

08992 P/Lt. J. E. German

## OPERATIONS RECORD BOOK

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I.,  
para. 1340 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

No. of pages used for day 10

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Skip-ton-on-Swale	1-5-45		The early morning call did come through and crews were awakened at 0300 hours. Nine crews were briefed to attack Mannheim and all A/C took off successfully at approximately 1140 hours. Crews reported 10/10ths stratus up to 10,000 feet. Bombing was done on blue smoke puffs with instrument check. Master Bomber was in attendance and was heard very clearly. Flak was moderate barrage with some predicted. No fighter activity was reported. A/C "E", piloted by C1346 S/L D.J. Cleland, landed at Woodbridge on three engines. The remainder of our A/C returned safely to Base. Interrogation was held in our own briefing room to-day for the first time in many "moons". General satisfaction was expressed by all concerned.		Appen. A.3, Pages 1 & 2.
	2-3-45		Bright clear day again, strong north-westerly wind, visibility unlimited. Our crews were called out again at 0100 hours. 14 crews were detailed to bomb Cologne. All our A/C took off successfully at approximately 0730 hours. Crews reported 5/10ths low stratus cloud up to 4000 feet. Flak was moderate to intense barrage with some predicted. Bombing was done on a "visual" and (by the later A/C) on the upwind edge of the smoke. Smoke was seen to rise to 8000 feet after the raid. Fighter Command gave adequate protection and no enemy A/C were sighted. All our A/C returned undamaged to Base. We were called for a garden- (Christenson) ing operation in late morning. Two A/C were briefed to garden in the Oslo Area on the "Old Milk Route", as our crews express it. The two crews reported a very quiet and successful trip carried in clear moonlight conditions. C1346 S/L D.J. Cleland and crew returned to Base leaving A/C "E" at Woodbridge. J89420 P/O R.F. Saunders and crew were screened to-day on completion of their first tour.		Appen. A.3, Pages 2 - 4. Appen. A.3 Page 4 & 5.
	3-3-45		A very quiet day, clear weather with a N.W. wind. Small amounts of training were carried out with remainder of crews at normal activities. Flight Engineers are hard at work re-building their section. Crews were warned of a possible early morning call. A stand down was declared to enable crews to get some sleep.		
	4-3-45		The station was awakened in the early morning by a little ground strafing by a JU.88 engaged on intruder duties. Rumours, of course, flew thick and fast. The extent of damage appeared to be two aircraft slightly shot up. Things had more or less settled down when		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	4-3-45	(cont'd)	the second alert came through. No activity developed. The early morning call did not develop. Dawn broke giving us 10/10ths stratus cloud with a strong N.W. wind. Operations were called in the late morning and 14 crews were detailed. The scrub (long expected) came through during briefing. No training was laid on due to adverse weather conditions. A possible early morning call was given.		
	5-3-45		10/10ths high stratus cloud, moderate north-westerly wind. The early morning call did not materialise much to everyone's disappointment. No training was laid on but operations were called during late morning. Fourteen crews were briefed to bomb Chemnitz. It has been noted that a Russian dictionary was circulating round the personnel. All our A/C took off successfully at approximately 1630 hours. Crews reported 10/10ths stratus cloud over the target with tops to 13,000 feet. The Master Bomber was in attendance. Bombing was done on Wanganui red and green. Flak was slight to moderate barrage. Fighter activity was reported but none of our A/C were attacked. A/C "G", piloted by G35376 F/O W.G.R. Simpson, made an orbit over the target. Three of our A/C landed at the diversion drome of Waterbeach due to petrol, as follows:- A/C "U", piloted by J6269 P/L J.E. Vallance, A/C "J", piloted by J39642 F/O R.E. Johnstone, and A/C "F", piloted by J25835 F/O A.P. Heathcote. The remainder of our A/C returned safely to Base.		Appen. A.3, Pages 5-7.
	6-3-45		10/10ths stratus cloud, moderate north-westerly wind, visibility about 2 miles. No operations were called but "A" and "B" flights carried out small amounts of training. Four crews were detailed to do a special gardening exercise during the early evening. Crews carried out normal ground training with Air Officers at night vision and on the skeet range, Navigators on Radar training and Wireless Operators on exercises and daily inspections.		
	7-3-45		8/10ths stratus cloud, moderate north-westerly wind, visibility moderate. Operations were called and nine A/C were briefed to attack Dessau, south-west of Berlin. Crews reported 10/10ths thin cloud up to 9000 feet with good visibility above. Bombing was done on red sky markers with green stars, which seemed to be fairly well placed. Fires seemed to be well on the way indicating a fairly good prang. Flak was moderate to intense barrage with some predicted. Fighters were active but did not pay much attention to our A/C.		Appen. A.3, Pages 7-9. Appen. C.6.

