombing and fighter affiliation. No operations were called for the early morning.		
	22-1-45		Fair, cloudless sky, visibility 10-15 miles, decreased to 8 miles as day wore on. Winds light and variable. Operations called on but were scrubbed before briefing. Lancaster cross on training - cross countries, air to sea firing and H28 exercises. No operations were called for early morning.		
	23-1-45		Snow showers - foggy visibility bad. No flying. Operations were called but were scrubbed before briefing. Pilots did navigational dry swims. Flight Engineers and Air Bombers on Link Trainer. Engine handling lectures also given to Pilots and Flight Engineers. No training flying.		
	24-1-45		Visibility good at early morning, became hazy as day wore on. Wind from N.W. Operations were called, 2 A/C for gardening, this was soon scrubbed. Since the weather had become steadily worse training flying was impossible. Lectures on Lancaster A/C were the order of		

www.bombercommand.com

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	24-1-45	(cont'd)	the day. Air Bombers and Flight Engineers on Link, Radar lecture for Air Bombers and Navigators.		
	25-1-45		Foggy, frost and snow still with us. No training flying or operations. Air Officers on A/C recognition and night vision training. Air Bombers and Pilots had a lecture on the auxiliary of the Lancaster.		
	26-1-45		Visibility good during early part of the day becoming poor with threat of snow showers later. "A" Flight conversion continued with nine Lancasters being sent on cross countries, bombing and H2S exercises. Night training was scrubbed. Air Officers on night vision training and A/C recognition. No operations were called.		
	27-1-45		Started a clear day, good visibility but threatened snow showers. "A" Flight Lancasters carried on with cross countries, bombing and H2S training. Bomb Aimers training on Radar and Nav. Operations were called and six A/C detailed from "B" Flight. The threatened snow showers proved to be one of the worst blizzards yet and caused the operation to be scrubbed twenty-five minutes before take-off time, at 16:35 hours.		
	28-1-45		Snow storms and very poor visibility early in morning. However, weather cleared and visibility became about 4-5 miles by mid-day. Nine Lancasters took-off on X Countries and bombing. One was landed at Dishforth on three engines. Six Lancasters again were on training flights at night. Operations were called and six Halifax A/C crews detailed and briefed. Take-off was cancelled after the third 424 Squadron Aircraft, piloted by O988 W/C E.M. Williams, crashed on the runway at take-off. The crash occurred at 19:20 hours and left burning wreckage and a crater at the intersection of runways 040° and 160°. The six training A/C had to be diverted owing to this accident, two at Woblington and four at Dishforth.		
	29-1-45		Visibility 1-2 miles early morning with snow clouds, clearing somewhat by mid-day. No Lancaster flying took place, it was announced that "A" Flight conversion is completed. "B" Flight will stand down for conversion as from to-morrow. Operations were called in late morning and 5 crews detailed and briefed for mining. The operation was scrubbed soon after briefing was completed. Snow showers which threatened during the afternoon came during the evening with a strong wind from the S.E. By mid-night several inches of snow had fallen.		

www.bomber.com

## OPERATIONS RECORD BOOK

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

.....No. of pages used for <sup>month</sup> dry 9

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
	30-1-45		<p>Very good visibility, 8-10 miles, with very little cloud, snow is rapidly clearing.</p> <p>"B" Flight are now stood down for conversion but no flying took place. No operations were called. Flight Engineers had Gunnery lecture. Air Gunners on night vision.</p>		
	31-1-45		<p>Fair with good visibility, becoming cloudy with continuous rain and fog. Moderate Westerly winds became light S.W'y. "B" Flight flying training on Lancasters was scrubbed owing to weather conditions. Operations were called and five crews detailed but a scrub came before briefing took place. Highlight of the day came when twenty-eight "B-24" and six "B-17's" of the 8th U.S.A.A.F. were diverted from operations to this station. A dance which was to have been held in the station cinema was cancelled in order to provide accommodation for the visiting crews.</p> <p><u>CASUALTIES:-</u> Nil</p> <p><u>POSTINGS IN:-</u></p> <p style="padding-left: 20px;">Appendix D-I, F.O.R.'s Serial Nos. 1/45 to 4/45 R.C.A.F. Officers, Nos 1/45 to 4/45 R.C.A.F. Airmen Aircrew, and Serial Nos. 1/45 to 3/45 R.A.F. Officers, Nos 1/45 to 3/45 R.A.F. Airmen Aircrew.</p> <p><u>POSTINGS OUT:-</u> - as above -</p> <p><u>PROMOTIONS:-</u> - as above -</p> <p><u>APPOINTMENTS:-</u> - as above -</p> <p><u>COMMISSIONS:-</u> - as above -</p> <p><u>HONOURS AND AWARDS:-</u></p> <p style="padding-left: 20px;">J16120 F/L N.D. Mara, Pilot, was awarded the Distinguished Flying Cross, Immediate, authority:- Bomber Command Postagram, RC/S.23191/P., dated 9-1-45.</p> <p style="padding-left: 20px;">On the night of December 6/7, 1944, this Officer was Captain of an aircraft detailed to attack the German city of Osnabruck. Just after crossing the French coast on route to the target, the port outer engine commenced to misfire followed by a large flame from the exhaust, and the throttle control kept jumping back to the closed position. In spite of the trouble with this engine he pressed home his attack. Whilst on his bombing run flames appeared again, but nevertheless, he carried on and bombs were accurately dropped. At this point</p>		

