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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
note in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

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

Page No. 1
18822 month
No. of pages used for day 10

Place	Date	Time	Summary of Events	References to Appendices
Skipton-on-Swale	1-5-45		<p>Fair to cloudy with good visibility, fresh north-westerly wind. No operations were laid on, a fact which left us free for training. Both flights managed to send out 7 X-countries each. A Leaders' conference was held this morning, presided over by the O.C., C1649 W/O G.A. Tumbling. The main point agreed on was a sports agenda. The Sports Officer, C25725 F/O M. Avren, in conjunction with B6436 Sgt. Sylvester, L.C., the Squadron Discip, were placed in charge. J22935 P/L G.O. Ball was named squadron representative. The Navigators played the Pilots in soft ball and won (of course) with a score of 7-3. Lectures were laid on for Navigators and Bomb Aimers. The Navigators organised a "low level" in the "Blackmoore Inn", one of the more superior locals. Thirty-nine Navigators, operational and screened types, were in attendance. The bottled beer flowed quite freely, loosening a flood of golden-voiced song and merriment. A call was made on the way home at the fish and chip shop in Ripon. Everyone agreed that it was a good evening.</p>	
	2-5-45		<p>Fair to cloudy with occasional showers and good visibility. Fresh north-westerly wind. Again no operations so training was the order of the day. "A" Flight despatched 6 cross-countries while "B" Flight sent out 7 of the same. Lectures were laid on for Bomb Aimers and Navigators. Air Gunners were at the skeet range and at night vision.</p>	
	3-5-45		<p>Cloudy with good visibility, wind light and variable. Operations were called (Murrah at last!!!). 9 crews were briefed to garden in the Kattogat Area. 8 A/C took off successfully at approximately 2030 hours. The ninth A/C, "C", piloted by J8947 P/L D.S. Rogers, did not take off when he saw the "scrub" signal. Yes, it really happened. Just before course was set, the operation was thrown to the wolves. Amid numerous wailings and gnashing of teeth on the part of our dress, all A/C were sent on a five hour cross-country to reduce all up weight. Mines, of course, are never jettisoned so everyone brought them back. After the reducing process all our aircraft returned safely to Base.</p>	<p>Appen. A-5, Page 1.</p>
	4-5-45		<p>Fair to cloudy, good visibility, wind moderate north-west to westerly. No operations today so "A" Flight sent out 3 bombing exercises and "B" Flight sent out 2 bombing exercises, also checking out J8557 P/O W.G. Williamson, one of our new arrivals. Lectures again for Navigators and Bomb Aimers. Gunners were on skeet range and night vision. The most startling</p>	



SECRET.

/Page 2.....

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	4-5-45	(cont'd)	feature of this week is the large amount of D.R.R's (daily routine rumors), which have us going to numerous places for further service. However, nothing official, but we shall see --!		
	5-5-45		Cloudy with periods of continuous rain, visibility moderate to poor, wind light moderate southeasterly. No operations due to large areas of territory "given" to us by the armies of the Third Reich. Training was laid on in large quantities by both Flights as follows; 4 cross-countries, 4 bombing and 2 night cross-countries from each flight. The day cross-countries and bombing details were later scrubbed then the bombing was laid on again and night cross-countries scrubbed. Remainder of the crew took part in dinghy drills.		
	6-5-45		Fair to cloudy, good visibility, wind fresh westerly. Still no operations so again on training. Both Flights despatched 5 cross-countries and bombing details. Each Flight had 2 cross-countries flying at night. All details were successfully completed. The Navigation section were given the "gen" regarding our disposal on cessation of hostilities. We are commencing training for a trans-Atlantic flight. Oh, happy day. Sextants have been taken out and polished up, various heavenly bodies are being observed day and night. Everyone has bucked up considerably. Morale has never been higher. Wireless operators are planning lectures on Bendix installations anticipating an early conversion to Lancaster I's. The air is full of whispers such as "Iceland", "Dorval", "Montreal", "sunshots", "D.R.", etc. More about this to-morrow.		
	7-5-45		Cloudy, moderate visibility, wind fresh westerly to light and variable. The Squadron was in a "dither" about flying home. Such excitement has not been noticed before. Add to this the rumors of cessation of hostilities in Europe and you have an idea of what it is like here. No operations to-day. "A" Flight sent out 8 bombing and fighter affiliation while "B" Flight detailed 6 of the same. Plans were put ahead for our long flight home. The news of cessation of hostilities was thought to be very close. We were expecting the announcement any time now.		