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

No. of pages used for month 10  
day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	7-3-45	(cont'd)	A petrol diversion was laid on and all our A/C returned safely and landed at Ford.		
	8-3-45		Cloudy, becoming fine, moderate visibility, light north-westerly wind. Our A/C re- turned from their diversion base at Ford. Operations were called and nine aircraft were detailed to garden in the Heligoland Bight. All A/C took off successfully at approximately 1830 hours. Crews reported visibility unlimited and small amount of flak or fighter activi- ty. Mines were laid O.K. All our A/C returned to Base.		Appen. A.3, Pages 9 & 10.
	9-3-45		Fine becoming cloudy, visibility moderate becoming good. Light north-west wind. No operations were called so training flying was laid on. Our newest arrival, J92115 P/O E.H. Jensen, was checked out by J8917 P/L D.S. Rogers. Remainder of the sections were at normal activities, Navigators at dry swims, Gunners on the skeet range.		
	10-3-45		Cloudy all day, moderate visibility, becoming good. Light north-westerly wind. No operations were called all day. Flying training was laid on by both "A" and "B" flights. Crews reported to their sections and later completed dinghy drills.		
	11-3-45		Cloudy becoming fine, good visibility, becoming moderate, light S.E. wind. Operations were called and 15 crews were detailed and briefed to bomb Essen in Happy Valley. Take off was approximately 1130 hours. Crews reported 10/10ths cloud up to 5,000 feet with unlimi- ted visibility above. Bombing was done on red and blue smoke puffs. Flak was almost nil only 5 puffs being seen. Good fighter cover was given by our friends of Fighter Command. All our A/C returned safely to Base.		Appen. A.3, Pages 11-13.
	12-3-45		6/10ths strato cumulus cloud at 5-6,000 feet, visibility good becoming only fair. Light south-westerly wind. Operations were called and 14 A/C were detailed to attack Dortmund, again in Happy Valley. J16536 P/L A. Strelchuk was taken off the Battle Order leaving 13 crews. All took off successfully at approximately 1230 hours. Crews reported 10/10ths stratus cloud to 6000 feet with good visibility above. Bombing was done on blue and green smoke puffs with instrument check. The Master Bomber was in attendance giving directions. Several crews mentioned a large patch of black smoke over the target, rising to 6000 feet. Flak was moderate barrage with some predicted. During the afternoon 4 crews were briefed to garden in the Kattegat area. All took off successfully at approximately		Appen. A.3 Page 16. /Page 4.....

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	12-3-45	(cont'd)	1745 hours. There was 3/10ths broken low stratus over the garden with fair visibility above. Flak was encountered to a somewhat severe degree also opposition from enemy A/C. From all these operations one A/C failed to return, "E", piloted by J39529 F/O J.P. Farrell. One of our most promising crews and their loss will be keenly felt. The remainder of our A/C returned safely to Base.		Appen. A.3, Page 16.
	13-3-45		10/10ths cirro stratus cloud with cumulus patches at 3000 feet. Visibility 1800 feet, becoming 3 miles. Light westerly wind. No operations were called but flying training was laid on by both flights. Crews reported to their sections for ground training on dry swims, skeet range, etc. Everyone knocked off early to get some sleep for an expected early morning call.		
	14-3-45		Thick fog in the morning, clearing later. 6/10ths C.S., no low cloud. Light north-westerly wind. The early morning call did not materialise but operations were laid on for the evening. Fifteen crews were briefed to attack Zwargbrucken in south-west Germany. All A/C took off successfully at approximately 1640 hours. Bombing was done on red and green T.I.'s with markers well concentrated. Several crews reported large explosions plainly seen due to an absence of any cloud. Flak was moderate barrage and there was some fighter activity. All our A/C returned safely to Base.		Appen. A.3, Pages 17-19.
	15-3-45		7/10ths cirro stratus with cumulus at 3000 feet, visibility 12-15 miles, westerly wind 8-10 mph. Operations were called and 15 A/C were detailed to bomb Hagen. All took off successfully at approximately 1630 hours. There was a slight ground haze but no cloud, visibility was good at height. Bombing was done on red and green T.I.'s with the aid of visual bombing. Several large explosions were seen in the target area as well as dummy fires set up by the enemy. Trouble was experienced over our own artillery zones when our defences got busy eliminating a number of our A/C, but the A/C from this Squadron were among the lucky ones. Moderate to intense heavy flak was encountered also S/L's in some strength. J29592 S/L W.C. Pierce DFC jettisoned his hang up incendiaries in the allotted area. J16536 F/L A. Strelchuk, pilot of A/C "Q", experienced some sightings. The first one was visual on an ME410 which was engaged and claimed destroyed. There was another		Appen. A.3, Pages 19-22.
				/Page 5.....	Appen. C.7 & C.8.



