

## OPERATIONS RECORD BOOK

Page No. 1

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  
notes in R.A.F. Pocket Book.

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

No. of pages used for <sup>month</sup> 10

Place	Date	Time	Summary of Events	References to Appendices
Skipton-on-Swale	1-4-45		Cloudy with occasional rain which became continuous at night with heavy winds all day. Visibility good becoming moderate. No operations were called and a good proportion of the aircrew attended the Easter church services. Considerable training was laid on for the p.m. but had to be scrubbed due to weather. The Squadron was organized into sections with salesmen appointed to handle our quota of the 8th Victory Loan. Some ground training and lectures carried out in p.m.	
	2-4-45		Fair in a.m. becoming cloudy in afternoon, visibility good to moderate. We were advised that there would be no operations to-day or to-night so a large air training schedule was laid on. Just at noon operational instructions came through and everything was in a panic. A/C were recalled from training flights and were in process of being bombed up when the scrub came through before briefing started. Two new crews were out on X Countries and bombing at night. At 1900 hours word came through that we were called for both bombing and gardening, the bombing likely to be early.	
	3-4-45		Fair with an occasional shower, good visibility, fresh S.W. wind. A day to exasperate anyone, even good tempered people. Originally called for 8 A/C on bombing, it was increased to 9, reduced to seven and back to eight in a matter of hours. Briefing took place at 0930 and at 1145 hours the target was scrubbed and we were told to stand by. Meanwhile arrangements for gardening continued. At 1350 hrs. we were called again for bombing and once again it was scrubbed at 1930 hours. At 1920 hrs. the mining was scrubbed just one minute before take off. At 1940 we were told nothing further until the morning and at 1947 hrs. we received preliminary warning for an early day-light raid. Crews were called at 0100 hrs. and after briefing this was scrubbed at 0310 hrs. What a 24 hour!!!	
	4-4-45		Cloudy with occasional showers, good visibility, moderate westerly wind back to SW'ly. At 1015 hrs. we were called for 11 A/C bombing and 4 A/C gardening. Hope this effort gets away! Finally at approximately 1800 hours the much awaited operation took off to bomb Merseburg. 7 to 10/10ths cloud over target but crews reported tactics good. PFF were late and general consensus of opinion was that the raid was only fair and results hard to assess due to cloud. All A/C returned safely to Base. At approximately 1915 hrs. the 4 A/C on	Appen. A.4, Pages 1-3.