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No. of pages used for month 10 day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	8-5-45		<p>To-day is the Great Day. The mid-night news last night announced the end of the war in Europe. Mr. Churchill will officially "break the news" at 1500 hours to-day. May 8th and 9th have been declared a national holiday. We had planned a monster liquid celebration but unfortunately it was not to be. We were called for an operation. Thirteen crews were despatched to the Continent to pick up ex prisoners of war. The aircraft landed at Brussels and loaded 24 ex P.O.W's each, then flew to Wing, near London, where the "repats" disembarked. Our boys say that it was worth missing VE Day celebrations just to witness the pleasure of the officers and men on their return home. Apparently, some of the P.O.W. have been in captivity since 1939. The stories they tell would complete a good size volume. On return of our aircraft, the liquid celebration began. A station dance was held in the aircrew Sergeants' Mess. Everyone seemed to have a good time until the wee hours of the morning. All in all, a great day. <i>Total Number of POWs evacuated - 314</i></p>		<p>Appen. A.5, Pages 1 & 2.</p>
	9-5-45		<p>Fair to cloudy, visibility good; wind light and variable. Again we worked on a holiday. Eleven A/C took off at approximately 1030 hours bound for Juvencourt near Rheims. Each A/C brought 24 ex prisoners of war and landed at Wing. <i>(Not planned to fly - returned following day)</i> All our A/C returned without mishap. There was no training flying. The remainder of the Squadron continued to celebrate VE Day, or recuperate from celebrations. <i>Total number of POWs evacuated - 264</i></p>		<p>Appen. A.5, Page 2.</p>
	10-5-45		<p>Fine becoming cloudy, good visibility becoming moderate; light south-easterly wind. Operations were called for 15 crews to do more evacuation work. All A/C took off successfully at approximately 1300 hours. Again each A/C brought back 24 ex P.O.W's from Juvencourt to Westcott. All our A/C returned without mishap. We are a Squadron, nay a Station that has been broken in spirit. We are down in the "dumps". We were notified to-day that we are not going to fly home. The powers that be have decided to convert our friends at 62 Base from Halifax aircraft to Lancaster L. The general feeling is that we are being left out of the "shuffle" and that the fact that our good (so we thought) work is all for naught. However, we are taking this bitter blow stoically, as one of the fortunes of war and hoping for a ray of sunshine in the near future. <i>Total number of POWs evacuated 560</i></p>		<p>Appen. A.5, Page 3.</p>
			<p><i>Total number of POWs evacuated 560</i></p>		

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	11-5-45		Fair becoming cloudy with period of slight rain during the afternoon, moderate visibility; light variable or south-easterly wind. No flying to-day of any sort with the exception of one air-test. Lectures were laid on for Navigators and Air Bombers. This concluded the day's activities.		
	12-5-45		Fine but cloudy early in afternoon with slight rain. Visibility moderate to poor in rain. Calm or light south-easterly wind. Again no flying of any kind due in the main to weather. The Squadron has more or less settled down to normal activity. Gunners were sent out to the skeet range and also completed night vision training. Navigators and Air Bombers worked on combined lectures. Flight Engineers were given a lecture on engines. Wireless Operators were busy with exercises and D.I's.		
	13-5-45		Cloudy becoming fair. Period of rain becoming showery, moderate visibility becoming good. Light southerly wind becoming fresh westerly. No flying of any description again due to weather. The Squadron was given a stand-down until 2359 hours to-night.		
	14-5-45		Fair periods with occasional showers. Good visibility. Fresh south-westerly wind. Blue Monday again. No signs of operations of any sort. No flying training laid on due to duff weather. Lectures were laid on during the morning for Navigators and Air Bombers. We had a blits on billets etc. Inspections are to be carried out periodically. J16536 F/L A. Strelchuk and J9554 F/L R.W. Andres are responsible for this work.		
	15-5-45		Fair to cloudy becoming fair. Good visibility with fresh south-westerly wind. Still not a word from Operations. We must be the forgotten Base. "A" Flight sent out 8 local details and "B" Flight detailed 5 mining practises. In the absence of a definite policy our lecture program is lagging a little, with the result that we had no special lectures, to-day.		
	16-5-45		Fair becoming cloudy with a short period of rain in the early morning. Good visibility with south-westerly wind. No flying of any description to-day. The Air Gunners were detailed for the skeet range and for night vision. Wireless Operators were completing their D.I's and worked on Morse exercises.		