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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	15-3-45	(cont'd)	sighting made by instruments but no claims were made. The Mid-upper Gunner, J92854 P/O H.D. Millson, was the lucky boy to knock the ME410 down. The Rear Gunner, R272883 Sgt. Watson, G.T., found that his guns were jammed but as he first sighted the ME410 part of the credit goes to him. All our A/C returned safely to Base.		
	16-3-45		5-6/10ths strato cumulus at 2500 feet, visibility 25-30 miles, wind north-westerly, gusty, 20 mph. Operations were called and five crews were briefed to garden in the Heligoland Bight. All took off successfully at approximately 1750 hours. 9/10ths stratus cloud was reported up to 6000 feet with good visibility above. Four A/C laid vegetables successfully but the fifth A/C "O", piloted by J25839 P/O A.P. Heathcote, was unable to drop his vegetables due to instrument unserviceability. Although this broke our primaries attacked record, he is to be commended for bringing his load back and making a successful landing. The remainder of our A/C also returned safely to Base.		Appen. A. 3, Page 22.
	17-3-45		5-6/10ths strato cumulus at 2500 feet. Visibility was exceptional with 30 miles or over. South-westerly wind about 10 mph. No operations were called so both flights carried out cross-country and bombing exercises to a large extent. A general lecture for all aircrew was called at 1400 hours. Subject was "Flak Tactics" given by Major N. Nicholson, group flak expert. Remainder of crews completed dingy drills, etc.		
	18-3-45		4-5/10ths strato cumulus at 2500 feet, visibility 6 miles falling throughout the day, south-westerly wind 15 mph. No operations were called so some training was laid on by both flights. The Oxford was busy giving the cadets of the A.T.C. some familiarization. We were called for two aircraft to go on a Sweepstake exercise. They took off successfully at approximately 2032 hours. No trouble was encountered and both A/C returned safely to Base.		Appen. A. 3, Form 541, Page 23.
	19-3-45		10/10ths stratus cloud at 5000 feet, visibility 5 miles. Light SSE wind. No operations were called and no training was laid on. The Squadron was given a stand-down from 1200 hours to 2359 hours.		
	20-3-45		The day began with 5/10ths cumulus cloud, a strong westerly wind and 20 miles visibility. Operations were called and 17 crews were briefed to bomb Hemmingsdatt in Denmark.		