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J.E.G.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	4-4-45	(cont'd)	gardening took off for the Calo Area. Met. was O.K. and the trip fairly uneventful, light to moderate flak was encountered but all crews were able to drop their mines in the allotted position. All A/C returned safely to Base.		Appen. A.4, Pages 3 & 4.
	5-4-45		Cloudy becoming fair to fine, rain in early morning, good visibility, moderate westerly wind. No operations were laid on and no air training carried out. Normal activities were carried out by all sections. Nothing more to report.		
	6-4-45		Fine becoming cloudy with rain during the afternoon. Good visibility becoming poor at night. Wind, light and variable. No flying laid on at all, probably due to fluidity of bomb line. Navigators completed dry swims and other aircrew on general lectures.		
	7-4-45		Foggy, becoming fair to fine, poor visibility becoming moderate. Light south-easterly wind. Not a good day to fly so -- no flying. Crews reported to their sections for general lectures.		
	8-4-45		Fine day but only moderate to poor visibility. Light south-easterly wind. "A" Flight had a small training program which was duly carried out. Operations were called and 11 crews were briefed to bomb Hamburg, one of the last great ports left to Germany. Crews reported 10/10ths stratus cloud and were obliged to bomb on red and green sky markers. Flak was moderate to intense heavy. Fighters were very much in evidence. A/C "S" had one combat and A/C "Y" reported two combats. No damage to either bomber and no claims on E/A. All our A/C returned safely to bases as follows:- A/C's A, C, G, J, K, Q, T & D at Turweston, A/C "R" at Silverston, A/C "S" at Little Staughton and A/C "Y" at Tarrant Rushton. J92854 P/O H.D. Millson, was awarded the immediate D.F.C.		Appen. A.4, Pages 4-6. Appen. C.25, 26 & 27.
	9-4-45		Fine day, poor visibility, calm, no wind. No air training to-day due to our A/C still away. They returned this afternoon safely. We were called for 5 for gardening in Kiel Bay. All A/C took off successfully at approximately 1930 hrs. Target area was fairly clear there being only 3/10ths stratus cloud at 1000 feet. The crews had a ringside seat of the bombing raid on Kiel itself. The flak was described as intense. A/C "I" reported a combat, no claims or damage. Our vegetables were dropped successfully and all A/C returned safely to Base.		Appen. A.4, Page 6. Appen. B.28.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	4-4-45	(cont'd)	gardening took off for the Calo Area. Met. was O.K. and the trip fairly uneventful, light to moderate flak was encountered but all crews were able to drop their mines in the allotted position. All A/C returned safely to Base.		Appen. A.4, Pages 3 & 4.
	5-4-45		Cloudy becoming fair to fine, rain in early morning, good visibility, moderate westerly wind. No operations were laid on and no air training carried out. Normal activities were carried out by all sections. Nothing more to report.		
	6-4-45		Fine becoming cloudy with rain during the afternoon. Good visibility becoming poor at night. Wind, light and variable. No flying laid on at all, probably due to fluidity of bomb line. Navigators completed dry swims and other aircrew on general lectures.		
	7-4-45		Foggy, becoming fair to fine, poor visibility becoming moderate. Light south-easterly wind. Not a good day to fly so -- no flying. Crews reported to their sections for general lectures.		
	8-4-45		Fine day but only moderate to poor visibility. Light south-easterly wind. "A" Flight had a small training program which was duly carried out. Operations were called and 11 crews were briefed to bomb Hamburg, one of the last great ports left to Germany. Crews reported 10/10ths stratus cloud and were obliged to bomb on red and green sky markers. Flak was moderate to intense heavy. Fighters were very much in evidence. A/C "S" had one combat and A/C "Y" reported two combats. No damage to either bomber and no claims on E/A. All our A/C returned safely to bases as follows:- A/C's A, C, G, J, K, Q, T & D at Turweston, A/C "R" at Silverston, A/C "S" at Little Staughton and A/C "Y" at Tarrant Rushton. J92854 P/O H.D. Millson, was awarded the immediate D.F.C.		Appen. A.4, Pages 4-6. Appen. C.25, 26 & 27.
	9-4-45		Fine day, poor visibility, calm, no wind. No air training to-day due to our A/C still away. They returned this afternoon safely. We were called for 5 for gardening in Kiel Bay. All A/C took off successfully at approximately 1930 hrs. Target area was fairly clear there being only 3/10ths stratus cloud at 1000 feet. The crews had a ringside seat of the bombing raid on Kiel itself. The flak was described as intense. A/C "L" reported a combat, no claims or damage. Our vegetables were dropped successfully and all A/C returned safely to Base.		Appen. A.4, Page 6. Appen. B.22.