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No. of pages used for day

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	17-5-45		Fair to cloudy becoming fair, slight rain, good visibility. South-westerly wind becoming light N.N.W. Again no flying of any description. Navigators and Air Bombers were on combined dry-swims and also completed training on radar installations. Air Gunners were detailed for skeet range and night vision. There was a Section Leaders' conference to-day with the Officer Commanding, O1649 W/O G.A. Tumbling, presiding. Plans were drawn up for future activities while awaiting disposal.		
	18-5-45		Cloudy becoming fair, good visibility becoming moderate. Northerly wind becoming E.S.E. Unusual activity to-day. We flew "A" Flight despatched two local efforts and "B" Flight sent out 2 cross-country and local details. We also helped out the Station Armament Officers. Two crews from each flight were detailed to drop spare 250 lb. H.E. bombs. They went out to the jettison area, dropped an aluminum sea-marker and then let them go. The boys enjoyed this immensely. The remainder of the crews were on assorted lectures. Navigators and Bomb Aimers were on combined dry swims. Air Gunners on aircraft recognition.		
	19-5-45		Cloudy, becoming fair. Good visibility with light south-easterly wind. Another day with no operations so we do a spot of training. Both Flights sent out 4 bombing/air to sea details. Remainder of the crews participated in sports and dinghy drills. A stand-down was declared from 1200 hours to 2359 hours to-night.		
	20-5-45		Cloudy, slight rain in the late afternoon. Good visibility in the main but moderate in rain. Easterly wind. No flying of any description to-day due to low cloud base and rain showers. Being Sunday there was not much activity. A number of the personnel attended Divine Service in St. Johns Church in the village. Dinghy drills were completed during the afternoon.		
	21-5-45		Fog early morning becoming fair to cloudy, with good visibility in the afternoon. Light variable wind becoming North Westerly. Again no flying and no operations. Crews reported hopefully to their sections but still no "gen". Classes under the new educational system for post-war training began to-day. Several members of our Squadron are taking lectures on various subjects. Lectures for Air Bombers and Navigators were laid on. Gunners were		

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	21-5-45	(cont'd)	at night vision. The Station Commander, 089504 Group Captain N.W. Timmerman, D.S.O, D.F.C., issued a long directive on future activity. Full working days are to be Monday, Tuesday, Wednesday a.m., Thursday and Friday. A full dress parade will take place on Saturday morning. A 36-hour pass will be granted all but a skeleton staff.		
	22-5-45		Cloudy becoming fine after dusk. Visibility moderate becoming good. Fresh north-north-westerly wind. No work on operations, it looks as though we are through. Training in small amounts was laid on by both flights to the extent of 5 cross-countries each. Lectures were laid on Navigators and Air Bombers.		
	23-5-45		Fine becoming fair to cloudy. Poor visibility becoming moderate. Light variable wind at first becoming N.N.W. "A" Flight carried out no training but "B" Flight sent out 2 cross-countries. 016536 P/L A. Strelchuk was "Daddy" to the A.T.C. boys, using the Oxford. This being Wednesday all our crews knocked off at noon and adjourned to their quarters for a domestic afternoon.		
	24-5-45		Cloudy becoming fair. Good visibility becoming moderate. Wind N.N.W. backing to SE'ly. "A" Flight sent out 4 cross-countries thus completing our training program for today. There has been a blitz on daily activities. Lectures were called for Navigators and Air Bombers. Wireless Operators were busy with D.I.'s and Morse practice. Air Gunners were on the skeet range and at aircraft recognition.		
	25-5-45		Cloudy with period of slight rain. Good visibility with NW'ly wind. Flying training was laid on in large quantities. "A" Flight detailed 2 cross-countries and one continental cross country. "B" Flight sent out one continental Cook's tour and one local cross-country. J89607 P/L G. Walton checked J42446 P/O R.W. Hagan and J95726 P/O L.J.P. Connolly, two of our newer arrivals. Remainder of the crews were on educational classes, Air Bombers taking a Navigation course.		
	26-5-45		10/10ths low cloud, visibility fair. Wind southerly becoming westerly. Showery in character during the afternoon. The crews gathered in the briefing room to hear a little gen on future activity. The Squadron Adjutant, 08992 P/L J. E. German, was i/o the gathering. The boys were given the shot and pinned down to the ground re further service in		