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Place	Date	Time	Summary of Events	References to Appendices
	20-3-45	(cont'd)	All crews took off successfully at 0400 hours, approximately, on the 21-3-45.	Appen. A.3,
	21-3-45		Crews reported clear weather with good visibility. Bombing was done on red and green T.I's aided by visual checks. Several large explosions were seen, sending smoke up to 9000 feet. Flak was moderate heavy with some predicted. Fighters were in evidence but did not bother our boys. All our A/C returned to Base safely and undamaged. No combats. At the station dawn broke with clear skies, light S.W. wind. The majority of our crews were in bed getting some sleep so this was a rather quiet day. Small amounts of training were laid on for the new crews. Nothing else to report. An early morning call was laid on.	Pages 23-27.
	22-3-45		The early morning call came through and crews were awakened at 0400 hours. 14 A/C took off at approximately 0445 hours to attack Hildesheim, south of Hanover. Crews reported clear weather over the target. Bombing was visual on markers producing good results in the form of smoke up 10-11,000 feet. The Master Bomber was in evidence and very pleased with results. The raid went in gaggle formation which kept together on the way in but disbanded on crossing the Rhine on the way out. Flak was not very much in evidence and fighters (enemy) were not seen. All our A/C returned safely to Base, with the possibility of an early morning call.	Appen. A.3, Pages 27-30.
	23-3-45		The early call did not develop. The day was fine with 2/10ths cloud and south-westerly wind. Visibility was unlimited. Small amounts of training were carried out and lectures for Flight Engineers and Gunners and Navigators were put on. Very uneventful day.	
	24-3-45		An early morning "do" again. Crews were called at approximately 0600 hours. 11 crews were detailed to attack <del>Hildesheim</del> in Happy Valley. All took off successfully at approximately 1300 hours. Crews reported clear weather with very good visibility in the target area. Bombing was done on red and green T.I's checked by visuals. J9554 P/L R.W. Andre's had a 1000 lb. bomb hang up and drop on his bomb doors and also had a small flak hole in his starboard wing. Flak, moderate to intense with some predicted, no fighters seen. J92115 P/O B.H. Jensen in A/C "M" made a forced landing in Belgium due to engine failure in both inners. The A/C was rather badly holed by Flak. The crew is safe and well and were later	Appen. A.3, Pages 31 & 32.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	24-3-45	(cont'd)	flown to England in a Dakota. The remaining crews returned to Base. J29592 S/L W.C. Pierce, D.F.C., "B" Flight Commander, was screened to-day.		
	25-3-45		Crews were called out at 0030 hours for another raid. 15 A/C were detailed to attack Hanover in Central Germany. J8917 F/L D.S. Rogers was the formation leader with J16536 F/L A. Strelchuk as Deputy. J14186 F/L D.A. deWolff flew with F/L Rogers as second Navigator. Crews reported clear weather over the target area with excellent visibility. The Master Bomber was in attendance giving clear, concise instructions. Large fires and explosions were seen indicating it was a good attack. Flak was moderate over the target but rather severe on the way out. A/C "F", piloted by J25839 F/O A.P. Heathcote, landed on 3 engines on return to Base. A/C "H", piloted by J89783 F/O J.D. O'Neil, also suffered a few hits by predicted flak. A/C "J", piloted by J39642 F/O R.E. Johnstone, was an early return due to engine failure. He jettisoned his "cookie" to come down to safe landing weight. This constituted our first early return for over 250 sorties. The gaggle leader, J8917 F/L D.S. Rogers in A/C "L" Little Lulu, was severely struck by flak with result that 2 gas tank damaged, port inner damaged and feathered, front turret damaged and sundry other holes. For all this all A/C returned safely to Base. J19459 F/L E.R. Smyth and crew were officially screened after their first tour.		Appen. A.3, Pages 33-35.
	26-3-45		The day began fine, becoming cloudy with S.W. wind. No operations were called so all crews had a lazy day catching up on sleep. During the afternoon lectures were laid on for Navigators, with exercises for Wireless Operators. Gunners had instructions on the new gun sight. J22115 F/O B.H. Jensen and crew returned to Base from Down Ampney to-day. J28101 F/O J.C. McDonald, Navigator, was screened from further operations today. Both "A" and "B" Flights had bags of training laid on this afternoon. "Practice makes perfect", it has been said. Nothing further to report.		
	27-3-45		Fine clear morning, becoming cloudy, visibility was good. No operations were called and no training was laid on. Sections were engaged in normal duties, such as Nav. lectures, W/O. exercises. An early morning call was rung.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	28-3-45		Cloudy most of day with slight rain, visibility moderate to poor. The early call came through and crews were awakened at 0500 hours, briefing was completed but after several delays the operation was finally scrubbed at 1115 hours. Some ground training was carried out in p.m. as the weather was unfit for flying.		
	29-3-45		Cloudy at first with moderate rain, becoming fair late in day, visibility moderate to good. No operations called and a small amount of flying done late in day, three crews on X countries, radar bombing and air to sea firing. J3382 F/L J.E. Creeper, DFC, and crew reported in from Leeming. F/L Creeper is to assume command of "B" Flight.		
	30-3-45		Fine, becoming cloudy with occasional showers, visibility good. No operations again to-day but our A/C were to be bombed up and also some mined up. Small amount of flying done about noon - air tests. Times were received for an early call so all crews got to bed at dinner time.		
	31-3-45		Cloudy with rain in latter half of day, visibility moderate to good. 10 crews were called at 0045 hours and were briefed to attack Hamburg. All got away safely at approximately 0605 hours after some delay. It was a very hot target with moderate to heavy fleck and bags of jet fighters. Tactics were good but the gaggle formation was late, resulting in very few markers being seen. 10/10ths cloud over target. Several of our A/C reported combats. None of our bombers were damaged, one E/A was claimed destroyed, one probably destroyed and two possibly damaged. J26099 S/L P.D. Holmes, Pilot of A/C "D" claimed the destroyed E/A. All our A/C returned safely to Base but the boys were certainly agreed on the fact that it was the stickiest effort for some time. The gardening operation was cancelled in the late afternoon.		Appen. A.5, Pages 35 - 37.
			<b>CASUALTIES:-</b> On the night of the 12th of March, 1945, A/C "B" NG-233, captained by J39529 F/O J.F. Farrell, failed to return from operations.		Appen. A.3, Page 16.
			<b>POSTINGS IN:-</b> Reference Appendix D.3, R.C.A.F. Officers P.O.R.'s Serial Nos. 11-16; R.A.F. Officers P.O.R.'s Serial Nos. 9 & 10; R.C.A.F. Airmen P.O.R.'s Serial Nos. 11-16; R.A.F. Airmen P.O.R.'s Serial Nos. 9 to 12.		