## OPERATIONS RECORD BOOK

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

month of \_\_\_\_\_ 1945  
No. of pages used for this \_\_\_\_\_ 10

Place	Date	Time	Summary of Events	References to Appendices
	10-4-45		<p style="text-align: center;"><b>SECRET.</b></p> <p>Fine day, becoming fair, poor visibility, light variable winds. Operations called for 9 A/C. Crews were briefed to attack Leipzig. All took off successfully at approximately 1330 hrs. The target was clear with no cloud but a small amount of ground haze. However it was a good "prang". Flak was moderate to intense heavy with a fair amount of predicted. A/C "T", piloted by J41011 P/O R.M. Dahl, had a port inner failure and was forced to return early. A/C "F", piloted by J89832 P/O R.J. Crisdale, failed to return from this operation. He was seen to be hit by flak and crash to the ground. No parachutes were seen to emerge. P/O Crisdale's loss is keenly felt by the Squadron as a whole. He was a captain of a keen, co-operative crew. The remainder of our A/C returned safely to Base.</p>	<p>Appen. A.4, Pages 7 &amp; 8.</p> <p>Appen. A.4, Page 7.</p>
	11-4-45		Cloudy with periods of rain, poor to moderate visibility, light north-west wind. No training laid on and no operations called. Crews reported to their sections for lectures.	
	12-4-45		Cloudy, becoming fair to fine with drizzle in the morning, moderate south-west wind. No operations called so the Squadron completed several air training flights such as fighter affiliation, bombing and radar. Remaining crews carried out dingy and parachute drills.	
	13-4-45		Fine to fair, moderate to good visibility, becoming poor. Light south-east wind. We were called for 10 bombing crews and 4 mining crews. Crews were briefed to bomb and garden in Kiel and Kiel Harbour, respectively. All A/C took off successfully at 2000 to 2030 hours, approximately. The target area was covered by 10/10ths low stratus cloud so results were not seen. Bombing was done on red and green T.I's. Flak was moderate to intense heavy concentration. The gardening was successful, no flak was encountered. All our A/C returned safely to their diversion base at Bruntingthorpe.	<p>Appen. A.4, Pages 9 - 11.</p>
	14-4-45		Cloudy with haze, rain in afternoon with south-east wind. No operations were called to-day. Our A/C returned to base from their diversion. Everyone had an afternoon off except the Admin. Staff.	
	15-4-45		Fine day, no cloud but slightly hazy. Operations were called and 15 crews were briefed after a number of changes and delays. With briefing over the operation was scrubbed. J85183 P/O G.M. Gillis, our new crew, was checked out in early evening. J27033 P/L R.R. McPhee and J23438 P/L G. Gardner and their crews, reported in today, their posting being	

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
	15-4-45	(cont'd)	effective yesterday.		
	16-4-45		Fine day with some thin medium cloud. Visibility was only fair. Operations were called for 15 crews to bomb Schwandorf in the Reich. All A/C took off successfully at about 2315 hours. The target area was cloudless with a little haze on ground. PFF dropped red and green T.I.'s for the boys, which, from all reports were "hang on". The Master Bomber was clear and concise. Flak was moderate, predicted at height and rather accurate. A/C "Y" failed to return from this operation (J90885 P/O J.A. Forbes). The remainder returned safely to Base.		Appen. A4, Pages 12-14.
	17-4-45		Fine becoming cloudy, visibility was good. Light and variable wind. After the return of the operational aircraft early this morning signals were instituted for J90885 P/O J.A. Forbes. However, at 1100 hours, word came through that he was safe in Belgium. Apparently the port inner engine "ran-away" and could not be feathered with the result the engine caught fire. After this was extinguished speed was decreased and course set for England. Unfortunately they had to land at Melbrook at 0630 hrs. The crew were taken to Brussels where everyone had a good time, and were later flown back to England in a DO-3 (Dakota). "A" & "B" Flights carried out training on bombing and fighter affiliation. Navigators and Bomb Aimers had a lecture on radar operation. The Air Gunners spent some time on the skeet range.		
	18-4-45		Fine becoming cloudy, visibility about 40 miles. Wind light and variable becoming light north-westerly. No operations were called for to-day and we got a green light on training. "A" Flight got 8 radar cross-bountries away while "B" Flight had 6 fighter affiliation and bombing details. Lectures were laid on for all sections. Later in the day Navigators were engaged in dry swims, Air Gunners again out on skeet range and at night vision. "B" Flight sent out one night cross-country.		
	19-4-45		Fine day, no cloud, visibility about 40 miles. Wind light and variable. No operations were called and again more training. "A" & "B" Flights sent out 7 bombing and fighter affiliation details each. Gunners and Wireless Operators were engaged on D.I.'s both morning and afternoon. Other gunners at the skeet range. Pilots and Flight Engineers had		