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No. of pages used for ^{month} day 10

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	26-5-45	(cont'd)	<p>The R.C.A.F. Forms were distributed to all personnel to enable a choice to be made of either service in the Pacific, European Occupation or Canada. This was the extent of the day's business so everyone stood down for thirty-six hours. A former Station Commander of this station arrived to-day for a visit. He was C127 G/O L.E. Wray, <u>AFC</u> who went missing in March, 1944. He was taken prisoner in Germany and placed in an P.O.W. Camp. G/O Wray was liberated just prior to VE Day, flew back to this country then brought up here by C149 G/O H.H.C. Rutledge, another ex- Station Commander now D.A.S. at O/S H.Q. C8992</p> <p>F/L J.M. German remarked that we had five ex-Station Commanders under one roof at the same time, viz: G/O Wray, C130 Air Commodore J.G. Kerr, <u>AFC</u>, Air Commodore J.G. Bryans, C149 G/O H.H.C. Rutledge and C139 Air Commodore F.R. Miller, <u>AFC</u>, our present Base Commander.</p>		
	27-5-45		<p>10/10ths stratus cloud with showery periods during the day. Visibility good becoming fair. Wind north-westerly in the main becoming SE'ly. The Squadron was on a stand down for the day.</p>		
	28-5-45		<p>Foggy morning, wind SE' becoming NE in the afternoon. Fair to fine in the afternoon with small amount of ground fog remaining. Flying training was laid on in the form of 2 continental cross-countries which were later scrubbed due to thunder storms. Personnel were busy all day completing service declaration forms. Voting commenced to-day for the Dominion Election. J16958 F/L J.H. Boudreau and J21544 F/L H.A. Poeliff are assistant Polling Officers. J199230 F/L S.M. Byrne, Wireless Operator/Leader, R.A.F., received the award of a non-immediate D.F.C.</p>		
	29-5-45		<p>Fair becoming cloudy, period of rain during early morning. Cloud breaking up during evening. Visibility poor becoming good. Wind variable. "A" Flight held our banner up by sending one check-out viz:- J89607 F/L G. Walton checked out J95726 F/O L.J.P. Connolly. "B" Flight did not fly at all. Remainder of the crew attended various lectures. The day being occupied by educational classes; Air Bombers continued with their navigation lectures; Navigators attended a bombing-technique lecture.</p>		
	30-5-45		<p>Fair becoming cloudy with scattered showers. Visibility good, wind south-westerly. "A" & "B" Flight sent one continental cross-country each. The boys enjoyed the trip and</p>		