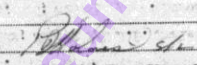
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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>POSTINGS OUT:-</u> as above.		
			<u>PROMOTIONS:-</u> " "		
			<u>APPOINTMENTS:-</u> " "		
			<u>COMMISSIONS:-</u> " "		
			<u>HONOURS AND AWARDS:-</u>		
			The following personnel, formerly on the strength of the Squadron, received the Non-Immediate awards as noted after their names.		
			R.A.F. 130158 P/W G.B. Sharman, DFC & Bar; J85132 P/L J.L. Smale, DFC, J18475 P/O E.K. Seigel, DFC; J35827 P/O W.J.M. Burnett, DFC; J26783 P/O J. Burch, DFC; J27738 P/O R.A. Russell, DFC; J28647 P/O T.J. Kelly, DFC.		
			<u>CHANGES IN COMMAND:-</u> Nil		
			<u>CHANGES IN ADMINISTRATION:-</u> Nil		
			<u>AIRCRAFT ON CHARGE:-</u>		
			19 A/C, Lancaster Mark I, on charge.		
			<u>FLYING TIMES:-</u>		
			Operational	Non-operational	TOTALS
			DAY 639:53	218:50	858:43 hrs.
			NIGHT 643:12	69:40	712:52 hrs.
			TOTALS 1283:05	288:30	1571:35 hrs.
			<u>NUMBER OF OPERATIONAL SORTIES:-</u>		
			193 sorties. This figure includes 2 A/C on Sweepstake.		
			<u>MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED AND MINES LAID:-</u>		
			H.E. - 599 tons Cumulative total from 1-1-45, H.E. - 821 tons.		
			Incendiary - 152 tons. " " " " Incendiary - 329 tons.		
			Mines - 86 tons. " " " " Mines - 211 tons.		
			<u>NUMBER OF COMBATS WITH ENEMY AIRCRAFT:-</u>		
			Nineteen Combat Reports were submitted during the month. One on the 7th, no claims; two on the 15th, one E/A claimed destroyed and one possibly damaged; and sixteen combats on the 31st, one claimed destroyed, one probably destroyed and one possibly damaged.		Appen. C.6 to C.24.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																
			<u>HEALTH:-</u>																		
			The general health of the Squadron remained much the same as last month. There have been no further incidents of V.D. and there is a low average of other diseases. The state of health for the Squadron has been quite good.																		
			<u>STRENGTH OF UNIT:-</u>																		
			<table border="1"> <thead> <tr> <th></th> <th>Officers Flying</th> <th>Officers Non-Flying</th> <th>Airmen Flying</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F.</td> <td>97</td> <td>1</td> <td>121</td> </tr> <tr> <td>R.A.F.</td> <td>11</td> <td>0</td> <td>25</td> </tr> <tr> <td>TOTALS</td> <td>108</td> <td>1</td> <td>146</td> </tr> </tbody> </table>		Officers Flying	Officers Non-Flying	Airmen Flying	R.C.A.F.	97	1	121	R.A.F.	11	0	25	TOTALS	108	1	146		
	Officers Flying	Officers Non-Flying	Airmen Flying																		
R.C.A.F.	97	1	121																		
R.A.F.	11	0	25																		
TOTALS	108	1	146																		
			<u>SHORT STATEMENT BY THE SQUADRON COMMANDER PERSONALLY:-</u>																		
			The month of March has been quite satisfactory. Our operational sorties are more than double that of the previous month and the highest for the past six months. Our flying hours have increased and the serviceability is excellent in spite of the added burden of operational times being changed at the last moment and a number of "scrubs". One of our most promising crews is missing from operations and one early return in over 250 sorties was experienced. The morale of the Squadron remains at its usual high standard.																		
			<p style="text-align: right;">             (G. A. Tembling) Wing Commander,            Officer Commanding,            No. 433 (R.C.A.F.) Squadron.         </p>																		