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

No. of pages used for month 10  
day

Place	Date	Time	Summary of Events	<b>SECRET.</b>	References to Appendices
	19-4-45	(cont'd)	handling lectures. Both flights sent out one night cross country each..		
	20-4-45		Fine becoming cloudy, visibility was poor. Slight rain toward end of period. Wind north-westerly in the main. We were called for 5 crews to do a "Herring Run" as a mining trip is known. Fortunately or otherwise (whatever your viewpoint) this was scrubbed. Training was laid on in small amounts as follows; "A" Flight, one cross-country and one air test; "B" Flight one bombing detail. Navigation lectures for Navigators and Bomb Aimers were laid on and carried out. Outdoor activity was somewhat curbed in the afternoon due to rain.		
	21-4-45		Cloudy in the morning, fair later, good visibility, wind north-westerly. Training flying was carried out by "A" & "B" Flights. Yesterday's "Herring Run" was called and 5 crews were briefed to garden in the Kattegat area. The boys reported 5/10ths cloud (strato cumulus) in the area, but all dropped their vegetables. The greatest enemy was the weather causing very bumpy flying. All our A/C returned safely to Base.		Appen. A, B, Pages 14 & 15.
	22-4-45		Fair to cloudy, occasional showers, good visibility with north-west wind. Operations were called for 10 crews to bomb Bremen. All took off successfully at approximately 1600 hours. Crews reported 8 to 9/10ths strato cumulus cloud to 6000 feet. Visibility above was good. Flak was moderate heavy with some predicted. The Master Bomber called off the effort due to cloud condition and the close proximity of our troops. JB5183 F/O C.M. Gillis in A/C "B", returned early due to engine failure over Base. He jettisoned his complete bomb load in the allotted area. All our A/C returned safely to Base.		Appen. A, B, Pages 15 & 16.
	23-4-45		Fair to cloudy, visibility good, wind northerly becoming light and variable. No operations were called so we switched to training. "A" Flight despatched three bombing exercises while "B" Flight sent out four bombing and radar exercises. Navigators received further "gen" on radar theory while Air Bombers did their usual effort on radar ground training. Air Gunners were on the skeet range.		
	24-4-45		Fine becoming fair to cloudy. Poor visibility with wind light south-easterly. Operations were called for 10 crews. Briefing was completed when the operation was scrubbed. Group laid on a substitute "A" in the form of a Flashlight on London. We sent out 5 crews		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	24-4-45	(cont'a)	as our contribution. The trip was quite uneventful and our aircraft returned safely to Base.		
	25-4-45		Fine becoming fair to cloudy, poor visibility, light northerly wind. Flying training was laid on but was scrubbed due to operations. We were called for 10 crews to bomb Wangerooge Island in the Frisian Group. The gaggle formation was led by J8917 F/L D.S. Rogers with J25694 F/L H.H.S. Mahon, our Bombing Leader, as set operator. Crews reported clear weather with a slight haze. Bombing was visual and by direction of the Master Bomber. Flak was moderate heavy with some "bang on" predicted. However, all our crews returned safely to Base. O35376 F/O W.G.R. Simpson (Rae to the boys) and crew were screened from further operations to-day.		Appen. A.4, Pages 16-18.
	26-4-45		Cloudy, occasional slight rain or drizzle, poor visibility, wind light and variable. No training was laid on due to an early call at 0900 hours. We had 15 crews laid on but the operation was scrubbed after briefing. Navigation lectures were laid on for Pilots, Wireless Operators practised Morse and Air Gunners took part in the aircraft recognition room. Three new crews reported to the Squadron as follows; J85260 F/O J.A. Knight, J43012 F/O R.A. Sutherland and J43779 F/O J. Connal and their crews.		
	27-4-45		Fair to cloudy, visibility about 40 miles. Wind fresh northerly. It looks as if our summer has been and gone. Rather <del>good</del> to-day. We were called out at 0800 hours this morning for the operation scheduled yesterday. It turned out to be the same old story, scrubbed after briefing. This procedure broke our morning routine so nothing was done. The afternoon was spent in dry swims for navigators, lectures for bomb aimers, Morse practise for wireless operators. Training flying reached a new total of nil due to the cloud formation over the country.		
	28-4-45		Cloudy day, still cold, some slight drizzle. Visibility poor, wind northerly. No operations were called so air training was laid on between showers. "A" Flight sent out 4 bombing and fighter affiliation. J85260 F/O J.A. Knight was checked out on our A/C. "B" Flight also sent out 4 bombing and fighter affiliation and did a check out on J43779 F/O J. Connal, another new arrival. The remainder of the crews practised dingy drills.		/page 7.....