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	20-5-45	(cont'd)	said it was good to fly over the Ruhr without worrying about "flak. Remaining "bodies" spent the time on elections and classes. Wednesday afternoon being domestic day, every one adjourned to their quarters for a clean-up.		
	21-5-45		Fair to cloudy with heavy rain in the evening. Visibility moderate. Wind southerly. "A" Flight detailed 5 local cross-countries and one bombing detail while "B" Flight despatched 6 local cross-countries. Remainder of the crews reported for various lectures, eg., Air Bombers on a navigation course; Navigators on a bombing lecture. Air Gunners were at night vision. Voting continued for the Dominion and Provincial (Ontario) elections.		
			<u>CASUALTIES:-</u> Nil		
			<u>POSTINGS IN:-</u> Reference Appendix D,5, R.A.F. Officers' P.O.R.'s, Serial Nos. 15-18; R.A.F. Airmen's P.O.R.'s, Serial Nos. 17-20; R.C.A.F. Officers' P.O.R.'s, Serial Nos. 28-30; R.C.A.F. Airmen's P.O.R.'s, Serial Nos. 26-31.		
			<u>POSTINGS OUT:-</u> as above		
			<u>PROMOTIONS:-</u>		
			<u>APPOINTMENTS:-</u>		
			<u>COMMISSARIES:-</u>		
			<u>HONOURS AND AWARDS:-</u> 159230 P/L S.M. Byrne, R.A.F. Wireless Operator and 183936 P/O G.V. Rowland, R.A.F., Flight Engineer received the non-immediate award of the Distinguished Flying Cross; authority 63 Base letter, 63/8221-7-2, dated 28-5-45. The following personnel, formerly on the strength of this Squadron, have received the non-immediate award of the D.F.C., authority as in above paragraph:- J88142 P/O R.J. Thompson, Navigator; R130036 W/O I J.P. Benoit, Wireless Operator; J36825 P/O F.M. Covert, Navigator; J89320 P/O W.F. Jensen, Pilot; J25885 P/L D.F. McGrath, Pilot. 1833528 Sgt. Lees, H., R.A.F., Flight Engineer, formerly on this Unit's strength, received the non-immediate award of the D.F.M., authority as above.		
			<u>CHANGES IN COMMAND:-</u> Nil		

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			<u>CHANGES IN ADMINISTRATION:- Nil.</u>		
			<u>AIRCRAFT ON CHARGE:-</u> 24 Aircraft on charge. (<u>Lancaster Mk I</u>)		
			<u>FLYING TIMES:-</u>		
			<u>Operational</u> <u>Non-operational</u> <u>TOTALS</u>		
			Day 200:12 hrs. 30:43 hrs. 540:55 hrs.		
			Night 37:06 hrs. 15:15 hrs. 52:21 hrs.		
			TOTALS 237:18 hrs. 35:58 hrs. 593:16 hrs.		
			<u>NUMBER OF OPERATIONAL SORTIES:-</u> 47 sorties.		
			<u>MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED AND MINES LAID:-</u>		
			H.E. - Nil. Cumulative total from 1-1-45 - H.E. - 927½ Tons.		
			In incendiary - Nil. " " " " Incendiary - 329½ Tons.		
			Mines - Nil. " " " " Mines - 281 Tons.		
			<u>NUMBER OF COMBATS WITH ENEMY AIRCRAFT:- Nil.</u>		
			<u>HEALTH:-</u> For the month of May the state of the health for 433 Squadron personnel remained generally good insofar as functional disorders were concerned. There were several "other accidents" casualties, particularly since VE Day, of serious and minor natures. There was an increase in V.D. in the past month.		
			<u>STRENGTH OF UNIT:-</u>		
			<u>Officers Flying</u> <u>Officers Non-Flying</u> <u>Aircraft Flying</u>		
			R.C.A.F. 107 1 120		
			R.A.F. 11 0 18		
			TOTALS 118 1 138		
			<u>SHORT SUMMARY BY THE SQUADRON COMMANDER PERSONALLY:-</u> The month of May has been very satisfactory. The end of the war in Europe has enabled the Squadron to increase its flying training hours, and this long awaited VE Day has raised the morale of the Squadron personnel to a new high standard together with 100% aircraft serviceability. Bringing back ex prisoners-of-war from Europe has been a welcome change /concluded over.....		

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			<p>SECRET.</p> <p><u>SHORT SUMMARY BY THE SQUADRON COMMANDER PERSONNEL:-</u> (cont'd)</p> <p>from the bombing operations of the past. Although these Exodus trips kept us busy during VE Day and VE Day plus one, the crews considered themselves more than compensated for missing the celebrations by the gratitude displayed by the ex-P.O.W's. The forthcoming month sees many of our aircrew posted for eventual duty in the Pacific to continue the war against Japan.</p>	
			<p><i>G. A. Tombling</i> (G. A. Tombling) Wing Commander, Officer Commanding, No. 433 (R.C.A.F.) Squadron.</p>	

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