www.bombercommandmuseum.co.uk

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																
			<p><u>HONOURS AND AWARDS:- (cont'd)</u></p> <p>two night fighters were seen positioning themselves. During the ensuing attack, violent evasive action was taken and the aircraft was eventually forced down to 1,000 feet. Flight Lieutenant Mara then feathered the port outer engine and proceeded home at this level.</p> <p>Upon crossing the Dutch coast the hydraulic system went unserviceable, the bomb doors falling open and the tail wheel dropping. Despite these setbacks this Officer managed to effect a safe landing at a diversionary base.</p> <p>178807 P/O B.F.A. Moss, W/Op./Air, R.A.F., received the Non-immediate award of the Distinguished Flying Cross, authority:- No. 6 Group Postagram 60/S.978/2/P.1, dated 23-1-45.</p> <p>The following personnel, formerly on the strength of this Squadron, have been awarded the Distinguished Flying Cross, Non-immediate, authority:- No. 6 Group Postagram 60/S.978/2/P.1, dated 23-1-45.</p> <p>F/L C.A. Appleton, J26064, Pilot; P/O J.D.R. Nixon, J26784, Pilot; P/O S.H. Bodaly, J88329, Air Gunner; P/O R.M. Goodman, J88817, Air Gunner; P/O D.A. Grant, J87496, Air Gunner; P/O R.V. Brewster, J35244, Navigator; P/O W.F. Speak, J35117, Air Bomber; P/O C.B. Wuori, J27473, Navigator; P/O M.R. Dobson, J27890, Navigator; P/O K.M. Shaw-Brown, R.A.F., 178990, W/Op./Air; P/O A. Kalyunik, C19796, Flight Engineer.</p> <p><u>CHANGES IN COMMAND:-</u> Nil</p> <p><u>CHANGES IN ADMINISTRATION:-</u> Nil</p> <p><u>AIRCRAFT ON CHARGE:-</u></p> <p>19 Lancasters Mark I and 11 Halifaxes Mark III, on charge.</p> <p><u>FLYING TIMES:-</u></p> <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>Nil</td> <td>246:35 hours</td> <td>246:55 hrs.</td> </tr> <tr> <td>Night</td> <td>34:127 hours</td> <td>22:54 hours</td> <td>364:21 hrs.</td> </tr> <tr> <td>TOTALS</td> <td>34:127 hours</td> <td>269:49 hours</td> <td>611:16 hrs.</td> </tr> </tbody> </table> <p><u>NUMBER OF OPERATIONAL SORTIES:-</u></p> <p>51 sorties.</p>		Operational	Non-operational	TOTALS	Day	Nil	246:35 hours	246:55 hrs.	Night	34:127 hours	22:54 hours	364:21 hrs.	TOTALS	34:127 hours	269:49 hours	611:16 hrs.		
	Operational	Non-operational	TOTALS																		
Day	Nil	246:35 hours	246:55 hrs.																		
Night	34:127 hours	22:54 hours	364:21 hrs.																		
TOTALS	34:127 hours	269:49 hours	611:16 hrs.																		

www.bombercommandmuseum.com



## OPERATIONS RECORD BOOK

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

No. of pages used for month 9

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices																
			<p><b>MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED AND MINES LAID:-</b></p> <p>H.E. - 111 tons.</p> <p>Incendiary - 2½ tons.</p> <p>Mines - 51 tons.</p>																		
			<p><b>NUMBER OF COMBATS WITH ENEMY AIRCRAFT:-</b></p> <p>Three combats were reported during the month. One on the 2nd and two on the 5th, no damage to bomber or casualties to crew were sustained and no claims were made on E/A.</p>		Appendices CI, CII, & CIII.																
			<p><b>HEALTH:-</b></p> <p>There was a slight increase of respiratory troubles for the month of January. There was an increase in Venereal Disease in the first part of the month, then tapering off to nil. General decrease in Notifiable diseases.</p>																		
			<p><b>STRENGTH OF UNIT:-</b></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;"></th> <th style="width: 20%; text-align: center;">Officers Flying</th> <th style="width: 20%; text-align: center;">Officers Non-Flying</th> <th style="width: 30%; text-align: center;">Airmen Flying</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F.</td> <td style="text-align: center;">122</td> <td style="text-align: center;">1</td> <td style="text-align: center;">114</td> </tr> <tr> <td>R.A.F.</td> <td style="text-align: center;">15</td> <td style="text-align: center;">0</td> <td style="text-align: center;">31</td> </tr> <tr> <td><b>TOTALS</b></td> <td style="text-align: center;"><u>137</u></td> <td style="text-align: center;"><u>1</u></td> <td style="text-align: center;"><u>145</u></td> </tr> </tbody> </table>		Officers Flying	Officers Non-Flying	Airmen Flying	R.C.A.F.	122	1	114	R.A.F.	15	0	31	<b>TOTALS</b>	<u>137</u>	<u>1</u>	<u>145</u>		
	Officers Flying	Officers Non-Flying	Airmen Flying																		
R.C.A.F.	122	1	114																		
R.A.F.	15	0	31																		
<b>TOTALS</b>	<u>137</u>	<u>1</u>	<u>145</u>																		
			<p><b>SHORT STATEMENT BY THE SQUADRON COMMANDER PERSONALLY:-</b></p> <p>The month has been rather quiet due to adverse weather conditions. Owing to our conversion to Lancasters the number of operational crews has been cut down considerably, but in view of the satisfactory progress in training it is expected that the Squadron will soon be up to full operational strength. The month was completed without any losses, making a period of 60 days without casualties. Considering the adverse weather conditions that ground crew had to combat, along with the extensive flying training program, they have done a very commendable job in maintaining a high rate of serviceability and the morale of the Squadron is, as of old, remaining at a very high standard.</p>																		
			<p><i>G. A. Tambling</i> (G. A. Tambling) Wing Commander, Officer Commanding No. 433 (R.C.A.F.) Squadron.</p>																		