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No. of pages used for month 10  
day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	28-4-45	(cont'd)	<p>There was great activity around the crew room. J9554 F/L R.W. Andrea has been placed in charge of this project. He has made great strides already, aircrew being "josed" right and left to wash floors, etc. "A" Flight has been placed in charge of the Squadron Briefing Room. They are quite determined to out do "B" Flight's crew room project. The boys were quite busy painting the ceiling in the briefing room. All in all a good days work.</p> <p>R124422 W/O B.D. Cathcart and J4326 F/L G.C. Hous and their crews reported in to-day.</p>		
	29-4-45		<p>Still cloudy and cold. Heavy rain in the morning. Visibility only 20 miles. Wind still northerly and cold. No operations to-day so more air training. Two cross countries and two bombing exercises for "A" Flight while "B" Flight laid on 4 bombing and one cross-country only to have the effort scrubbed. More work completed on the crew room and briefing room. The boys say they are training for post war domestic life. Who knows? -----</p>		
	30-4-45		<p>Bags of cumulus cloud still around, visibility not good, around 15 miles. Rain in the early morning. Wind northerly and cold. Still no operations, probably because we have no places to go. "A" Flight sent out 3 bombing exercises and checked out J4326 F/L G.C. Hous. "B" Flight despatched two bombing exercises and checked out R124422 W/O B.D. Cathcart. Lectures were laid on for Navigators and Bomb Aimers. Gunners took training on the gyro gun-sight, spent some time on the skeet range and in night vision.</p> <p><b>CASUALTIES:-</b></p> <p>On the 10ths of April, P/O R.J. Grisdale and crew failed to return from operations.</p> <p><b>POSTINGS IN:-</b></p> <p>Reference Appendix B.4, R.A.F. Officers' F.O.R's Serial Nos. 12, 13 &amp; 14; R.A.F. Airmen F.O.R's Serial Nos. 13, 14, 15 &amp; 16; R.C.A.F. Officers' F.O.R's Serial Nos. 17 to 24; R.C.A.F. Airmen F.O.R's Serial Nos. 17 to 25.</p> <p><b>POSTINGS OUT:-</b> as above.</p> <p><b>PROMOTIONS:-</b> " " "</p> <p><b>APPOINTMENTS:-</b> " " "</p> <p><b>COMMISSIONS:-</b> " " "</p>		Appen. A.4, Page 7.

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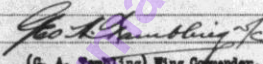
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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<u>HONOURS AND AWARDS:-</u>		
			J92115 P/O B.H. Jensen, Pilot, was awarded an Immediate Distinguished Flying Cross, authority, H.Q.B.C. Postigram HQ/S.23191/P., dated 17-4-45.		
			On March 24th, 1945, this Officer was captain of an A/C detailed to attack the German target of Battrop. Just after completing his bombing run, and whilst holding his aircraft steady until his camera operated, the aircraft was struck heavily by flak. Smoke poured out of the port inner engine, filling the aircraft, and flames broke out from the starboard inner engine, along the starboard fuselage, and inside the aircraft proper. Pilot Officer Jensen immediately feathered the two inner engines which put out the fires without using the Graviner switches and the wireless operator and mid-upper gunner fought the internal fires with extinguishers and finally were able to control them. This Officer had been flying in a gaggle formation, but with two engines unserviceable, he lost height at approximately 500 feet per minute and rapidly fell behind. He then requested a course for the nearest emergency field where he arrived at a height of 2,000 feet and with RT. - W.T., hydraulics, and pneumatic pumps, along with D.R. compass, blind flying panel, and the mid-upper and front turrets unserviceable. After interchanging visual signals with the airport, the under-carriage and flaps were lowered by emergency air and a masterly landing was executed on two engines.		
			J92853 P/O H.D. Millson, Air Gunner, was awarded an Immediate Distinguished Flying Cross, authority, H.Q.B.C. Post. HQ/S.23191/P., dated 7-4-45.		
			On the night of March 15th, 1945, this Officer was the Mid-upper Gunner in an A/C detailed to attack Hagen. When returning from the target at 12,000 feet, they were attacked from above and astern by an ME.410. Pilot Officer Millson ordered corkscrew starboard and opened fire immediately - the enemy aircraft returned the fire, but no strikes were made on our A/C. Suddenly flames broke out on the ME.410 and it dived vertically on port quarter approximately 200 yards distant, streaming flames all the way to the ground, where it was observed by both our gunners to explode. A moment later another ME.410 closed in on the starboard quarter and after corkscrewing to starboard, both gunners of our A/C opened		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<b>HONOURS AND AWARDS:-</b> (cont'd)		
			fire together. After returning the fire, the fighter broke away with no damage claimed.		
			J35750 F/O R. Woodhouse, Navigator, was awarded a Non-Immediate Distinguished Flying Cross, authority, 6G/3978/2/P.1, dated 16-4-45.		
			The following personnel, formerly on the strength of the Squadron, have received the		
			Non-Immediate awards as noted after their names:-		
			J35713 F/O J.G. Wigle, DFC, F/O G.H. Free, DFC, F/O J. Harrington, J17406, DFC,		
			AUS420090 F/O J.O. Weekes, DFC, R190809 P/S N.D. Dixon, DFM, R151145 F/S L.J. Mitchell, DFM.		
			<b>CHANGES IN COMMAND:-</b> Nil		
			<b>CHANGES IN ADMINISTRATION:-</b> Nil		
			<b>AIRCRAFT ON CHARGE:-</b>		
			24 Aircraft, Lancaster Mk. I, on charge.		
			<b>FLYING TIMES:-</b>		
			<b>Operational</b>	<b>Non-operational</b>	<b>TOTALS</b>
		Day	102:40 hrs.	246:26 hrs.	349:06 hrs.
		Night	536:50 hrs.	52:57 hrs.	589:47 hrs.
		<b>TOTALS</b>	639:30 hrs.	299:23 hrs.	938:53 hrs.
			<b>NUMBER OF OPERATIONAL SORTIES:-</b>		
			94 Sorties.		
			<b>MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED AND MINES LAID:-</b>		
			H.E. - 106½ tons. Cumulative total from 1-1-45 - H.E. - 927½ tons.		
			Incendiary - Nil. " " " " Incendiary - 329½ tons.		
			Mines - 70 tons. " " " " Mines - 281 tons.		
			<b>NUMBER OF COMBATS WITH ENEMY AIRCRAFT:-</b>		
			Four Combat Reports were submitted during the month, three on the 8th, no damage or claims, and one on the 9th when the E/A/C was claimed damaged.		Specim. G.25 to G.28.
			<b>HEALTH:-</b>		
			There has been a definite improvement of the health in general for the month of April.		
			Incidents of V.D. - nil, serious accidents - nil, incidents of respiratory diseases down fifty percent of the March total.		

Place	Date	Time	Summary of Events			References to Appendices
			<b>SECRET.</b>			
			<u>STRENGTH OF UNIT:-</u>	<u>Officers Flying</u>	<u>Officers Non-flying</u>	<u>Airmen Flying</u>
			R.C.A.F.	119	1	156
			R.A.F.	9	0	20
			TOTALS	128	1	156
<b>SHORT SUMMARY BY THE SQUADRON COMMANDER PERSONALLY:-</b>						
<p>The month of April has been fairly satisfactory. While our operational sorties are considerably less than the previous month, due to the diminishing number of targets, our training hours are higher. Laurels go to our ground crew for the excellent serviceability of our aircraft. We lost one of our most promising crews and have experienced a number of "scrubs", nevertheless the morale of the Squadron remains at its usual high standard, considerably bolstered by the knowledge that we will soon write "Finished" to a job well done.</p>						
 (G. A. Scobling) Wing Commander, Officer Commanding No. 433 (R.C.A.F.) Squadron.						

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